

NOTAM

NOTICE TO AIRMEN | WINTER 2022 | ISSUE #46

PEARL HARBOR AVIATION MUSEUM | • FORD ISLAND, HAWAII



**HELP US SAVE THE ICONIC
FORD ISLAND HANGAR 79!**



NOTAM

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ON THE COVER:

A P-40 Warhawk is pictured inside Pearl Harbor Aviation Museum's Hangar 79. This iconic structure, which came under fire on December 7, 1941 and still bears the battle scars to prove it, will close to the public because of damage to its roof. We need your help to "Raise the Roof" and save this historic hangar so that future generations can experience this WWII aviation battlefield.

THIS AMERICAN WWII AVIATION BATTLEFIELD MATTERS!

By Elissa Lines, Executive Director



Our commitment to our mission has never been stronger – *This Place Matters.*

Pearl Harbor Aviation Museum opened 15 years ago, in December 2006. Looking back, so much has been accomplished. The work and support of many ensures our continued stewardship of this American

WWII aviation battlefield, honoring our past and inspiring our future. President Kennedy said it best, “Philanthropy, charity, giving voluntarily and freely... call it what you like, but it is truly a jewel of an American tradition.” Our anniversary is a celebration of your support.

Major restoration projects remain, as does our vigilance to steward this historic site. From completing the restoration of the Ford Island Control Tower to “Raising the Roof” on Hangar 79 in preparation for interior renovations supporting exhibits, restoration and education activities, there is no shortage of capital demands.

However, as we look to the future, we realize that we are not just the stewards of the steel and asphalt that make up this aviation battlefield. We are the protectors of the legacy of our Greatest Generation.

We embrace our responsibility to pass on this legacy with great enthusiasm. Our commitment to the future – to advancing academic readiness and the development of the character and values of leadership – runs deep. Our new Aviation Learning Center and growing scholarship fund will jump start the future for many young people, not just here in Hawaii, but nationally.

Our aircraft, artifacts, exhibits, programs, and experiences make up our learning environment. Over the coming months, we will explore how to best use these assets to engage and inspire all who visit – both in-person and virtually. These are exciting and challenging times.

Let me close with an example of the Pearl Harbor inspiration that we experience daily as visitors and members share their stories. As we emerge from the ravages of the COVID-19 pandemic, more than 100 WWII veterans attended the 80th commemoration of the attack on Pearl Harbor here in Hawaii on December 7, 2021.

Nothing stopped their determination to be here in Pearl Harbor, to stand on this American WWII aviation battlefield, remembering not only the devastation of war that began for the U.S. in 1941, but also the exhilaration and commitment to peace and global friendship that followed the signing of the Instrument of Surrender on the deck of the Battleship *Missouri* in 1945. Eight decades have passed, and yet it was clear how much Pearl Harbor meant to each of these heroic Americans.



As so eloquently stated by President Ronald Reagan, “...And if words cannot repay the debt we owe these men, surely with our actions we must strive to keep faith with them and with the vision that led them to battle and to final sacrifice.”

This place matters.

Mahalo,

A handwritten signature in cursive script, reading "Elissa".

NEW AVIATION LEARNING CENTER IS READY FOR TAKEOFF!



TEAMING WITH THE MUSEUM OF FLIGHT

By Matt Hayes, President & CEO, The Museum of Flight

As any pilot can attest, the journey to becoming a pilot is a lot like life. When the journey begins, one thinks about manipulating the controls, soaring above the clouds, and squeaking the tires on the runway for a perfect landing. Yet, while getting their license, pilots quickly learn it is also about preparation, communication, continuing education, trust, and so much more.

The Museum of Flight in Seattle (MOF) is excited to be a part of bringing this journey to Pearl Harbor Aviation Museum and its newly completed Aviation Learning Center (ALC).

Already a place of incredible inspiration, Pearl Harbor Aviation Museum adds to its impressive educational experience with a fun, and deeply immersive and educational, aviation experience. Through the ALC, the students of Hawaii will be soaring towards their dreams, while also learning other skills necessary to succeed in the aviation and STEM industries.

DECADES OF CREATING INNOVATIVE PROGRAMS

MOF's Education department has decades of experience in developing and implementing innovative programs that reach students and educators around the world. Nineteen years ago, we designed and produced the unique ALC, a dynamic interactive learning environment that uses the universal wonder of flight to engage students in the exploration of science, technology, engineering, and mathematics. While the flight experience takes place in virtual reality, the learning, the excitement, and the sense of accomplishment are entirely real. The ALC supports state learning standards and the next generation of science standards.

As powerful as this is for us in Seattle, we believe the impact can be extended exponentially by sharing this experience with other organizations. With other sites using our program to develop their own unique Aviation Learning Centers, we can build a network to advance our impact, share best practices, and develop and build innovative ways to utilize this asset. Linking arms with education-focused, world-class institutions like Pearl Harbor Aviation Museum adds to our excitement well beyond the installation and training process. The journey has just begun.



Community leaders join the blessing and dedication of the Museum's new Aviation Learning Center.



Kahu Kordell Kekoa performs the blessing for the new ALC.

CREATING AN AVIATION & STEM-FOCUSED ENVIRONMENT

A RETURN TO OUR ROOTS

By Bill Miller, Director of Operations

After sifting through the organizational mission statement of Pearl Harbor Aviation Museum, the residual key words we're left with are: steward, share, honor, educate, and inspire. These poignant verbs speak to the heart of what so many Museum leaders, donors, staff and volunteers aspire to accomplish through their hard work and precious resources. The cornerstone of our education tenet has now manifested with the arrival of the Aviation Learning Center (ALC), adapted from The Museum of Flight. This immersive program puts students not simply in a simulator, but submerges them in an aviation and STEM-focused environment, making the local airport/FBO seem as natural and familiar as their classroom.

WE'RE PREPARING TO WELCOME STUDENTS TO THE SPACE

After raising three million dollars and investing ten years in finessing the details, we're rapidly approaching the end of a long, winding road. The paint is dry, carpets freshly laid, and worries of proper drainage from the property have been supplanted with worries of acquiring base passes for the training team. The road delivered us not to an end, but to a crossroads, and we're turning from concept to execution. We're finally filing the blueprints in a drawer and preparing to welcome students to the space; the true initiation of any new venture.

Building 97 was built in 1942 and housed Link Trainers to prepare aircrews for aviation combat. Nearly 80 years later, the building is now restored and is again ready to welcome students to educate and open their minds to the possibility of a career in the aviation industry or other STEM related fields. She has been called back into service, and the Education department at Pearl Harbor Aviation Museum is deeply honored to steward, share, inspire and educate future generations.



Maj Gen Rick Richardson takes the controls in Aviation Learning Center's flight simulator lab.



The ALC is an immersive aviation experience.



Students will operate flight simulators in the lab.



As part of the immersive learning experience, students will pre-flight check this 150B Cessna donated by James Cargille.

80th ANNIVERSARY OF THE ATTACK ON PEARL HARBOR

By Tim Gray, Founder and President of the World War II Foundation



Then and now: Sailors on Ford Island watch the Mahan-class destroyer USS Shaw explode after the attack on Pearl Harbor on December 7, 1941. U.S. Navy photo illustration by Mass Communication Specialist 3rd Class Diana Quinlan.



View from Ford Island of USS California listing to port after being hit by Japanese aerial torpedoes and bombs.



View of Hangar 37 during Dec. 7, 1941 attack. Aircraft in the foreground include two Grumman J2Fs and one Douglas RD-3.

On a quiet Sunday morning in early December of 1941, the world changed forever.

THE LESSONS OF DECEMBER 7 REMAIN RELEVANT

The lessons of that day remain relevant today, including vigilance, awareness, anticipation, preparedness, courage, sacrifice, dedication, and resilience.

History may not repeat itself, but it certainly rhymes. September 11, 2001, is a reminder of that. Ever vigilant. Ever aware. Ever prepared. As a nation, we must be.

SHOCK AND HORROR, BUT THEN, TEAMWORK

On that Sunday morning 80 years ago, there was shock and horror, but also a spirit that arose that would define the rest of World War II for the United States of America. Teamwork.

“I will help you, but I know you are going to help me, and together we will get the job done.” — Bruce Sundlun, a Jewish American B-17 pilot in a 2014 interview.

A BLUEPRINT LEFT BY OUR GREATEST GENERATION

I have thought about that statement many times over the years. But, as a nation, do we still echo those words uttered by a member of that Greatest Generation? Is that the most crucial part of the ‘blueprint’ left to us by those who fought in and survived World War II? Teamwork begets results.

On the morning of December 7, 1941, men, women, and minorities became one. It didn’t matter your religion, your political beliefs, your gender, or the color of your skin. There

ENSURING THE LEGACY OF OUR GREATEST GENERATION

were only Americans on the morning of Sunday, December 7, 1941. Yet, Americans united in their desire to weather the shock and immediately fight back.

CHARGING FORWARD, ON TO EVENTUAL VICTORY

From Doris Miller on the USS *West Virginia* to the nurses at Oahu area hospitals, to Joe George, a crewman on the USS *Vestal* who disobeyed a direct order and saved the final six sailors off the burning USS *Arizona*.

American spirit was on full display. We as a nation took a lousy punch but immediately got off the floor and, as only we can, began to charge forward, on to eventual victory.

When I think that 80 years have passed since that Day of Infamy, I am amazed. It seems like a very long time for a 'newer' nation like the United States, but it's just the blink of an eye in world history.

WILL WE ALWAYS REMEMBER PEARL HARBOR?

Soon the men and women who witnessed or lived through Pearl Harbor will all be gone. Will we remember their steadfastness, their heroism, and the horrors they experienced? Will we always talk about Pearl Harbor as we should always talk about 9-11? If not to forget, but to learn? Pearl Harbor was a disastrous moment in United States history, but the battle cry to "Remember Pearl Harbor" also rallied a nation to win a world war and preserve democracy. That morning, as a nation, we took the hit.

Still, there were so many instances of individuals fighting back, with a rifle, in planes, from the decks of burning battleships, in the harbor itself and surrounding bases and airstrips, that an American spirit was born that morning. I believe it has never left us.

THE LEGACY OF OUR GREATEST GENERATION

The World War generation left us a blueprint. We need to follow it so we can honor their legacy. They came out of the Great Depression. They did more with less. They were humble. They worked hard and worked together to get the job done. They didn't want the attention. They went on with their lives, not seeking fame or glory for their part in saving the world.

We should never forget Pearl Harbor. Not for just the attack itself, but also for how America rose together to fight a strong foe and, in the end, proved that as a team, we, as a nation, can accomplish great things in the face of adversity...together.



USS Arizona was destroyed on December 7, 1941.



Then and now: A view of the historic Ford Island Control Tower from 1941. U.S. Navy photo illustration by Mass Communication Specialist 3rd Class Diana Quinlan.

CELEBRATING THE MUSEUM'S 15 YEARS OF SERVICE...

It is hard to believe. The doors to Pearl Harbor Aviation Museum opened 15 years ago on December 7, 2006. Called the Pacific Aviation Museum Pearl Harbor back then, opening followed years of volunteer effort.

John Sterling presented a vision for a WWII aviation museum on Ford Island to the Navy in 1996, along with **Bob Lumbard**, a mainland WWII aviation enthusiast and the president of an existing aviation non-profit entity. The Navy responded positively. To ensure momentum was not lost, Sterling formalized a proposal that redesigned the mission and purpose of Lumbard's existing 501(c)(3) organization, and introducing the concept for a WWII aviation museum on Ford Island. Interestingly, this early effort was called the Pearl Harbor Aviation Museum, and it advanced the idea of an aviation museum within the Navy's 1997 Ford Island development planning effort and paved the way towards the inclusion of a "Historic Visitor Attraction" within the historic hangars.

HAWAII-BASED SUPPORT

By 1999, it became apparent that this initial effort would benefit from Hawaii-based support. At the time, the Pacific Aerospace Museum located at the Honolulu International Airport was facing its own challenges. The vision of an aviation museum on Ford Island was intriguing. Discussions opened between Pacific Aerospace Museum leaders, **Adm. Ron Hays, USN (Ret.)**, Board Chairman and **Captain Donn Parent, USN (Ret.)**, Executive Director — and **John Sterling**, Vice President of the Pearl Harbor Aviation Museum. Adm. Hays, Parent and Sterling then reached out to **Clint Churchill** who had both a business and non-profit background. After pledging "all

in," the group proceeded to establish a new corporation, secure a fresh IRS 501(c)(3) status, and, over time, form a new board. This new organization, called the Military Aviation Museum of the Pacific, later became the Pacific Aviation Museum Pearl Harbor.

RESTORATION OF STRUCTURES

Overlapping, in 1999 Congress passed Special Legislation for Ford Island, which allowed for "in-kind consideration" for the restoration of Ford Island structures. In 2000, the Navy declared that the three hangars and the control tower on Ford

Island were no longer critical for the Navy's mission. In 2001, the Navy issued a Request for Proposal (RFP) for a Master Agreement for the redevelopment of Ford Island. A partnership of the Fluor Corporation and Hunt Building Corp,

whose submittal included the vision for the aviation museum, was selected as the winning bidder. Negotiations ensued, with the completion of a Master Development Agreement in 2003. The museum's vision now had "standing!"

On the museum front, the newly formed Hawaii-based Board of Directors held its first fundraising gala and submitted its first formal proposal to the Navy on December 7, 2001—just three months after 9-11. Showing remarkable commitment, Joint Chiefs Chairman **Gen. Dick Myers** was the first keynote speaker.

BOARD MOVES INTO HIGH GEAR

The selection of the Fluor/Hunt Partnership sent the Board of Directors of the Museum into high gear — securing investment funding to hire a design team to further develop the museum vision. A major federal grant of \$8 million was secured working with **Senator Daniel K. Inouye**, thus assuring half of the funding needed to open the doors to the new museum. Then began the effort to raise the other half of

needed funding from the private sector.

In 2006, Hunt affiliate Ford Island Ventures entered into a sub-lease with the Museum that enabled the use of Hangars 37 and 79 for museum adaptation. The lease included the critical in-kind consideration for rent; in return for investing more than \$8 million in restoring the hangars, the Museum received a 62-year sub-lease. The Museum then set an ambitious goal of 10 months to complete the restoration of Hangar 37, acquire aircraft and other artifacts, fabricate exhibits, and build a staff ready to execute.

AN AMAZING ACHIEVEMENT

The rest, as they say, is history. It was an amazing achievement; from a concept to an operating museum showcasing seven aircraft upon opening on December 6, 2006. The fledgling museum welcomed 96,000 visitors during its first full year. Staff, including Executive Director **Allan Palmer** and later Executive Director **Ken DeHoff**, worked in a very grassroots way to propel the museum forward.

Since opening, the museum that many felt would not succeed grew consistently through 2019 — reaching 255,000 visitors and serving 40,000 students that year.

EMERGING EVEN STRONGER

The COVID pandemic caused a temporary setback; however, with prudent planning the museum not only survived but also emerged stronger and ready to return to a positive position in the new year.

The photos and timeline that follow showcase this amazing success — a volunteer driven effort that has achieved national impact. Pearl Harbor Aviation Museum, a Smithsonian affiliate, located on America's WWII aviation battlefield, continues to educate, engage, and inspire all who visit.

This place matters! Thank you for your support - your time, your talent and your financial support. Mahalo!

**THE MUSEUM
EDUCATES,
ENGAGES AND
INSPIRES ALL
WHO VISIT.**

AND BECOMING THE ULTIMATE PEARL HARBOR EXPERIENCE



The B-25 Mitchell Bomber was one of the original exhibits when the Museum opened in Hangar 37 in 2006.



The Museum's USS Arizona artifact frames the A6M Zero.



The 2,200 square-foot Bob Hope exhibit opened in 2020.



Restoration of the historic tower required 53 tons of steel.

2006-2013



*Sub-Lease for
Ford Island
Hangars
37 and 79*



*Opening of the
Iconic 86,000
square-foot
Ford Island
Hangar 79*

*Museum Opening
in Ford Island's
Historic
Hangar 37*



2006

2007

2008

2009



Grumman F4F-3 Wildcat (2007)



Grumman F-14D Super Tomcat (2008)



McDonnell Douglas F-15A Eagle (2008)



Mitsubishi A6M2 Zero (2006)



Stinson L-5E-1 Sentinel (2007)



McDonnell Douglas F-4C Phantom (2008)



Sub-Lease for Control Tower



Navy Suspends Plans for Photo-voltaic Project on Ford Island Runway after Museum Opposition



Control Tower exterior restoration completed



The Museum Welcomes its One Millionth visitor

2010

2011

2012

2013



Curtiss P-40E Warhawk (2010)



Mikoyan-Gurevich MiG-21 PF (2012)



General Dynamics F-111C Aardvark (2013)



Douglas SBD-5 Dauntless (2010)



Douglas C-47A Skytrain (2012)



Lockheed F-104A Starfighter (2013)

2014-2021

SELECTED MUSEUM MILESTONES



Iconic B-17E Swamp Ghost Debuts in Hangar 79



Sub-leased Building 97 for Aviation Learning Center



Museum Welcomes its

Museum Commemorates 75th Anniversary of the Attack on Pearl Harbor



2014

2015

2016

2017

SELECTED ACQUISITIONS



Boeing B-17E "Swamp Ghost" (2014)



Nakajima Type 97 B5N1 "Kate" (2015)



General Dynamics F-16A Fighting Falcon (2016)



Boeing Vertol CH-46 Sea Knight (2014)



CVAC L-13 Grasshopper (2015)



North American T-6 Texan (2016)



Two Millionth Visitor



New Museum Library opens in Ops Building



The Aviation Learning Center Opens in Restored Building 97



Raytheon Pavilion Installed



The Museum Played a Major Role in the 75th Commemoration of the End of WWII

2018

2019

2020

2021



Republic F-105G Thunderchief (2017)



Douglas A-4E Skyhawk (2020)



Boeing Blue Angels F/A-18C Hornet (2021)



Grumman TBM 3E Avenger (2017)



Stearman N2S-3 Kaydet (2018)



Cessna 150B (2021)

REMEMBERING AVIATOR CAPT. GERALD COFFEE, USN (RET.)

By Adm. Zap Zlatoper and Clint Churchill, Board of Directors

Captain Gerald “Jerry” Coffee, a legendary naval aviation hero, mentor, motivator, and friend of ours passed away in November. Born and raised in Modesto, California, Jerry soon realized after graduating from UCLA that his country would be calling. Aviation and a Navy career it would be. After gaining his “wings of gold,” he distinguished himself in 1962 dodging anti-aircraft fire while flying low level reconnaissance missions over Cuba. His flights provided photographic proof to the U.S. national command authority of the presence of nuclear missiles only 90 miles from United States’ shores. This singular accomplishment turned the tide in a USA/USSR standoff that had us on the brink of nuclear engagement.

SEVEN YEARS OF TORTURE AT THE HANOI HILTON

After serving in various squadrons in the subsequent years, CAPT. Coffee was again called to combat in the early years of the war in Vietnam. While flying a combat mission from the decks of the USS *Kitty Hawk* in 1966, he was shot down by North Vietnamese anti aircraft artillery and captured. He was in prison for seven years at the infamous Hanoi Hilton and subjected to daily torture and solitary confinement. A lesser man would have wilted under this inhumane routine, but Jerry overcame it to inspire his fellow prisoners with a message of hope, faith, courage, and honor. He observed that “there are heroes among us, not the least of which is the hero in each of us.”

RESUMING HIS NAVY CAREER

After returning home from his release as a prisoner at the end of the war in Vietnam, Jerry planned to resume his Navy career. He also resumed his role as a husband and father to his four children, with his youngest son born shortly after he became a POW. The Navy was good to Jerry, supporting his education as he attended Cal Berkeley to earn a Master’s degree in political science. Jerry then assumed command of the A-4 squadron at Naval Air Station Barbers Point, while also completing one year of studies at the National War College. Settling down in Hawaii in the mid-1970s, Jerry’s son Jerry Jr. wrote: “The Coffee family embraced Hawaii and Hawaii would embrace us back. As his family we were lucky, not only for his influence in our lives, but for the good fortune that Hawaii became our home as well.”

But along the way, Jerry no doubt realized that his life’s calling, in his own words, was his “responsibility to make his POW experience count for something.” This led to a new career as a motivational speaker, author, commentator, and columnist for the next 30+ years. His speaking career accelerated, both in terms of the number of events and the scale of attendees – with thousands frequently in attendance.



“There are heroes among us, not the least of which is the hero in each of us.” — CAPT. Jerry Coffee

Many reading this article no doubt heard Jerry speak of his POW experience and the mental and physical challenge to survive. He and fellow prisoners relied on a “tap code” to communicate, with the alphabet arrayed in five columns and five rows. At every presentation we attended, the audience was spellbound as Jerry would explain, always ending his speeches by tapping “GBA” on the podium, for God Bless America. Jerry no doubt inspired tens of thousands to a new level of perseverance, optimism, and gratitude.

A MAN WHO APPARENTLY HAD 13 LIVES

Jerry’s personality and charisma were infectious. In the words of his stepson, Lt. Col Kyle Ditto, “ejected twice, shot at flying over Cuba, shot down in Vietnam, tortured and starved for seven years, five heart attacks, two strokes, and cancer twice. Never heard the man complain. Apparently, he only had 13 lives.”

Jerry was an avid supporter of the Museum, serving for many years on our Advisory Board. We heard several times, “when are we going to get an A-4?” (Note: we did!) And if in town at the time, he would never miss attending our fundraiser gala the first week in December.

When facing physical challenges later in life, Jerry displayed time and again that he was a fighter. But this piece would be remiss without also recognizing the huge role played by his wife, Susan Page-Coffee as they faced the battles together. Jerry’s legacy includes a fine family of four children, two stepchildren, 10 grandchildren, and a great granddaughter. We are certain that Jerry would want us to remember the importance of faith in his life: faith in self, faith in family, faith in fellow Americans, faith in America itself, and faith in God. He will be missed. God bless you, Jerry – rest in peace, brave warrior.

BEYOND AIRCRAFT: THE MUSEUM'S ARTIFACTS COLLECTION

By Alexis Stallings, Registrar/Collections Manager

It may come as a surprise, but Pearl Harbor Aviation Museum has more than just aircraft in its Museum collection. Hidden away from the public eye, there is an entire collection of photographs, objects, books, and archives.

ITEMS TELL THE STORY OF WWII IN THE PACIFIC

Ranging from 1920s photographs, 1940s to present day military uniforms, Pan Am memorabilia, and more, the collection consists of a wide array of items that not only tell the story of WWII in the Pacific theater, but the history of Pan Am, and the history of aviation in Hawaii. With a collection of interesting and important artifacts, it has been a recent initiative of the Curatorial and Exhibits Department to bring these objects out of storage and on display.

GLASS CASE TELLS STORY OF LT. GEORGE WELCH

Currently on display in Hangar 37 is a glass exhibit case. Strategically placed directly under the suspended P-40 Warhawk, this case tells the story of Lt. George Welch and Lt. Ken Taylor's historic dog fight against the Japanese Zeros on December 7th, 1941. One of the first displays to include

smaller materials from the museum's collection, it features Lt. Welch's leather flight jacket, WWII era military leather flying cap, footlocker, and aviator ditty bag. Besides the authentic leather jacket of Welch, the other items on display would have been the exact type used by Welch and Taylor, while stationed at Wheeler Field in 1941.

MORE THAN 25,000 ARTIFACTS IN THE COLLECTION

With over 2,500 objects, 9,000 photographs, and 15,000 archival documents and books, the Museum's collection will add to the visitor experience. While the artifacts not only add to the stories being told, they also have their own unique individual story.

By putting more of the Museum's collection on display, visitors will have an opportunity to see the "real thing" rather than a reproduction, virtual object, or image of the item. To have original items that are directly associated with the museum and its aircraft, visitors will be able to connect more to the stories we tell at Pearl Harbor Aviation Museum and our direct connection to December 7th and WWII in the Pacific theater.



1950's Aviator's helmet.



1940's WWII A-2 Leather Flight Jacket with "Grim Reaper" Squadron Patch.

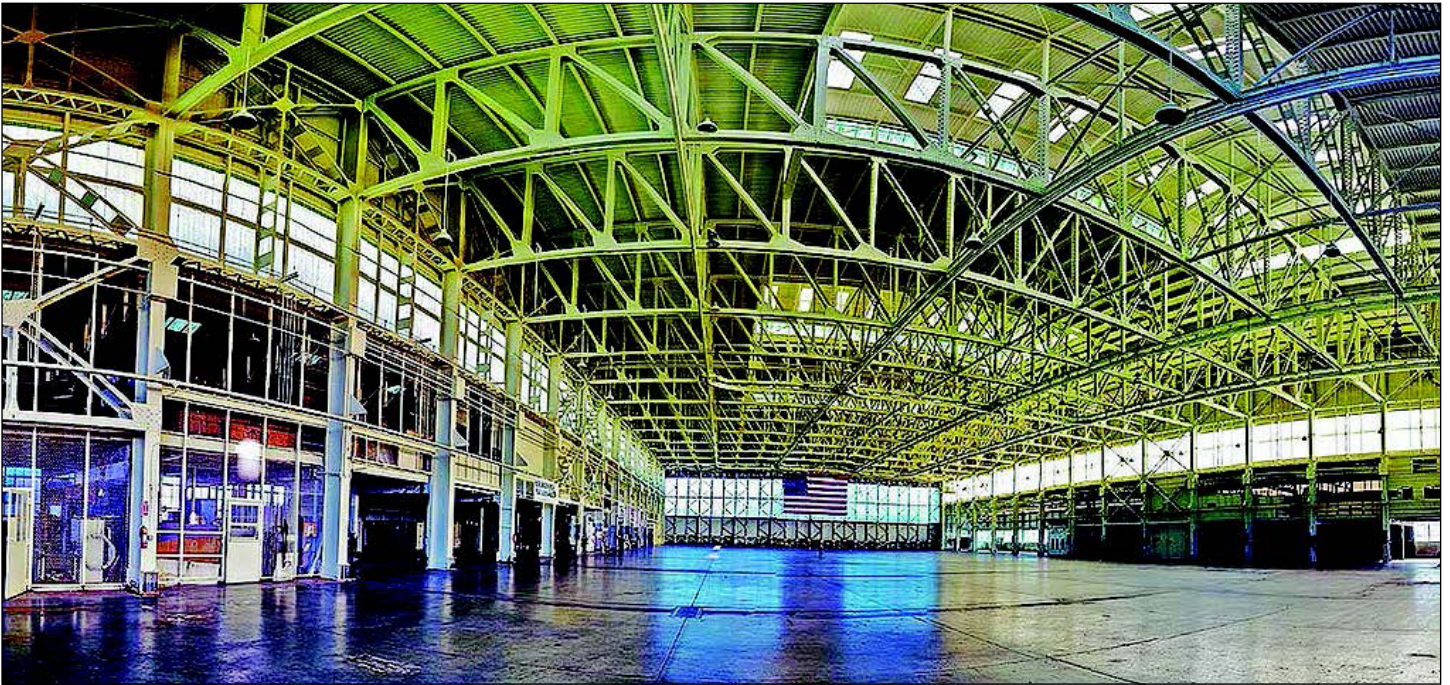


Above: 1940's U.S. Army Air Forces Type B-15 Flight Jacket.

Left: Welch exhibit case featuring artifacts from the 1940's, including the original leather flight jacket owned by Lt. George C. Welch the December 7th, 1941 aviator who took to the skies and fought back against the attacking Japanese Zeros.

THE HISTORY OF HISTORIC FORD ISLAND HANGAR 79

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



Because of significant damage to its roof, historic Hangar 79 will close to the public. We need your help to “Raise the Roof”.

Historic architecture and government construction projects occasionally survive the inevitable demolition by time, nature, and changing regimes. The historic Colosseum represents the culture and chaos of the Roman empire for us. The enduring remnants of Roman roads and their water works systems employing towering viaducts give us a sense of the ingenuity of the public project engineers in classical antiquity. Recognition of a structure’s historic significance is the first step toward its preservation. Preserving its structural integrity is the second step. These initial steps facilitate the gratifying outcome of educational interpretation: making the original purpose of the structure visible to a new generation of visitors.



Hangar 79 features aircraft from WWII to the modern era.

A SILENT WITNESS TO THE HEROISM OF WWII

Hangar 79, part of the Pearl Harbor Aviation Museum complex and located on historic Ford Island, is a fascinating example of WWII era military construction, and stands, bullet-riddled, as an enduring monument to the drama of the beginning of WWII for the United States. It is a steel and glass witness to the American heroism that brought that conflict to an end four years later.

The construction of the Colosseum began in 80 A.D. It has stood for centuries. Hangar 79 has stood for 83 years, erected in 1939, just two years before the attack on Pearl Harbor. Hangar 79 is a humble construction in comparison but its significance in WWII history is colossal.



The legendary B-17 Swamp Ghost is housed in Hangar 79.

HELP US “RAISE THE ROOF” TO SAVE ICONIC HANGAR 79

Hangar 79 was erected about the time Hangars 101 and 102 at U.S. Marine Corps Base Hawaii, Kaneohe Bay, were constructed. The hangars, initially U.S. Navy building projects, were part of an overall U.S. military build-up to offset the Empire of Japan in the Pacific. Congress authorized large-scale military aviation facilities throughout the 1930s leading up to open hostilities in late 1941.

BUILDING LARGER, OPEN-ENDED HANGARS

The British realized early-on in the 1930s that hangars “of the next war” needed to accommodate large-span bombers and long-range amphibious aircraft. They developed gigantic, open-ended, light-gauge steel hangars designated as Type “T” designs. The U.S. recognized the need for wider spaces also, but began building much more durable concrete and steel hangars—retaining the open-end concept. Contractors Pacific Naval Air Bases built most of the projects.

STRAFED DURING THE DECEMBER 7, 1941 ATTACK

During the December 7, 1941 attack, Japanese aircraft strafed Hangar 79 from at least three sides. Original bullet holes are preserved in the distinctive blue-green glass of the hangar doors. Strafing marks can also be seen in the concrete aprons and runways around the structure.

Patrol Wing 2 was headquartered on Ford Island. Their aircraft and facilities were the targets of the Japanese first wave attack. Destroying amphibious reconnaissance aircraft was necessary for the protection of their attacking fleet hiding at sea to the north of Oahu.

SHELTERING SERVICE MEMBERS FROM ATTACK

On December 7, 1941 Hangar 79 sheltered American service members from the attack, but today, its greatest enemy is age and erosion from weather. Important maintenance work on the



These close-up photos of the roof of the Museum's Hangar 79 show some of the damage that is causing flooding and pieces of debris to rain down on the hangar floor. These hazardous conditions will force the closure of this iconic hangar to the public.

DESIGNED LIKE A FACTORY ASSEMBLY FLOOR

Hangar 79, an over 80,000 square foot maintenance and engine repair facility, was designed much like a factory assembly floor. An aircraft would enter from the harbor side and progress across the floor, completing maintenance and installation tasks near each bay or workstation, finally exiting on the runway side. Original blueprints indicate the purpose of each bay.

The bays were (and still are) numbered 1-16 on one side and 17-36 on the other. Bays 1-16 were designated: ordnance & torpedo assembly, gyro balancing, parachute drying, parachute loft rod & cables, landing gear, workmen's locker room, and officer's offices. Bays 17-36 were designated: equipment cleaning, battery shop, aircraft electric shop, tool room, parts storeroom, bomb sight shop, and radio shop.

hangar's roof and monitors (ventilation ports) is necessary and being done now to assure this historic building continues to exist into the next century.

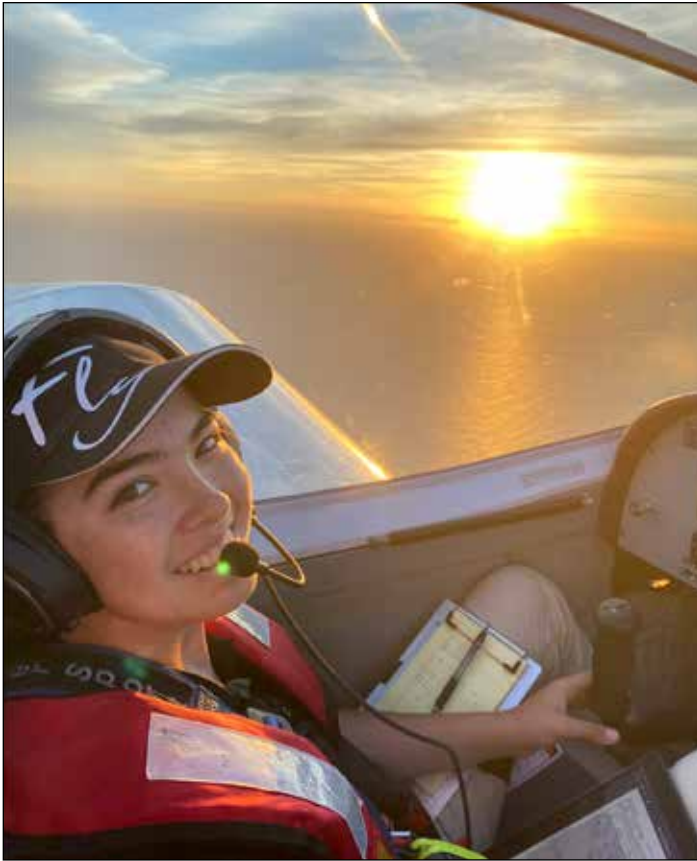
PRESERVING HANGAR 79 IS VITALLY IMPORTANT

Hangar 79 is a silent witness we can shake hands with—explore, perceive its scope and purpose, and most importantly, appreciate. Preserving Hangar 79 is just as important as our stewardship of our aircraft and any other artifact in our care.

Don't let history fade away. The preservation of Hangar 79 is crucial to remembering Pearl Harbor. Please help us “Raise the Roof” to save Hangar 79, so we can continue to serve as a bridge from the past to the future for generations to come. To make a donation, visit www.PearlHarborAviationMuseum.org.

EXPLORING THE MUSEUM'S SCHOLARSHIP OPPORTUNITIES

By Rick Price, Pearl Harbor Aviation Museum Education Committee Chairman



Museum scholarship recipient Abigail Dang is now a licensed pilot.

Pearl Harbor Aviation Museum's mission, in part, is to steward America's first aviation battlefield on Ford Island, the epicenter of the December 7, 1941, attack on Pearl Harbor, and to remember and honor those of the Greatest Generation who sacrificed heavily, defending our freedom throughout WWII. Standing on the shoulders of these brave men and women, Pearl Harbor Aviation Museum is honored to provide on-site educational programs and an array of scholarship programs to educate and inspire future generations.

SCHOLARSHIP OPPORTUNITIES HAVE EXPANDED

We're very excited that over the past two years, scholarship opportunities administered by the Museum have expanded substantially in scope and value. The following scholarship opportunities will soon be awarded for the academic year 2022-2023:

Colonel Robert "Bob" Szul Scholarship Fund provides support to classrooms, youth organizations, and students to experience and participate in aviation related programs at the Museum, including the new multimillion-dollar Aviation Learning Center (ALC). This interactive learning environment is focused on

science, technology, engineering, and math (STEM) while allowing students to experience the theoretical wonder of flight.

Colonel Robert "Rob" Moore Scholarship supports Hawaii residents in acquiring an initial FAA aircraft pilot certificate for any aircraft including airplane, rotorcraft, glider, or lighter-than-air. FAA Certified Flight Instructor (CFI) scholarship awarded to Hawaii based FAA commercial pilots for acquiring their initial or additional CFI certificate in any FAA category aircraft. Award \$500-\$1500.

Colonel Frank Der Yuen Aviation Scholarship is a competitive program that supports Hawaii residents desiring to pursue aviation related education or training. Applicants must have been accepted or enrolled in an aviation related program at an accredited trade school, college, or university. Award \$500-\$1500.

BGEN Robert "Bob" and Judith "Judy" Maguire Scholarship Fund to support eligible applicants seeking aviation training, i.e., pilot certifications or academic pursuits in an aviation/aerospace field. Open to U.S. citizens or legal permanent residents. Award \$500-\$1500.

For Love of Country Scholarship is a \$1,000,000 endowment funded by the Rick and Teresa Price Family and Oil Changers Inc. in January 2020. Fifty percent of earnings distribution will be allocated to Pearl Harbor Aviation Museum on-site youth educational programs up to \$100,000 annually. The remaining 50% of earnings distribution will fund scholarships up to \$10,000 each for individuals whose commitment to an aviation career is evident, including prior related education, work experience, pursuit of postgraduate studies, required continuing education or certification/re-certifications programs. Open to U.S. citizens and legal permanent residents. Maximum award \$10,000.

A PATHWAY FOR DONORS

Scholarships provide a pathway for donors to remember and honor loved ones, advance personal dreams, and invest in our collective future. It is exciting to work with individuals and families to turn a vision into a reality. As you will read in the Power of One article that follows, scholarships provide an avenue to perpetuate that vision.

To learn more about each of the programs please visit pearlharboraviationmuseum.org/education or call Education Manager, William Spinola at (808) 441-1001.

THE POWER OF ONE: BGEN BOB AND JUDY MAGUIRE

By Woo Ri Kim, Director of Development



Aviation had a lasting impact on the lives of both BGen. Robert “Bob” and Judith “Judy” Maguire.

Growing up in Los Angeles, Bob witnessed a lot of aviation activity which sparked his lifelong love and commitment to both the military and civilian sides of aviation. A former Commander of the Hawaii Air National Guard (HIANG) and retired chief pilot and executive with Hawaiian Airlines, Bob earned his wings at age 19, flying at Brooks Field, Texas. With combat assignments unavailable, he flew stateside in B-26, B-24, and B-17 aircraft. In 1947, he found his chance to move to Hawaii, where he joined the HIANG to fly P-47 fighters.

HAWAIIAN AIRLINES PILOT

In 1950, Bob took employment as a pilot with Hawaiian Airlines while still remaining in Drill Status with the HIANG and continuing tactical fighter flying. Though his HIANG unit would not see action in Korea, Bob found adventurous flying for a year, starting in 1952, with CAT, Civil Air Transport, the Chinese nationalist airline founded by General Claire Chenault. Two years later, Bob became a jet pilot when HIANG transitioned to F-86s, and later to F-102s.

In 1966, as Director of Flying (later Vice President, Operations) at Hawaiian Airlines, he was one of the architects of the transition from prop aircraft to the jet age, using the experience he acquired in the military to bring DC-9s into service. In fact, Bob captained the very first DC-9 flight from Honolulu to Hilo in March of 1966. As a sideline in 1969, he hired pilots for the movie *Tora! Tora! Tora!* and of course joined in the flying. Three years later he

was promoted to Brigadier General and became Commander of HIANG, a position he held until retiring in 1976. Bob had a total of 33 years of military flying and 33 years as a pilot and executive at Hawaiian Airlines.

Judy’s interest in aviation began while employed as a Manager of Interisland Restaurant Operations for Host International at the Honolulu International Airport. It was during this time that she met Bob Maguire – a handsome pilot, quintessential gentleman, and her future husband. Judy’s airline career began when Continental Airlines started flying to Hawaii in 1969. She was hired as a Ticket/ Reservations Agent for the newly opened Waikiki ticket office. This dream job of 17 years instilled in her the love of travel.

MAKING HIS FINAL FLIGHTS

Judy was with Bob as he flew his three “final flights” – his last HIANG flight, his retirement from Hawaiian Airlines flight, and his final journey on July 13, 2018. Fittingly, Bob’s ashes were scattered from Hawaiian Airlines’ first airplane, the restored 1929 Bellanca.

Bob and Judy loved spending time with family and truly enjoyed travelling, golf and tennis. During their 43 years of marriage, they travelled to six continents and over 50 countries.

Because of their commitment to and love of aviation, Judy wanted to honor Bob’s legacy by contributing to the Pearl Harbor Aviation Museum Education Endowment fund. With their generous gift, the **BGEN Robert and Judith Maguire Scholarship Fund** was established. Through this lasting endowment, both Bob and Judy will be helping young people pursue their dreams of flight and empower them financially to reach their aviation goals.

If you are interested in learning more about the Pearl Harbor Aviation Education Endowment fund and how you can help change the lives of the next generation of aviators, contact me at (808) 824-3505 or Woo.Kim@PearlHarborAviationMuseum.org.





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

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 Gift Shop and Laniākea Café, and much more.

Questions? Ready to join? Contact us by mail, phone, or by email at: 808-892-3350, Members@PearlHarborAviationMuseum.org

**PEARL HARBOR AVIATION MUSEUM:
HONORING OUR PAST AND INSPIRING OUR FUTURE**

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