



# DUCK DISCOVERY

THE MAPS AIR MUSEUM HAS MADE AN AMAZING "BARN FIND" THAT WAS LITERALLY IN THEIR OWN BACKYARD

BY DAVID PAWSKI, PEG DEIBEL, DEBBIE BUSSINGER

PHOTOGRAPHY BY RICHARD JOHNSTON

I was very impressed after reading the "Rubber Ducks" article in the April 2025 issue of *Air Classics* written by Howard Carter. I believe seeing the MAPS GA-22A Drake gracing its pages

excited me the most. I do remember seeing the Drake arrive in less than perfect condition many years ago but MAPS volunteers quickly got to work and went through the entire

plane from nose to tail. A local body shop gave the Drake its immaculate glossy blue/yellow paint scheme complete with Goodyear logos.

MAPS Air Museum, short for Military Aviation Preservation Society, is located at Akron/Canton Regional Airport in North Canton, Ohio. MAPS now has some 60 aircraft from all eras of aviation development. We are all volunteers except for a few paid positions at the top and MAPS always seems to find a way to make the impossible not only possible but also affordable. We have been blessed particularly when it comes to donations.

One recent donation was a cache of airframes and parts from several Goodyear Ducks, which had been squirreled away, unknown to the aviation community, for 68+ years by Carl

**The opening pages for the *Air Classics* article on the Ducks and Drake. The April 2025 edition is available as a back issue by calling 818-700-6868.**



**TOP:** Who would have thought that several rotting rural buildings would hold the remains of several Goodyear Ducks?



Although extremely innovative, the post-war market for the Duck just did not exist.

Honell, an immigrant from Sweden. Carl earned his American citizenship after serving as a paratrooper in the 82nd Airborne from 1952-1955. Trained and experienced in aerial photography with the Airborne (the family shared some amazing aerial shots he took and snuck home), Carl obtained his private pilot license, likely at the Battle Creek Airport, shortly after being discharged. He married and lived on his wife Sallie's familial farmstead of seven generations in the rural area of Portage, Michigan, near Kalamazoo. His dream was to operate a business which would take aerial photographs of nearby farms.

Enter Ross Barker in 1957. Ross was newly discharged as an official photographer for the US Navy, who had served primarily at the Naval Air Material Center outside Philadelphia. Today, at 93.5 years young, Ross still proudly carries his official late-1950s US Navy identification and shares how he photographed many post-Korean War/Cold War military developments. In detail, he describes filming untried catapults (air pressure, compression, and black powder), ejection seats, and centrifuges — recording these experiments in precariously dangerous ground and aerial situations at a tiny Navy auxiliary airfield attached to the Philadelphia Navy Yard. Finally in civilian life in Michigan, Ross' wife, with a new baby, sought out other new



Leaking and filled with insects and wildlife, the derelict outbuildings held the world's largest supply of Goodyear Duck airframes and parts.



The hard-working recovery crew.