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 the USS Arizona, 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.

“Thou shalt abundantly bless her fruitful hills, and the vale of Lebanon. This, even, 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,

Elissa Lienes

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TARGETING PBYS ON DECEMBER 7, 1941

By Rod Bengalton, 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 reactivated 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 patrols 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 Catalinas 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.
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1 NOTAM Fall 2020

PearlHarborAviationMuseum.org 2
NOTAM Fall 2020

VIRTUAL FOR LOVE OF COUNTRY GALA

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 Museum’s reach to a much broader audience.

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.

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.

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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 at-home high-end dining with inclusive wines.

Together, we will honor the global peace that arose from the end of the worldwide 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

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 our initial March closure 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 in which 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, 2,000 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 Barrstrom 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 the 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-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 2022.

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 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. Choe (Dean of College of Engineering at UH Manoa), Shannon R. Holmes (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.

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Abba
Chief Churchill
Chairman
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.”

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Abha,

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

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<thead>
<tr>
<th>REVENUE</th>
<th>2019</th>
<th>2018</th>
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<tr>
<td>Museum Fees and Sales</td>
<td>6,835,587</td>
<td>6,152,685</td>
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<tr>
<td>Contributions and Grants*</td>
<td>4,673,837</td>
<td>3,243,535</td>
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<tr>
<td>Other Revenue</td>
<td>720,321</td>
<td>855,910</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>12,229,745</strong></td>
<td><strong>10,252,130</strong></td>
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<th>EXPENSES</th>
<th>2019</th>
<th>2018</th>
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<tr>
<td>Personnel Costs</td>
<td>2,733,082</td>
<td>2,938,951</td>
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<tr>
<td>Depreciation</td>
<td>644,071</td>
<td>591,867</td>
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<tr>
<td>All Other Program Expenses</td>
<td>3,292,238</td>
<td>3,067,911</td>
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<tr>
<td><strong>Total Program Expenses</strong></td>
<td><strong>6,669,391</strong></td>
<td><strong>6,598,729</strong></td>
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<tr>
<th>MANAGEMENT AND GENERAL EXPENSES</th>
<th>2019</th>
<th>2018</th>
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<tbody>
<tr>
<td>Personnel Costs</td>
<td>375,236</td>
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<td><strong>1,445,700</strong></td>
<td><strong>1,193,677</strong></td>
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<table>
<thead>
<tr>
<th>FUNDRAISING</th>
<th>2019</th>
<th>2018</th>
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<tr>
<td>Personnel Costs</td>
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<tr>
<th>INCREASE IN NET ASSETS</th>
<th>2019</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Includes both restricted and unrestricted contributions and grants.</td>
<td>3,561,010</td>
<td>2,094,174</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ASSETS</th>
<th>2019</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT ASSETS</td>
<td>5,249,030</td>
<td>2,820,817</td>
</tr>
<tr>
<td>Contributions and Grants Receivable</td>
<td>1,665,375</td>
<td>1,601,390</td>
</tr>
<tr>
<td>Museum Fees Receivable</td>
<td>832,402</td>
<td>508,451</td>
</tr>
<tr>
<td>Prepaid Expenses and Others</td>
<td>777,659</td>
<td>197,252</td>
</tr>
<tr>
<td><strong>Total Current Assets</strong></td>
<td><strong>8,124,466</strong></td>
<td><strong>5,127,910</strong></td>
</tr>
<tr>
<td>MUSEUM COLLECTIONS</td>
<td>8,671,699</td>
<td>8,661,438</td>
</tr>
<tr>
<td>PROPERTY AND EQUIPMENT, NET OF DEPRECIATION &amp; AMORTIZATION</td>
<td>16,106,459</td>
<td>15,353,598</td>
</tr>
<tr>
<td><strong>TOTAL ASSETS</strong></td>
<td><strong>32,902,624</strong></td>
<td><strong>29,142,946</strong></td>
</tr>
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<table>
<thead>
<tr>
<th>LIABILITIES AND NET ASSETS</th>
<th>2019</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>WITHOUT DONOR RESTRICTIONS</td>
<td>25,428,755</td>
<td>24,561,710</td>
</tr>
<tr>
<td>With Donor Restrictions</td>
<td>5,162,350</td>
<td>2,468,385</td>
</tr>
<tr>
<td><strong>Net Assets</strong></td>
<td><strong>30,591,105</strong></td>
<td><strong>27,030,095</strong></td>
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<table>
<thead>
<tr>
<th>TOTAL LIABILITIES AND NET ASSETS</th>
<th>2019</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Liabilities</td>
<td>2,311,519</td>
<td>2,112,851</td>
</tr>
<tr>
<td><strong>Total Assets</strong></td>
<td><strong>32,902,624</strong></td>
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2019 Revenue & Support

2019 Expenses

Total Assets Over Time in Millions

NOTAM Fall 2020

PearlHarborAviationMuseum.org
PEARL HARBOR AVIATION MUSEUM STATEMENT OF ACTIVITIES

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

<table>
<thead>
<tr>
<th>REVENUE</th>
<th>2019</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Museum Fees and Sales</td>
<td>6,835,587</td>
<td>6,152,685</td>
</tr>
<tr>
<td>Contributions and Grants*</td>
<td>4,673,837</td>
<td>3,243,535</td>
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<tr>
<td>Other Revenue</td>
<td>720,321</td>
<td>855,910</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>12,229,745</td>
<td>10,252,130</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Costs</td>
<td>2,733,082</td>
<td>2,938,951</td>
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<tr>
<td>Depreciation</td>
<td>644,071</td>
<td>591,867</td>
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<tr>
<td>All Other Program Expenses</td>
<td>3,292,238</td>
<td>3,067,911</td>
</tr>
<tr>
<td>Total Program Expenses</td>
<td>6,669,391</td>
<td>6,598,729</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MANAGEMENT AND GENERAL EXPENSES</th>
<th>553,644</th>
<th>365,550</th>
</tr>
</thead>
</table>

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<thead>
<tr>
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<th></th>
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| INCREASE IN NET ASSETS               | 3,561,010 | 2,094,174 |

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<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Notes Payable</td>
<td>1,481,682</td>
<td>1,150,000</td>
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<tr>
<td>Obligations under capital leases</td>
<td>-</td>
<td>5,000</td>
</tr>
<tr>
<td>Accounts Payable and Accrued Liabilities</td>
<td>589,350</td>
<td>836,977</td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td>240,487</td>
<td>120,874</td>
</tr>
<tr>
<td>Total Current Liabilities</td>
<td>2,311,519</td>
<td>2,112,851</td>
</tr>
</tbody>
</table>

| NET ASSETS                           | 30,591,105 | 27,030,095 |

| TOTAL LIABILITIES AND NET ASSETS     | 32,902,624 | 29,142,946 |

Total Assets Over Time in Millions

- 2014: $23
- 2015: $25
- 2016: $27
- 2017: $27
- 2018: $29
- 2019: $33
Thank you to our donors for their continued support.

2019 SUPPORTERS

*Denotes Pledge **Denotes Pledges and Payments*

$1,000,000 and Above

Benjamin J. and Jill A. Finley

$500,000 and Above

State of Hawaii

$200,000 and Above

David Harmon

$100,000 and Above

City and County of Honolulu

$50,000 and Above

McFarland Family Foundation

$20,000 and Above

Michael and Carol Stein

$10,000 and Above

Hawaii Community Foundation

$5,000 and Above

Bank of Hawaii

$2,000 and Above

Allanton Family Foundation

$1,000 and Above

William L. and Kara Brown

$100 and Above

Morgan G. and Elaine F. Guild

$50 and Above

K. Helgen Family Foundation

Languages:

English

Note: The full list of donors can be found on the museum's website.
Thank you to our donors for their continued support.

(*Denotes Pledge **Denotes Pledges and Payments*)

**2019 SUPPORTERS**

- **$1,000,000 and Above**
- **$500,000 and Above**
- **$100,000 and Above**
- **$50,000 and Above**
- **$25,000 and Above**
- **2019 SUPPORTERS**

[Names of donors listed alphabetically by last name]
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 Anniversary Dinner, inspired tremendous community support from the Schuler Family Foundation, Seymour "Si" and Elizabeth "Betty" Bazar Robin, The McInerny 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.

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.

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

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.

How to Fold an Origami Peace Crane

By Elissa Lines, Executive Director

Anniversary Dinner

Our 13th annual For Love of Country Gala celebrated our mission, our nation, and most importantly, our valiant WWII 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.

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
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REMEMBERING DICK GOULD AND DICK GIROCCO

By Elissa Lines, Executive Director

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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.

“Joe make a living by what you make, you make a life by what you give” - Winston Churchill

HOW TO FOLD AN ORIGAMI PEACE CRANE

By Elissa Lines, Executive Director

9 NOTAM Fall 2020
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 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.

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.

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 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. Bradt Collection in anticipation of the opening of the Buehler Perpetual Trust Library and Archive.
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MORE LOOKING BACK TO 2019...
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.
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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.

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

"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."

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

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

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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 lightning 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’s “Satans’ Angels,” as they were called, joined the fight in May 1943.

“I’ll,” from Seattle, Washington, needed extra seat cushions to reach the pedals of his plane; “At 3/4, I Edwards 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 28th 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 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 never did.

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 in the part of the 75th WW II Commemoration ceremony. “It was as thrilling and just as noisy as ever” he said. “And not a single person shot back at us!” Added their thoughts looking back over 75 years, Jack shared, “My optimism comes from our citizens’ willingness to write 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.”

Learn more:
Lt.Cdr. Jack DeTour
https://video.flybuffheritage.com/v/177066260/colonel-jack-detour.htm
Col. Dahl: https://www.youtube.com/watch?v=LC1Y_e-Fo4m

Photo Credits: First Lt. Dale Thisted

Another day, another eight hour mission

“They’re sending old men and kids!”

Young PJ racks up the score

Col. Dahl: https://www.youtube.com/watch?v=LC1Y_e-Fo4m

PJ – then….and now!
"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 China, the Dutch East Indies, New Guinea, and Australia to Hawaii. 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 China, the Dutch East Indies, New Guinea, and Australia to Hawaii. 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 China, the Dutch East Indies, New Guinea, and Australia to Hawaii. 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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