

EXECUTIVE DIRECTOR'S REPORT



In our last NOTAM, we shared a phrase, a poignant declaration—This Place Matters. Putting these words into print have made them more real. We are located in the heart of Pearl Harbor, on the hallowed grounds of an American World War II battlefield, in buildings that withstood the attack, and on whose walls messages from those who served are carved in perpetuity. We believe their spirits live on in our hangars.

This place matters—our hundreds of volunteers, through their dedication and their service, reiterate this daily. They share our significance with visitors, especially young people, and are happy to pass on the stories about this place that they glean from visitors. This circle of connectivity advances a personal "research" that dramatically enriches our interpretive experience.

Just a month ago, four brothers who witnessed the December 7, 1941, attack visited with us. They were having a reunion. Given their age, these special annual reunion trips to Pearl Harbor are cherished. One brother now resides on the mainland and three live in Hawaii. Sitting in our café, they were once again young boys ranging in age from 6–12, remembering the shock of the attack, running for cover, feeling aghast at the sights, smells, and sounds of the battle. Sitting together and talking, they shared sad memories of visiting friends forced to live in the Honouliuli Internment camps, being released early from school to harvest pineapples, seeing prisoners of war walking in the fields. Three of the brothers joined military service as young adults: Marines, Army, and Coast Guard. And now, as elders, they come together to walk the battlefield, to reminisce, and to appreciate our efforts here to steward the buildings, the grounds, and the artifacts that combine to tell the story of an event that set the course for their own lives.

This place matters. Your support allows us to maintain and present these hallowed grounds, and to share the stories that shaped our lives, our country, and our world. A special archival focus has been launched, led by Board Member MGEN Edward "Rick" Richardson, to collect the stories and memorabilia that detail the role of Hawaii throughout World War II. These precious memories will help us capture untold stories and preserve the personal history of a generation that stepped forward when they were most needed. Please enjoy the story shared in this NOTAM and if you have a story to share, please call us!

Mahalo,

Elissa Lines

NEW BOARD MEMBERS & ACTIONS



Greg Coleman

Greg Coleman is currently the Vice President, Worldwide Marketing & Franchise Management, at Walt Disney Animation Studios (WDAS) responsible for leading the studio's marketing strategy, branding and

franchise oversight.

Since joining Disney in 2005, Greg has helped Walt Disney Animation Studios launch some of the most successful films in its 96-year history, including Wreck-It Ralph, Frozen (the most successful animated film of all time), Big Hero 6, Zootopia, Moana and Ralph Breaks the Internet. His oversight of the studio's marketing efforts spans the most transformative period in the company's celebrated past and includes 11 Academy Award nominations and 6 wins. Greg also provides leadership on the studio's Creative Legacy Trust, which endeavors to preserve the history, integrity, and application of the films' characters into every business unit and discipline across the Walt Disney Company.

Greg holds a Bachelor of Science degree in Business Administration from Pepperdine University, where he graduated Magna Cum Laude. He's a two-time Ironman triathlon finisher, FAA-certified pilot, and has lived in California, Texas, Germany, the United Kingdom, and Norway.



Edward J. "Joe" Shoen

Edward J. "Joe" Shoen, President of AMERCO, the parent company of U-Haul International, grew up in the U-Haul organization and has been associated with U-Haul since 1971. Joe's parents founded

U-Haul in 1945 after Joe's father was discharged from the Navy. The Shoens recognized and acted on the widespread need that existed for do-it-yourself moving equipment available on a one-way, nationwide basis. Their visionary approach spread the cost of ownership of equipment among many users, facilitating the mobility of populations in the U.S. and Canada.

Today, U-Haul International is the No. 1 choice of do-it-

yourself movers with a network of more than 21,000 locations across all 50 states and 10 Canadian provinces, a fleet of 161,000 trucks, 118,000 trailers, and 42,000 towing devices, and over 632,000 rooms and 55.2 million square feet of self-storage space.

Joe is a graduate of the College of the Holy Cross, Harvard Business School, and Arizona State University College of Law. In 2017, he was named "Executive of the Year" by the W.P. Carey School of Business at Arizona State University.



Capt. Dean Shults

A native Texan, Dean grew up in Sugar Land, just outside of Houston. He graduated Summa Cum Laude with a BBA in finance from Texas A&M University and earned his Private Pilots License while in College

Station. Upon graduation, he attended Aviation Officer Candidate School and received a commission as an ensign in the United States Navy. After flight training, he received his Navy wings of gold and reported to Naval Air Station Lemoore, CA, to learn to fly the A-7 Corsair. His first deployment was to the Indian Ocean and Persian Gulf aboard the USS Carl Vinson followed by a transition to the F/A-18 Hornet and another Indian Ocean/Persian Gulf cruise aboard the USS Kitty Hawk as part of Operation Southern Watch. After returning home from his second deployment, he became an instructor at Strike Fighter Weapons School Pacific where he taught F/A-18 advanced weapons systems and tactics to the Hornet pilots of Strike Fighter Wing Pacific. During his time in the Navy, Dean was awarded the Armed Forces Expeditionary Medal (2 awards), the National Defense Service Medal, Expert Pistol and Expert Rifle Medals, the Southwest Asia Service Medal with a bronze star, the Navy Achievement Medal (3 awards), and an Air Medal.

Dean served out the remainder of his Navy commitment and, in 1995, went to work for Southwest Airlines as a First Officer. Six years later, he upgraded to Captain and currently flies the Boeing 737 out of Houston Hobby Airport. Along the way, Dean met and married his Navy flight instructor, Tammie Jo Bonnell, who is also a Captain for Southwest Airlines. Dean and Tammie Jo have been married for over

30 years, have raised two children, and both enjoy serving in their church as well as coaching and mentoring youth in their community of Boerne, TX.

Capt. Tammie Jo Shults

Tammie is a commercial airline captain, who was one of the first female fighter pilots in the US Navy to transition into an F/A-18 Hornet. She flew training missions as an instructor aggressor pilot during Operation

Desert Storm, as women were still excluded from combat

missions during her active duty. She was decorated with two Navy and Marine Corp Achievement Medals, a National Defense Service Medal, and a Marksmanship Medal. After she left the Navy, she joined Southwest Airlines.

She was catapulted into fame when, on April 17, 2018, an engine fan blade on Flight 1380 from New York to Dallas failed and flying debris damaged the left side of fuselage and a window, causing the plane to decompress. She made an emergency descent and safely landed. She was highly commended for her actions, calm demeanor, and competence during the emergency.

Departing our Board:

A huge mahalo and aloha to Gary Hogan, who recently stepped off the museum's board of directors after serving since February of 2013. An accomplished commercial pilot, Gary is CEO of Hawaiian Hotels and Resorts, which owns and operates six Hawaii hotel locations plus additional mainland locations. Gary also served on the museum's Capital Campaign Committee, helping to raise funds for the museum's expansion. Thank you for your service and best wishes, Gary.

MAUI'S ROLE IN WW II

Maj. Gen. Edward V. Richardson, USAF (Ret.)

I grew up on Maui and was seven years old when the Japanese attacked Pearl Harbor on Dec 7, 1941. It was my father's birthday, and I remember that day vividly. I also remember how the little island of Maui helped to secure the successful outcome of that war. There was barbed wire on the beaches and nightly blackouts with air raid wardens. We had gas masks at the ready. Food, gas, and tires were rationed, and everyone grew their food in Victory Gardens and invested their pennies in Savings Bond Campaigns.

An intense period of building resulted in the Naval Air Stations at Puunene, the largest in the world at that time, and Kahului, the current airport on Maui, and in a huge equipment and vehicle storage area along Kihei Beach and Kahului Harbor.

The 4th Marine Division arrived at Makawao in February, 1943. I witnessed the daily lives of those Marines—the intense jungle training, the practice landings on our beaches, and the encampments along many of our gulches and land areas. Navy pilots were also busy working on their fighter pilot skills. Mock dogfights were common in the sky above our home and gunnery and practice bombing events were held daily. Puunene and Kahului had become some of the Navy's major training bases for their pilots in the Pacific.

Kahoolawe was used for bombing practice and naval ships would come in to practice their skills on the island in preparation for the Japanese Island invasions. We would watch our battleships fire on Kahoolawe from the Lahaina Lookout. The windows would rattle at our home in Haiku when they fired their big 16-inch guns. It was an impressive show of power.

I also witnessed the departure of the 4th Marine Division. My dad had a pass to drive through Camp Maui. Camp Maui is where the 4th was based and normally it was always a beehive of activity. That day as we passed through, nobody was there! The tents were neatly rolled up but no one was around. A week or so later it was announced that the 4th Marine Division had landed on one of the Japanese-held islands. Several weeks later they returned, except half of the tents remained rolled up—a silent reminder of those who did not return. Soon, replacements showed up, and the training began again.

America, our servicemen and women, our Marines and Naval Aviators, went through a lot during World War II, and the people of Hawaii were witnesses and participants in that effort. This story needs to be told.

EDUCATION DEPARTMENT UPDATE

By Shauna Tonkin, Ph.D Director of Education & Visitor Experience

Ongoing: MathAlive!

What do snowboard races, skateboards, and Mars Rovers have in common? Nearly 40,000 museum visitors have discovered the answer in MathAlive!, the international traveling exhibit that's on display until August 2019. MathAlive! helps kids and adults connect everyday experiences and interests with underlying math principles, shining a new light on a topic that many people try to avoid once they've left school. With the growing emphasis on STEM (Science, Technology, Engineering, and Math) education, MathAlive! provides a gallery of interactive exhibits that complement the museum's education programs. Thanks to generous support from the Raytheon Company, these entertaining and informative activities inspire young people to explore possible STEM careers.

Annual: Open Cockpit Day

Our annual Open Cockpit Day held on March 2nd attracted 1,200 young people and adults. Families spent the day exploring hangars, climbing into cockpits, talking with pilots, and learning more about the importance of aviation to Hawaii and to our world. We also introduced Youth Aviation Adventure, a national program that introduces young people to the world of aviation



through ten active-learning stations. As a special attraction this year, the U.S. Marines of VM-663 flew a V-22 Osprey to Ford Island to participate in the event. We're grateful for their partnership! Your membership and financial contributions make

this possible. Mahalo for your support!

Upcoming: STEM Camp

We're getting ready for our summer STEM camp season. New this year is "Dive into Robotics," a week-long camp for high school students. In partnership with RoboNation, teens will build an underwater robotic vehicle and learn how this technology is used to help explorers locate the wrecks of aircraft lost at sea. We'll participate in a live ship-to-shore link with researchers stationed on the R/V Nautilus as it searches for the Samoan Clipper, a Pan Am S-42 flying boat that crashed in 1938 trying to return to Pago Pago in American Samoa. To cap off the week, students will test their vehicles at the NOAA Daniel K. Inouye Regional Center located across the runway from our hangars.

These highlights give you a glimpse of the exciting programs and opportunities available for all ages. We're always looking for ways to help visitors deepen their understanding of the Pearl Harbor story and the amazing experiences that are available through aviation.

FLYING THE FULL CIRCLE

Mark Wortman



Admiral David Sinton Ingalls could fly circles around just about anyone, but the first time he flew in a Sopwith Camel he went into a spin. "It's so touchy," he wrote his parents after his first training flight in 1918

during World War I, "it just seems to jump if you shiver, and goes into a spin every time you make a turn unless you do it perfectly." He was just eighteen years old at the time. After his first test flight, he was "full of pride that I got back in the same world as when I started."

He then went back up to train some more. From there he flew the greatest string of air combat victories of any American Navy pilot in the First World War, becoming the Navy's first-ever Air Ace. After the war, he applied his aviation and leadership skills and knowledge by serving as the nation's first Assistant Secretary of the Navy for Aeronautics.

Throughout his career, he kept flying, remaining a pilot in the

Navy Air Reserve and, as an airline executive, had a hand in the opening of the Pacific air routes and developing the Naval Air Station at Honolulu. When Pearl Harbor was attacked, he returned to active duty. He served as Air Center Commander Forward Area on Guadalcanal and, in 1944, became Commander of the Pearl Harbor Naval Air Station.

His legacy has now come full circle through a gift from the Louise H. and David S. Ingalls Foundation. The grant given in support of the MathAlive! program at the Pearl Harbor Aviation Museum honors his commitment to training and preparedness by readying young people for their future academic and leadership challenges.



Marc Wortman is the author of The Millionaires' Unit: The Aristocratic Flyboys Who Fought the Great War and Invented American Air Power.

OPENING SOON: THE EMIL BUEHLER PERPETUAL TRUST LIBRARY AND ARCHIVE







Installation of brass plaque commemorating The Emil Buehler Perpetual Trust Library and Archive

The Operations Building first floor renovation is finally finished! Once furnished, the interior spaces will house our working library, the archival /stewardship area, curatorial offices, and other public and work areas. Named for our generous donor, this area will be called The Emil Buehler Perpetual Trust Library and Archive. The completion of the first floor brings us one giant step closer to completing the Ford Island Control Tower project, with three main sections: Operations Building, Aerological Tower on the roof of the Operations Building, and Upper Control Cab, on top of the former water tower.

The Emil Buehler Perpetual Trust honors the legacy of Emil Buehler, an innovative architect, entrepreneur, aircraft home-builder, and aviation enthusiast. Emil's long-time friendship with WWII veteran John Payne, a B-17 pilot, clearly had a deep influence on his life and final wishes. The Trust, established to carry on the interests of Emil Buehler,

remains dedicated to supporting institutions, organizations, and foundations that carry forward the research and development of new and improved aircraft and promote the fields of aviation science, history, and technology. This support for our new library enables us to move our large collection of books, memorabilia, and photographs dedicated to aviation and to the history of Pearl Harbor and the Hawaiian islands, from the temporary storage trailer into an open and welcoming area where they can be viewed and used by the public.

We are excited to announce a major new acquisition, the Sidney H. Bradd Aviation Library, a collection of over 7,000 items including books, magazines, and historical photographs dedicated to the field of aviation. Completion of the Emil Buehler Perpetual Trust Library and Archive will allow us to move the Sidney H. Bradd collection from storage to the new museum library where researchers and the public will be able to access it.



These photos document our long journey leading to opening the doors to the new library!

NOTAM NOTICE TO AIRMEN

SUMMER 2019 | ISSUE #37

SPECIAL SECTIONFORD ISLAND CONTROL TOWER

Standing on the roof of the Operations Building in the Aerological Tower, you have a clear view of Pearl Harbor in all directions. If you have ever seen photos and film from the attack on December 7, 1941, you feel immediately transported to that devastating day. Although still under construction, this tower stood above all other structures, witness to the battle that would change America forever; witness to heroism in the face of destruction; witness to the resolve that followed.

By 1942, this water tower adjacent to the Operations Building, a looming black structure that remained undamaged in the attack, was converted to the upper Ford Island Control Tower visible for miles around. Though it was initially painted in shades of gray camouflage, its distinctive orange and white color has really been locked in history, an iconic structure that in 1978 was named a National Historic site.

Weather, time, and neglect took its toll. A Save the Tower initiative was launched in 2002, but it was not until 2010, under the auspices of our museum, that serious work to restore this historic structure began. It took \$4.2 million and 53 tons of steel to stabilize the tower and halt the corrosion that jeopardized the building, saving the tower's uniquely elevated position and panoramic view of the 1941 battlefield.

Since the stabilization project, we have launched special programs to address critical restoration needs in other parts of the Tower. Restoration of the Aerological Tower, or the lower control cab, was finished in 2016. And, as shared in this NOTAM (page 5), we have now finished the first floor of the Operations Building, and will soon be opening the doors to the Emil Buehler Perpetual Trust Library and Archive.

And now, with your help, and powered forward by the grant from U-Haul, we will repair the elevator, which will open access to the upper control cab of the historic Ford Island Control Tower. Though we still have work to do, we envision creating an immersive exhibit within the actual cab, using state of the art technology to showcase the 7 December 1941 attack, the unfolding aerial battle along with the destruction of the ships moored in Battleship Row, all visible from this vantage point. Historic markers like Hospital Point, the Hickam Water Tower, the Red Hill fuel storage area, Battleship Row, and the Ford Island runway will line up the present with the past in the immersive experience.

Please join us in thanking our donors listed on the following pages for supporting our effort to restore the Control Tower Elevator and open "Freedom's View" from the upper control cab. Thank you for your support!



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Before and after photos of the Ford Island Tower.

GEORGE H. W. BUSH: THE STEARMAN AND THE AVENGER

By Rod Bengston
Director of Exhibits, Restoration, & Curatorial Services

In the coming months, this museum will work on an interpretive plan for two aircraft: the N2S-3 Stearman Kaydet and the TBM Avenger. Both aircraft not only played a role in World War II, but they also share a joint history with President George Herbert Walker Bush (1989–1993). Using the aircraft to help share the story, we will focus on President Bush and his experiences flying these two iconic aircraft.



N2S-3 Stearman Kaydet.

Like many young men of the time, on hearing of the attack on Pearl Harbor, Bush decided to join the Navy to become an aviator. Six months after graduating from the Phillips Academy in Andover, Massachusetts, Bush enlisted in the Navy on his 18th birthday and began pre-flight training at the University of North Carolina at Chapel Hill. It was during his training at various air bases around the country that he trained in an N2S-3 Stearman Kaydet. Ours was restored by Bob Meyland and his family and confirmed by the Naval Aircraft Bureau to be the Stearman flown by Bush on December 15, 1942, during his pilot training.

After completing the 10-month course, Bush was commissioned as an ensign in the US Naval Reserve on June 9, 1943, several days before his 19th birthday, making him one of the youngest naval aviators at the time. He went on to serve with the Torpedo Squadron (VT-51) flying TBM Avengers as bomber pilot and commanding photographic missions. As part of the Air Group 51, his squadron was based on the USS *Jancinto* in the spring of 1944. While he was with this squadron Bush participated in the top-secret photo mission known as Operation Snapshot. Ordered by Admiral Nimitz, Operation Snapshot was a stepped-up effort to supply the Marine Corps with the most extensive photo reconnaissance possible to aid in their Pacific island hopping strategy. Bush and his photoreconnaissance team were given responsibility for obtaining



TBM Avenger currently under restoration.

aerial photography of the Palau Islands, specifically the island of Peleliu. This required slow and dangerous passes over the fortified Japanese positons and defenses in the terrain and near-shore reef environment. Bush's crew and other crews flying Avengers carried large, special lens cameras. Hellcats were fitted with twin cameras to allow photo-specialists to later assemble valuable bi-ocular images of camouflaged positions. Hellcat pilots often flew only fifty feet above Japanese defenders during their beach passes. The operation contributed to maps assembled by the Marine Headquarters and Naval Intelligence at Pearl Harbor. The First Marine Corps Division executed landings on the primary target island of Peleliu a few months later, on September 15, 1944.

Before the invasion of the Palau Islands, Bush was assigned to another mission, the bombing of the Mt. Yoake radio labyrinth on the island of Chichi Jima. On September 2, 1944, Bush and his flight crew took off from the USS Jancinto heading for their target, the Asahi station #6, a high-frequency long-range radio facility responsible for electronically guiding Japanese naval aviation units from the Empire to the South Pacific air bases. Just a fraction of a second after Bush pushed over for the bomb attack, his Avenger was hit in the engine by the accurate and intense-anti-aircraft fire of the Tokyo Air Defense Regiment. Bush stayed in his dive and dropped four 500-pound bombs on the radio station. Turning sharply to the east to clear the island of Chichi Jima, four to five miles off the coast, Bush ordered his two crewmen to bail out and then bailed out himself, striking his head and nearly losing consciousness. He landed in the water, inflated his yellow one-man raft, and climbed aboard. For three hours, Bush floated, not knowing the fate of his crew, until the submarine USS Finback fortunately found and rescued him. A Navy filmmaker on the submarine recorded the rescue on motion picture film. Bush went on to receive the Distinguished Flying Cross and three Air Medals. And 45 years later, he would become the 41st president of the United States.

PHAM SCHOLARSHIP ENCOURAGES AVIATION CAREERS

Col. Rob Moore, USAF (Ret)
PHAM Director

Chairman, Exhibits, Education, & Engagement Committee

I am still amazed when I get to the end of Lagoon Drive on the far side of Daniel K. Inouye International Airport that there are 15–20 cars full of people looking at the airplanes. You are right next to Taxiways RB and RC and near Runway 8R so the viewing is good. Little kids, and those who are still kids at heart, point out airplane features and try to identify the make and model. I go talk to them about airplanes. The adults wish they had worked in aviation and the kids want to be in aviation, many as pilots, but some want to fix airplanes, too. I tell them it is possible, and there is a big shortage of pilots and aircraft mechanics in the United States and around the world. I tell them there are scholarships available to help them live their dreams.

The PHAM Scholarship helps bring that dream to fruition. One of the scholarship winners started working on her dream vocation by attending the PHAM Flight School for Girls. Abigail Dang, a high school student, aspires to a career as a commercial airline pilot. She is one of two winners of the

scholarship that I founded, and I am very happy to help make her dream a reality. Abigal recently soloed and hopes to earn her FAA Private Pilot Certificate this year.

Many young people want to get into aviation. We had a lot of applicants for the scholarship this year but could only select a few. Money is usually the big show-stopper. To help more of them to achieve their aviation dreams, we need more scholarship donors. For a minimum donation of \$10,000 in the PHAM Scholarship Program, you could have a named scholarship and tailor it to what you want to support in aviation. My scholarships go to first-time pilots and to instructors. Aviation has a need for pilots, mechanics, controllers, engineers, designers, managers, etc. For more information on setting up a scholarship, please call Elissa Lines at (808)441-1017 or email her at elissa.lines@pearlharboraviationmuseum.org. You can be that person, the one who makes a young adult's aviation dream come true.

TREASURE HUNT: THE SECRET ROOM

John T. Sterling Founder, Pearl Harbor Aviation Museum

Several weeks ago at the volunteer appreciation dinner, I made an announcement about a secret room on the Museum premises. My intention is to share with volunteers and staff something that I discovered many years ago and have waited for the right time to do something with it.

Many people involved with the Pearl Harbor Aviation Museum possess the same desire for exploration as I do. I love to explore WWII history, particularly WWII aviation history.

It has been almost 23 years (1996) since I formulated and submitted to our U.S. Navy in Pearl Harbor, the concept of an aviation museum on Ford Island utilizing existing WWII hangars. With the Navy's keen response to the idea of potentially presenting Pearl Harbor/WWII type aircraft to further enhance historic interpretation, the notion of an aviation museum moved to reality and has been on the move ever since.

The volunteer award we present annually that bears my name, now has many names on it of dedicated museum volunteers. The John T. Sterling award really represents the founder's

award, and I am honored that there have been great turnouts for the annual volunteer appreciation dinners. But I have to think, that beyond volunteering and personal recognition, there exists a certain hunger for exploration.

Finding this secret room is a sort of treasure hunt. It has been years since I last accessed this room, but just to reiterate my announcement, as I remember, there is an old time bed or two, the kind you might have seen in barracks or maybe a dispensary. I really didn't venture deeper into the area and don't know what exactly it was used for. There might be more items of interest, but I just never took the time to explore further. There is a certain amount of danger, so it will have to be dealt with once everyone is aware of it.

I would like to have the area and contents of the room shared first with volunteers and staff, possibly with a live camera and screen for those wanting to experience this exploration first hand.

Let's give it a month or two, and if you find it, contact me, and we can go from there. If it is not found, I'll share the location.

2019 SCHOLARSHIP WINNERS

Nobi Buntin - Frank Der Yuen Scholarship



I was an educator for over 30 years, and a flight attendant for a brief time, but at 49, I wanted to fly. With the assistance of the Frank Der Yuen Scholarship, I am able to continue my flight training, while pursuing a degree in Aeronautics at Embry-Riddle Aeronautical University. I plan to become a Certified Flight

Instructor, reigniting my passion for teaching and furthering the field of aviation, and I also hope to serve my community as a MedEvac pilot.

Andrew Gomes - Frank Der Yuen Scholarship



I just completed my first year at Embry Riddle Aeronautical University. Before college, I became a private pilot and flew my family and friends around Hawaii. My goals are to fly for Mokulele Airlines to build experience and then Skywest Airlines, where I am in the Cadet program. Skywest offers me experience flying all

over the country in adverse weather conditions. Finally I would like to fly for Hawaiian Airlines. Being able to fly in Hawaii is one of the biggest dreams I have.

Abigail Dang - Col. Robert P. Moore Scholarship



I became a private pilot on my birthday this May. Two years ago I received an AOPA High School Flight Training Scholarship to start training and soloed on my 16th birthday! This year I will attain an instrument rating. My goal is to earn a B.S. in Aviation while flying for a regional airline. After securing

employment with a major airline, I will apply to the Hawaii Air National Guard. Colonel Moore's Scholarship will cover my remaining PPL training as I continue to pursue my goals.

Jamie (Kanoe) Kamanao Col. Robert P. Moore Scholarship



I am native Hawaiian from O'ahu. As a Rainbow Wahine volleyball player, I earned a full ride scholarship. As team captain, I strived to be the best on the court and in the classroom. Currently I am a flight attendant for Hawaiian Airlines. My educational background and current employment will contribute

to my success in realizing the dream of becoming a pilot. I flew my introduction flight on October 16, 2018. That's when I committed to becoming a commercial airline pilot—hopefully, for Hawaiian Airlines!

2019 VOLUNTEER OF THE YEAR AWARDS

Volunteer of the Year in Hangar 37 John T. Sterling Volunteer Service Award

Jerry Cerny



He fills almost every role a volunteer can play: operates the gallery simulators, gives tours, works with youth programs, provides the Visitor Orientation Brief, and endures happy noise in the MathAlive exhibit. He graduated from the US Naval Academy and served in the Navy and Army National Guard.

He flew UH-1s, CH-46s and the OH-58 Alpha model during his military service.

Volunteer of the Year in Hangar 79 John T. Sterling Volunteer Service Award

George Arnott

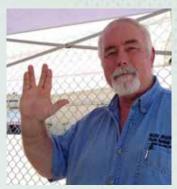


He shows up at the museum almost every day and is always helping. His carpentry skills and electrical know how keep the golf carts and tugs running, and the electrical tools and the generators working. He's one of the few with fiberglass skills, and he's always ready to help with a restoration project.

He's truly an asset to the museum, which could not fulfill its mission without volunteers like Jerry and George!

IN MEMORIAM: Burl Burlingame 1953-2019

Daniel A. Martinez A friend and advisor to the Pearl Harbor Aviation Museum Chief Historian Pearl Harbor National Memorial National Park Service



William G. "Burl" Burlingame loved aviation. I suspect it started early in his life because his father was a P-51 pilot during World War II. His passion for flight was sustained by involvement as one of the first volunteers and later an employee of the Pacific Aviation Museum. In the seven years as an employee, he

created and assisted with exhibits for the museum, designed the format and content of signage for each aircraft and exhibit, established a library, catalogued museum objects, conducted historical research, and wrote articles on a variety of aviation topics. His little book, *I'll Fly to Hawaii: A Century of Aviation*, is filled with photos and stories about the history of aviation in the Hawaiian Islands. Shortly before his passing, he was pleased by the renaming of the museum and the new interpretive opportunities that the PEARL HARBOR AVIATION MUSEUM would bring.

Most importantly Burl was a friend to the community of history buffs and museum staff here in the Hawaiian Islands. I met him in the winter of 1986 through our mutual friend Bob Chenoweth, at that time the curator of the U.S. Army Museum at Fort DeRussey. In those early years of our friendship, Burl was a writer for the Honolulu newspaper. He was also an author, musician, exhibit designer, and incredible model plane builder.

Burl was a newspaperman for more than 35 years, most of them at the *Honolulu Star-Bulletin* and ultimately at the *Star-Advertiser*. He was on the staff of the "Today" section for three decades, with a particular focus on film criticism and music. He covered a wide range of subjects, but his principal expertise was World War II history. He was known with affection in the model and history communities as "Burl Harbor."

William and Connie Burlingame (Burl's parents) had three boys: David, Dirk, and William. Burl (aka William), was born in Alaska. Most of his childhood was spent in Hawaii because his father was stationed at Hickam Air Force Base in the post-war years. He was a graduate of Radford High School,

and at the University of Missouri, he majored in journalism and anthropology. Burl is survived by his wife, Mary Poole-Burlingame, and his daughters Amelia and Kate.

Frank Bridgewater, of the *Honolulu Star Advertiser*, wrote in Burl's obituary:

"He could write a story — on just about any topic — take the photos, draw the pictures and design the layout. In addition, his knowledge of and contributions to historical articles and projects was unmatched... Burl was fascinated by wartime aeronautical history and immersed in the finest details of the planes themselves, becoming a skilled model-plane hobbyist, first assembling commercial kits and ultimately designing his own. Burl founded his own publishing company, Pacific Monograph, specializing in historic interpretation. He wrote books on everything from Hawaii's iconic collectible milk covers to Hawaiian music, but the majority of his titles concerned World War II history, a subject on which he was interviewed for numerous TV and film productions."

The day before he passed, we were working together on a special project regarding the Pearl Harbor attack. He had replicated the first historic marker commemorating that tragic day. As usual the design was perfect. Typical of Burl, he had



immediately launched into the project and in less than 48 hours had the prototype completed.

His friends and co-workers will miss him and his knowledge and creativity, and struggle with the fact that he is not here. But his sense of humor and spirit will remain, and in that light..."Let's Remember Burl Harbor!" He would like that.

Photos courtesy of Ryan Ozawa

WELCOMING NEW EMPLOYEES



Kate Barber

A member of our Education and Visitor Experience team, Kate was born and raised in Texas. She graduated from the University of Mary Hardin-Baylor with a degree in Elementary Education. She taught 1st and 2nd grade for five years in Graham and Salado, TX. Kate moved to Hawaii with her husband who

is a Captain in the U.S. Army. She loves being a part of the education team because it combines both her love of education and aviation!



Rita Cuevas-Marmolejo

Rita, Bookkeeper for the museum, was born in Mexico but raised in Los Angeles, CA. She is a U.S. Navy Veteran, previously stationed onboard the USS. *Hopper* DDG-70 out of Pearl Harbor, HI, in 2000. Rita and her family moved back to Oahu in December 2018 from San Diego, CA, on her husband's new orders.

She comes with an accounting background in different fields such as medical, construction, non-profit, and most recently museum. In her spare time she enjoys cooking authentic Mexican recipes, traveling, and experiencing new things with her two young children. She thinks it's so sweet and exciting to experience the small things through their eyes. Rita enjoys working at the museum because it's like being part of history in a small way, and such an honor to get to step on the ground where so many brave men and women unexpectedly had to fight for their country and their lives.



Norman Ganibe

Norman, a member of our Facilities team, was raised in New York City. He graduated from Vaughn College with a degree in Aeronautical Science. Before working at Pearl Harbor Aviation Museum, he was a crew member of a vehicle barge in St. Thomas. His hobbies include making small scale models and traveling.



Carlos Stanfield

A member of our Facilities team, Carlos was raised in a military family, traveling with his father who was active duty U.S. Army. He is currently attending Full Sail University majoring in Creative Writing. In his spare time Carlos enjoys watching movies, writing, and playing video games.



Austin Wotring

Austin, also a member of our Facilities team, was raised in Oak Harbor, WA. He graduated from Western Washington University majoring in English Literature. Before joining the team, Austin was a culinary specialist with several different organizations. Currently he resides in Kapolei, HI.



Sherrye Defreytas

Sherrye DeFreytas has been a volunteer at the museum for the past seven years, helping with signage, restoration, and special events. She has been an editor and writer for the past 28 years and continues to work as a freelance editor. In her new role with our Museum, Sherrye will take on the editing/publishing of our NOTAM.



Historic Ford Island | 319 Lexington Blvd. | Honolulu, HI 96818



For more information please visit our website www.PearlHarborAviationMuseum.org

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Join Today!



Becoming a member of Pearl Harbor Aviation Museum directly supports our mission and efforts. Members get free admission to the Museum and special events, discounts at our Museum Store and Laniākea Café, and much more.

Questions? Ready to join? Contact us by mail, phone, or by email at: 808-445-9062, Members@PearlHarborAviationMuseum.org

PEARL HARBOR AVIATION MUSEUM — HONORING OUR PAST AND INSPIRING OUR FUTURE

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