

NOTAM

Notice to Airmen

PEARL HARBOR AVIATION MUSEUM • FORD ISLAND, HI
FALL 2020 | ISSUE #42



Honoring a Legacy of Peace

"To them, we have a solemn obligation to ensure that their sacrifice will help to make this a better and safer world in which to live." — *Admiral Chester Nimitz*

2019 Annual Report Included



EXECUTIVE DIRECTOR'S REPORT



We are entering our 9th month of restricted or absent visitation in response to the COVID pandemic. Who could have predicted this horrific loss of human life and the utter worldwide disruption to our lives? Throughout these challenging times, there have been stories of heroism at every level – from front line workers giving their all to combat the spread of this disease to voices of children sharing their hope in the face of tragedy. In our last NOTAM, we considered how museums and other institutions might come together to shed some light and perhaps pioneer alternate forms of engagement and learning. After all, there is no set of instructions on how we move forward.

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has." — Margaret Mead

We hope our virtual and in-person programs have reduced the isolation many experience daily.

In the midst of these trying times, Hawaii hosted our nation's 75th WWII Commemoration, celebrating the hope and peace that followed the end of this global conflict. From her pier in Pearl Harbor, standing watch over the USS *Arizona*, the final resting place for hundreds of service men lost in the attack that propelled our nation into war, the Battleship Missouri Memorial remains a beacon for peace. As you will read further in our NOTAM, today's members of the Army, Navy, Air Force, Marines and Coast Guard, with the same can-do spirit of our WWII veterans, stepped forward to achieve what was asked of them. In a memo from the Secretary of Defense Mark Esper, the following action was authorized:

"A priority for the Department of Defense (DoD) is to tell the story of the American experience in the war that changed the world and to help all generations understand the price of freedom. As we approach the 75th Anniversary of V-J Day on September 2, 2020, I am encouraging all Services to seek opportunities to honor this important milestone. Specifically, I direct you to authorize and coordinate efforts to execute a "Lift of Opportunity" or a similarly efficient method to transport 24 World War II-era aircraft, their pilots, and a team from the Defense Media Activity to and from Pearl Harbor for the official commemoration of the signing of the document of surrender."

At the time this memo was issued, it was hard to truly appreciate what this authorization meant. However, between July 25th through September 10th, those of us on the Hawaii 75th WWII Commemoration Committee had a chance to experience, support, and learn from service men and women from every branch of our military as they executed on this directive. In total, 14 historic WWII aircraft were transported from NASNI, San Diego, CA to JBPHH Hawaii aboard the USS *Essex*, and ultimately, repositioned to Wheeler Army Airfield. I hope the photos shared in this NOTAM convey the visceral experience of seeing these aircraft lined up, wing tip to wing tip on this historic field, and then soaring into blue skies over America's first WWII battlefields.

Though we could not welcome the tens of thousands of people we envisioned would share this commemoration with us, those present and those who joined us virtually were overwhelmed. WWII veterans, with tears in their eyes, remembered the relief they felt decades ago when American air power passed over the battlefields where they were fighting, ready and willing to give their all to preserve our freedom.

It was humbling to introduce our WWII veterans to today's fighting forces – kindred spirits sharing their patriotism, can-do attitude, and complete dedication to serving the greater good. Our Greatest Generation is not behind us, they are all around us, carrying forward the legacy so honorably and valiantly protected 75 years ago, on the deck of the Battleship Missouri Memorial.

This, then, is the state of the union: free and restless, growing and full of hope. So it was in the beginning. So it shall always be, while God is willing, and we are strong enough to keep the faith." — Lyndon B. Johnson

Mahalo,

A handwritten signature in dark ink, appearing to read 'Elissa'.

Elissa Lines

TARGETING PBYS ON DECEMBER 7, 1941

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



On the morning of December 7, 1941, commanders of the Japanese attack force prepared to launch their aircraft from a point less than 300 miles north of Oahu. Planning for the attack targeted the U.S. fleet based at Pearl Harbor, aircraft stationed at several airfields across the island, and as much of the airfield support infrastructure as possible. Japanese fighter aircraft were assigned Combat Air Patrol above their bombers to neutralize any U.S. aircraft that might be airborne or might have been able to successfully take-off to intercept them. As the operation unfolded, the Japanese commanders analyzed oral reports from the pilots returning from the first wave of the attack. While determining the measure of overall success, they were particularly attentive to the reports describing a particular group of targets necessary for the safety of the six carriers of their task force. The reports eagerly anticipated by the Japanese task force were those detailing the destruction of the enemy's most feared, long-range asset, the Catalina scout and patrol bomber, the PBYs. Capable of ranging nearly 3,000 miles, the possibility of a Catalina PBY detecting, tracking and radioing the location of the Japanese task force to U.S. Naval forces, specifically U.S. aircraft carriers unaccounted for that morning, loomed as a real threat to the Japanese task force.

If Vice Admiral Nagumo, commander of the Japanese task force, had any pre-battle nightmares (which by all accounts was not something this disciplined commander would have been prone to), the most dreadful version would have included a U.S. PBY discovering his position, radioing it to nearby U.S. aircraft carriers, and then enduring U.S. torpedoes and bombs converging on Nagumo's six carriers while they reacquired their returning fuel-exhausted aircraft. Seeds of this nightmare were truly present in the 48 hours preceding the attack. Japanese spies and early morning surveillance flights provided Nagumo with real-time intelligence. PBYs were known to be stationed at Naval Air Station Pearl Harbor and Kaneohe

NAS. A few PBYs were known to likely be in the air on a Sunday morning. Most problematic was the information that U.S. aircraft carriers were not in port for the first Sunday since the Japanese intense surveillance had been initiated—and there was no information as to their deployment. These concerns prompted the Japanese planners to target all of the known PBY stations on Oahu. The Japanese destroyed most of the six squadrons of U.S. Navy PBYs on the ground and at mooring positions.

Consolidated PBY-1 Catalina patrol bomber flying boats (1936 models), PBY-5 Catalina patrol bombers (1939 models), PBY-3 Catalina scout bombers (1937 models), and PBY-5 Catalina scout bombers (1939 models) were nearly all destroyed. Two of the squadrons, in training and slated for transfer to other islands, had just arrived on November 23, less than two weeks before the attack. Only a handful of Catalina PBYs survived. At least three were airborne and not easily targeted. In the early morning, an hour before the first attack wave, a PBY bombed a midget submarine as it maneuvered near the entrance of Pearl Harbor.

The Japanese plan to eliminate the threat of detection by PBYs was very successful and lucky. On December 8th, PBYs that survived were dispatched in search patterns to the south of Oahu, the wrong direction--based on erroneous reports and poorly transcribed radio messages.

If Nagumo had nightmares, those nightmares became reality for him at Midway. Seven months after he led the attack on Pearl Harbor, PBYs of the U.S. Navy Patrol Squadron VP-44 signaled his position as his attack fleet neared Midway Island. The Japanese lost four aircraft carriers and the momentum of their war in the Pacific turned against any favorable outcome for Imperial Japan. The Consolidated PBY Catalina patrol bombers significantly contributed to nearly every major battle for the rest of the war.

SCOUTING USA: FROM PEARL HARBOR TO PEACE

By Monica San Jose, Senior Manager, Education Programs

"It's by far the best class my sons have taken online."
– Parent of Participant

The Museum's Scout program is now available online in a collaborative effort with Epic Merit Badges. Each month we offer Aviation and Weather Merit Badges as well as a 75th Commemoration of the End of WWII signature patch program called From Pearl Harbor to Peace. Scouts from all across the United States can attend the programs, extending our Museum's reach to a much broader audience.



From Pearl Harbor to Peace highlights the critical role that Hawaii played during WWII and offers an opportunity for students to connect with someone from the Greatest Generation. Scouts learn about the values of sacrifice, service, and personal responsibility through their interviews and the activities in the program.



Please use your cell phone camera to scan this QR code and you will see and

hear Ryan Szafranski tell the story of his grandfather's service in World War II.

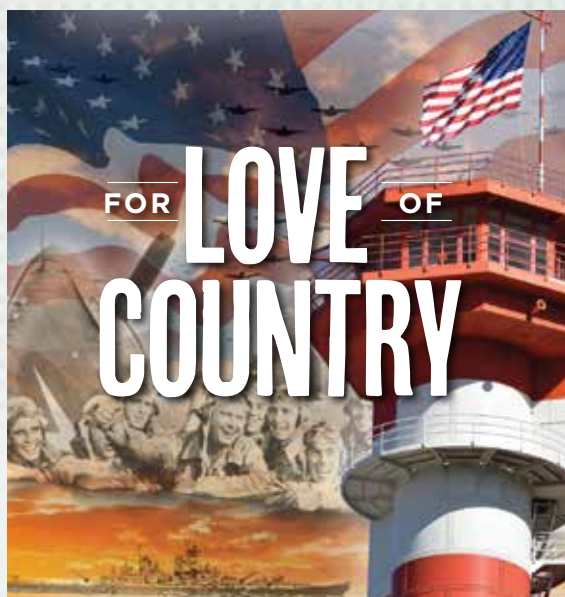
Every young person who makes a personal connection with their own family history helps to ensure that the memory of World War II veterans, their families, and the values they embodied will live on.

From Pearl Harbor to Peace also provides scouts with a deeper appreciation for Hawaii's diversity and the role of ethnic communities in the war. These contributions on the home front during and after WWII often have been overlooked. The scouts analyze factors that enabled former adversaries to build a framework for peace that has endured for 75 years. They then apply what they have learned to a challenge in their own lives. The peace crane symbolizes their insights into the values and characteristics that lead to peaceful resolution of the worldwide conflict.

Pearl Harbor Aviation Museum Education Department's next venture is to expand our digital offerings and to launch Virtual Classroom Visits for elementary through high school students. Lessons will include WWII battles of the Pacific Region, STEM experiments that incorporate artifacts and stories from the Museum, and a 75th Commemoration of the End of WWII leadership lesson that examines decision-making when there is little available information.



VIRTUAL FOR LOVE OF COUNTRY GALA



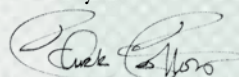

Dear friends,

Please join us—from wherever you are—for this year's 14th annual For Love of Country Gala! Though we are unable to join in person this year, we hope you will tune in for a captivating program that will include musical performances, celebrity participation, and veteran tributes and testimonials as we commemorate the 75th anniversary of the end of WWII. We are working hard to be able to share exciting options for in-home high-end dining with exclusive wines.

Together, we will honor the global peace that arose from the end of the world-wide conflict, and remember the incredible men and women who banded together to ensure their legacy was one of strength in the face of adversity and hope for world-wide peace and prosperity.

Visit ForLoveOfCountryGala.org to register and learn more!

Warmly,

Chuck & Shari Cotton
For Love of Country Gala Co-Chairs

2019 ANNUAL REPORT



As I write this in the fall of 2020, reflecting on 2019 seems strangely like a decade ago. To say that COVID-19 has been impactful seems like the understatement of a lifetime. Yet COVID happened, and continues to affect all of us. We expect that, from our initial March closing to year-end 2020, visitation to the Museum will decline 98% compared to our pre-COVID expectations.

You might ask, "How is the Museum weathering the pandemic?" The answer is "surprisingly well." We will endure this challenge intact and actually look forward to continuing the expansion of our still-young Museum. How so? I would list three factors: our conservative structure (debt less than 5% of assets), a strong foundation of liquidity (more on that to follow) and a noteworthy employee team. While we lament a significant but necessary

reduction in employees, our core employee team is doing remarkable work.

But back to the subject at hand--2019. It was another strong year wherein we welcomed 256,000 visitors, an increase of 4.3% versus 2018. We dedicated and opened a remarkable aviation-related library in the Ford Island Control Tower building, featuring a collection of more than 7,000 books, 2,600 pristine periodicals, and various other publications and photos. We completed the restoration of our TBM Avenger and, thanks to the generous donation of the Bob Meyland family in Florida, the Museum now owns the "Bush Stearman" which was previously on loan. In addition, work commenced on restoring the elevator in the Ford Island Control Tower, eventually enabling our visitors to ride to "freedom's view" at the top.

Youth education continues to be the hallmark of our Museum. While further detail is provided elsewhere in this NOTAM, we are making a significant impact with student field trips, our Barnstorming outreach program, our annual STEM camp, open cockpit days, symposiums, teacher workshops, scholarships, and various other initiatives. During 2019, we opened a hugely successful traveling exhibit in our Raytheon Pavilion entitled "Above and Beyond," housing more than 15 interactive exhibits that engage both students and adult visitors.

But the big news for 2019 relates to our long-envisioned Aviation Learning Center to be situated in the historic Link Trainer building just across the street from the control tower. This \$3.5 million education amenity for our community will no doubt inspire many of our youth to a future in the aviation industry, not to mention sparking interest in math and science. Our board committed to the acquisition of a comprehensive curriculum and software development of the Museum of Flight in Seattle. By year-end, we had made significant progress on the architecture and engineering of improvements to the building, which will house a classroom, a ten-computer workstation laboratory, a ten-simulator flight room, and a "hangar" housing an actual general aviation plane ready for pre-flight inspection. Groundbreaking is planned for the fourth quarter of 2020, with completion expected by August of 2021.

As you will see in the financial section which follows, 2019 was another year of steady progress and achievement. We finished the year with a \$3.6 million increase in net income, which was a 70% increase over 2017. On the balance sheet, total assets increased by 12.9% to \$32.9 million, while the Museum's net worth increased by 13.2% to \$30.6 million. Of particular note relative to the liquidity that I referenced above is the increase in our current assets from \$5.1 million to \$8.1 million, an increase of 58%. Fortuitous, since no one could have foreseen what lay ahead.

I would like to thank both Gen. Jeff Remington and Tony DeSanctis for their many years of dedicated service and contributions to the Museum's success as board members and leaders. Early this year, we welcomed four new board members: Dr. Song K. Choi (Dean, College of Engineering at UH Manoa), Shannon R. Holman (managing partner, Orion Engineers and Associates), Maurice Myers (former president, Waste Management, Yellow Corporation, and Aloha Air Group), and Ricky E. Price (president, Express Car Wash and former president, Fast Lube, Inc.). In addition to our volunteer board, this report wouldn't be complete without recognizing all of our volunteers, without whom we simply couldn't function. From docents to restoration specialists and simulator operators to development office volunteers, what a great contribution our volunteers make.

I note with sadness the March 2019 passing of William G. "Burl" Burlingame. Burl, who joined the Museum in 2012 and was our chief historian for many years, brought a passion for history while making a lasting impact on the Museum's exhibits, signage, artifact collection, and research. Burl will be sorely missed.

Finally, a big thank you again to all of our Museum supporters for your commitment. We hope that you all share in our pride of accomplishments as we provide education, assure insightful historic interpretation, and undertake both site and artifact preservation. Best wishes in these trying times and above all, stay healthy.

Aloha,

Clint Churchill
Chairman

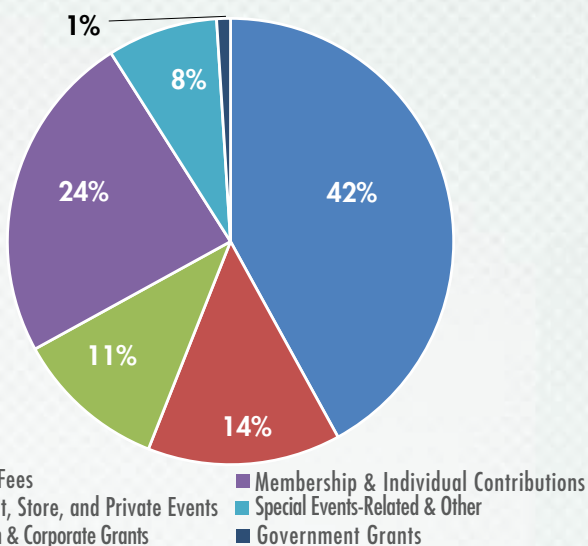
PEARL HARBOR AVIATION MUSEUM STATEMENT OF ACTIVITIES

Statement of Activities (Audited) for the Calendar Years Ending 12/31/19 and 12/31/18

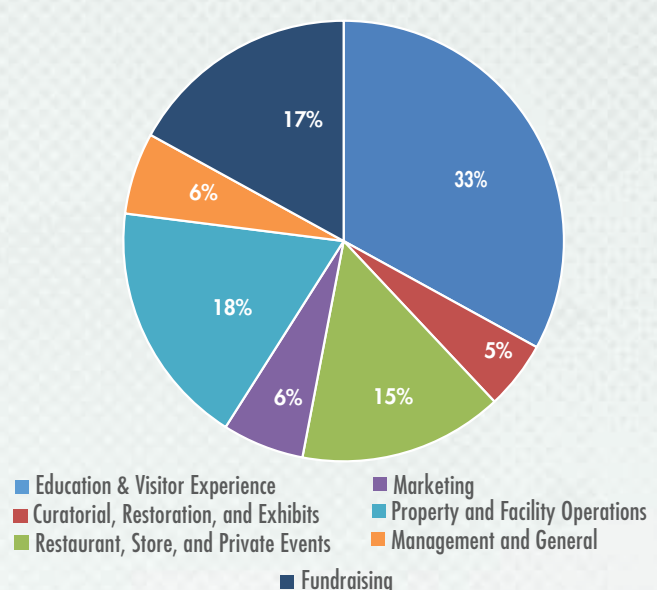
	2019	2018
REVENUE		
Museum Fees and Sales	6,835,587	6,152,685
Contributions and Grants*	4,673,837	3,243,535
Other Revenue	720,321	855,910
Total Revenue	12,229,745	10,252,130
EXPENSES		
PROGRAM SERVICES		
Personnel Costs	2,733,082	2,938,951
Depreciation	644,071	591,867
All Other Program Expenses	3,292,238	3,067,911
Total Program Expenses	6,669,391	6,598,729
MANAGEMENT AND GENERAL EXPENSES	553,644	365,550
FUNDRAISING		
Personnel Costs	375,236	395,078
Special Events Expense	627,676	457,273
Other Fundraising Expense	442,788	341,326
Total Fundraising Expenses	1,445,700	1,193,677
Total Expenses	8,668,735	8,157,956
INCREASE IN NET ASSETS	3,561,010	2,094,174

*Includes both restricted and unrestricted contributions and grants.

2019 Revenue & Support



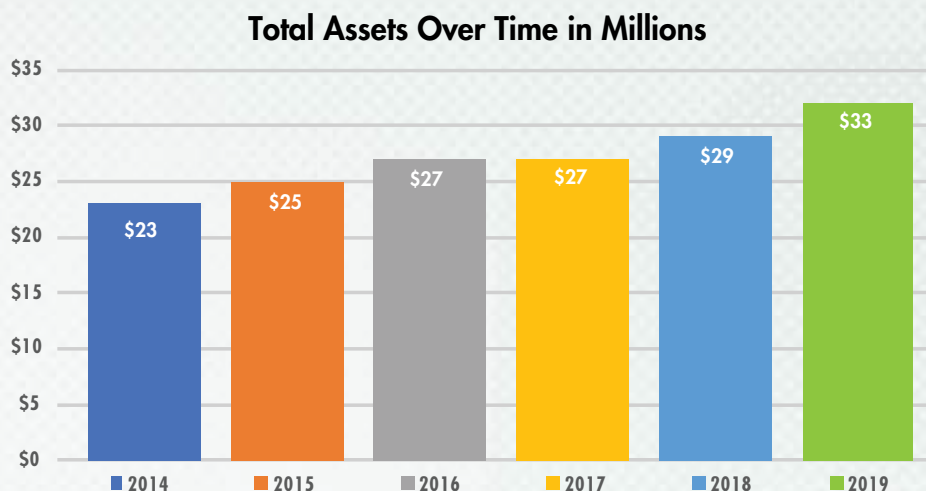
2019 Expenses



PEARL HARBOR AVIATION MUSEUM STATEMENT OF FINANCIAL POSITION

Statement of Financial Position (Audited) for the Calendar Years Ending 12/31/19 and 12/31/18

ASSETS	2019	2018
CURRENT ASSETS		
Cash and Investments	5,249,030	2,820,817
Contributions and Grants Receivable	1,665,375	1,601,390
Museum Fees Receivable	832,402	508,451
Prepaid Expenses and Others	377,659	197,252
Total Current Assets	8,124,466	5,127,910
MUSEUM COLLECTIONS	8,671,699	8,661,438
PROPERTY AND EQUIPMENT, NET OF DEPRECIATION & AMORIZATION	16,106,459	15,353,598
TOTAL ASSETS	32,902,624	29,142,946
LIABILITIES AND NET ASSETS		
CURRENT LIABILITIES		
Notes Payable	1,481,682	1,150,000
Obligations under capital leases	-	5,000
Accounts Payable and Accrued Liabilities	589,350	836,977
Deferred Revenue	240,487	120,874
Total Current Liabilities	2,311,519	2,112,851
NET ASSETS		
Without Donor Restrictions	25,428,755	24,561,710
With Donor Restrictions	5,162,350	2,468,385
Net Assets	30,591,105	27,030,095
TOTAL LIABILITIES AND NET ASSETS	32,902,624	29,142,946



2019 SUPPORTERS

Thank you to our donors for their continued support.

(*Denotes Pledge **Denotes Pledges and Payments)

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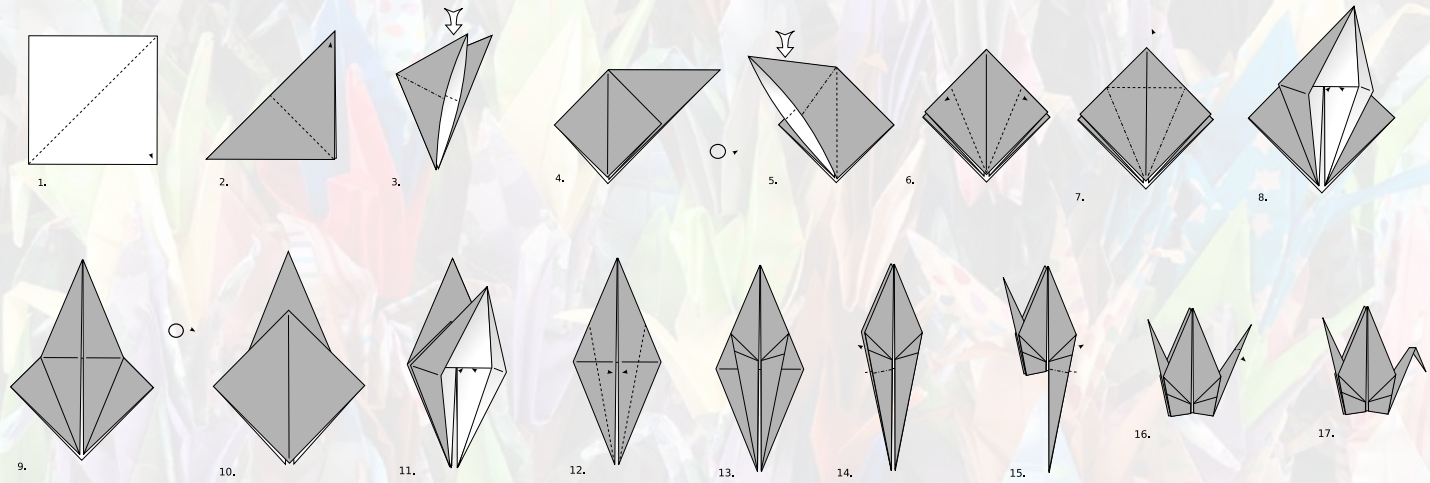
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HOW TO FOLD AN ORIGAMI PEACE CRANE



Orizuru

Traditional Japanese Model
Diagram by Andrew Hudson



Public Diagram Project



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REMEMBERING DICK GOULD AND DICK GIROCCO

By Elissa Lines, Executive Director



Earlier this year, the Museum mourned the passing of two very dear friends, Dick Gould and Dick Girocco.

Richard "Dick" Gould played many roles at the Museum: Docent, historian, teacher, and aviator. He lost his fight with cancer this year but continued throughout his struggle to organize, share, educate, and plan. Reflecting on his achievements and their impact, he took time to ensure that his life's work was shared with museums where, like here, he left his mark. We are proud to make available to visiting researchers and aviation historians many of Dick's rare aviation publications now being accessioned into our library. Dick helped us share our story, ensuring the validity and authenticity of our stories, and elevating the level of interest generated as he guided visitors through our Museum, adding his personal insights and rare facts discovered during his years of research and study.



WWII veteran, Dick Girocco, spent hours each week at the Museum for years. He was very clear – he was not actually a "volunteer," though he interfaced with our visitors to share story; he considered himself an "artifact" that spoke. Dick was actually inside Hangar 54 on December 7, 1941 when the Japanese launched their attack, witnessing the first

bomb to hit Pearl Harbor; this bomb killed one man and seriously damaged Hangar 6 right on Ford Island. For Dick, it was the beginning of a service to country that lasted decades.

Dick drove himself for several years, four times a week, to occupy Hangar 79, sitting at a special desk and waiting for visitors to stop by. He spent his day speaking and answering questions of his Dec. 7th experience, PBY operations, and South Pacific Catalina missions as a flight engineer. He shared his understanding of history, and his wisdom with thousands of visitors, posing for photos, shaking hands, and sharing a story that opened eyes, especially amongst our young visitors. Last year, at 97, Dick decided he could no longer drive himself from Nanakuli on the west side of Oahu to our Museum to work in Hangar 79. Visitors who traveled specifically to meet Dick were disappointed that he could no longer share his story in person.

Volunteering until they could no longer, both men lived their lives fully, and no matter what, shared a determined spirit that we all admired.

"You make a living by what you make, you make a life by what you give" - Winston Churchill

9 NOTAM Fall 2020

TAKING A LOOK BACK TO 2019...

Campaigns



For Pearl Harbor Aviation Museum, 2019 was an outstanding year with over 4,000 donors and members supporting key projects and programs. Each one of you is truly a vital part of our Museum community. Thank you.

Highlights include the completion of our fundraising to develop the Aviation Learning Center (ALC). The \$3.5M project, including both the historic structural repairs and renovation and the acquisition of a dynamic aviation education curriculum, was jump started in 2018 with major support from the Emil Buehler Perpetual Trust and the State of Hawaii. The \$1 million Ray Foundation Challenge gift announced during our 2018 annual *For Love of Country* gala, inspired tremendous community support from the Schuler Family Foundation, Seymour “Si” and Elizabeth “Betty” Bazar Robin, The McNerny and Atherton Foundations and many others and triggered a multi-year \$1 million pledge from Dr. Thomas and Mi Kosasa to help finish the ALC and support ongoing youth aviation education.

Anniversary Dinner

Our 13th annual For Love of Country Gala celebrated our mission, our nation, and most importantly, our valiant World War II veterans—all those heroes who answered the call to serve for the greater good of our country. As 14 of our honored veterans took the stage on the 78th Anniversary of the attack on Pearl Harbor, guests celebrated them with roaring applause and a standing ovation—it was an unforgettable moment

of joy and tribute. This incredible event featured a keynote address from the current U.S. Ambassador to the Republic of Korea and former Commander of U.S. Pacific Command, Ambassador Harry Harris.



Education & Visitor Experience

In 2019, our Museum welcomed 256,000 guests with 3,312 museum tours and the ever-popular simulators delighted 18,562 riders. New changes included replacing the Aviators Tour with a more concise Legends of Pearl Harbor Tour which focused on WWII stories and aircraft on display in H37 and



H79. Education programs, including field trips, STEM camps and Barnstorming, continued to improve and extend their impact, showing a 25% increase in participants from 24,000 in 2018 to 30,000 in 2019.

Three special programs brought in 7,147 visitors. In March our popular Open Cockpit Day included a new program, Youth



MORE LOOKING BACK TO 2019...



Aviation Adventure, to introduce visitors to the exciting world of flight through hands-on activities that include preflight checks and airport operations. In June, Flight Adventures featured our annual Radio-Controlled (RC) flying program with two sessions of air shows, thanks to the skills of the award-winning Warbirds West and Hawaii's Paradise Flyers. In September, we celebrated Living History Day with two sessions of RC flying and the screening of two films, "Living in the Age of Airplanes" and "One Six Right." The Lightning Jazz Project performed in Hangar 79, introducing many visitors to swing dancing. We also had character meet and greets, riveting, a scavenger hunt, and Swamp Ghost tours.

Our Scouts earned merit badges through 20 programs, including aviation, space exploration, astronomy, aviation, digital technology, weather, photography, American heritage and cultures, and an overnight experience, called Night at the Museum. Twenty-nine scout troops from Oahu and 4 troops from Illinois, California, Guam and Hawaii participated.

Two travelling exhibits were featured as part of our tours and programs. MathAlive!, also made possible by Raytheon, continued from 2018 until Aug 2019, and engaged 57,326 visitors during 2019. The Raytheon Pavilion opened in 2018 continued to host MathAlive! through August 2019 engaging visitors. Boeing's Above and Beyond opened in October 2019 and featured immersive simulations, where one could design and test their own supersonic jet or experience flight as a bird. In only 2 ½ months, 22,435 visitors enjoyed the exhibit.

Marketing

Compared to the chaos of 2020, 2019 seems light years away; however, it was a year worth recapping on all fronts for Pearl Harbor Aviation Museum, and perhaps no one area saw as much change as the Marketing department. In addition to an entirely new Marketing team, the Museum created a brand-new vision for how it shares the story of America's first aviation battlefield of World War II.

The team has mapped a strategic vision for the marketing of this storied and iconic Museum – one that is rich in data-driven decisions, 21st century technology and storytelling as a means to reach more visitors than ever with our compelling tales of bravery, heroism and patriotism. In 2019, we launched our state-of-the-art 360-degree Fighter Ace 360 Flight Simulators and welcomed Boeing's Above and Beyond exhibit to the Raytheon Pavilion. Each of these new attractions opened roughly halfway through the year and, together, entertained and educated tens of thousands of visitors and families.



Restoration

Throughout 2019 staff and volunteers were busy in Restoration—restoring the Cessna 0-2, installing the TBM Avenger's rear ball turret and bomb bay doors, and painting the Avenger. The shop also worked on the replica SBD fuselage and aileron metal repair.

The Restoration and Exhibits departments completed projects in Hangar 37, changing the orange panels in the lobby to silver,

refurbishing our new 1941 Dodge “weapons carrier” truck, and moving the Wildcat/Guadalcanal display to make room for the Flying Tigers P-40 that was transferred from Hangar 79. The Restoration Shop also fabricated and installed wheel support stands on the P-40. The team moved the Pan Am display from Hangar 37 to Hangar 79 and began restoration of the interior lighting of the Pan Am Clipper model.



work on creating and installing this significant artifact adjacent to the Japanese “Kate” bomber in Hangar 37. The team also contributed to the moving and sorting of the Sidney H. Bradd Collection in anticipation of the opening of the Buehler Perpetual Trust Library and Archive.

The Restoration team helped with the installation of Math Alive in the Raytheon Pavilion. When the U.S. Navy Seabees delivered the USS Arizona artifact, the entire Exhibits, Restoration and Curatorial Services (ERCSI) team went to



THE 75TH COMMEMORATION OF THE END OF WWII

By RDML Alma Grocki, Board of Directors, Executive Committee and Education Committee



On September 2, 1945, World War II ended with the signing of the Instrument of Surrender on the battleship, USS *Missouri*. The USS *Missouri* is now moored in Pearl Harbor just a few yards from the USS *Arizona* Memorial, unique “bookends” of the start and the end of WWII. This was the perfect location to celebrate the 75th anniversary of the end of the war, but 2020 has been challenging to our plans.

COVID-19 has demanded true American adaptability, stubbornness, and ingenuity (traits learned from our Greatest Generation), as we forged ahead to ensure our WWII veterans and all they accomplished are not forgotten. Discussions began a year ago to bring WWII Warbirds to Hawaii for a Legacy of Peace aerial parade. The planes hitched a ride on the USS *Essex*, which was traveling to Hawaii for RIMPAC 2020 exercises. Pilots and crews from around the country transported their planes to San Diego (aboard the USS *Essex*) and endured quarantine and social “bubble” rules in Hawaii for the opportunity to fly over Pearl Harbor to honor WWII veterans. They provided rides in their aircraft to over 140 media, sponsors, and local citizens, but their greatest thrill was taking WWII veterans and active duty military flying.





The Historic Partners—Pacific Historic Parks, Pearl Harbor Aviation Museum, the Battleship Missouri Memorial, the USS Bowfin Museum, and the Daniel K. Inouye Asia Pacific Center for Security Studies—collaborated on an International Student Leadership Forum to engage students from all over the world in an interactive three-day program that virtually toured the historic sites and posed actual WWII leadership dilemmas for the students to resolve. This program will roll out to local schools so the next generation can study and understand leadership challenges of the war and learn of Hawaii's role in winning the war.



The Commemoration ceremony took place on the USS *Missouri* 75 years after the signing that ended the war. The state shutdown did not allow veterans to travel to attend, so the ceremony was live streamed all over the world. Warbirds flew overhead as the USS *Michael Murphy* passed in review flying a huge flag with her decks lined with her crew in dress whites. Secretary of Defense Mark Esper and Indo-PACOM Commander ADM Philip Davidson were keynote speakers. The most moving part of the ceremony was the recognition of each WWII veteran including their rank during WWII and their hometowns. For the 21-gun salute and the playing of Taps, each veteran stood proudly, representing their generation that fought and died for the freedom of this country. A missing-man flyover of F-22 jets roared overhead.



This Commemoration was also a celebration of peace and reconciliation between the warring nations—some of whom are our staunchest allies now. It has been a vivid example of the partnership between the military and civilian community that existed during the war and, then as now, resulted in a force able to work together to solve problems and get the job done.



"OLD GLORY" IN HAWAII

By Laura DiRado, Creative Marketing Director for The Prescott Foundation



In July, I embarked on an extraordinary adventure for The Prescott Foundation escorting *Old Glory*, the Foundation's B-25 Mitchell, to the Legacy of Peace Aerial Parade in Hawaii to commemorate the 75th anniversary of WWII's end. Preparations for *Old Glory's* journey began in Florida, where she underwent maintenance before flying to San Diego to be loaded onto the Navy's USS *Essex*, to sail to Hawaii.

Numerous obstacles delayed the plane's arrival to San Diego, and it wasn't until the last possible moment, hours before setting sail, that she joined the other warbirds on the ship. *Old Glory* carried a pallet of toys in her bomb bay to be added to the 30 pallets of toys already in the ship's cargo hold. The donated toys, secured by David Prescott, will be distributed during the Marine Corps Toys for Tots Campaign in Hawaii.

While at sea for eight-days, I was honored to tour the Navy vessel and humbled to witness the ship's sailors explore the warbirds, creating memories for another generation. Upon our early morning arrival in Hawaii, the sounds of the national anthem filled the air as we motored into Pearl Harbor and passed the USS *Missouri* and the USS *Arizona* Memorials.

Each of the 50+ warbird operators present recognized the significance of this mission – all were determined to see these vintage warbirds fly. This would be one of the last milestones to salute living veterans of the Greatest Generation.

"It was a special group that gave of their time, talent and resources that gathered in Hawaii."



The warbirds flew over historical battlegrounds throughout Oahu, often with veterans, dignitaries or sponsors on board. *Old Glory's* crew had the privilege of taking Col. Jack DeTour, a WWII B-25 pilot, for a flight! When not airborne, we toured the island's WWII memorials, museums and landmarks significant to the original December 7th attack.

During the September 2nd legacy flight, the crew fell silent as we passed over the Commemoration ceremony. Gratitude and respect for the veterans gave rise to goosebumps as the shadow of *Old Glory* glided, birdlike, over the USS *Arizona* Memorial. Despite mechanical, logistical, financial, and even pandemic challenges, the Warbird Community came together to honor the veterans who sacrificed so much to preserve our freedom. The American Spirit, fueled by courage and determination, was again present over Pearl Harbor.

"It was a privilege to be part of this and to share the moment with a crew that understood the profound nature of the moment without speaking a word. We all felt it to our core."



Old Glory and her crew, left-right Cathy St Germain, Taigh Ramey (pilot), Laura DiRado, Andres Morales, David Prescott (owner, pilot), Gavin Prescott, KT Budde-Jones, Syd Jones (pilot)



All quotes are by: KT Budde Jones member of the B-25 Crew

Note: We are saddened to report that *Old Glory* suffered significant damage after a field landing in California. We remain hopeful she will be repaired and will once again fly, providing opportunities for future generations to experience this WWII legend.

For updates on *Old Glory's* progress, visit b25oldglory.com

"We were there to honor the veterans and to commemorate the end of WWII, but we also honored the warbirds that helped make that history by letting them do what they do best; fly."

WWII VETERAN'S SERIES: JACK DETOUR AND PERRY J. DAHL

Brad Ball, Pearl Harbor Aviation Museum Board Member, 475th Foundation President

"We haven't got the Navy to fight in both the Atlantic and the Pacific." – Franklin Delano Roosevelt

The 1941 attack on Pearl Harbor forced America into war—two wars—in Europe and in the Pacific. America was not ready but Japan was prepared to become a superpower. In the 1930s, Japan knew conflict would require resources they didn't have, so they occupied Asia and the Southwest Pacific Area (SWPA), for the oil, tin, rubber, lumber, and territory. They hoped to move from the Philippines, New Guinea, and Australia to Hawaii.

But the Dec 7th attack roused a sleeping giant. Thousands of young Americans vowed revenge. Two of them, Jack DeTour and Perry J. Dahl, now 97-year-old veterans, recall that they couldn't sign up fast enough to take the war home to Japan.



38th Bombardment Group



Jack earns his wings!

Jack DeTour

Jack DeTour, born in Nebraska, moved to Oregon as an 8th grader. With the Dec. 7 attack, he immediately enlisted. After earning his wings and gaining skills as a B-25 pilot, Jack was itching to get to combat, but the Army Air Corps had other plans. He was sent to Colorado as a flight instructor. Though disappointed, Jack says his time instructing added to his flying proficiency and is one of the top reasons he survived combat. "By teaching something, you learn it much better than just being the student."

After 10 months, Jack headed to Australia to begin combat duties with the 38th Bombardment Group. Their mission was to provide airpower in the SWPA, disrupting the Japanese supply chain from the Philippines to New Guinea.

Waging war in the SWPA was grueling. The Japanese had staked a claim from the Philippines to New Guinea, building airfields and supply harbors, embedding troops in the swamps and jungle. Unbearable temperatures, humidity, and rain were an enemy, too. Supreme Commander in the Pacific, Gen. Douglas MacArthur, found the perfect leader for the challenge: General George Churchill Kenney, a seasoned military strategist and former WWI fighter pilot.

"The B-25 was without question, the best medium bomber for this type of warfare," Jack says. "But the mission in this region required a complete change in both tactics and configuration of the B-25." Bombing destroyers and troop ships from 7,000 feet was hit or miss.

General Kenney called on his secret weapon: Pappy Gunn, a civilian in his mid-50s and former Naval enlisted pilot. Pappy, an aeronautical genius, modified these North American bombers with 14 forward facing 50 caliber machine guns, extra fuel tanks, and a relocated gun turret to match the new combat tactics. Dubbed by Kenney "commerce destroyers," these Gunn B-25s flew 20 feet off the surface directly at a ship, firing hundreds of rounds and dropping skip-bombs that penetrated the hull. "We were flying mast-level attacks capable of cutting a destroyer in two. More than once, our bombers returned with ship rigging wrapped around their wings," DeTour recalled!

The Japanese launched two major convoys (Bismarck Sea 1943) & (Ormoc Bay 1944). The 38th Bomb Group B-25s helped sink the transports at Bismarck leaving only a couple of damaged support cruisers afloat. Because of the damage the 38th Bomb Group B-25s did attacking the Bismarck Sea convoy, they were assigned the Ormoc Bay convoy, which was the largest convoy ever assigned to a single unit. Once again, the 38th B-25s destroyed and left only a few support cruisers afloat. The greatness of the 38th Bomb Group's actions during Ormoc, resulted in their being awarded the their "Forth Presidential Unit Citation."

continued on next page



Low-level bombing run!



75th Commemorative air parade – Jack is back in the air!

Perry J. Dahl

At the same time, a new fighter group critical to Gen. Kenney's plan, the 475th, was formed with the venerable P-38 Lightning. The Lightning gave pilots a fighting chance. Damaged P-38s could fly home hundreds of miles, always over water and unforgiving jungle on a single engine.

Gen. Kenney hand-picked the best pilots and ground personnel from existing 5th air command squadrons. The 475th "Satan's Angels," as they were called, joined the fight in May 1943.

Perry J. Dahl, "PJ," from Seattle, Washington, needed extra seat cushions to reach the pedals of his plane. "At 5'4" I was passed over by the basketball team," PJ laughs. He would soon become a giant in the air, scoring nine victories.

PJ entered combat just shy of his 20th birthday, but looking closer to 15 years old. His wingman, Joe Forester, was slightly older and sported gray hair. On their arrival to the 475th, General Kenney remarked, "My God, they're sending us old men and kids!"

PJ survived 158 combat missions, scored nine victories, but lost four P-38s to Japanese action and midair collisions. "One more destroyed P-38 and you'll be a Japanese ace!" the 475th Commander, Charles MacDonald, said.

PJ's "fork-tailed devil" P-38 produced the war's top two aces: Thomas McGuire and Richard Bong. Combined with Jack DeTour's "commerce destroying" B-25s, the U.S. defeated the Japanese to the point of waving the white flag—something they refused to do!

Jack DeTour, like PJ, went on to defend American democracy in both Korea and Vietnam. In August of this year, Jack was able to experience a ride in Old Glory, the B-25 that was transported to Hawaii on the USS *Essex* to be part of the 75th WWII Commemoration ceremony. "It was as thrilling and just as noisy as ever" he said. "And not a single person shot back at us!" Asked their thoughts looking back over 75 years, Jack shared, "My optimism comes from our citizens' willingness to unite in a common cause regardless of background or upbringing to fight for our country. The sacrifices made for our freedom were everyone's mission back home and on the front lines."

PJ put it this way, "I remember how close we were as a unit. When you play sports in school, you become a team. If you mess up a play, you may lose the game. In war, if you make a mistake, you lose a friend or you die. The stakes were high but our focus on victory never wavered."



Young PJ racks up the score



Another day, another eight hour mission



"They're sending us old men and kids!"



PJ – then....and now!

Photo Credits: First Lt. Dale Thisted

Learn more:

Lt.Col. Jack DeTour:

<http://video.flyingheritage.com/v/117066260/colonel-jack-detour.htm>

Col. Dahl: https://www.youtube.com/watch?v=-LC1Y_e-6Fo



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