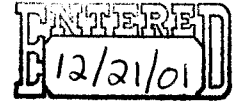


United States Department of the Interior  
National Park Service



**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Akron-Fulton International Airport Administration Building

other names/site number Cafe Piscitelli, Akron Municipal Airport, OHI - SUM1608-16

**2. Location**

street & number 1800 Triplett Blvd.  not for publication

city or town Akron  vicinity

state Ohio code OH county Summit code 153 zip code 44306

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Barbara Lawe Dept. Head Planning, Inventory & Registration October 31, 2001  
Signature of certifying official Date

Ohio Historic Preservation Office -- OH SHPO  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official Date

State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

Signature of Keeper

Date of Action

- entered in the National Register
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
1		structures
		objects
2		Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation: Air Related

**Current Functions**  
(Enter categories from instructions)

Commerce/Trade: Restaurant

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Modern Movement: Art Deco

**Materials**  
(Enter categories from instructions)

foundation Concrete  
roof Copper  
walls Brick bearing common bond treatment  
other Iron

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

(See Continuation Sheet, Section 7, Page 1)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

(See Continuation Sheet, Section 8, Page 1)

**Areas of Significance**

(Enter categories from instructions)

Transportation

Architecture

**Period of Significance**

1931-19 51

**Significant Dates**

1931

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Architect: Michael M. Konarski, AIA

Builder: O. C. Harbaugh

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey  
# \_\_\_\_\_
- recorded by Historic American Engineering Record  
# \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Akron-Summit County Public Library

Akron, OH

(See Continuation Sheet, Section 9, Page 1)

10. Geographical Data

Acreage of Property 2.68

UTM References

(Place additional UTM references on a continuation sheet)

1 

1	7	4	6	1	0	7	0	4	5	4	3	3	0	0
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

  
Zone Easting Northing

3 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

2 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

4 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

(See Continuation Sheet, Section 10, Page 1)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Vincent J. Rubino  
organization \_\_\_\_\_ date Jun. 22, 2001  
street & number 2623 Hudson Drive telephone (330) 928-4261  
city or town Cuyahoga Falls state Ohio zip code 44221

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**

**Summit, Ohio**

Section 7 Page 1

Narrative Description

The Akron-Fulton International Airport is located approximately six miles southeast of the downtown Akron business district. (photo 1) The 1931 Akron Municipal Airport Terminal building is the northern-most building of the airport complex, comprising the still active runway network north of the 1929 Goodyear Airdock (NR 1973) and Lockheed Martin aeronautical complex. While the Airdock to the south of the airport complex was designed by the Goodyear aircraft division to develop the rigid frame zeppelin airships, the Municipal Terminal building represents the City of Akron's investment in the future of safe commercial air traffic. The terminal was completed and dedicated on June 15, 1931.

The terminal's setting, once grander than now seen, was influenced by the City Beautiful movement. Reached from a landscaped traffic circle, the building was positioned at the end of a boulevard-like parking area with paired avenues of trees. All on a north-south axis with Massillon Road extending directly north. In terms of City planning the siting of the terminal represented a visual and physical point of arrival and departure as seen from both the automobile and airplane.

The terminal, which retains its original configuration and Art Deco design and detailing, has the historic integrity to convey its association with the earliest days of commercial air traffic. (historic floor plan C; photos D & G) The linear street elevation is bisected by the central building entry and three-story control tower carefully balanced on each side by a lower two story stair tower. Their vertical emphasis is further emphasized by hipped copper roof topped by flag pole pylons reminiscent of the air races of the era. Passenger service's newness and uniqueness is underscored in the designated use of the roof as an observation platform which is serviced by these interior stair wells and exterior stairways at both ends of the terminal. In the historic floor plan note the absence of space to process luggage. The early days of commercial air traffic limited the allowable carry-on luggage to the requirements of early aircraft. Any bulky and weighty luggage would have been shipped via other overland means.

The airport terminal building is of modern movement art deco design with a symmetrical facade in scaled proportions, executed in cream brick with terra-cotta detailing using subtle colors of cream, muted orange and soft green. The semi-octagonal terra cotta arch spandrels containing symbolic winged American shields frame the center main street elevation entrance. (photos 2 & 3) The two glazed stair towers that employ strong vertical stepped-back accents are topped with hip roofs and stylized ventilator cupolas that flank the entrance, which fronts a setback three story tower in the form of an elongated polygon extending as a rear wing. The tower's parapet has low-relief geometric terra cotta banding with a copper cornice (photo 9). The Eastern and Western Hemispheres are depicted in deep terra cotta friezes over the two entrances on the runway façade. (photos 4 & 5)

The terra-cotta spandrels over the original ground floor windows reflect a stylized American Indian feather and wing motif. Besides the Restaurant sign over the main entry, the replaced steel casement windows are the only noticeable indication of the interior adaptive re-use of the building. The preserved openings have been reglazed using dark extruded aluminum and glass which disappear from a distance but form a large glazed window with a multi small paned transom above when approached.

The protruding control tower contains a diminutive two-story half-round observation bay window surmounted by a copper-enscrolled three-faced clock. The white framed area between the clock and lower observation window contains the fresnel lens airport floodlight used to illuminate the tarmac for night landings. (photos F & G)

To the west of the main terminal building is a simple 10 x 12 feet brick structure with an external stair originally used as a weather balloon station (photo 8). This structure as well as the entry parking causeway, original southern passenger loading aprons, fence and loading gates remain as part of its earliest configuration. (illust. B & C) These remaining site elements underscore the interpretation of the terminal's early participation in commercial air traffic by the physical distance one had to travel through the outdoor elements to climb up into a waiting aircraft from the terminal.

Entering the ground floor, the preserved decorations of the waiting/dining room reinforced the social status of the passengers who could afford early passage. (See comparative plans) The octagon regressive coffer ceiling of the waiting/dining room is emphasized

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**  
Section 7 Page 2

**Summit, Ohio**  
Narrative Description

with low relief sunburst plaster detailing squaring the pattern. The original light fixture centered in the coffer ceiling remains, however the compass point design set in the floor, below the light fixture is covered with carpet. The spandrels over the door openings feature Art Deco chevrons and quarter circles in panel relief. Although many of these decorative elements remain, there have been several modifications to accommodate the restaurant function and aesthetic. Most of the luminaires have been updated, a few changes have occurred to the decorative ceiling elements and the built-in benches have been replaced as partitions. Early commercial passenger air traffic was an expansion of the earlier airmail delivery system reflected by the customs area and the post office (adjacent to the main waiting area, now an intimate dining room). The Doctor's office, private waiting room, and emergency vehicle space, now a single Banquet area, were a reflection of early passenger air traffic practices. To emphasize safe travel, early stewardesses were required to be registered nurses in order to attend to any need of the commercial passenger both on the ground and in the air. The simplicity of the air traffic control tower and adjacent weather balloon building also underscores the much slower, manageable and less technical side of early commercial air traffic. In time the control tower would undergo many alterations to accommodate the ever evolving communication and navigation technology. (photo's E, G & H) The upper level control and waiting area, internally accessed by a single metal spiral stair and externally by observation platform stairs, are now an exclusive bar and lounge.

The two original interior stairways allowed second floor level roof top access for the public while providing staff access to the service area below. Original metal doors and pan-formed reinforced concrete floors above are still visible and accessible from this basement level. Food preparation and storage areas now function below the contemporary kitchen and waitress station, which has replaced the original dining room and kitchen respectively of the terminal's west wing.

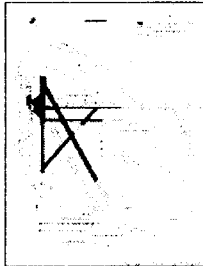
Following the relocation of the control tower operations by the FAA in the early 1960s, the Akron-Canton Regional Airport supplemented the terminal in 1962. The Customs and administrative office remained operational to serve Canadian and small aircraft traffic until the early 1990s when the building and immediate grounds were sold by the city and the terminal interior was adaptively redesigned as Café Piscitelli, an Italian Eatery. The exterior retains its distinctive Art Deco façade and terra cotta decoration with sympathetic dark contemporary windows replacing the steel casement windows and site elements as originally designed, thereby preserving the terminal's aeronautical heritage.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

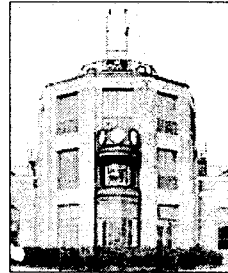
Akron-Fulton International Airport Administration Building  
Section 7 Page 3

Summit, Ohio  
Historic Photographs - Key

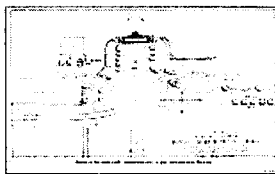


K.

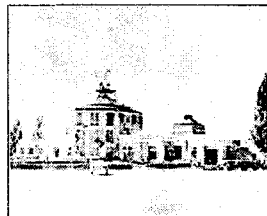
A.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Overview - Location of Air Terminal  
Runway 25/7 extension & Guggenheim  
Airship Institute (1940's)  
Sht. 70; Box PH-9



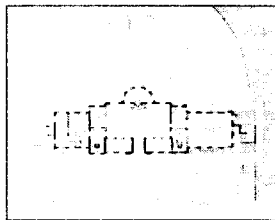
F.  
Fulton Collection,  
Akron-Summit Co. Public Library  
South elevation of control tower  
showing fresnel lens (pre 1940s)  
Sht. 87; Box PH-9



B.  
H.H. Harriman  
*U.S.S. Akron: World's Largest Airship*  
Main traffic intersection near Airport  
Administration Building (1931)



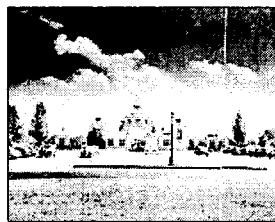
G.  
Fulton Collection,  
Akron-Summit Co. Public Library  
South view from runway  
Sht. 91; Box PH-9



C.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Terminal Building Floor Plan (1920's)  
Sht 19; Box PH-8



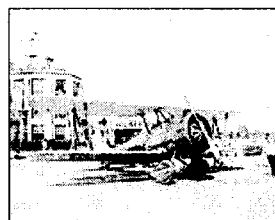
H.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Airport Inn (1954)  
Sht. 104A; Box PH-9



D.  
Fulton Collection,  
Akron-Summit Co. Public Library  
North Elevation (ca 1940s)  
Sht. 92; Box PH-9



I.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Several pilots and others (late 1940s)  
Sht. 84B; Box PH-9



E.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Shorty Fulton with plane (undated)  
Sht. 83; Box PH-9



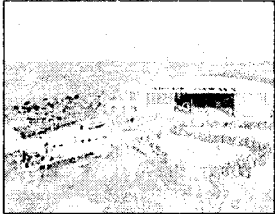
J.  
Fulton Collection,  
Akron-Summit Co. Public Library  
Group of people; US Airmail plane behind  
Sht. 90; Box PH-9

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Akron-Fulton International Airport Administration Building  
Section 7 Page 4

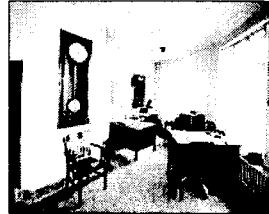
Summit, Ohio  
Historic Photographs - Key



K.

Fulton Collection,  
Akron-Summit Co. Public Library

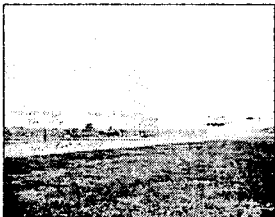
DC-2 United Airline Mainliner (late 1930s)  
Sht. 81; Box PH-9



O.

Fulton Collection,  
Akron-Summit Co. Public Library

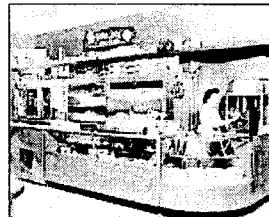
Manager's office (undated)  
Sht. 101; Box PH-9



L.

Fulton Collection,  
Akron-Summit Co. Public Library

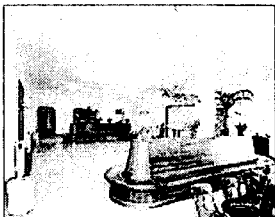
West-East Runway (15 Feb 1946)  
Sht. 75; Box PH-9



P.

Fulton Collection,  
Akron-Summit Co. Public Library

Snack Bar (undated)  
Sht. 98; Box PH-9



M.

Fulton Collection,  
Akron-Summit Co. Public Library

Lobby (undated)  
Sht. 94A; Box PH-9



Q.

Fulton Collection,  
Akron-Summit Co. Public Library

Restaurant (undated)  
Sht. 96; Box PH-9



N.

Fulton Collection,  
Akron-Summit Co. Public Library

Lobby (undated)  
Sht. 94B; Box PH-9



R.

Fulton Collection,  
Akron-Summit Co. Public Library

Dining (undated)  
Sht. 97B; Box PH-9



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Akron-Fulton International Airport Administration Building

Section 7 Page 5

Summit, Ohio  
Exterior Photographs - Key

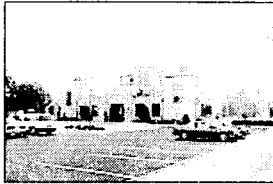


Photo 1.  
view from Triplett Boulevard.  
photo by: F. William Lucak, Jr  
11 sep 2000

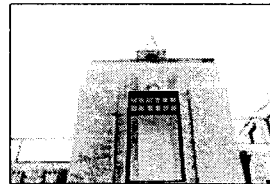


Photo 6.  
Detail of stair tower from north.  
photo by: F. William Lucak, Jr  
11 sep 2000



Photo 2.  
North Elevation  
photo by: F. William Lucak, Jr  
11 sep 2000



Photo 7.  
South Elevation.  
photo by: F. William Lucak, Jr  
11 sep 2000

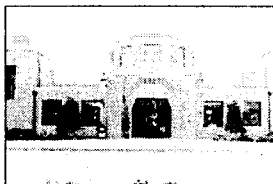


Photo 3.  
Detail of entrance on north elevation  
photo by: F. William Lucak, Jr  
11 sep 2000



Photo 8.  
Control tower detail from south.  
photo by: F. William Lucak, Jr  
11 sep 2000

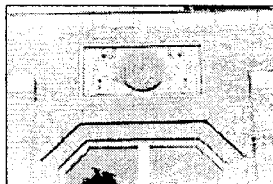


Photo 4.  
Western Hemisphere in terra cotta.  
photo by: F. William Lucak, Jr  
11 sep 2000

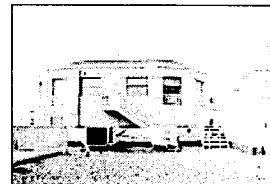


Photo 9.  
Control tower as viewed from observation  
deck. East elevation.  
photo by: F. William Lucak, Jr  
11 sep 2000

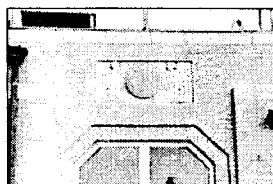


Photo 5.  
Eastern Hemisphere in terra cotta.  
photo by: F. William Lucak, Jr  
11 sep 2000



Photo 10.  
Weather balloon launching platform with  
airdock in background.  
photo by: F. William Lucak, Jr  
11 sep 2000

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Akron-Fulton International Airport Administration Building  
Section 7 Page 6

Summit, Ohio  
Interior Photographs - Key to Plan



Photo 11.  
Main dining room looking southeast.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 16.  
Front entry  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 12.  
Main dining room looking west.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 17.  
Main dining room looking at bar area in alcove.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 13.  
Main dining room looking northwest.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 18.  
Bar area looking west.  
photo by: F. William Lucak, Jr  
13 Jun 2001

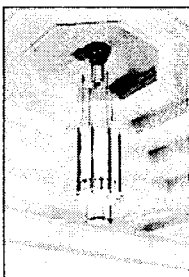


Photo 14.  
Detail of luminaire in center of main dining room.  
photo by: F. William Lucak, Jr  
13 Jun 2001

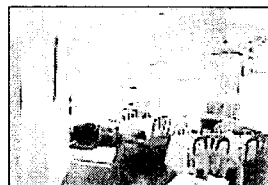


Photo 19.  
Dining area in old control area.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 15.  
Main dining area looking northwest towards alcove.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 20.  
Circular stairs leading to second floor  
photo by: F. William Lucak, Jr  
13 Jun 2001

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**  
Section 7 Page 7

**Summit, Ohio**  
Interior Photographs - Key to Plan



Photo 21.  
waitress preparation area  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 22.  
Meeting room  
photo by: F. William Lucak, Jr  
13 Jun 2001

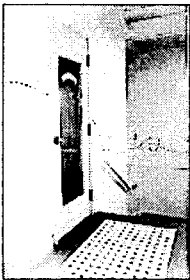


Photo 23.  
Stairwell leading to basement.  
Old phone booth on left.  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 24.  
Banquet room looking southwest  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 25.  
Banquet room looking southeast  
photo by: F. William Lucak, Jr  
13 Jun 2001



Photo 26.  
Kitchen  
photo by: Joseph Cenney  
8 Jun 2001



Photo 27.  
Kitchen  
photo by: Joseph Cenney  
8 Jun 2001

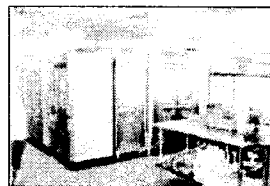


Photo 28.  
Kitchen  
photo by: Joseph Cenney  
8 Jun 2001



Photo 29.  
Second floor.  
photo by: Joseph Cenney  
8 Jun 2001

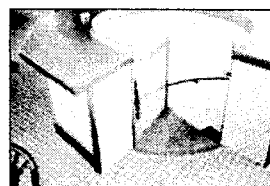
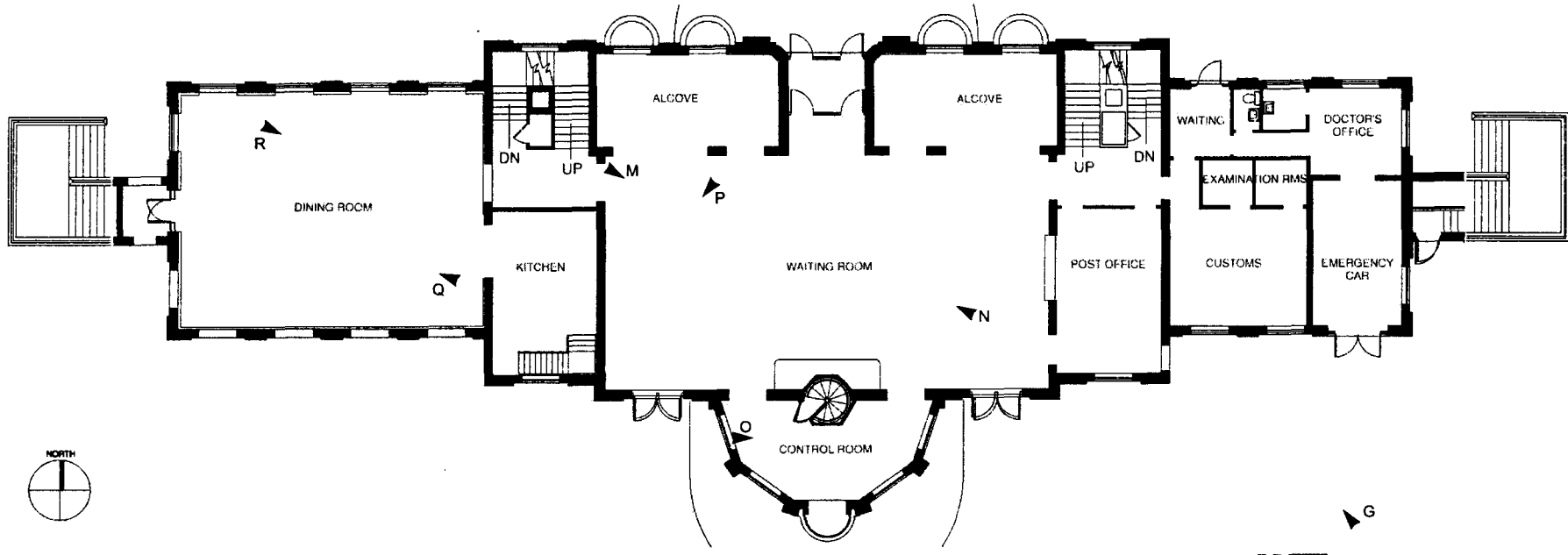
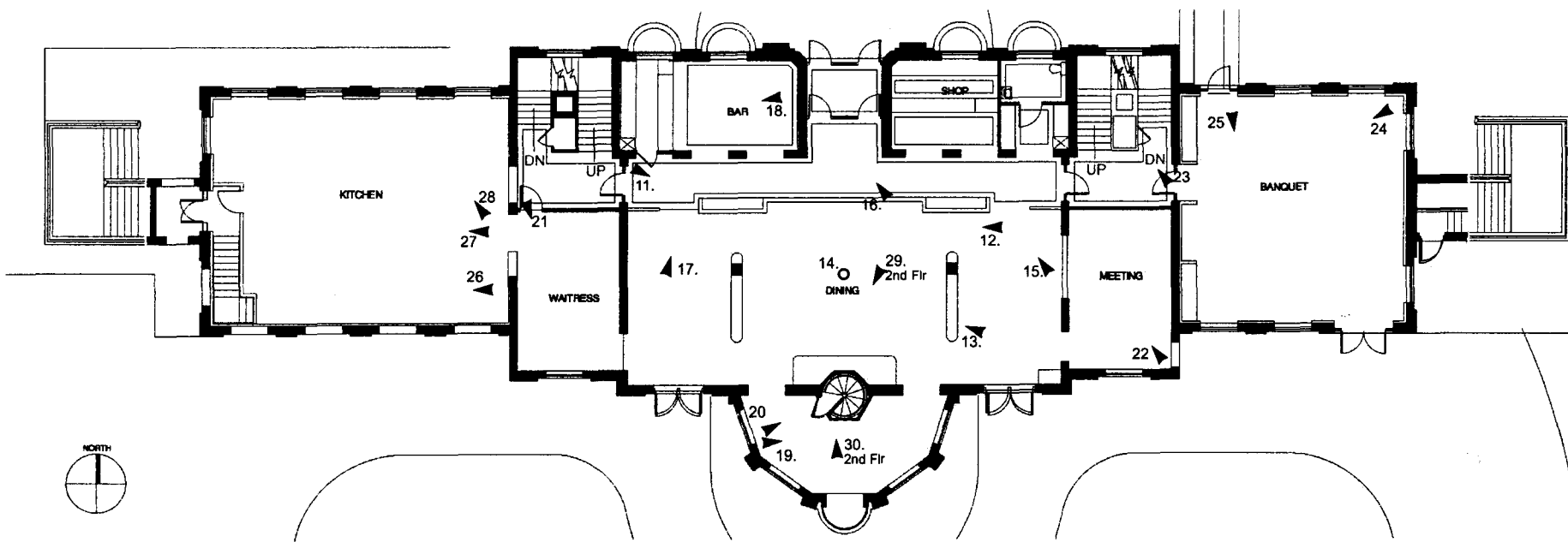


Photo 30.  
Top of circular stairs on second floor  
photo by: Joseph Cenney  
8 Jun 2001



**MAIN FLOOR PLAN**  
**AKRON-FULTON AIRPORT TERMINAL**  
 Built 1931. Michael M Konarski. AIA



**MAIN FLOOR PLAN**  
**PISCITELLI'S RESTAURANT**  
 Renovated 1996. Rasmussen Design Group

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**  
Section 8 Page 1

**Summit, Ohio**  
Statement of Significance

The Akron-Fulton International Airport Terminal Building is significant for representing the development of early commercial air traffic in Akron, and it is an excellent and distinctive example of early airport terminal architecture and Art Deco Design. The airport maintains a strong association with the first major developmental growth period of commercial air travels in the United States. U.S. airline traffic acceptance in 1928 reached 60,000 as early as the next year, 1929, the number of bookings increased to 160,000. The other National Register air service related resource in Ohio from this period is the Columbus tower which is not endowed with the same high degree of historic integrity that is evident in the Akron Terminal.

Commercial air service began before World War One with the huge German Zeppelins flying scheduled routes in Europe. Likewise, Goodyear Company's aviation division invested in the same vision with the construction of the Goodyear Air Dock on the site of the airfield in 1929 at a cost of 2.2 million dollars. Design and construction of the rigid frame lighter-than-air Zeppelin, U.S.S. Akron, began the same year and was completed in 1931.

As early as 1921, heavier-than-air passenger operations began with the conversion of war-surplus aircraft to passenger planes. The development of commercial passenger planes received a major impetus in 1928 with the introduction of the 12-seat Ford Tri-motor which earned a reputation as the most durable passenger plane in the air.

Experiencing a period of unprecedented growth, the City of Akron authorized \$1,838,000 for developing the site of Akron's first airport, started by barnstormer Baines (Shorty) E. Fulton in 1924. Altogether 850 surrounding acres were dedicated to the new airfield. Serious work began with the erection of the Goodyear Air Dock in 1929; it was completed the same year. The Akron City Council authorized the Terminal design contract April 15, 1930. The architect selected to design the terminal building was Michel M. Konarski, AIA (1890-1970). Konarski designed schools for the Akron Board of Education from 1919 to 1938. Of his seventeen Akron schools built, his later ones, North and Voris would use the Art Deco enriched terra cotta detailing incorporated throughout this terminal. November 6th of the same year 42 bids were received with the construction contract being awarded to O.C Harbaugh for the amount of \$81,700. June 15, 1931 the terminal officially opened its doors. Later Konarski also designed the Guggenheim Airship Institute, located one half mile west of the Air Terminal on Triplett Boulevard in a mature Art Deco Motif featuring a major terra cotta relief facing the airport runways.

In the pre-World War II years, lucrative government airmail contracts kept commercial air carriers in business. Passenger traffic by itself could not support the industry due to the limiting size and speed of the available aircraft. Through the McNary-Waters Act, passed by Congress on April 29, 1930, Postmaster General Walter Brown lobbied for changes in the way the government chose and paid airlines that carried mail. Walter Brown used the Mail Service to subsidize and direct the growth and development of the infant air passenger industry. The new Akron Terminal Building provided all the required accommodations to service both the transcontinental airmail and passenger traffic. Port Columbus Air Terminal, currently the only air terminal tower in Ohio listed on the National Register, began servicing regular passenger air routes in 1929. This service was increased when the Akron Air Terminal began operations in 1931, with both terminals expanding and servicing transcontinental air passengers. The airfield proved to be Akron's strong link to all air commerce prior to WW II. While Akron's hopes for rigid frame lighter-than-air Zeppelin military air traffic suffered and were abandoned following catastrophic airship accidents, heavier-than-air travel expanded. Even though Postmaster General Brown's methods proved to be his downfall, his vision of an efficient commercial air transport system was realized with the inclusion of several well-financed and competitive transcontinental airlines using bigger, faster and better planes that could carry greater number of passengers. Air traffic's public acceptance was made safer and more affordable when American Airlines unveiled its new passenger plain, the Douglas DC-3 in 1936. Seating 21 passengers the DC-3 had a flight range of 1,500 miles, allowing for coast-to-coast air routes and the future growth of commercial air traffic. The DC-3 was the first plane that could pay its way with passengers alone; operators no longer had to rely on airmail contracts to turn a profit.

Because of the City's forward thinking, the Akron airport terminal building played an important role in the enhancement, future development and improvement of both heavier-than-air and lighter-than-air aircraft up to and including WW II. During WW II the

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**  
Section  8  Page  2

**Summit, Ohio**  
Statement of Significance

---

airport traffic and use of the airport terminal was overwhelming. Goodyear Aircraft Division produced 130 plus airships and more than 4,000 plus Naval FG-1 fighter planes that came off the local production line utilizing the airport facilities. The runway was used to test and then fly the complete aircraft to another staging site. More than 30,000 Goodyear employees facilitated this operation between 1942 and 1946.

After WW II industrial airplane use expanded with most of the large companies in Akron owning their own fleets of aircraft. This and the growing popularity of private small planes kept the Akron terminal very busy.

In 1948 the US Navy designated the site as a Naval Air Station, NAS AKRON, for use by the Naval Reserves as a training facility. The station trained personnel who served in combat during the Korean War and the later Vietnam conflict. Two squadrons from NAS AKRON fought in both conflicts. Personnel also trained in submarine hunting from blimps. The Akron Municipal Air Terminal played an important role in the orderly flow of air traffic including fighter plane and blimp departures and landings.

Commercial air traffic practically came to a halt at the Akron Municipal Airport when the Akron-Canton Regional Airport, 12 miles south, began operations in 1962.

Surprisingly, throughout the terminal's active service, little change has occurred to the building, its support structures or its site features, even after the building and immediate site transferred with 2.68 acres to private ownership in 1993. A sensitive adaptive reuse (see photos G, H & I) as a commercial restaurant, the building maintains its simple cubic forms, strong symmetrical form, cream brick construction and Art Deco terra cotta detailing. The building stands as a prime example of how Art Deco was used to provide new public institutions with civic presence. The building and site still strongly represent and interpret the earliest years of air transportation and commercial traffic development in Akron, Ohio and the United States.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Akron-Fulton International Airport Administration Building**  
Section   9   Page   1  

**Summit, Ohio**  
**Bibliography**

---

- Allen, Oliver E. and the editors of Time-Life Books, *The Airline Builders*, Alexandria, Va. : Time-Life Books, c1981.
- Fulton, Bain E. *Fulton collection, 1918-1994, bulk 1920-1965*, Akron-Summit County Public Library, Akron, Ohio.
- Fulton, Joseph: grandson of Bain Fulton, interview, Akron, Ohio, April 2001
- H. H. Harriman, *U.S.S. Akron: World's Largest Airship*, Akron, Ohio: Akron Typesetting Company, 1931.
- Love, Steve & Giffels, David; Van Tassel, Debbie. *Wheels of Fortune: the Story of Rubber in Akron*, Akron, Ohio: University of Akron Press, 1999.
- Knepper, George W. *Akron, City at the Summit*, Tulsa, Okla.: Continental Heritage Press, c1981.
- Malick, George, Cmdr. Naval Air Station (1948-1958), U.S.N. Ret., Private Collection. (collection has since been liquidated)
- Pahlau, James A. "Little Art Deco Masterpiece," *Progress through Preservation*, newsletter, Akron, Ohio, June 1994.
- Rasmussen Design Group, Inc., Architects and designers of the 1993 adaptive re-use, Akron, Ohio.
- Waterhouse, Helen. "Flying was Rugged," *The Akron Beacon Journal*, Akron, Ohio: Beacon Journal Co., June 2, 1957.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Akron-Fulton International Airport Administration Building  
Section 10 Page 1

Summit, Ohio  
Boundary Justification

Verbal Boundary Description

AKRON-FULTON INTERNATIONAL AIRPORT  
ADMINISTRATION BUILDING DISPOSITION

Situated in the City of Akron, County of Summit, State of Ohio and known as being a part of Lot 4, Tract 4 and part of Lot E, Tract 3, formerly Springfield Township and more fully described as follows:

Beginning at the northwest corner of said Lot 4 also being the intersection of the centerline of Triplett Boulevard east with the centerline of Massillon Road (E-2, 286,004.61, N-503,266.30, Ohio Coordinate System, North Zone, said intersection was produced from ties found in City of Akron Field Book 796, Page-59); Thence southwesterly along the centerline of Massillon Road, S-00°09'58"-W (bearings referenced to the Ohio Coordinate System), 136.90 feet to the radius point of the Triplett Boulevard - Massillon Road Circle; Thence, S-70°12'50"-W, 150.00 feet to a number five rebar set at the True Place of Beginning for the land hereinafter described;

Thence southeasterly along the arc of a circle curving to the left (central angle = 118°46'23", radius = 150.00', chord = 258.19', chord bearing a S-79°10'22"-E) 310.95 feet to a number five rebar set;

Thence, S-00°09'58"-W, 328.40 feet to a number five rebar set;

Thence, S-89°50'02"-W, 14.21 feet to a number five rebar set at a point of curve;

Thence southerly along the arc of a circle curving to the right, non-tangent to the previous course (central angle = 160°19'15", radius = 100.00', chord a 197.06', chord bearing = N-89°48'36"-W) 279.81 feet to a number five rebar set:

Thence, N-89°50'02"-W, 119.38 feet to a number five rebar set;

Thence, N-00°12'24"-E, 375.52 feet to a number five rebar set at the future southerly line of Triplett Boulevard;

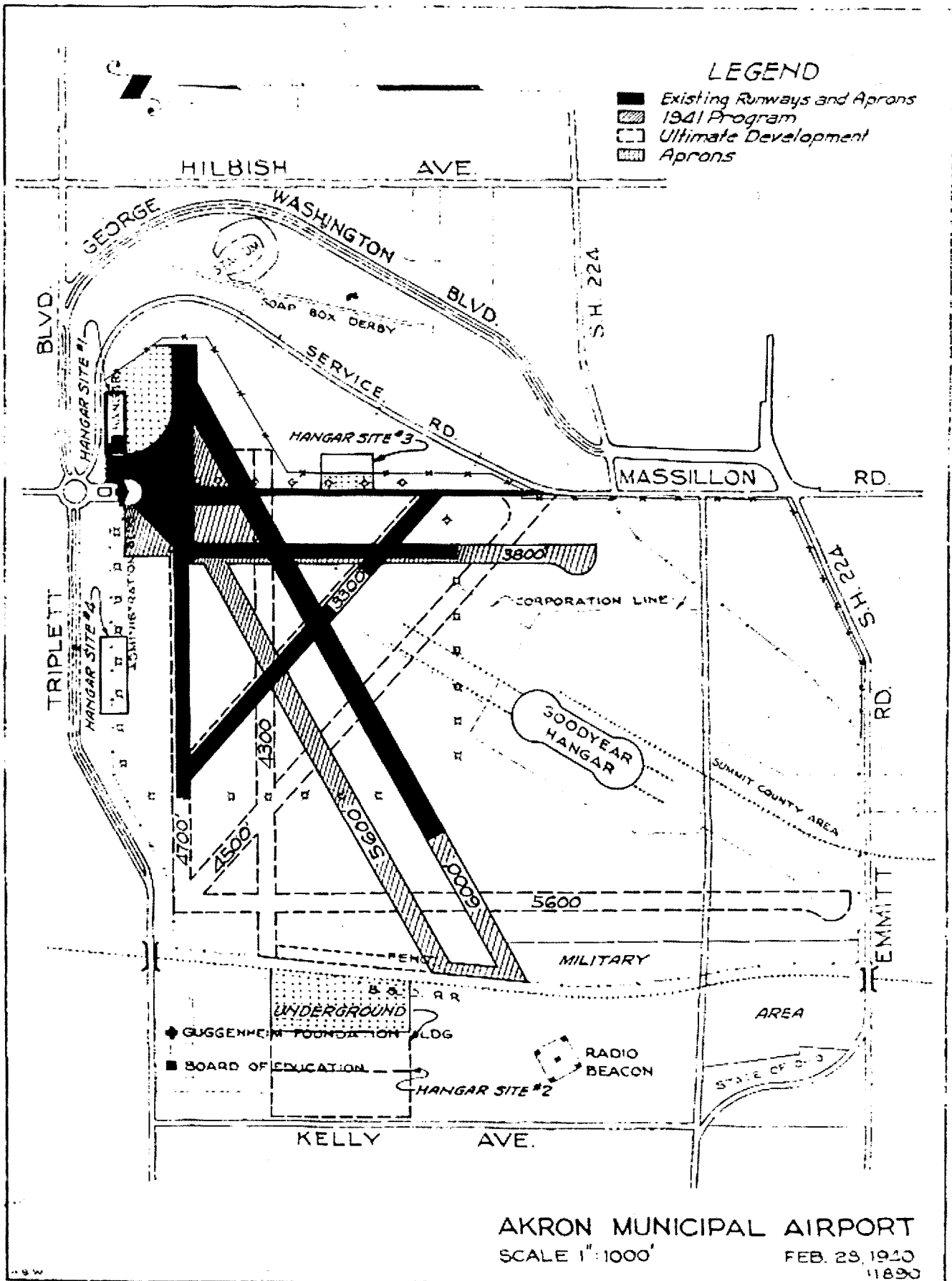
Thence, N-89°41'04"-E, 76.66 feet to the True Place of Beginning for the land hereinbefore described and containing 2.6883 acres of land as surveyed by Daniel C. Kalstrom, Professional Surveyor (No. 6302) in November, 1991, and being subject to all legal highways, restrictions and easements of record and the following described easement to be retained by the City of Akron for utility purposes including but not limited to the right to construct, maintain, repair, enlarge, remove and reconstruct utility lines:

67-57023 09-00535-05-001  
67-17307 09-00535-05-001.001

Verbal Boundary Justification

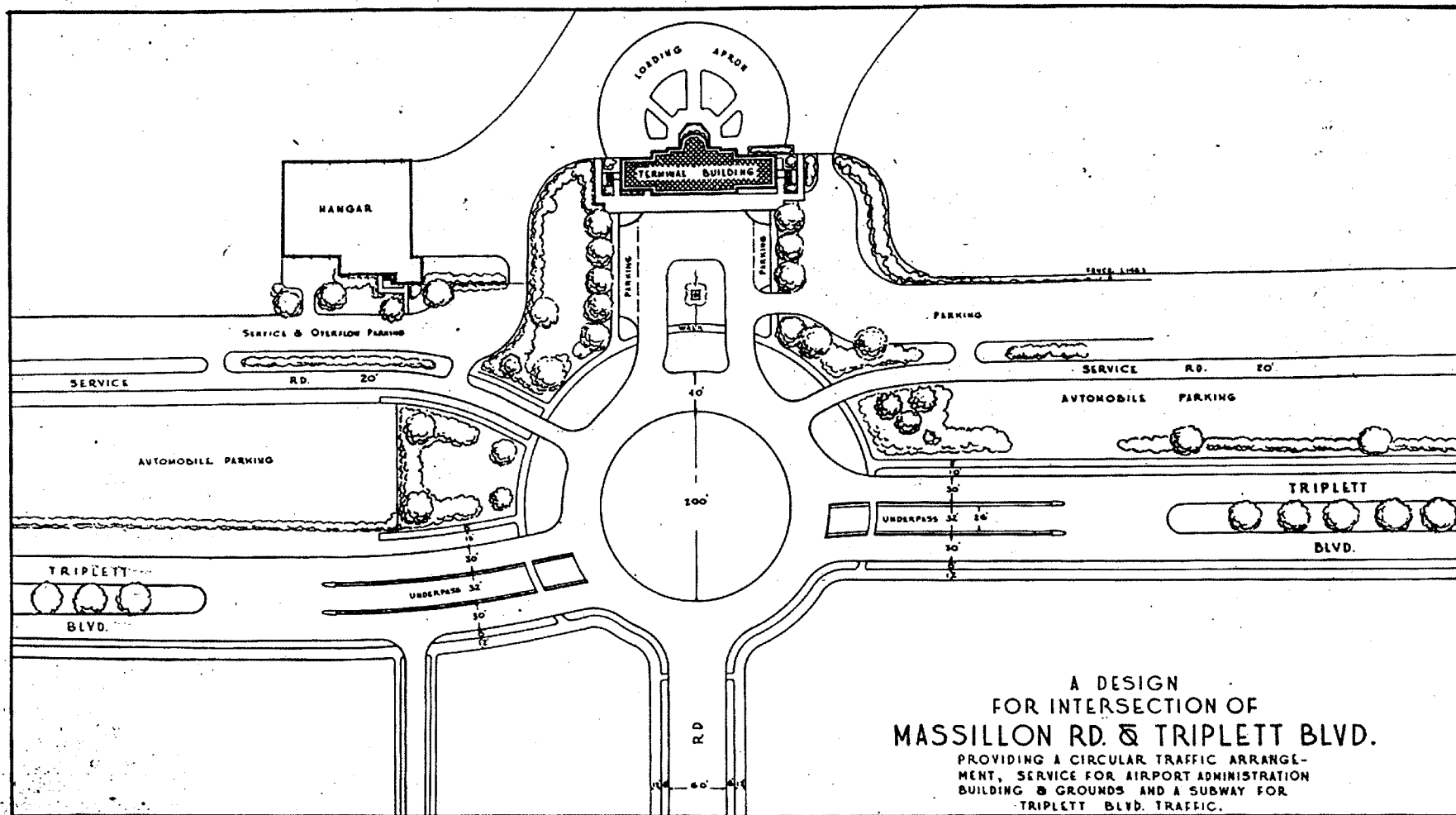
The legal meets and bounds property description encompasses the Terminal as well as the entry parking causeway garden, weather balloon station, original southern passenger loading aprons, fence and loading gates within a 2.68 acre parcel. These features underscore the interpretation of the terminals early participation in commercial air traffic by the physical distance one had to travel through the outdoor elements to climb up into a waiting aircraft from the terminal.





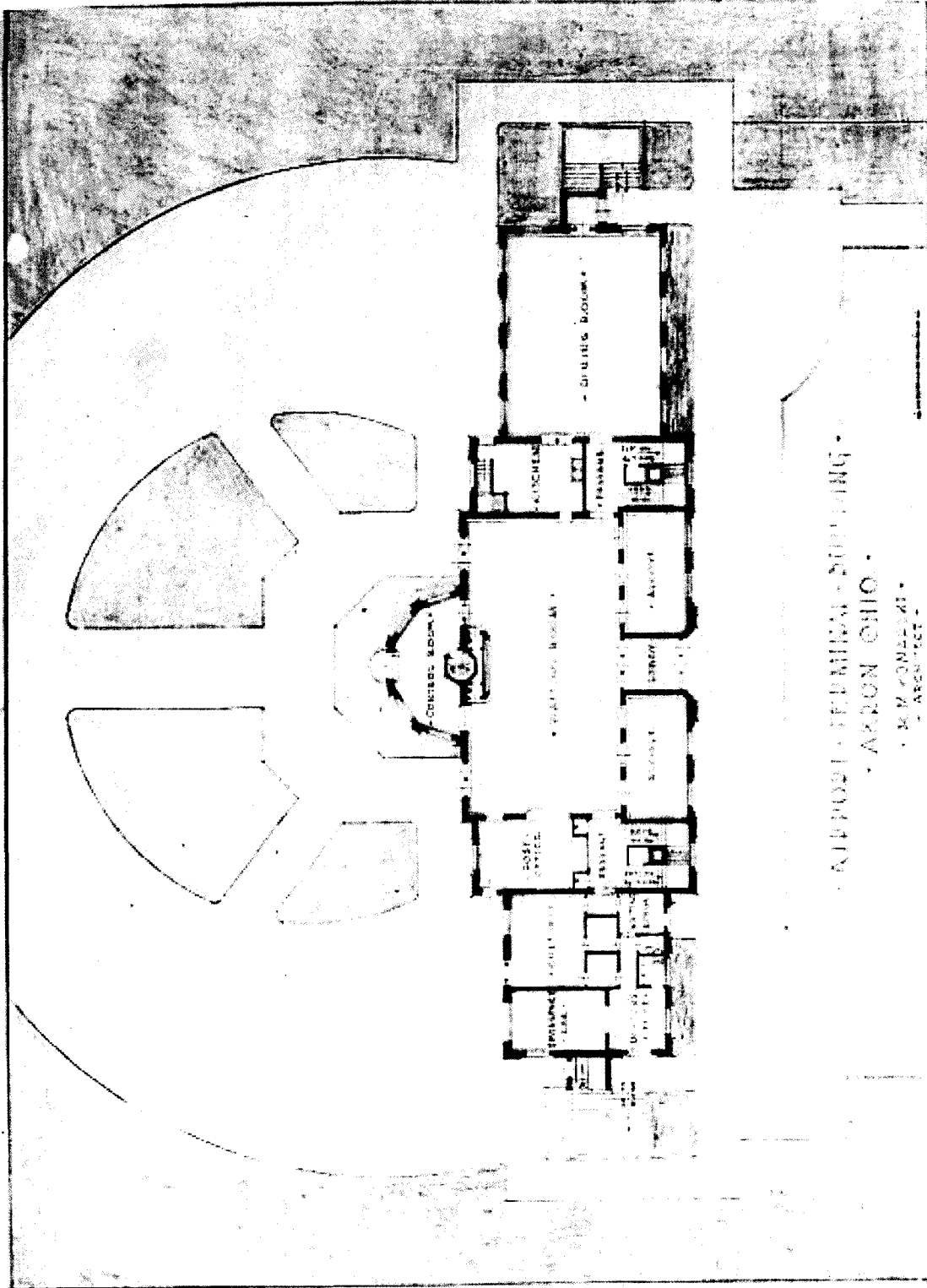
AKRON MUNICIPAL AIRPORT  
SCALE 1"=1000'

FEB. 29, 1920  
11890

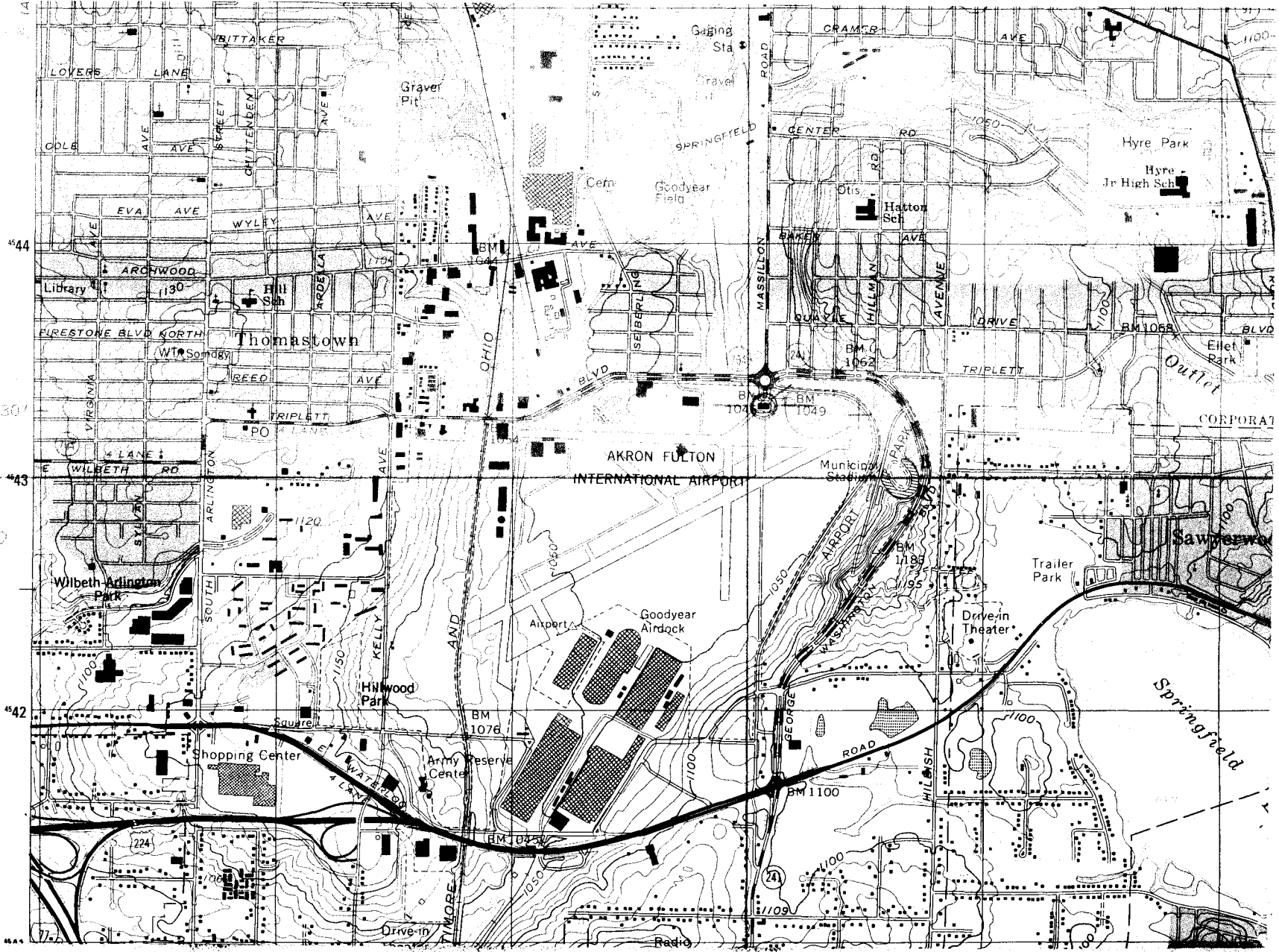


Design of the main traffic intersection near Airport Administration Building.

page twenty-nine



17 461070 4543200



**Ohio Historic Preservation Office**

567 East Hudson Street  
Columbus, Ohio 43211-1030  
614/ 298-2000 Fax: 614/ 298-2037

Visit us at [www.ohiohistory.org/resource/histpres/](http://www.ohiohistory.org/resource/histpres/)



**OHIO  
HISTORICAL  
SOCIETY**  
SINCE 1885

January 3, 2002

Mr. John J. Piscitelli, Jr.  
Piscitelli Enterprises, Inc.  
1800 Triplett Boulevard  
Akron, Ohio 44306

Dear Mr. Piscitelli, Jr.:

Congratulations on the recent listing of your property into the National Register of Historic Places!

The National Park Service, United States Department of the Interior listed the **Akron-Fulton International Airport Administration Building** at 1800 Triplett Boulevard in Akron, Ohio on December 21, 2001. The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966 as amended.

The Ohio Historic Preservation Office (OHPO) is available to advise you in maintaining the historic character of your property. As you know from previous mailings received from this office, there are no restrictions placed on your property following the National Register listing. However, the OHPO strongly encourages owners of historic properties to consider all options before completing work that could damage the structure or impair its historic integrity. Careful planning can facilitate the sensitive incorporation of contemporary alterations with the historic fabric. The OHPO provides free information on how to sensitively rehabilitate and repair historic properties, upon request.

Thank you for your interest in historic preservation and the National Register of Historic Places.

Sincerely,

Barbara A. Powers  
Department Head  
Planning, Inventory, and Registration

Cc: Vincent J. Rubino, Form Preparer  
Mayor Donald L. Pulsquellie, City of Akron  
Senator Kevin Coughlin, District #27  
Representative Twyla Roman, District #48  
Mr. Joseph Cenney  
Akron Metropolitan Area Transportation Study  
Paul Graham, Ohio Department of Transportation