

NOTAM

NOTICE TO AIRMEN | VOL. 2 2022 | ISSUE #48

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII

VAL HEADS TO FORD ISLAND

MUSEUM ACQUIRES RARE
JAPANESE WWII BOMBER





NOTAM

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ON THE COVER:

The cover image is taken from the painting presented here in its entirety. We deeply appreciate the support of the Hasegawa Corporation and the famed warbird artist, Mr. Yozo Toyooka, for their permissions to use this image of the Aichi D3A Type 99 Bomber "Val" which appears on the box of the Hasegawa model. It is our honor to share this wonderful painting with our readers.

EXCITING TIMES FOR THE PEARL HARBOR AVIATION MUSEUM

By Elissa Lines, Executive Director



The first six months of 2022 have flown by. The pace has been fast and furious; we introduced two new exhibits, launched the Top of the Tower Tour, and advanced the repair of the Hangar 79 roof. After years of accommodating leaks, we finally have dry hangar floors! This long-awaited repair will facilitate

the development of new displays inside the hangar. Using technology and other exhibit resources, we will unveil the stories of those who designed, maintained and flew the aircraft and share the memorabilia that brings these stories to life. Exciting!

JAPANESE VAL AND AMERICAN PBY AIRCRAFT

Our list of completed initiatives also includes the renovation of the second floor of the Operations Building to accommodate office and public meeting space. As always, we continue to work towards the acquisition and restoration of key aircraft to help us share the story of this battlefield. Sections of a rare World War II Japanese Aichi D3A “Val” dive bomber have been acquired and are now being shipped to Hawaii. Pearl Harbor Aviation Museum will be the only museum in the world where visitors can experience the full impact of the December 7th attack with the Japanese attacking aircraft, the Zero, Kate and Val displayed alongside the American defending aircraft, the P-40, with an SBD and Wildcat in the wings. And, with the support of the Navy History and Heritage Command, we hope to bring a PBY to Hawaii by the end of the summer. To ensure proper stewardship of these important artifacts, we are developing a plan to enhance our restoration capabilities.

“The future belongs to those who believe in the beauty of their dreams.” – Eleanor Roosevelt

We have followed the vision, with a few enhancements that paved the foundation for our opening; to use the artifacts, aircraft and buildings on this American WWII aviation battlefield as a way to engage and inspire all who visit, share the devastation of the attack on Pearl Harbor and acknowledge the resilience that followed of our community and our country. It is a story given amazing depth by the

courage and heroism of many; from the young men and women who stepped forward to do their part.

The determination and bravery of Japanese, Chinese, Filipino, African American and Latino men and women who, in spite of prejudice, segregation, and challenges at home and abroad, gave their lives and spirit to protect freedom for all.

AMERICA WAS BUILT ON COURAGE

President Harry S. Truman said it best: *“America was not built on fear. America was built on courage, on imagination and an unbeatable determination to do the job at hand.”*

It was clear that opening the Tower after ten years of planning and repair, brought a great sense of fulfillment to staff, volunteers, members, donors, friends and visitors. We worked at it for years. We were persistent, taking small steps each year to get closer to the goal. From stabilization of the structure, to completion of the library and Aerological tower, to the finalization of the elevator repair – we reinforced that This Place Matters.

A WWII STORY OF INNOVATION AND PURPOSE

Our thanks to Joe Shoen, U-Haul President, Chairman and CEO, and his wife Sylvia, for joining us for the dedication of the elevator and the exhibit in the lobby that shares a WWII story of innovation and purpose, the story of U-Haul founders Sam and Mary Shoen. Standing on the observation deck of the upper control tower, 168 feet above the battlefield, we see the runway, the harbor, and the Oahu attack points. We feel the solemnity of the battle and we appreciate the resilience that followed. This is the “past” that empowered our “present” and provides the foundation for our “future.” Though we are the “youngest” of the Pearl Harbor historic sites, we believe we are the most determined to provide all visitors with experiences that will inspire them and even change their lives. Mark Twain was right: *“It’s not the size of the dog in the fight, it’s the size of the fight in the dog.”*

Please join me in thanking those who have made all these achievements possible.

Mahalo,

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

TOP OF THE TOWER: EXPERIENCING PEARL HARBOR'S AVIATION BATTLEFIELD

By Bill Miller, Director of Operations



Top of the Tower blessing attendees gather for the ceremony.



Joe Shoen, U-Haul President, Chairman and CEO and his wife Sylvia, with Kahu Kordell Kekoa at the top of the Ford Island Control Tower during its dedication.



Visitors overlook Ford Island from the Top of the Tower.

Adrenaline pumping, gunners of the USS *Nevada* return fire on the attacking Japanese aircraft. At 8:10 a.m. a torpedo dropped by a Nakajima “Kate” Torpedo Bomber explodes against the hull, rocking the 27,000-ton battleship. Damage teams counter flood to save the ship and the gunners down the attacking Kate. By 8:40 she is underway, limping from the top of Battleship Row toward the Waipio Peninsula and the open ocean. Newly arriving Aichi D3A “Val” Dive Bombers in the second wave seize the opportunity to sink a battleship in the narrow channel and swarm, scoring five hits near the Ten-Ten Dock. The brave crew manage to beach the crippled USS *Nevada* at Hospital Point, keeping the harbor entrance clear.

This story has always been fascinating, but imagining the USS *Nevada*’s movement and the sequence of events can be a bit elusive. Maps and video animation help, but the old adage, “seeing is believing” has never proven as true as now, as we welcome visitors to the newly opened iconic tower on Ford Island overlooking the battlefield.

Now visitors can clearly see the entire and intended route of the USS *Nevada*, and fully understand the actions of the crew and attacking pilots through our new ‘Top of the Tower’ experience. Guests can ascend to the top of the iconic Ford Island Control Tower in the newly restored historic elevator and enter the Upper Cab to get a 360-degree view from the observation deck. The first-class guided tour will help guests see the battlefield of Pearl Harbor, from the attack routes taken by Kate torpedo planes to strike Battleship Row below, to the USS *Arizona*, the dry docks, the mooring points for the USS *California*, and the dispensary that cared for the wounded.

A new item has been added for your bucket list; visiting Pearl Harbor is no longer complete without overlooking the battlefield from above. Experience the Top of the Tower to truly understand and remember the morning of December 7th. Visit PearlHarborAviationMuseum.org to reserve your tour today.



HULA IN THE SHADOW OF THE TOWER

By Dorinda Nicholson

Pearl City Peninsula

December 7, 1941

My baby brother was asleep in his crib when Japanese bombs capsized the USS *Utah* moored at Ford Island, a few hundred yards from our neighborhood. He awoke crying for Mom.

We were an island family. Our dad worked for the post office, my brother attended daycare while I was in elementary school, and my mom worked for Pan American World Airways. Mom's Pan American job ended when the United States entered World War II. The sea clippers would no longer bring tourists; instead, they evacuated families, mostly women and children, away from wartime Hawaii.

HAWAII DURING WORLD WAR II

WWII years in Hawaii was a scary time of gas masks, bomb shelters, rationing, blackouts (no lights at night), barbed wire beaches, curfews after dark, no school activities, air raid drills, and streets full of way-too-young military recruits.

Mom's way to help calm and soothe fear was the Art of Hula.

Hula was always healing to Mom. It was her way to fill herself spiritually through rhythm, music, and graceful movement. Her battle gear became soft swaying skirts adorned with fragrant leis and smiles.

THE LITTLEST HULA DANCER AND HULA GIRL

Mom transformed the living room's smooth linoleum floor into a hula studio. She was the kumu, and I was her littlest hula dancer, only if you didn't count my dog, Hula Girl, who also loved to dance. As I grew older, I became my mom's hula assistant and so then began our seasons of hula in the shadow of the tower.

Almost every day of the week, my mom loaded her blue Hillman-Minx with a portable wind-up record player, some 78 records, and her ipu and headed to the ferry dock at Pearl Harbor.

Her little blue car visited houses in the officer's quarters located near the dock, and then to housing further into Ford Island. Greeting us always was the tower, holding court over Ford Island.

I wish I knew how many trips Mom made back and forth on the ferry through the 40s and well up to the building of the new bridge. And how many hundreds of military dependent wives and children who learned to hula in the shadow of the tower: the tower's far reaching shadow extended beyond generations.



"Mom's way to help calm and soothe fear was the Art of Hula."



Dorinda with her mom's hula halau.



Dorinda and her family at Pearl City peninsula, ca. 1941.

2022 SCHOLARSHIPS AWARDED TO 12 INCREDIBLE RECIPIENTS

By Rick Price, Education Committee Chair

The Pearl Harbor Aviation Museum is honored to provide on-site educational programs and an array of scholarship programs to educate and inspire future generations. After an exciting scholarship season during which our scholarship committee had the opportunity to meet with many talented and hard-working applicants, we are pleased to announce our aviation scholarships have been awarded to 12 well-deserved recipients.

FOR LOVE OF COUNTRY SCHOLARSHIP

The For Love of Country Scholarship is part of the Pearl Harbor Aviation Museum Educational Endowment, which was established in 2021 to fund the Museum's educational efforts and to award scholarships to individuals committed to a career in aviation.

The endowment was funded with \$1,000,000 by the Rick & Teresa Price Family as a condition of the sale of a division of their Hawaii-based company to Oil Changers, Inc. in January 2020. The For Love of Country Scholarship awards up to \$10,000 for individuals whose commitment to an aviation career is evident. The 2022 Recipients are pictured below.



Kanani Keliipuleole



Stephanie Ishigami



Abigail Dang



Seoungyoung Hwang



Myra Zevallos



Jordan Smith

Find Out More Here!

Read more about our incredible scholarship recipients by visiting our blog at bit.ly/2022PhamScholarships



Amanda Dischinger

BRIG GEN ROBERT B. AND JUDITH MAGUIRE SCHOLARSHIP

The Brig Gen Robert B. and Judith Maguire Scholarship was established in 2021 by Judith "Judy" Maguire to honor her late husband, Brig Gen Robert "Bob" B. Maguire, a lifelong military and civilian aviator. Aviation has had a lasting impact on the lives of both Bob and Judy and their hope is that this scholarship will help deserving students pursue their dreams of flight. The 2022 Recipient is pictured above.

FRANK DER YUEN AVIATION SCHOLARSHIP

The Frank Der Yuen Aviation Scholarship honors the aviation legacy of Frank Der Yuen, an internationally respected aeronautical engineer, airline executive, and consultant. Financial grants of at least \$1,000 are awarded each year to Hawaii residents who have been accepted, or are enrolled, in an aviation-related program at an accredited trade school, college, or university. The 2022 Recipients are pictured below.



Levin So



Michelle JoAnn



David White, Jr

COL. ROBERT P. MOORE SCHOLARSHIP

The Col. Robert P. Moore Scholarship was established by board member and aviator, Col. Robert P. Moore, to help deserving students with the support and incentive needed to continue their study. This scholarship supports Hawaii residents in acquiring their initial FAA aircraft pilot certificate and Hawaii-based FAA Commercial Pilots (or ATPs) getting their initial or additional



Lewis Campbell



Suzy Chung

FAA Certified Flight Instructor (CFI) certificate in any FAA Category aircraft. The 2022 recipients are pictured at left.

80TH ANNIVERSARY OF THE BATTLE OF MIDWAY

By RADM Samuel J. Cox, (SES), USN (Ret), Director of Naval History



Scene on board USS Yorktown (CV-5), shortly after she was hit by three Japanese bombs on June 4, 1942.



SBD Dauntless returns to carrier after being damaged during the attack on the Japanese aircraft carrier Kaga.

"...the enemy lacks the will to fight..." according to the Japanese Midway Operations Order, Commander's estimate of the situation. This was their biggest mistake.

The Battle of Midway (June 4-6, 1942) was one of the most critical battles of WWII, and one of the most one-sided battles in all of history, although victory came at a very high cost for the U.S. pilots and aircrewmembers who fought that day. It was not, however, a "miracle." On June 4, 1942, four Japanese aircraft carriers faced off against three U.S. aircraft carriers and an island airfield (248 Japanese aircraft to 360 U.S. aircraft). None of the remaining overwhelming Japanese force was in a position to affect the outcome of the battle because Japanese Admiral Yamamoto had a bad plan based on faulty intelligence and a gross under-estimation of American will to fight. An unbroken six-month victory spree also made the Japanese over-confident – the Japanese thought they sank both U.S. carriers at the Battle of the Coral Sea on May 8, 1942.

THE CRITICAL ELEMENT OF SURPRISE

Admiral Chester W. Nimitz, on the other hand, had a good plan based on exceptional intelligence that gave the U.S. the crucial element of surprise. Like almost everyone in the U.S. Navy at the time, Admiral Nimitz overestimated U.S. operational and tactical prowess relative to the Japanese, as Pearl Harbor was not seen as a "fair fight." Based on intelligence derived from breaking some of the Japanese Navy operational code (JN-25B), Admiral Nimitz had good reason to believe that he was taking a "calculated risk" with a reasonable chance of success. He did not believe he was making a "desperate gamble" with the precious remaining U.S. aircraft carriers when he ordered

Yorktown (CV-5), Enterprise (CV-6), and Hornet (CV-8) to a position to ambush the Japanese carrier force during the expected attack by Japanese aircraft on Midway Island.

As a result, at 0900 on June 4, as half the Japanese aircraft were returning from the strike on Midway, the commander of the Japanese carrier task force, Vice Admiral Chuichi Nagumo, had no clue that 152 U.S. carrier aircraft were already en route to attack him. Only at 0820 did he know one U.S. carrier was in the area. Nevertheless, the U.S. almost blew it, because at 0900, 77 of those aircraft were heading in directions that would miss the Japanese carriers entirely, and had already fractured into at least seven uncoordinated groups.

ADMIRAL NAGUMO'S FATEFUL DECISION

Meanwhile the first waves of U.S. torpedo and dive-bombers originating from Midway Island were being slaughtered in multiple separate extremely valiant but futile attacks on the Japanese carriers. But the courage of these attacks, including a U.S. Army Air Force B-26 that nearly killed Nagumo and his staff, and surprisingly heavy Japanese losses to U.S. Marine fighters and ground fire at Midway Island, instigated Nagumo's fateful decision to re-arm his 107-plane reserve strike with land-attack in place of anti-ship weapons, before he received a first aircraft sighting report on one of the U.S. carriers.

Read the full article on our blog by scanning the QR code or visiting bit.ly/BattleofMidway80



PEARL HARBOR AVIATION MUSEUM IS GETTING A VAL

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

World War II era, Japanese, Aichi D3A dive bombers are few and very hard to find these days. Of the 1,495 D3As built in five versions, only a handful have survived destruction in combat or the inevitable ravages of time and nature. For these reasons and the significant historical value in seizing an opportunity to acquire and assemble a visually recognizable, Pacific Theatre era Val, Pearl Harbor Aviation Museum is extremely pleased to announce our latest acquisition and restoration project.

The aircraft will be assembled from the recovered sections of at least two, and perhaps more, Vals abandoned in shrapnel-riddled revetments beside a heavily bombed airstrip. Stay tuned for reports detailing this detective story like investigation. As you will read below, the Aichi D3A series of aircraft design and manufacture is documented and will enable us to identify the version of the aircraft, its powerplant, and much more.

For instance, close examination of the powerplant will reveal whether it is a Mitsubishi Kinsei (MK) 43, 44, or 54. The MK 43 and 44 powered the Aichi D3A1s. The MK 54 powered the later D3A2s. If the powerplant is a MK 43 or 44, the Val would represent the type of the Val used to drop the first bomb on Pearl Harbor. In future articles, we will discuss our findings regarding the tell-tale length of the wings, width of the dive breaks, and the exterior and interior design and fabrication variations of the five versions of the Val manufactured from 1936 to 1945. All in all, it is a very exciting addition to the Museum's collection and helps to illustrate the Imperial Japan's naval aviation attack and battle at Pearl Harbor and Oahu more fully.

The Aichi D3A dive bombers were the first Japanese aircraft to bomb U.S. targets on Oahu and U.S. bases in the Philippines. The Allies code-named the Aichi D3A series of aircraft the Val.

The Val is one of the three types of aircraft used by the Japanese Navy to attack Pearl Harbor and bases across the surrounding island of Oahu. The infamous Zero, single seat fighter, flew Combat Air Patrol protecting their bombers and strafing ground targets. The dual-purpose Kate, a three-man crew, delivered either a single torpedo or a single, high-altitude, armor piercing bomb. Both aircraft could carry lighter bombs on their wing racks.

The Val, with a two-man crew consisting of a pilot and a rear-facing gunner, was an extremely accurate dive-bomber. During the attack on Pearl Harbor, the Zeros were assigned a medium to high-level (10,000 feet) patrol mission anticipating U.S. fighter aircraft resistance. The Zeros also had protective escort responsibility of the bombers' return to their carriers.

HISTORICAL SIGNIFICANCE OF THE VAL:

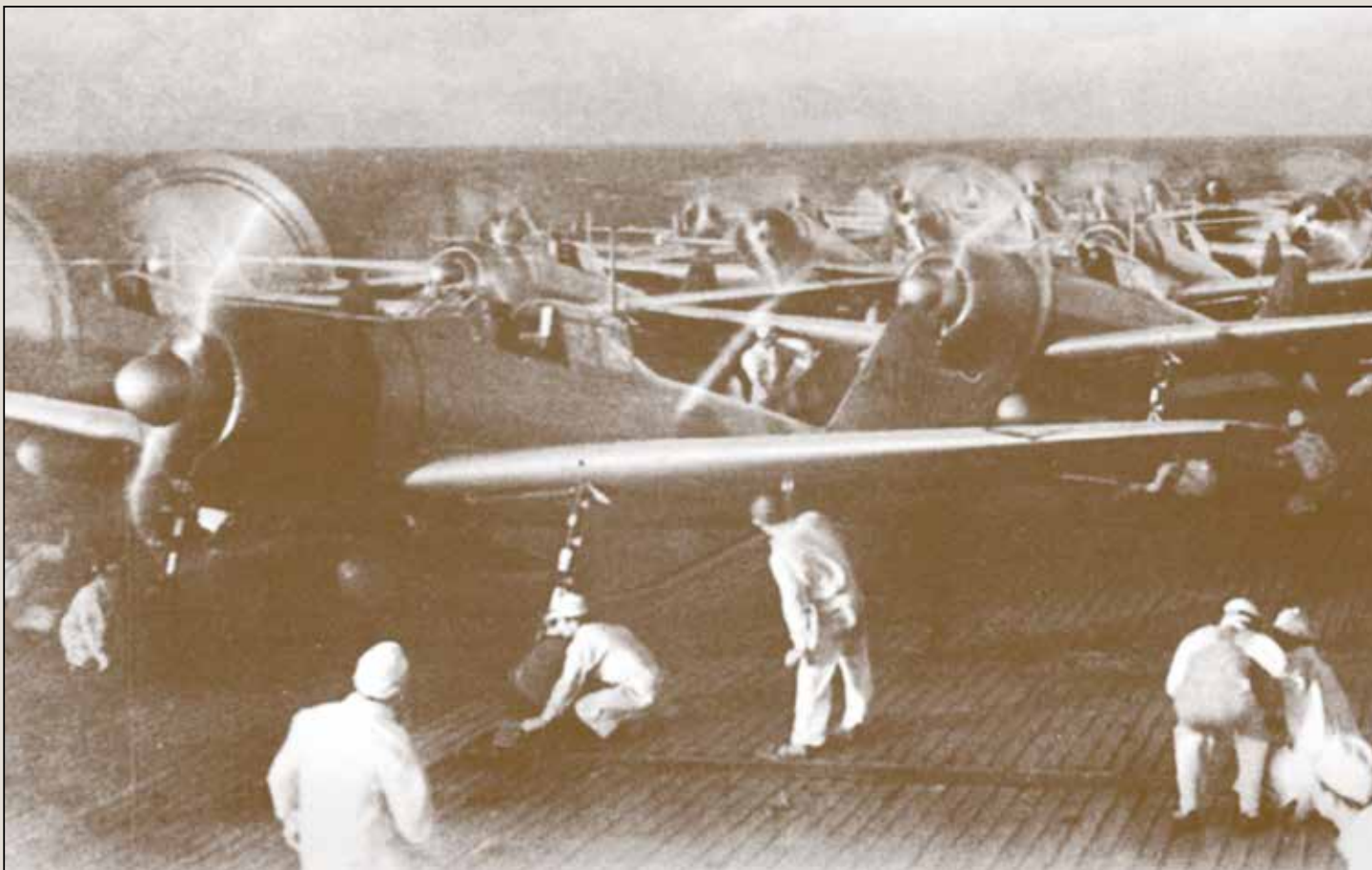
It was one of three types of aircraft the Japanese used to attack Pearl Harbor and U.S. Installations on Oahu, Hawaii.



The torpedo version of the Kate was to attack Battleship Row first, allowing for the slow-moving direct assault on the ships to occur as early in the attack as possible. The Vals were to attack second and target the array of PBY aircraft on Ford Island to eliminate the possibility of these long-range search and report aircraft from discovering the withdrawing Japanese fleet. The Vals also targeted long-range bombers and all other aircraft and hangars for the same reason. The third attack

mission consisted of Kates with high-altitude, armor piercing bombs targeting the battleships on the inside, somewhat protected, mooring of the double row of ships in Battleship Row.

For the first time anywhere, Pearl Harbor Aviation Museum will display all three of these aircraft – the Zero, Kate and Val – which combined to execute the December 7, 1941 attack on Pearl Harbor and other strategic sites across Oahu. Acquisition of a PBY is also on the horizon – bringing America's WWII aviation battlefield to life.



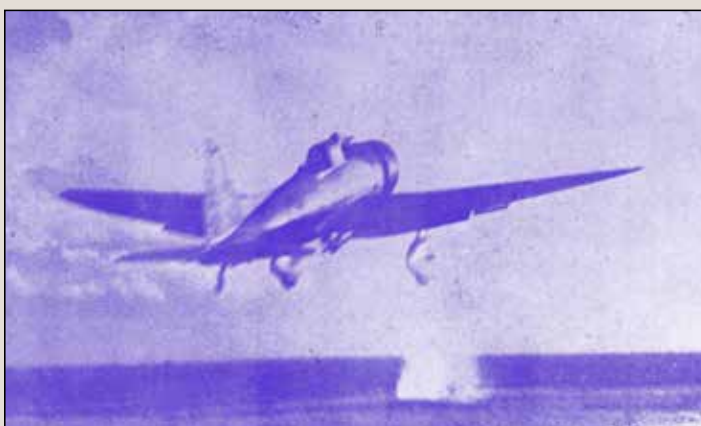
Aircraft ready to launch from carrier Akagi on second wave of Japanese attack on Pearl Harbor on December 7, 1941.



Aircraft next to launch from Akagi for December 7 attack.



Val soars over the Pacific Ocean on bombing sortie.



Val heads to Pearl Harbor during second wave of attack.



Val goes down in flames at Pearl Harbor on Dec. 7, 1941.

LEGENDARY PILOT HARRY BROWN – FIRST 475TH ACE

By Brad Ball, Pearl Harbor Aviation Museum Board Member and 475th Fighter Group Historical Foundation President

On Dec. 7, 1941, Lt. Harry W. Brown shot down two attacking Japanese bombers – a journey that began at age 13.



He would go on to become the first 475th Ace.

Harry Winston Brown aspired to become an attorney. But the need to pay for college led him to join the Texas National Guard instead, when he was just 13. This marked the start of his path to the Army Air Corp and that 'Day of Infamy.'

Fighter Ace Harry Winston Brown

His commanding officer put young Harry to work, pulling cactus from a Texas airfield, and in return, he offered Harry his first flying lesson. Later as a war in the Pacific was looming, Harry "thumbed" his way to El Paso and joined the Army Air Corps. He easily passed his written exam but flunked his physical due to a severe case of tonsillitis. Four days after the surgery, he was back and headed to flight school in California.



Pilot Harry Brown at the controls of a T-6 Texan trainer.

Following advanced training, Harry was assigned to the 47th Pursuit Squadron Group, one of three squadrons (15th Pursuit Group) protecting the Hawaiian Islands. Harry was "ordered" to fly a P-36A – an aircraft he didn't even know how to start! He would become adept at piloting the P-36A as December 7th arrived.

Less than 20 hours after Harry graduated from aerial gunnery training, Japan attacked Pearl Harbor. He was one of only five pilots that had any success in downing enemy aircraft. His personal flight record and action report noted two victories – though both kills on December 7th were thought to be Vals, historians believe at least one of his victories may have been against a Kate torpedo bomber. For his actions throughout WWII, he was awarded the Air Metal (two clusters), the Silver Star, and the Distinguished Flying Cross (two clusters).

Pearl Harbor Aviation Museum will soon be the only museum to possess all three aircraft types – the Zero, Kate and Val – that Japan deployed over Pearl Harbor, the match that lit the fuse starting WWII in the Pacific.



Harry Brown in the cockpit of a 475th Fighter Group P-38.

Harry W. Brown would go on to become the first Ace of the only all-P-38 Fighter Group – the 475th.

Harry would continue to serve with distinction as the Commanding Officer of McGuire AFB – named for WWII's second ranked Fighter Ace, Thomas McGuire (also from the 475th Fighter Group). Harry retired from the public sector, as Personnel Director for Bechtel Corporation, San Francisco.

Special thanks to his sons, Bryan and Forrest Brown for their support of the Museum's effort to acquire a Val and for sharing this proud history of their father. The Pearl Harbor Aviation Museum family, members, donors and friends, gain inspiration from the stories of young patriots like Harry Brown.

If you would like to support the Museum's efforts to acquire a Val dive bomber, please scan the QR code at the right or visit bit.ly/PearlHarborVal.



THE POWERFUL IMPACT OF TRANSFORMATIONAL GIFTS

By Chris Thorpe, Finance, Investment and Executive Management Professional



Chris Thorpe

It's not often that good fortune can be extended into a transformational gift. Perhaps once in a lifetime, one could have a financial liquidity event that unlocks personal or family wealth.

The sale of a business, for example, can unlock wealth which may have been inaccessible for generations. Once this

has occurred, the challenge becomes how to deploy the capital into productive investments and charitable gifts that may be transformational – supporting generations to come. Fortunately, there are examples of how this can be achieved with a little planning and creativity, all with the benefit of minimizing taxes.

CONTRIBUTING BEFORE THE SALE OF A COMPANY

For example, business owners or investors that hold material positions in valuable businesses have the ability to contribute appreciated stock to charities and bypass capital gains tax. This strategy has been used for all kinds of planned giving to charities. However, for this strategy to work, these contributions have to be made prior to the sale of company stock. For publicly traded securities, the charity must receive the stock position first, then sell it for its cash value at current market pricing.

When privately owned businesses are sold, this strategy is much more complicated. Since private stock positions are typically illiquid (slow to buy or sell), it can be difficult or impractical for a charity to monetize. The same is true if private company stock or real assets are bequeathed at death because the beneficiary takes on the role of agent to sell the asset however difficult that may be. Although some charities can take on this role, it is not typically their expertise which may create unintended results.

One way for business owners to overcome this problem is to negotiate a transaction that includes a consideration for

charity with a potential buyer. For example, if a business is being sold for \$1 million, the seller may ask the buyer to pay \$900,000 in cash and make a \$100,000 charitable contribution to the Pearl Harbor Aviation Museum. The business owner then has a smaller capital gain tax and the buyer has an income tax deduction equivalent to the gift. This strategy is a win-win for both parties financially, and also has an invaluable long-term impact for both having supported a worthy cause, potentially in perpetuity if the money is reinvested.

LEVERAGING MORE PEOPLE AND RESOURCES

Since both parties participate in such a transaction, it leverages more people (or family) and resources that would have otherwise been disconnected. Furthermore, it allows for buyers and sellers to engage in a dialogue with the intended charity about the use of funds and the purpose of their contribution. This can be engaging and rewarding for all participants who can benefit beyond the transaction itself. In the case of Pearl Harbor Aviation Museum, donors of all kinds connect with the history of WWII and the sacred battleground on Ford Island and Pearl Harbor.

For business and large company stock owners, using a transaction that explicitly asks the buyer to include a charitable gift can be rewarding and potentially transformational for all of those involved. After all, gifts to Pearl Harbor Aviation Museum can be used to name special exhibits, preserve assets and history, support education or all of the above. In all cases, the more well-researched the plan is, the better the result will be.

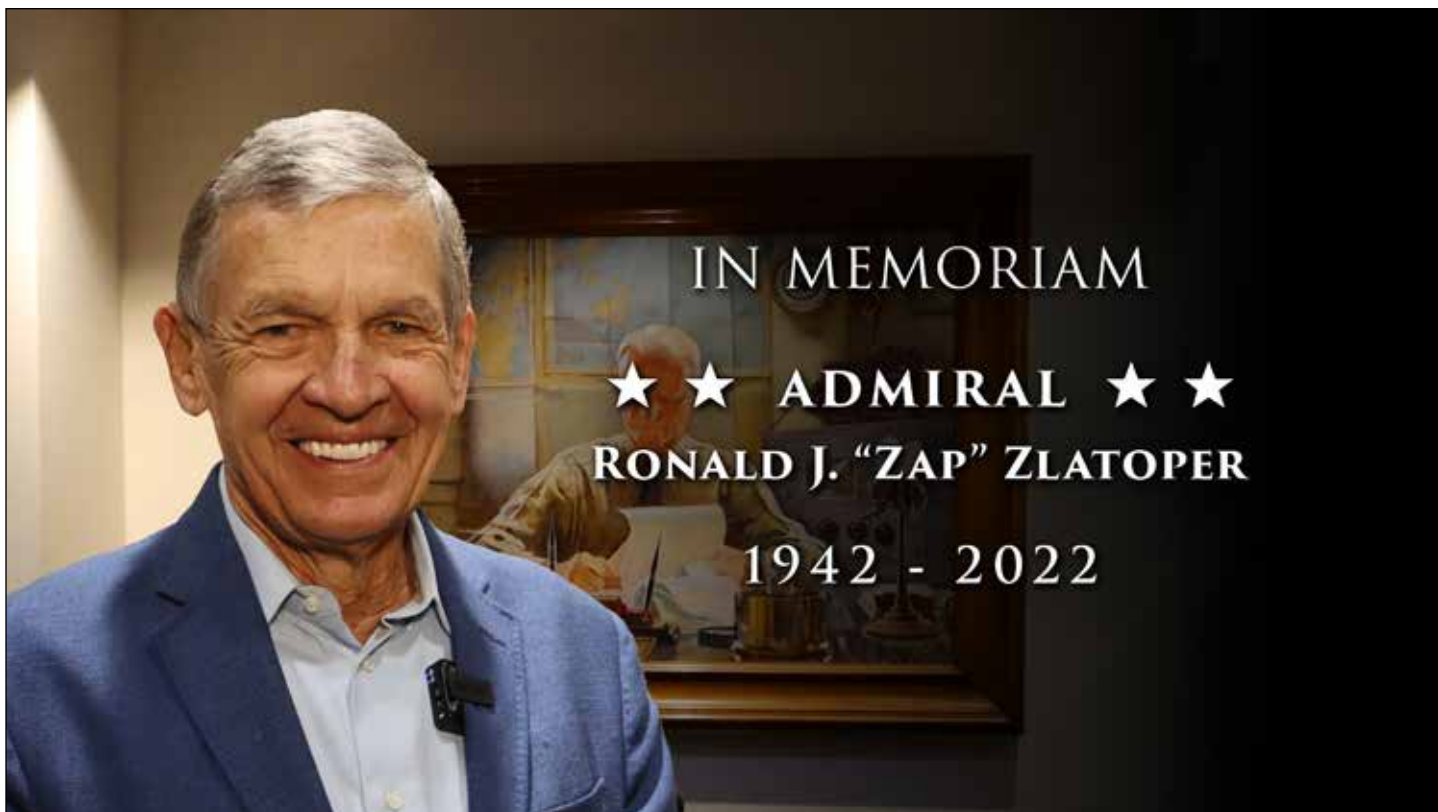
Chris Thorpe is a finance, investment and executive management professional who invests in middle market, founder and family owned businesses. His executive level experience includes business valuation, financing, Merger & Acquisition execution and building management teams to achieve outstanding results for stakeholders.

He has extensive industry experience in energy, financial derivatives, chemicals, distribution and automotive aftermarket companies. Mr. Thorpe also advises ultra-high net worth investors deploying capital in public and private markets.

He holds a BA from the University of British Columbia (93), MBA from INSEAD (00) and is a Chartered Financial Analyst (CFA).

IN MEMORY OF ADMIRAL RONALD ZLATOPER, USN (RET)

By Clint Churchill, Admiral Thomas Fargo, USN (Ret), and RADM Samuel J. Cox (SES), USN (Ret)



It is with deep sadness we share the passing of Admiral Ronald Joseph "Zap" Zlatoper on April 21, 2022 at age 80.

Friends and colleagues describe him as engaging, friendly, compassionate, thoughtful and humble. Perhaps most descriptive is this simple phrase shared by a co-worker: "He majored in friendship and minored in mentorship."

A DISTINGUISHED MILITARY CAREER

ADM Zlatoper entered the Naval Reserve Officer Training Corps (NROTC) in 1959 and served as an aviator until his retirement in 1997 as Commander-in-Chief, U.S. Pacific Fleet. His commands included Attack Squadron EIGHT FIVE (VA-85), Carrier Air Wing ONE (CVW-1), Carrier Air Wing FIFTEEN (CVW-15), and Carrier Group SEVEN (CARGRU 7). He earned a Distinguished Flying Cross and eleven Air Medals during 150 combat missions during two Vietnam War tours, plus one more combat mission in Desert Storm. He was aboard USS *Forrestal* (CVA-59) during her conflagration in 1967.

His career progressed, each assignment advancing his management and leadership capabilities. He remained dedicated to those he served and those he led. On July 22, 1994,

then-VADM Zlatoper was designated an admiral (four-star) for duty in a billet commensurate with that rank. In August 1994, he assumed duty as Commander-in-Chief, U.S. Pacific Fleet, headquartered at Pearl Harbor, responsible for over 200,000 personnel and 190 ships. ADM Zlatoper retired on January 1, 1997.

During his career, ADM Zlatoper flew 4,375 hours with 1,031 fixed wing and 10 helicopter carrier/ship recoveries, including over 300 night traps on carriers, all with no mishaps. He had no technical wave-offs in his entire career.

ADM Zlatoper's awards include the Defense Distinguished Service Medal, Distinguished Service Medal (two awards), Legion of Merit (three awards), Distinguished Flying Cross, Meritorious Service Medal, Air Medal (11 awards, three individual and eight strike/flight), Navy Commendation Medal (three awards, at least one with Combat "V"), Navy Unit Commendation (two awards), Meritorious Unit Commendation, National Defense Service Medal (two awards), Vietnam Service Medal (three campaign stars), Southwest Asia Service Medal (two bronze stars), Sea Service Ribbon (four bronze stars), Republic of Vietnam Gallantry Cross Unit Citation, Republic of Vietnam

HIS DEDICATION & LEADERSHIP WILL BE REMEMBERED ALWAYS

Campaign Medal, Kuwait Liberation Medal (Saudi Arabia), Kuwait Liberation Medal (Kuwait), Japanese Grand Cordon of the Order of the Rising Sun, and the Republic of Korea Order of National Security Merit Tong-II Medal.

INNOVATING AND OPENING NEW PATHWAYS

After retirement, ADM Zlatoper continued to innovate, lead and open new pathways. He was the founder of Strategic Transitions Research. He was Co-Chairman of Sanchez Computer Associates and led the banking software company's market capitalization from \$50M to more than \$1B (and rated 45th on Forbes list of 200 best small companies in the U.S.). He became Chairman of James Campbell Estate, a trust with more than \$2B in real estate holdings. He was very active in numerous organizations. He served as a Trustee of Rensselaer Polytechnic Institute and served on the boards of Penn State University – Great Valley, the board of advisors of the School of Public Management of the George Washington University, the USS Missouri Memorial Foundation and the Military Aviation Museum of the Pacific – now Pearl Harbor Aviation Museum. He sat on other boards including; the East-West Center, Vietnam Veteran's Memorial Foundation, Chamber of Commerce of Hawaii – Military Affairs Council,

Catholic Charities of Hawaii, and was a member of the Alexis de Tocqueville Society of the United Way. He served on the Dean's Council of the University of Hawaii College of Engineering and was a regent for Chaminade University. He held an honorary Doctorate in Engineering from Rensselaer Polytechnic Institute and was inducted on the Phi Kappa Phi fraternity Hall of Fame. He was also a prolific author on management, logistics and naval strategy. He served proudly as the Honorary Consul of the Slovenia Consulate General here in Hawaii.

A HUGE SUCCESSFUL LEADER

ADM Zlatoper, honored as a Naval Aviation "Golden Eagle," was a hugely successful leader in his Naval, civilian, and philanthropic careers, known for his compassion, integrity, imagination and tireless effort. To say that Zap had a huge impact on our community would be an understatement. His life was a life well lived. While we have lost a great friend and patriot, we recognize that his contribution to our lives, this nation and our community will last for eternity.

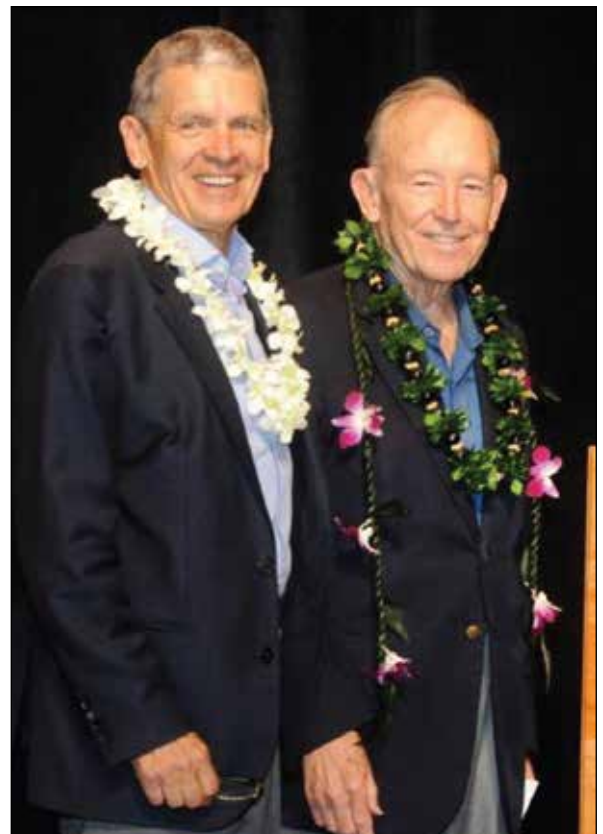
Our hearts go out to Barry, Michael, Ashley, Tom and all of the Zlatoper Ohana.



ADM Zlatoper (3rd from left) with fellow Museum Board Members in 2014.



ADM Zlatoper flew 4,375 flight hours and had more than 1,000 carrier landings.



ADM Zlatoper & ADM Ronald Hays at Museum Gala.

STUDENTS FLY TO PHAM FOR EPIC EDUCATION FIELD TRIP

By William Spincola, Education Manager

Students of Chiefess Kamakahahei Middle School, on the island of Kauai, had not been on a field trip in almost three years. Indeed, between the limited number of local Kauai venues for off-site middle school programs, the COVID-19 lock downs, and travel restrictions, many students completed their entire middle school experience without participating in any off-campus educational field trips.

HARD WORK & PARTNERSHIPS KEY SUCCESS

Thanks to the hard work and partnership between the middle school, Southwest Airlines, our museum donors, and our education team, this recently changed for this year's eighth grade class. Instead of a traditional eighth grade formal dance and dinner party, they decided to participate in a full grade level field trip to Pearl Harbor Aviation Museum on the island of Oahu.



Planning for this extraordinary project began in March. Leaders from the Pearl Harbor Aviation Museum education team, the Chiefess Kamakahahei eighth grade teaching staff, and school administration leadership came together to accomplish the mission – to move 300 students, teachers and staff from Kauai to and from Pearl Harbor Aviation Museum in increments over four days, from May 23-26. Each school group departed from the airport at Lihue before dawn on Southwest Airlines and arrived at Daniel K. Inouye International Airport in the early morning. Once on Oahu, bus transportation to the Museum was provided by the Freeman Foundation. Students started their day with an island style breakfast in Hangar 79 before jumping into our exciting educational programming. At the end of the day students boarded their return flight to Kauai. This high tempo operation repeated each day for four days.

On their field trip, the Chiefess eighth grade students experienced our new Aviation Learning Center flight program as well as our education history program centered on historic Hangars 37 and 79. This was a full day curriculum taught by our museum educators. The students were engaged and very motivated despite the early start and long days.

This was a historic field trip and a significant education program achievement for our Museum on many levels. For many of the students, this field trip marked the first time they had ever traveled off island or flown in an aircraft. For our education team, it signaled the return of our interisland field trip program and set a standard for future interisland field trips and education projects. Special thanks to Museum donors, Southwest Airlines, and the Freeman Foundation for making this experience possible.

The eighth grade students, teachers and leaders of Chiefess Kamakahahei Middle School were a delight to work with. The Chiefess School leadership expressed that they were “blown away” by our enthusiasm, professionalism and sense of aloha. A few of their notes of thanks were shared with our supporters. The Pearl Harbor Aviation Museum education team looks forward to welcoming the 2023 eighth grade class of Chiefess Kamakahahei Middle School to the Museum and encourages other neighbor island and Oahu based schools to consider a trip to our Museum as part of their educational plans for the coming school year. For more information on how to schedule a school or youth group field trip or to support the participation of youth in our programs, please visit our website: www.pearlharboraviationmuseum.org/education

This experience was made possible by a very generous Pearl Harbor Aviation Museum Member and her adult son and daughter. To learn more about ways to support our education programs, reach out to me at William.Spincola@PearlHarborAviationMuseum.org.



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