

NOTAM

NOTICE TO AIRMEN | VOL. 1 2022 | ISSUE #47

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII



READY FOR LIFTOFF!
TOWER OPENS ON MEMORIAL DAY



NOTAM

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ON THE COVER:

The Top of the Tower, a new Museum experience, will take guests to the pinnacle of the iconic, 168-foot-tall Ford Island Control Tower, with its breathtaking 360° "Freedom's View" of Pearl Harbor. The historic tower elevator has been restored, thanks to U-Haul and many other Museum donors. The Tower's grand reopening is planned for Memorial Day – May 30, 2022.

THE LEGACY OF OUR GREATEST GENERATION IS IN OUR HANDS

By Elissa Lines, Executive Director



I am by nature an optimist. Phrases like “it is not over until it is over” and “never do tomorrow what can be done today” guide my thinking. I begin each day believing this will be the day; the day our mission as a Museum is fulfilled, the day the lessons of this aviation battlefield and

those that followed rise as beacons altering our response to conflict. I am not alone in these aspirations.

“My task which I am trying to achieve is, by the power of the written word, to make you hear, to make you feel – it is, before all, to make you see,” Joseph Conrad.

As an organization, a set of operational values, written by our staff, helps our team embrace what it means to do our best, together, to achieve the goals we have set, and above all, to impact the lives of those who visit our Museum. These values are:

- We are a professional team that builds trusting and respectful relationships
- We demonstrate personal leadership and integrity in all that we do
- We are creative and collaborative problem-solvers
- We hold each other accountable for our common outcomes
- We are committed to continuous improvement

In many ways, each of you, our Members, our volunteers and supporters, join us in these values, working as an extension of our staff to achieve our mission. Your help – time, talent, support – propels us forward, ensuring that we have the resources needed to achieve the “common outcomes” set forward in our mission.

We say it often but the repetition makes the words no less powerful; **This Place Matters**. Our commitment to learn from, to remember and to honor the past, provides the

inspiration for our future. The global response to the invasion of Ukraine, the spontaneous outrage to unprovoked war and the loss of innocent lives, reinforces our belief that the study of history provides a multiplier, a powerful ripple effect that can influence outcomes. Abraham Lincoln, understanding this, stated, “The mystic chords of memory will swell when again touched, as surely they will be, by the better angels of our nature.”

The challenge is before us to remain relevant, impactful, and to steward the history we are charged to protect so that we might prepare our next generation to lead with conscience.



Over the next few months, we will embark on a self-review of our Museum, our exhibits and programs, ensuring that we effectively use the artifacts in our charge – the very buildings that withstood the 1941 attack on Pearl Harbor – to both remember the past and to inspire the future.

The legacy of our Greatest Generation is in our hands. We invite your feedback and participation.

Mahalo,

A handwritten signature in black ink, which appears to read "Elissa".

WELCOME TO OUR FIVE NEW MUSEUM BOARD MEMBERS:

By Ruth Limtiaco, Board Member and Nominating Committee Chair

At the January 2022 meeting of the Pearl Harbor Aviation Museum board of directors, we were pleased to unanimously and wholeheartedly cast our votes to welcome aboard five new board members whose talents promise to bring great expertise to our Museum.

TODD BEDFORD

Todd Bedford is the president of Lifeline Fire & Security, a Kapolei-based security integrator specializing in commercial and industrial CCTV systems and Proactive Video Monitoring.



February 2022 marks Lifeline's 20th year serving some of Hawaii's best known local companies including Alexander & Baldwin, Kamehameha Schools and James Campbell Company from offices in Kapolei and Kihei.

Under Todd's leadership, Lifeline has grown from a start-up staff of 3 to 20 employees and has become one of the top security integrators in Hawaii and Netwatch's top independent integrator in the United States.

During this time, Todd has served and supported various local Boards and Advisory Boards including the Kapolei Chamber of Commerce, Friends of Challenger Center of Hawaii, Kapolei Rotary Club, Special Olympics (Hawaii), Hawaiian Humane Society, Boys & Girls Clubs (Hawaii) and many others.

Born in Windsor, Ontario, Canada, Todd studied mathematics at University of Waterloo and has a degree in psychology from Wilfrid Laurier University.

Todd is an avid golfer and enjoys deep sea fishing and spending time at the beach or the soccer fields with his wife, Stephanie, and their 14-year-old twins, Tristan & Caitlyn and two (rescue) dogs, Durban and Kona.

ERIC ROBINSON

Eric Robinson is an attorney practicing with Starn O'Toole Marcus & Fisher. He graduated summa cum laude from the Richardson School of Law at the University of Hawaii in May 2020. He holds a bachelor of arts in economics from the University of North Florida.



Eric served on Active Duty in the United States Marine Corps from 2012 to 2017, during which time he researched and analyzed laws, regulations, and policies, drafted financial management procedures and guidance, advised senior management on financial matters, and served as capabilities analysis officer. He managed a budget of over \$30 million annually for regulatory compliance and formulated a statistical model to supply data-supported justification for more than \$135 million annually. Eric continues to serve in the Marine Corps Reserve.

Eric's leisure interests include sailboat racing and cruising, cooking, and rugby.

GREG HAZELTON

Greg Hazelton joined Hawaiian Electric Industries (HEI) in 2013 with broad experience in both the regulated utility and the competitive energy industries. In his current role,



he leads the company's corporate strategy, financial and ESG reporting, investor relations, treasury and tax functions, and is HEI's chief risk officer. He has also served as HEI's senior vice president of finance and as its treasurer and controller.

Greg utilizes his prodigious talents to support HEI's

BRINGING THEIR EXCEPTIONAL EXPERTISE TO OUR MUSEUM

critical role in transforming the Hawaii economy to a more resilient, sustainable future and to contribute to Hawaii's leadership role in addressing climate change.

Previously, as a managing director of the Global Power & Utilities Group at USB Investment Bank, he advised a diverse and international client base of utilities, energy-oriented companies and private equity firms on their strategic investment activities.

Throughout his career, he has consistently worked with innovative companies, development teams and entrepreneurs focusing on renewable energy, new energy-based technologies and transformative business models.

His nearly 30-year professional career also includes nearly 17 years in management and executive roles with regulated utility companies including Portland General Electric and NW Natural.

BEVERLY KRAVITT

Beverly Kravitt co-founded the Cameron Kravitt Foundation in 1983. The foundation develops programs for prestigious hospitals nationally and internationally to teach residents



how to deal with grieving parents.

As an avid fundraiser for the foundation, Beverly was a key leader for annual fundraisers and personally produced the following productions: a dance performance of *The Hobbit*, with rights from the Tolkien Foundation, a dance performance of *Where the*

Wild Things Are with rights from Maurice Sendak, and *Hansel and Gretel* at Chicago's Orchestra Hall with Margaret Hillis and the Chicago Symphony Chorus with Frank Gallati narrating.

Beverly is co-owner of Barnard and Kravitt Garden Design, providing residential and commercial design. She is a board

member of the Ballet Hawaii and is a member of the Hawaii Symphony Associates as well as the Hadassah. She was a member and treasurer of the Women's Associates of The Museum of Contemporary Art in Chicago and served as the museum's membership director for four years.

JASON KRAVITT

Jason Kravitt is the founder of Mayer Brown's securitization practice and was co-chair of the firm from 1998-2001. He has helped the firm's clients create some of the most



significant securitization products used in the capital markets today.

Jason has been listed as the "pre-eminent securitization lawyer" by Chambers Global and described as "a quarterback figure who is an incredible legal strategist and a fantastic leader," according to clients in Chambers USA.

He is consistently rated in the highest category by other lawyer ratings guides. Jason has been an adjunct professor of law at Northwestern University Law School, New York University Law School and the William S. Richardson School of Law – University of Hawaii, and an adjunct professor at the Kellogg School of Management at Northwestern University.

He is also the chairman of the Cameron Kravitt Foundation, which funds programs at teaching hospitals such as the Johns Hopkins Children's Center, Weill-Cornell Medical Center, University of California at San Francisco Benioff Children's Hospital, and Addenbrooke's Hospital at Cambridge University, England.

Jason graduated in 1969 with an AB, Phi Beta Kappa, from the Johns Hopkins University, received a Juris Doctorate, cum laude in 1972 from Harvard Law School, and a Dipl. Comp. Law from Cambridge University in the UK in 1973. He has been chosen by the Financial Times as one of the 10 most innovative lawyers in America.

PETER STARN: JANUARY 28, 1944 - MARCH 2, 2022

By Darrell Welch, Jr., William Oberlin, and Clint Churchill

The Pearl Harbor Aviation Museum family lost one of its most valued members in March. Peter Starn, the Vice Chairman of the Board and Chief Legal Counsel, passed away after a quiet year-long battle with cancer. He was one of the earliest



members of the Board and devoted countless hours to the development of the Museum's strategic direction, deserving a large amount of the credit for the museum's success to date. He was instrumental in preparing leases, contracts, policies and other organizational provisions that shaped our institution. His extensive community involvement also put him in position to bring other strong leaders to the Pearl Harbor Aviation Museum team.

Peter was born on January 28th, 1944 to Reverend William Starn and Margaret Helm in Fulton, Missouri, near St. Louis. He earned his Political Science Degree from DePauw University in 1965 and his Juris Doctorate with honors, from Stanford in 1972. His education was further expanded between those two institutions by his service as an officer in the United States Marine Corp. As a Marine, he earned his Naval Aviator wings and went on to fly both fixed and rotor wing aircraft. During his tour in Vietnam, he flew hundreds of low-level missions in the Sikorsky CH-53 Sea Stallion, and was awarded numerous commendations, including thirteen Air Medals.



Marine Capt. Peter Starn flew the CH-53 Sea Stallion in the Vietnam War. The Museum's CH-53 is pictured at dusk.

When the Museum's founders were first gathering a team to get the vision of a museum off the ground, one name came up that was a perfect fit: Peter Starn, Esq. In addition to his flying background, military experience and legal education, he had extensive experience in real estate transactions, organizational management, financial agreements and contract law. All of these would be critical to the fledgling aviation museum and Peter was in the middle of every transaction the museum made from startup to shortly before his passing.



Peter Starn and Capt. Sully Sullenberger spend a moment together at the Museum's 'For Love of Country' Gala.

While the above is important and true, there was more that was very meaningful to his friends and associates. He could be very focused on museum business matters, but he could also be a problem solver and shoulder to cry on when needed. He was generous with his time, talent and treasure, not only to the Museum, but to other non-profits and everyone with whom he came in contact. He not only listened, he gave options, ideas and encouragement. He was the "go to" guy for all who knew him and he never failed to deliver insightful advice or meaningful action.

Peter leaves a void in the Museum family and he will be missed in the years ahead, but he would want us to keep moving the Museum forward. As his children Paris, Andy and Sean would say, "Peter loved the Museum and wanted it to be the best." To that end, the Starn family has announced the Peter Starn Educational Endowment that will support scholarships for aviation learning to be administered by the Museum. If you wish to contribute to this fund, visit www.pearlharboraviationmuseum.org/starn.

Clear skies and following winds on your flight West, Captain Starn.

OUR 15TH ANNUAL 'FOR LOVE OF COUNTRY' GALA

By Woo Ri Kim, Director of Development

On Saturday, December 4, 2021, thousands of friends and supporters from all over the country tuned in online and on-air for our 15th annual For Love of Country virtual gala. Together in spirit, we commemorated 80 years since the December 7, 1941 attack on Pearl Harbor and paid tribute to the legacy of our WWII veterans and to all men and women who serve, past and present.

Funds raised at this annual event allow us to continue our work to steward this WWII American aviation battlefield, using the impact of history to inspire and prepare the next generation to meet the challenges of the future.

With your support, over \$330,000 was raised, with each dollar matched in full by a generous anonymous donor to provide critical funding to help protect and preserve Hangar 79. This historic structure withstood the December 7, 1941 attack on Pearl Harbor and it survives today to celebrate our WWII heroes and educate the next generation about what took place here at Pearl Harbor and over the waters of the Pacific.

Pearl Harbor Aviation Museum is honored to recognize the following sponsors of our 15th annual For Love of Country virtual gala:

PRESENTING SPONSOR

Price Enterprises, Inc.

GOLD SPONSORS

Lt Col Henry & Lt Col Linda Bruckner, USAF (Ret.)

Clint & Suzy Churchill / Robin & Terrye Bellas

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Gen. Raymond E. Johns Jr., USAF (Ret.) / Chris Thorpe

Richard M. May

Maurice Myers

Janice Nielsen/ James Beaton

Rick & Teresa Price

U-Haul

TRAVEL SPONSOR

Southwest Airlines

SAVE THE DATE – SATURDAY, DECEMBER 3, 2022

We hope you will join us on Saturday, December 3, 2022 for our 16th annual For Love of Country Gala, proudly presented by Price Enterprises, Inc. We are thrilled to once again gather in-person inside historic Hangar 79. To learn more about our sponsorship opportunities or to make a reservation, please visit ForLoveofCountry.org or call us at (808)379-3818. Early bird pricing is available through July 1, 2022.





RAISE THE ROOF \$1 MILLION MATCH

In December of 2021, we launched our “Raise the Roof” campaign – a \$4 million effort to repair the roof of historic Hangar 79. Thanks to an epic \$1 million matching gift from a generous anonymous donor, the impact of your contributions to the “Raise the Roof” campaign was doubled. With your support, over \$800,000 has been raised to far!



BLUE ANGEL F/A-18C HORNET

On February 4, 2021, the Museum welcomed to its collection an iconic F/A-18C Hornet, Blue Angel #4. It has become a centerpiece in Hangar 79 and was made possible by you, our donors. We are honored to display this F/A-18C, a symbol of strength, discipline, and innovation, within the context of our historic site.



DOUGLAS DAUNTLESS SBD-2P

Until recently, Pearl Harbor Aviation Museum’s Douglas Dauntless SBD-2P had been undergoing restoration at the Air Zoo Aerospace & Science Museum in Kalamazoo, Michigan. Thanks to your support, funds were raised to ship the SBD-2P from Kalamazoo to Hawaii once the restoration was complete. We were thrilled to welcome our SBD-2P back home to Pearl Harbor in December!



2021 GRATITUDE REPORT

Thank you – we cannot say it enough. Our gratitude is strengthened by the thousands of people who visit our museum, attend our programs, participate in our events. Your help, at any level, financial and in-kind, powers our achievements shared in this report, and ensures our impact. As Winston Churchill stated, “We make a living by what we get, but we make a life by what we give.” Mahalo Nui Loa.



BOB HOPE: AN AMERICAN TREASURE

In collaboration with the Bob and Dolores Hope Foundation, we opened “Bob Hope: An American Treasure” in the Raytheon Pavilion on May 29, 2021. This magnificent 2,200 square foot exhibit shares the story of Bob Hope — American comedian, actor, entertainer, and legendary patriot — who rose to fame during World War II entertaining troops across Europe and the Pacific.

WELCOMING WWII VETERANS TO HAWAII

With the support of a DoD 75th WWII Commemoration grant, our Museum was able to plan several events, tributes, and experiences to honor more than 100 WWII veterans who traveled to Hawaii for the annual December 7th Pearl Harbor Remembrance Day. Working with local and national veteran organizations, the Museum coordinated educational programs for youth, a ceremony on the deck of the Battleship Missouri remembering the signing of the Instrument of Surrender, a Liberty Luau at our Museum, a weekly film series, and more. These events highlighted this important commemoration that was abbreviated in 2020 due to the COVID pandemic.



AVIATION LEARNING CENTER OPENS

On December 6, 2021, we held the blessing and dedication for our new Aviation Learning Center – a state-of-the-art facility that offers interactive learning experiences and activities designed to give students and adults a hands-on appreciation of flight. The completion of this project is a groundbreaking achievement.



MAJOR CONTROL TOWER RESTORATION MILESTONES HERE



2012 - A \$4.2 million stabilization project to replace 53 tons of steel. (Special thanks: Federal Government and many private donors).



2016 – Restoration of the Aerological Tower walls and windows that provide the 360 view of the runway and airfield. (Special thanks: State of Hawaii and the Freeman Foundation with support from Historic Hawaii).



2018 – Restoration of the first floor of the Operations Building, repairing badly rusted exterior windows and renovating interior spaces to support installation of the library, now open by appointment to the public at no charge. (Special thanks: The Emil Buehler Perpetual Trust and OFS Brands).



After surviving the December 7, 1941 attack, the Tower was

HELP THE MUSEUM CREATE A TOWERING NEW EXPERIENCE!



as officially designated as a Historic Preservation Facility.



2019 – Repair of the elevator began and continued through 2022. (Special thanks: U-Haul, State of Hawaii, our many supporters, and the hard work of the Otis Elevator team).



2020 – Restoration of the second-floor of the Operations Building, repairing rusted windows, installing air conditioning and improving meeting areas was completed in 2021. (Special thanks: State of Hawaii and The Emil Buehler Perpetual Trust).



2022 – Safety and access improvements required to prepare the upper control cab for public entry was completed. (Special thanks: The Emil Buehler Perpetual Trust).

NEW EXHIBITS IN OPERATIONS BUILDING & CONTROL TOWER

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

HISTORICAL SIGNIFICANCE

Operations Building S-84 and Ford Island Control Tower consists of several elements:

- Two-floor office structure
- Lower control cab on the roof level of the office structure, 40-feet in height, this bi-level cab housed controllers to monitor runway operations
- Firehouse and garage
- 168 ft. water tower supplying the firehouse with water

At the time of the attack on Pearl Harbor, the Navy was in the year-long process of constructing a higher control cab on top of the water tank to monitor harbor movement in addition to flight operations. After the attack, construction was hastened, and the high tower control cab was operational by early 1942.

The Operations Building S-84 was strafed during the attack while controllers continued to guide U.S. aircraft in and out of the Ford Island airstrip. Construction scaffolding surrounded the tall water tank and low-flying attackers (reported as low as 40 feet) were forced to veer away from the looming structure. During the attack, Naval aviator Harvey Waldron recalled that oil-soaked survivors of sunken battleships wandered the field in a state of shock. He led them to the S-84 garage and tried helplessly to scrub oil off the dazed sailors.

Operators in the lower control deck guided the Enterprise SBD Dauntless scout planes that arrived in the middle of the attack. Once the upper control cab was operational, an aerological lab for weather forecasting was installed in the lower cab and served for decades.

In 1942 the entire tower was camouflaged. The exact pattern and colors are lost to history, as well as the date the tower was repainted in white and orange, estimated to be sometime in the 1950s. The Historic American Building Survey in 1993 notes civilian operations started in 1970 and lasted until 1999. The control cab was operated by Hawaii State Department of Transportation.



Sailors gather in front of the iconic Ford Island Control Tower.

MANDATE FOR PRESERVATION

The Library of Congress records the significance of Building S-84 as part of the Pearl Harbor Naval Base Historic Plan, stating:

The initial Japanese attacks on Pearl Harbor on December 7, 1941, were intended to destroy and disable the planes at the Ford Island Naval Air Station. This then allowed the battleships moored around Ford Island to be attacked with minimal resistance from the air. The Japanese dive bombers attacked and inflicted severe damage to seaplane hangar number 6 and to 33 Navy patrol planes parked nearby. The Naval Base at Pearl Harbor (which included Ford Island) was designated as a National Historic Landmark in 1964. Building S84 is registered as a Category 1 historic preservation facility in the Pearl Harbor Naval Base Historic Preservation Plan. - Survey number: HABS HI-145.

ACCESS TO THE S-84 UPPER CONTROL CAB & EXHIBIT AREA

The repair of the elevator, first certified in 1942, necessitated a hands-on approach by the Otis Elevator team, ensuring that the historic aspects of the structure were preserved while also addressing all modern-day requirements to facilitate safe operations. The support of Joe Shoen, President, Chairman,



Dec. 7, 1941 attack as seen from Operations Building S-84.

RESTORING FULL ACCESS TO A CONTROL TOWER TREASURE

and Chief Executive Officer of AMERCO, the holding company of U-Haul International, and his family, helped advance this effort. The Shoen family story speaks to the values and character of our Greatest Generation. Discharged from the Navy in July of 1945 in San Francisco, Ted Shoen and his wife Ana Mary Carty, traveled to their home in Portland in their personal car. Without a truck or trailer, they had to leave many of their belongings behind. Once there, with an investment of \$5,000, Ted launched a company that would help other veterans overcome the challenges he faced – providing trailers to help veterans get home with all their belongings. A network of gas stations along the way provided drop off locations, an honor system amongst servicemen and women, that helped them restart their civilian lives. And, as they say, the rest is history. In addition to a lobby exhibit that shares the Shoen Family story, the Ford Island Control Tower will house several other displays.

PRESERVING A TREASURE

The first exhibit, Preserving Our National Treasure – the Ford Island Control Tower Restoration, describes the history of Building S-84 and the role it played during WWII. The exhibit, researched and fabricated by U-Haul, includes rare images of the building and a fascinating glimpse of service personnel completing the tower's construction and performing airfield support.



The Fire Station Gallery has displays and an Oral History Studio.

FIRE STATION GALLERY

The second exhibit, The Fire Station Gallery, is located in the original kitchen/office area for the Fire Station, circa 1970-1999, on the first floor of Building S-84. The displays include images of fire apparatus, firefighters, and illustrations of period firefighting techniques. The current location of our Oral History Studio, to record and archive oral histories associated with the Museum's collection, is also in the Fire Station Gallery. The latest artifact added to this exhibit, a 1936 Ford fire apparatus, joins our 1950 Pirsch fire apparatus in the Fire Station Gallery & Garage.



Part of the breathtaking 360° view from the Top of the Tower.

TOP OF THE TOWER

The third exhibit, Top of the Tower, an inspiring panoramic experiential exhibit, provides a full Pearl Harbor battlefield view from a 168-foot-high vantage point. The unique experience only possible from this observation deck, located in the former control cab, includes compass point directional orientation to the entire, 360-degree view of Pearl Harbor, annotated photographic transparencies of “the day after,” December 8, 1941, images from the National Archives, archived period films describing the attack, and special docent-led tours.

Special thanks to James Gorman Family Foundation and the DoD 75th Commemoration of the End of WWII grant support for the completion of the Top of the Tower exhibit.

Completion of the renovations to the tower's historic elevator was made possible through the generosity of:

- U-Haul and the Shoen Family
- Emil Buehler Perpetual Trust
- State of Hawaii
- Dave Lau and Sharon Elske
- Freeman Foundation in cooperation with Historic Hawaii Foundation
- Alexander “Sandy” Gaston
- Robert A. and Susan C. Wilson Foundation
- The R.K. Mellon Family Foundation
- CDR and Mrs. Edward P. Keough, USN (Ret.)
- Larry and Suzanne Turley

Please watch for information announcing plans for the dedication of the Ford Island Control Tower elevator set for Memorial Day weekend.

80TH ANNIVERSARY OF THE APRIL 18, 1942 DOOLITTLE RAID:

By Edgar McElroy, Doolittle Raider



Doolittle Raid Aircraft #13 Crew: (from left): Edgar E. McElroy, pilot; Lt. Richard A. Knobloch, copilot; Lt. Clayton J. Campbell, navigator; MSgt. Robert C. Bourgeois, bombardier; Sgt. Adam R. Williams, flight engineer/gunner. Their target was Yokosuka.

As the 80th anniversary of one of the most epic missions in American history – The Doolittle Raid – approaches, we invite you to reflect on the heroism of our WWII Veterans. Read this excerpt from a riveting firsthand account by Edgar McElroy, the pilot of aircraft #13 of the Doolittle Raid in 1942.

ON APPROACH TO TOKYO

As we began to near land, we saw an occasional ship here and there. None of them close enough to be threatening, but just the same, we were feeling more edgy. Then at 1330 we sighted land, the Eastern shore of Honshu. With Williams now on his guns in the top turret and Campbell on the nose gun, we came ashore still flying low as possible, and were surprised to see people on the ground waving to us as we flew in over the farmland. It was beautiful countryside.

Campbell, our navigator, said, “Mac, I think we’re going to be about sixty miles too far north. I’m not positive, but pretty sure.” I decided that he was absolutely right and turned left ninety degrees, went back just offshore and followed the coast line south.

When I thought we had gone far enough, I climbed up to two thousand feet to find out where we were. We started getting fire from anti-aircraft guns. Then we spotted Tokyo Bay, turned west and put our nose down diving toward the water. Once over the bay, I could see our target, Yokosuka Naval Base. Off to the right there was already smoke visible over Tokyo. Coming in low over the water, I increased speed to 200 mph and told everyone, “Get ready!”

A FIRSTHAND ACCOUNT FROM A PILOT OF A RAIDERS' B-25

BOMBS AWAY

When we were close enough, I pulled up to 1300 feet and opened the bomb doors. There were furious black bursts of anti-aircraft fire all around us, but I flew straight on through them, spotting our target, the torpedo works and the dry-docks. I saw a big ship in the dry-dock just as we flew over it. Those flak bursts were really getting close and bouncing us around, when I heard Bourgeois shouting, "Bombs Away!"



Lt. Col. James Doolittle wires Japanese medal to a bomb.

I couldn't see it, but Williams had a bird's eye view from the back and he shouted jubilantly, "We got an aircraft carrier! The whole dock is burning!" I started turning to the south and strained my neck to look back and at that moment saw a large crane blow up and start falling over!... Take that! There

was loud yelling and clapping each other on the back. We were all just ecstatic, and still alive!

But there wasn't much time to celebrate. We had to get out of here and fast! When we were some thirty miles out to sea, we took one last look back at our target, and could still see huge billows of black smoke. Up until now, we had been flying for Uncle Sam, but now we were flying for ourselves.



Lt. Col. James Doolittle performs a full-throttle takeoff from the USS Hornet to begin the raid on Japan on April 18, 1942.



B-25 Mitchell bomber takes off from the flight deck of the USS Hornet (CV 12) bound for the Japanese homeland.

We flew south over open ocean, parallel to the Japanese coast all afternoon. We saw a large submarine apparently at rest, and then in another fifteen miles, we spotted three large enemy cruisers headed for Japan. There were no more bombs, so we just let them be and kept on going. By late afternoon, Campbell calculated that it was time to turn and make for China. Across the East China Sea, the weather out ahead of us looked bad and overcast. Up until now we had not had time to think much about our gasoline supply, but the math did not look good. We just didn't have enough fuel to make it!

TAKING THE LEAP

In total darkness at 2100 hours, we figured that we must be crossing the coastline, so I began a slow, slow climb to be sure of not hitting any high ground or anything. I conserved as much fuel as I could, getting real low on gas now. The guys were still cranking on the radio, but after five hours of hand cranking with aching hands and backs, there was utter silence.

No radio beacon! Then the red light started blinking, indicating twenty minutes of fuel left. We started getting ready to bail out. I turned the controls over to Knobby and crawled to the back of the plane, past the now collapsed rubber gas tank. I dumped everything out of my bag and repacked just what I really needed, my .45 pistol, ammunition, flashlight, compass, medical kit, fishing tackle, chocolate bars, peanut butter and crackers. I told Williams to come forward with me so we could all be together for this. There was no other choice. I had to get us as far west as possible, and then we had to jump.

To read the entire story, scan the QR code at the right, or visit:
<https://bit.ly/DoolittleRaidAircraft13>.



WHAT'S NEW IN THE MUSEUM'S EDUCATION PROGRAMS

By William Spincola, Education Manager

In January, the Aviation Learning Center opened its doors to students for the first time. After years of planning, fundraising, renovations, and new construction, the Aviation Learning Center is complete and the education team is fully trained in curriculum and operations.

Located in a historic building used for Link Trainers during World War II, the Aviation Learning Center is a powerful and impactful educational experience unlike anything in Hawaii. In fact, it is one of only three such centers in the world.

We are actively booking primary and secondary school field trips for the Aviation Learning Center.

In other exciting news:

- Field trip programs are back in-demand as schools return to in-person educational programs.
- Our Scouts merit badge program continues to grow and this year, we will host the Aloha Council of the Boy Scouts of America's Ellison Onizuka Day of Exploration.
- Our team is currently building an Airframe and Powerplant (A&P) aviation mechanics camp.
- Our team will participate in this year's Sacrifice for Freedom program happening July 27-28.

The Education Team is looking forward to a challenging, powerful, and exciting spring and summer!

THE MUSEUM'S NEW AVIATION LEARNING CENTER IS A POWERFUL EDUCATIONAL EXPERIENCE



FUN STEM CAMPS FOR GIRLS AND BOYS THIS SUMMER!

2022 SUMMER STEM CAMPS

Get your students ready to soar this summer! The Museum is excited to announce the return of our Summer STEM Camps. We have planned and built a full set of programs for students, including our Explorers Club for 3rd to 5th graders, Flight School for Boys and Girls for middle school students.

EXPLORERS CLUB: JUNE 13-17 | GRADES 3-5

The world of aviation and aerospace comes alive in our five-day Explorers Club. Students learn about aviation and then aim for the stars! Science, technology, engineering, and math concepts are presented through hands-on learning activities that emphasize creativity, teamwork, and discovery.



FLIGHT SCHOOL FOR GIRLS:

JULY 11-15 | GRADES 6-8

Flight School for Girls aims to inspire the next generation of female pilots. From pre-flight checks to flight simulators, this five-day program will ignite your student's passion for flight. Middle school girls learn the basics of flight through demonstrations, experiments, tours of our historic aircraft, and many more fun and interactive STEM activities!

REGISTER YOUR STUDENT TODAY!

Scan the QR Code at the right or visit www.PearlHarborAviationMuseum.org/education/stem-camps to learn more.



FLIGHT SCHOOL FOR BOYS: JUNE 27-JULY 1 | GRADES 6-8

Students will spend an action-packed week discovering the world of aviation through fast-paced STEM activities. Middle school boys will experiment with the forces of flight, learn about weather and atmosphere, explore the history of aviation in Hawaii, tackle a real-world problem using aviation assets, talk story with aviation professionals, and much more!



TRIBUTE TO LEGENDARY FIGHTER PILOT BG CHARLES MCGEE

By Greg Waskul, National Development Director

Brigadier General Charles McGee was a legendary fighter pilot, revered Tuskegee Airman, an inspiration to generations of America's youth, and a treasured friend of the Pearl Harbor Aviation Museum.

He was a truly humble man who spent his life serving his country with distinction. Born on December 7, 1919, he became an Eagle Scout. After enlisting in the U.S. Army immediately after his wedding in October 1942. He earned his pilot's wings in June, 1943, and became a Tuskegee Airman.



BGen Charles McGee during one of his visits to the Museum.

He flew his first combat mission on Valentine's Day, 1944 while stationed in Italy with the 302nd Fighter Squadron of the 332nd Fighter Group in Italy. During World War II, he flew P-39, P-47 and P-51 aircraft in fighter escort, protecting B-17 and B-24 bomber missions over Germany, Austria, and the Balkans. Then-Captain Charles McGee shot down a German FW 190 on August 23, 1944, while escorting B-17s over Czechoslovakia. After flying 137 combat missions he returned to the United States on December 1, 1944, to become an instructor pilot for the B-25 Mitchell bombers of the 477th Bomb Group, a unit of the Tuskegee Airmen. He remained at Tuskegee Army Air Field through the end of the war.

He was proud of the role the Tuskegee Airmen played in the integration of American military services. "Our success made it possible for President Truman to issue orders mandating all of the services to integrate." Truman's Presidential Order ended segregation in the military in 1948.

After World War II, McGee continued to serve as a fighter pilot, flying F-80 and F-89 aircraft. When America entered the Korean conflict, McGee flew 100 missions in P-51 aircraft for the 67th Fighter Bomber Squadron, and was promoted to major. As a lieutenant colonel in the Vietnam War, he flew 172 combat missions in RF-4C photo-reconnaissance aircraft while serving

as the Squadron Commander of the 16th Tactical Reconnaissance Squadron of the 460th Tactical Reconnaissance Wing, based at Tan Son Nhut Air Base, in South Vietnam.

McGee retired at the rank of colonel on January 31, 1973. In his distinguished three-decade military career, he flew an unmatched 409 fighter combat missions, and with a total of 6,308 flying hours. McGee was recognized for his combat and military service with many military decorations, including: Legion of Merit with oak leaf cluster, Distinguished Flying Cross with two oak leaf clusters, Bronze Star Medal, Air Medal with 25 oak leaf clusters, Air Force Commendation Medal with oak leaf cluster, Army Commendation Medal, Presidential Unit Citation, Korean Presidential Unit Citation, Hellenic Republic World War II Commemorative Medal, as well as many campaign and service ribbons.

After his military service, he completed his college degree at Columbia College, and for decades held civilian aviation positions, including serving as director of the Kansas City airport and as a member of the Aviation Advisory Commission.

He was also a leader in the Tuskegee Airmen Association. He served as national president of the association from 1983 to 1985 and again from 1998 to 2002, with a focus on education, aviation, and space careers for minorities.

On March 29, 2007, President George W. Bush and the U.S. Congress collectively awarded the Congressional Gold Medal, the nation's highest civilian award, to McGee and all other Tuskegee Airmen. He was inducted into the National Aviation Hall of Fame in 2011.

McGee was involved in many Pearl Harbor Aviation Museum education programs, attended the For Love of Country Gala, and was featured in videos for Museum events over the years. He especially enjoyed his interactions with youth, always firing their imaginations and inspiring them to learn and lead. "My approach to life was, and still is, 'Do while you can,'" he said.

The ageless pilot flew a HondaJet on his 99th birthday in 2018. For his 100th birthday, McGee flew with a copilot in a Cirrus Vision Jet and a Cessna Citation M2. On February 2, 2020, McGee presented the coin for the coin flip at Super Bowl LIV. Two days later, he was honored at the State of the Union Address with a promotion to brigadier general.

BGen McGee died in his sleep on January 16, 2022, at the age of 102. All of us at Pearl Harbor Aviation Museum are thankful for having had the opportunity to work with him. He was a true hero with a kind heart, a great American who will never be forgotten.



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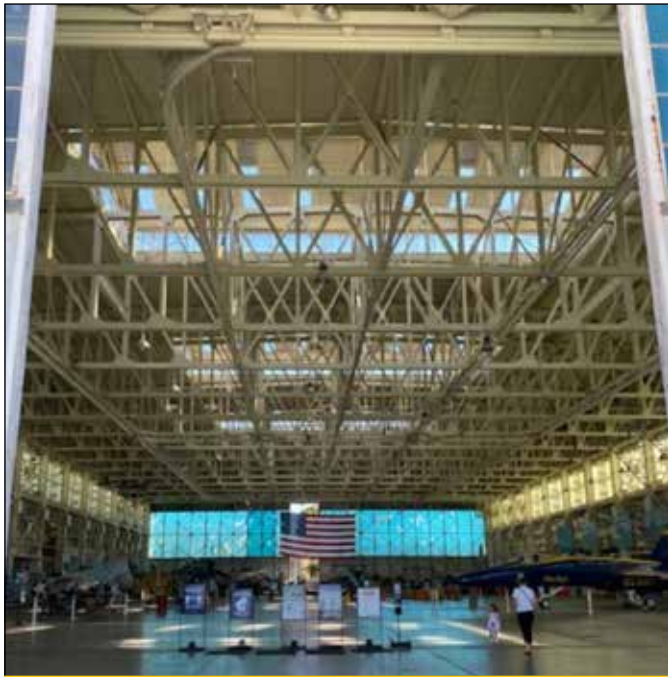
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