

NOTAM

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PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII

MEET MEDAL OF HONOR RECIPIENTS AT THIS YEAR'S FOR LOVE OF COUNTRY GALA





NOTAM

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ON THE COVER:

The Museum is honored that Vietnam-era Medal of Honor Recipients (from left) SgtMaj Allan Kellogg, USMC (Ret.), MG Patrick Brady, USA (Ret.), and COL Jack Jacobs, USA (Ret.) will join us for the 2022 For Love of Country Gala on Saturday, December 3. The gala will be held in iconic Hangar 79, which was a key part of Naval Air Station Pearl Harbor on December 7, 1941.

EXCITING TIMES FOR PEARL HARBOR AVIATION MUSEUM

By Elissa Lines, Executive Director



Each year, our efforts during the last quarter become very focused on our year-end gala, For Love of Country. This one event captures the two driving elements of our mission – to honor the past AND to inspire the future.

Over the last few months, I have had an opportunity to reflect and consider how we, as an organization, with your help as individuals, make a difference.

Maya Angelou shared, “If you’re going to live, leave a legacy. Make a mark on the world that can’t be erased.” I believe this is our goal.

WELCOMING AND HONORING OUR VETERANS

It is our tradition each year at our For Love of Country Gala to welcome and honor our veterans from WWII, Korea, Vietnam, and the conflicts that followed. Of special note, we are pleased to welcome Medal of Honor recipients MG Patrick Brady, USA (Ret.), COL Jack Jacobs, USA (Ret.), and SgtMaj Allan Kellogg, USMC (Ret.). Please read their story and legacy as shared in this NOTAM. Their commitment to their fellow soldiers and to their country inspires and challenges us daily – what can we do to protect and elevate the lives of those around us? I am overwhelmed by their spirit and encouraged to do all we can, with your help, to pass it forward.



Medal of Honor Recipients (from left) SgtMaj Allan Kellogg, USMC (Ret.), COL Jack Jacobs, USA (Ret.), and MG Patrick Brady, USA (Ret.).

NAVAL AIR STATION PEARL HARBOR IS OUR HOME

We are privileged to have been entrusted with the stewardship of America’s WWII aviation battlefield. History refers to our special home as Naval Air Station (NAS) Pearl Harbor. Foundational to the spirit and values of our Greatest Generation, what happened here on NAS Pearl Harbor changed our nation. It is our responsibility to share these learnings with the next generation – providing the courage, strength, leadership skills, and the academic capabilities needed to empower their future.



Naval Air Station Pearl Harbor’s Control Tower and Hangar 37 are major components of Pearl Harbor Aviation Museum.

My Sunday readings led me to this powerful statement, again, shared by Maya Angelou, “I’ve learned that you shouldn’t go through life with a catcher’s mitt on both hands; you need to be able to throw something back.”

INSPIRING THOSE DESTINED TO LEAD OUR FUTURE

I am hopeful that you share our vision, our determination to do all we can to protect and honor the past so that we can inspire and challenge those destined to lead our future. This Place Matters in more ways than we can imagine. Please give some thought to how your legacy might be carried forward, perpetuated, and enhanced through your involvement in this year’s For Love of Country Gala. Whether you join us in person, through our online auction, or through a gift to our Raise the Paddle for Education challenge, your action will make the difference.

Mahalo,

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

FROM AVIATION TO BATTLEFIELD: TELLING OUR STORY

By Bill Miller, Director of Operations

When you're operating in a combat environment and come into unexpected enemy contact, your mind immediately contracts. Like jumping into ice cold water, you instinctively focus on the immediate situation, your heart pumps, your eyes fixate, and your goal becomes clear.

For Pearl Harbor Aviation Museum, COVID-19 was the enemy contact and the ensuing clarity was not just the realization that we need to refocus on telling our battlefield story, but rather a deep internalization that it is our responsibility and duty to share those battlefield stories to educate and inspire future generations.

BECOMING A BATTLEFIELD MUSEUM

We began to shift from an aviation museum under the Pacific Aviation Museum to the current battlefield museum as the Pearl Harbor Aviation Museum. Aside from the rebranding, however, the battlefield transition wasn't immediate and change was gradual. In March 2020, our slate was wiped clean and we underwent a system-wide reboot as we readied to reopen during the protracted recovery. Fortunately, the pandemic afforded us the necessary time to restructure our presentation and rewrite our scripts so we could better tell our battlefield stories.

So, how do we differ from other museums out there?

Simply put, we're not just an aviation museum. We have airplanes and helicopters, but we're on Ford Island. Our hangars don't just house aircraft; they are bullet-ridden exhibits from the day that lives in infamy. We have the remnants of an A6M Zero, but it's the Ni'ihau story we tell. We have a B-17 on its belly, but guests want to know the fate of the Swamp Ghost's crew.



Visitors want to know what happened to Swamp Ghost's crew.

FEATURING SO MUCH MORE THAN AIRCRAFT

Like so many museums, we have a classic basic trainer Stearman, but ours instructed a president who was later shot down and pulled from the sea by submarine. Our centerpiece in Hangar 37 is not an aircraft, it's a section of weathered steel from the USS *Arizona*. The blast from her explosion shook the dirt off our hangar walls as it took the lives of over 1,100 men, only a half a mile away. Our concrete hangar floors are stained with blood from the sailors of the USS *California*, oil from multiple combat aircraft and the sweat from many nameless service men and women.



Smoke billows above Hangar 37 during Pearl Harbor attack.

We're not a carpeted aviation museum discussing airspeed, altitude and aerodynamics. We have grit, and we share the heroic and tragic stories of the men and women who fought the world's bloodiest, largest and absolutely most terrifying world war.

WE ARE THE TENANTS OF THIS SACRED GROUND

We are the tenants of this sacred ground, and as such, we have a duty to focus on the battlefield story. "Remember Pearl Harbor" is more than a slogan. It is our charge and it is our mission.

In support of this mission, we're proud to announce a new addition for NOTAM. Making its debut in our next issue, "The Docent's Corner" will feature an article from a docent, highlighting our battlefield focus. These articles will provide a more in-depth look at interesting topics and battles. Watch for it, and never forget December 7, 1941!

MUSEUM VOLUNTEER SPOTLIGHT: AILEEN BLANC

By Woo Ri Kim, Director of Development



Aileen Blanc in red with her fellow 2016 Pearl Harbor Aviation Museum Board Members.

A fortuitous meeting at the Hickam Officers' Club introduced Aileen Blanc to what is now Pearl Harbor Aviation Museum. Participating in the informational briefing in 1999, representing her husband, a member of the Marine Corp Aviation Association, Aileen was immediately excited to learn more about the vision.



Aileen Blanc

Aileen remembers the enthusiasm shared by Clint Churchill, who served as President, and then Chairman of the Museum for nearly 20 years, and the camaraderie exhibited by many who shared the vision. However, it was COL Michael "Swede" Olson, USMC (Ret.) who invited Aileen to join the Board. Aileen's professional and military affiliations brought many needed resources to the fledgling organization.

Aileen and the early Board members, went about designing the Museum, organizing the operational requirements, collecting aircraft for display, and building support. She remains very pleased to see many of the aircraft her husband flew now on display – from the Cobra helicopter to the A-4, her husband's legacy, like that of many service men and women, can be found at Pearl Harbor Aviation Museum.

Tomma Irvine, a close friend of Aileen and a Museum volunteer herself, provided a great understanding of Aileen's commitment

to the Museum; "Col. Dick Blanc, USMC (Ret.), was the love of her life. Dick passed away in 1997. Her home remains filled with photographs and memorabilia of Dick's military time and their lives together. While she was able, Aileen 'visited' with him at Punchbowl on a very regular schedule, bringing fresh flowers to ensure that his gravesite was always 'Military crisp'—she made sure of that."

Over the years, Aileen was personally involved in the annual gala, multiple special events, and public programs. But when asked about the events that remain top of mind for her, Aileen smiled as she remembered the dedication of the F-16, a tribute to General Gary North orchestrated by Honolulu philanthropist and Korean War veteran pilot, Dr. Lawrence Tseu, and the 2017 Vietnam Commemoration that welcomed Ann-Margret and singer Tony Orlando.

Each year of service to Pearl Harbor Aviation Museum carries many memories. But clearly, the most valued experience was the time spent with other volunteers, military veterans, and special guests who all came together at various times to support the mission and vision of the Museum. Aileen believes we have achieved something very special. Though no longer an active board member, Aileen, in recognition of her decades of support, has been appointed a Board Member Emeritus, welcoming her participation and input in perpetuity.

It is with great honor and thanks that we acknowledge the support and commitment of Aileen Blanc.

INSIDE THE COLLECTION: TEXTILES

By Alexis Stallings, Registrar/Collections Manager

Within our Museum collection lies an assortment of hanging racks and shelves of collection boxes safeguarding artifacts that tell exciting and poignant stories, thread by thread. A museum's textile collection tangibly illustrates history with every stain, tear, and telltale wear. Worn by those who witnessed history firsthand, they are historical deeds and pieces of aviation history.

COVERING THE HISTORY OF AVIATION FROM WWII TO TODAY

The vast array of materials in Pearl Harbor Aviation Museum's collection covers the history of aviation, from World War II to the present day. Whether military or civilian, the materials offer a personal view into the past. The collection of textiles relating to military aviation is eclectic. There are flight jackets that were once worn by the famed Flying Tigers hanging next to green bomber jackets that saw action in Vietnam and Desert Storm. There is an aviator jumpsuit that was worn during the Battle of Midway, stored next to the bright blue jumpsuit worn by a Blue Angels pilot.

Along with the flight suits and leather jackets, there are silk maps. These important pieces of an aviator's uniform were vital to their survival in World War II. These silk map scarves, also known as escape charts and evasion maps, were intended to be used if an aviator was caught behind enemy lines.

The maps and charts were made of silk for several reasons: they had to be so thin that it would take up next to no room when folded, and at the same time they had to be durable and crease-resistant. They also had to be waterproof, conducive to fine line printing processes, easy to write on, and easy to read—and most importantly, when secreted within a flak jacket or combat boot, they needed to be as undetectable as possible. Paper maps, for instance, tend to make a rustling sound when jostled.

PAN AMERICAN WORLD AIRWAYS TEXTILE COLLECTION

The textile artifacts within the collection are not just World War II and military focused. The collection includes Pan American Airways uniforms worn by pilots, stewards, and stewardesses. These uniforms date back to the early days of Pan Am.

The Pan Am textile collection includes bags, aprons, vests, hats, raincoats, scarves, gloves, blankets, towels, as well as uniforms. From the amenity kits circa 1950's, to the notable bowler hat worn by the stewardesses in the 1970's, these artifacts illustrate the history of Pan Am, including their fashionable influence on the evolution of uniform style and product design.

With our most recent addition to our textile collection being the quirky aloha shirts owned and worn by Bob Hope, more of these amazing textiles will be emerging from our collection storage and put on display for visitors to enjoy viewing. With many of the artifacts in storage connected to our aviation narrative, future and current exhibits will begin to feature more of these artifacts.



Silk Map of Upper Burma, c. 1941-1945. This silk map belonged to Capt George Lee, who served in the U.S. Army Air Forces 530th Fighter Squadron/311th Fighter Group in World War II.



This aloha shirt belonged to comedy legend Bob Hope and is one of the many aloha shirts he owned, now in the Museum collection.

SIMPLE GIFTS

By Chris Thorpe, Finance, Investment and Executive Management Professional



Chris Thorpe

The Baby Boomer generation has entered the retirement years. By 2030, 75 million Americans will be over 65 according to the Urban Institute. This large group of the population shares the same challenges in financial planning. One major part of the plan is making gifts to younger generations and favored charities. If this group does not plan with care, negative

tax consequences could result. Fortunately, simple planning can make these choices tax effective and highly beneficial to families and charities alike.

MAKE SIMPLE GIFTS AND REDUCE TAXES

The U.S. tax system simply does not educate taxpayers on their options when it comes to reducing taxes and facilitating gifts and charity. Fortunately, there are a number of ways investments and assets can be positioned to make simple gifts and reduce tax.

Currently, Required Mandatory Distributions, or “RMD”s, from IRAs can be used as Qualified Charitable Contributions to charities under the tax code. As of 2023, RMDs will start at age 73. Retirees over 65 have a little more time to let their investments grow; however, when the first distribution is eventually taken, taxes will be payable.

Those over 73 can capture a triple tax savings by making distributions from their IRA directly to a qualified charity. Why triple? First, you can avoid increasing your income over any higher tax bracket (if applicable).

Second, there is a potential Medicare surtax. And third, Social Security and Medicare part B and D premiums are calculated based on a taxpayer’s prior year income.

PASSING ASSETS TO CHARITIES FREE OF TAX

When you designate a charity like Pearl Harbor Aviation Museum as the beneficiary for all or part of your qualified retirement plan assets, those assets pass to the charity free of any tax.

In contrast, when these assets are passed down to family (other than your surviving spouse), they are subject to both income and inheritance taxes. Since these taxes can be punitive, planning ahead to use these assets for charitable gifts makes sense. Unfortunately, the same approach does not apply to 401(k)s. Check with your tax advisor on the specifics.

A TAX DEDUCTION WITH NO CAPITAL GAINS

Another simple gifting tool is using primary or investment real estate properties. Here’s how it works: you deed your home, vacation home, undeveloped property, or commercial building to your selected charity like Pearl Harbor Aviation Museum. You continue to use the property rent-free, and then ownership passes to the Museum when you no longer need it.

At that point, your selected charity may use the property or sell it and use the proceeds for the general endowment or projects that you have supported. The benefit of this is that you receive an income tax deduction for the fair market value of the real estate when the donation is made and you do not pay any capital gains tax upon transfer. This could be beneficial if you have significant gains on a secondary property you use during retirement.

In our next issue, we will discuss another real estate donation tool called a “Bargain Sale” and other applicable donation tools that can help you maximize the value of your assets and help the charitable organizations that are important to you.

Please consult your tax advisor to discuss your particular circumstances. All examples mentioned in this article are for discussion purposes only. Not all assets are applicable for gifting to the Museum.

For more information about Pearl Harbor Aviation Museum gifting opportunities and planning, please contact Woo Ri Kim, Director of Development, at (808) 824-3505 or Woo.Kim@PearlHarborAviationMuseum.org.

SOURCES

- <https://www.cancer.org/involved/donate/planned-giving.html>
- <https://cri.georgetown.edu/fast-facts/download/>
- <https://www.forbes.com/sites/kristinmckenna/2021/08/23/how-to-donate-your-rmd-using-qualified-charitable-distributions/?sh=7f75681b3b5e>
- <https://www.schwab.com/ira/rollover-ira/rollover-options>

MEDAL OF HONOR RECIPIENTS ARE TRUE AMERICAN HEROES

By Greg Waskul, National Development Director

The Medal of Honor is the United States' highest award for military valor in action. The recipients must have distinguished themselves at the risk of their own life, above and beyond the call of duty, in action against an enemy of the United States. The Medal reflects the American values of each recipient, such as bravery, courage, sacrifice and integrity. And each honoree saved the lives of many men.

Here, mostly in their own words, are three powerful Medal of Honor stories from the Vietnam era. Each of these remarkable men will join us on Saturday, December 3 at the Museum's For Love of Country Gala.

SgtMaj Allan Kellogg Jr., USMC (Ret.)

Allan Jay Kellogg Jr. was born on Oct. 1, 1943 in Bethel, Connecticut, where he lived until he enlisted in the Marine Corps



in the fall of 1960 at age 17. When it came time to re-enlist or return home, he had an important choice to make.

"I did not expect to re-enlist," he said. "I was going to go back home to Connecticut. And then, when I thought about all my training, I finally decided to extend my Marine service for a year. And I also asked to be deployed to Vietnam.

"At the point I was in my life, if I hadn't made that decision, I probably would have gone to the grave wondering if I was a real Marine or an imposter."

By 1970, Kellogg was a Staff Sergeant serving his second tour of duty in Southeast Asia. On the morning of March 11, Kellogg's unit was in Quang Nam Province in South Vietnam, when they received orders to support a company of tanks headed in their direction.

"I had to be a blocking force for tanks that were sweeping towards us. They wanted me to take my squad, move in, tie in with



the river, and bring snipers. So we got into position, and as our tanks approached us, one of them hit a mine and blew the track off the tank. We were ordered

to hold our position until they could finish all repairs on the tank."

But as morning turned into late afternoon, Kellogg became wary. "One thing you knew about Vietnam is that you didn't want to be out on a round when it was dark, because once the light is gone, it is the enemy's area." The tanks retreated, and as darkness fell, Kellogg's men moved out. But one of them tripped over a howitzer shell that exploded and killed him instantly, and also seriously wounded three other Marines.

"I tried to get a Medevac as quickly as I could, but when they arrived, they only had room for the three wounded Marines. There was no room in the helicopter for the dead Marine or the gear from the wounded men. We needed to get out of there immediately, but as we headed toward the road that was more than a half mile away, we looked back and saw enemy soldiers all across the hill we had just been on. And they were moving our way."

One of Kellogg's Marines asked him if he should fire at the enemy soldiers. "Don't shoot, don't shoot," I said. "We've got a thousand yards to go before we get to the road. At that point, we began taking heavy fire from the enemy troops.

As the firefight continued, an enemy soldier tossed a grenade at us. I ran over and forced the grenade into the mud, then fell on it to shield my guys. But when it

detonated, it left me with many wounds to my chest and arms."

Kellogg shook off the tremendous pain, and continued to direct his men until they all reached the safety of the company's perimeter. For his heroic actions that day, he received the Medal of Honor from President Nixon in a White House ceremony on October 15, 1973. Kellogg rose to the rank of Sergeant Major before retiring from the Army in 1990.

SgtMaj Kellogg's message to his fellow Americans: "Freedom's not free...a lot of people have lost their lives so that we can live the way we do today."

MG Patrick Brady, U.S. Army (Ret.)

Patrick Henry Brady was born on October 1, 1936, in Philip, South Dakota. His family constantly moved around the country, so much so that he attended ten different schools in his first nine years of schooling. He graduated from high school in Seattle.

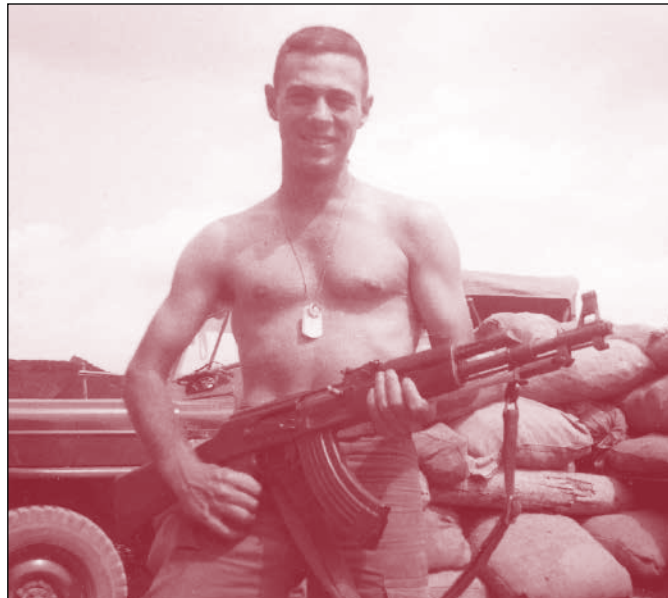
"When I came out of high school, ROTC was mandatory," he said. "But in fact, it was probably the best thing that ever happened to me." Brady volunteered for duty in Vietnam out of U.S. Army flight school in 1964. He became a UH-1 "Huey" Medevac helicopter pilot, known in the battlefield as 'Dust Off.'

"The missions that we flew were the most dangerous kind of flying, because we were



required to land in the battlefield. They were also especially effective. ***You had a much better chance of survival if you were wounded in the jungles of Vietnam than if you were in***

a car crash, because of that dedicated resource and well-trained crew that flew those missions."



MAJ Patrick Brady in the cockpit of a UH-1 Medevac helicopter in 1968. Jack Jacobs clutches an AK-47 at Cao Lanh base camp in 1968.



USMC SgtMaj Allan J. Kellogg (right) and USAF Gen. Jerome F. O'Malley, salute during a 1984 Pearl Harbor ceremony for the Unknown Vietnam era Serviceman.



1LT Jack Jacobs with the battalion commander after an all-night enemy attack.



MAJ Patrick Brady, U.S. Army Medical Corps.

Brady quickly earned a reputation as one of the most skilled and courageous Dust Off pilots in Vietnam. His innovative flying techniques allowed him to operate efficiently in conditions that forced most other pilots to turn back to base. It was for this reason that Brady was called upon one very foggy day, January 6, 1968, to make some very challenging rescues where many others had failed.

"I flew four separate sets of missions near Chu Lai in a single day. We went through three helicopters. There had been seven attempts to get the people out, and they hadn't been successful. The guys in my unit knew I could fly those missions. That's why they called me to pick up some patients from an outpost that was under attack."

To reach the site, Brady needed to descend through heavy fog and smoke and then hover slowly along a valley trail, turning his ship sideward to blow away the fog with the backwash from his rotor blades.

"So I flew to that outpost and picked up all those patients. And it was the same thing with the second series of missions. They had 60 or 70 patients caught in a valley. There had been several aircraft shot down in the previous attempts to get in there.

"So we went in there. We flew right over the top of the enemy, but by the time he saw us, I could see him in the mud under us. But he couldn't do anything, because by the time he heard the helicopter, he couldn't see more than 30 or 40 feet, and we were gone.

"I had to go back in there four times to get all the patients, and we got them all out. When they saw us break out of that fog, everybody on that fire support base broke out clapping.

"The next mission was rescuing American casualties in an area in a firefight. We went in and we may have come in the wrong way. As we got close to the ground, the enemy cut loose on us, and we took a bunch of rounds. One of the rounds came up through the controls, but we seemed to be flyable. And so I went around, and came in a better way, and we got all the patients out. But the aircraft was badly damaged, so I had to get another airplane when we got back.

"Later that day I was monitoring radio



President Nixon presented the Medal of Honor to (at President's left) CPT Jack Jacobs and MAJ Patrick Brady, at the White House on Oct. 9, 1969.

traffic, and I heard about some soldiers who were trapped in a mine field. And as I flew by I saw a Dust Off bird sitting on the ground there. And as he was sitting there, a mine went off and killed some people, and he left the area. They started screaming 'We need help, we need help, Dust Off please come.' I was able to land there without sitting on a mine, and we got on the ground in good shape.

"So then the problem was getting the patients out of the mine field, because the Americans were frozen in position. So I turned to my medic and crew chief, and said, 'go get them.' These were the great heroes on that mission.

"They jumped out of the bird, ran through the mine field and carried patients back to the aircraft. On their last trip, they set off a mine near our aircraft. I looked out the back window and I saw both of them go up in the air as shrapnel hit the side of the aircraft.

"All my lights started flashing. And so I didn't know if I was flyable again. But neither one of my guys were seriously hurt. They managed to get on the aircraft. And it was flyable. I was able to get off the ground, and we were also able to rescue every wounded soldier." For his actions in rescuing 71 soldiers that day, he was awarded the Medal of Honor at the White House on October 9, 1968.

"As far as fear goes, I never felt it. My faith was a substitute for fear, and I just knew that if I died doing what I was doing, what better way to die than to be saving the lives of his fellow soldiers?"

"Today, the message that I try to bring to the young people is simply this: we're not born equal. In terms of ability, in terms of opportunity, we're just not all born equal. Some people are smarter, some

are faster, some are better looking and so on. But there is one way in which we are all equal, and that's in matters of courage. All of us can have all the courage we want. And that's the key to success in life. It's important that our children look at that and say courage is a good thing.

"Sacrifice is also a good thing. The sacrifice of a soldier is a particularly good thing, because there's no bottom line to it. People will sacrifice in society, but there's usually a bottom line—they're going to make something out of it. Not a soldier. All it does for a soldier is increase his capacity for more sacrifice and responsibility, which is very important."

COL Jack Jacobs, U.S. Army (Ret.)

Jack Howard Jacobs was born August 2, 1945, in Brooklyn, NY. He served in the ROTC at Rutgers University, and when he graduated in 1966, he was commissioned as an officer in the U.S. Army.

He wanted to deploy to Vietnam with his unit, the 82nd Airborne, but was chosen instead to go as an advisor.

Jacobs arrived in Vietnam in 1967. "As we got off, the soldiers getting on the plane to go home looked like they were 100 years old. But they were only 19, 20, or 21 years old. In about eight weeks in Vietnam, I looked like I was 100 years old, too."

On March 9, 1968, Jacobs was serving as an advisor to a South Vietnamese battalion in Kien Phong Province. For months, they had been pursuing a large number of enemy units.

"The Province headquarters had received intelligence information that revealed where the headquarters of the enemy unit we'd been chasing and fighting for two months was located. A major operation was mounted to annihilate the bad guys once and for all.

"My battalion was going to land on the north bank of the Bassac River from river assault boats, then move north in the direction to where we thought the enemy headquarters was located.

"Simultaneously, helicopters would insert a Vietnamese Ranger battalion and then we would close in on the bad guys from two separate directions. Now, what we didn't know was that the enemy had one or more informants in the Province Chief's headquarters. So they knew we were coming, and when we were coming, and as a result they had plenty of opportunity to dig big positions and establish a huge L-shaped ambush.

"And we walked right into this enormous ambush. Our entire battalion, and most especially the two lead companies, were

caught in the open in a kill zone. ***Mortars exploded, and there was massive rifle and machine gun fire. Seventy five or more men were killed or wounded in the first 15 seconds of the battle.***

"I was wounded in the initial part of the ambush by mortar fragments. I was losing a lot of blood. I knew I was wounded, but I didn't think I was as badly wounded as I actually was. So I set about doing what anybody else would do in the same situation. You have to kill the bad guys,



and you have to save the good guys." With casualties mounting, including the company commander, the troops began to panic. "What went through my mind was the old observation by the Hebrew scholar Hillel, who said, 'If not you, who? And if not now, when?'"

Jacobs quickly took command, ordering a withdrawal from the exposed position and establishing a defensive perimeter. Despite profuse bleeding from a head wound that impaired his vision, Jacobs returned under intense fire to evacuate a seriously wounded advisor to a nearby wooded area. He returned yet again to evacuate the wounded company commander. "Then I tried to get the wounded guys into safe areas, because the enemy was coming out of its bunkers and shooting the wounded. But that also made them vulnerable.

"And I remembered then what I had learned some months before—that if they were aligned along a canal, and I could get to the side of it, I would be able to defeat the bad guys without as much danger. So I went to the side and started rolling up their flank. Eventually, it gave me enough room to evacuate some of the wounded guys. It seemed like a long, long time, but it was really only a couple of hours."

Jacobs single-handedly saved the lives of one U.S. advisor and 13 Allied soldiers that day, and was awarded the Medal of Honor by President Nixon at the White House on October 9, 1969.

"When I speak to people who are already serving, I tell them how grateful we all are for their service. It's my obligation to carry the message to these kids that they are doing a good job, and that everybody, if they could, would thank them as well. To young people who are not in the service, it's a different message—that we all have a responsibility to do what we can to defend the republic. That doesn't mean you have to take up a weapon, fix bayonets and charge the enemy. There are lots of things that we can all do to defend the republic in our communities. We need to think about how we can do that. You don't have to be in the military to serve freedom. You can do that in your own community."

For Jacobs, the awarding of the medal can sometimes seem as random as combat itself. ***"Think about all of the people, millions of people who have fought in combat valiantly and nobody saw it, or people saw it and they themselves were killed," Jacobs says. "That's why all recipients will tell you the same thing: we wear the medal, not for us, but for all those who can't. It's for those who served valiantly and were not recognized."***

Medal of Honor recipients Brady, Jacobs and Kellogg all showed uncommon valor when it mattered most. Together, they saved the lives of nearly 100 fellow troops who would have died without their fearlessness, their heroic actions, and their love of country.

WAVE OF INTEREST IN MUSEUM'S EDUCATIONAL PROGRAMS

By William Spicola, Senior Manager Education Programs



The Pearl Harbor Aviation Museum Education Team at the epic Blue Angels airshow in Kaneohe!

After concluding a powerful and impactful summer of education programming and community outreach – including three STEM camps and an epic deployment to the Blue Angels airshow in Kaneohe – our education team has launched into a new season focusing on on-site field trips.

A WAVE OF EDUCATIONAL PROGRAMMING

The 2022-2023 school year has kicked off with a significant wave of special interest in Pearl Harbor Aviation Museum's educational programming and projects.

In fact, within the first two weeks of the new school year, 47 field trips were scheduled with our education team, with new bookings coming in almost every day. Our Scout merit badge programs have also garnered increased interest, with over 24 merit badge programs scheduled so far this year.

Many neighbor island schools have inquired about the opportunity for students to experience our education programs in-person, representing a new and exciting dynamic for what is possible.

As we ramp up for this busy and exciting school year, Pearl Harbor Aviation Museum has identified areas in need of enhanced support. Consequently, we are working to build relationships and partnerships with not only our Museum ohana, but with community stakeholders, private enterprises and civic organizations to establish prominent pathways for funding and differing the cost of tuition, programming and transportation associated with our education programs.

ADOPT OR SPONSOR A CLASS ON A FIELD TRIP

Our education team would like to make available the opportunity for our Museum ohana, community partners, businesses and donors to participate in the education enterprise. We invite you to adopt or sponsor a class from an Oahu or neighbor island school to participate in a Pearl Harbor Aviation Museum education field trip. With your support, we will be empowered to continue to provide world class educational experiences to all of Hawaii's school students.

For more information, please email me at William.Spicola@PearlHarborAviationMuseum.org or call 808-441-1001.

WEBINAR: P-38 – FORK-TAILED DEVIL OR G.O.A.T. FIGHTER?

By Dan “Fig” Leaf, Pearl Harbor Aviation Museum Board Member & Webinar Moderator

On Saturday November 5 at 1:00 p.m. HST, I will have the grand opportunity to host a live and virtual webinar on the P-38 Lightning. Some of us will gather at the Museum, while those who cannot join in person are welcome to tune in online. This event will feature a living P-38 Ace, America’s most admired warbird restorer and pilot, expert historians, historical footage of Lockheed’s legendary P-38 test pilot and members of the 475th Fighter Group Historical Foundation.

Sports fans love to debate the G.O.A.T. (greatest of all time) when it comes to teams or players. The same is true for military aircraft, especially fighters. World War II historians, aviators, pilots and collectors have debated the merits of P-51 vs. P-38; the sleek and sexy Mustang generally emerges as the Tom Brady-esque G.O.A.T. fighter. Lightning advocates have a chip on their shoulder like Aaron Rodgers fans, and this webinar will examine why.

Participants will examine the origins of the unique twin-tailed design and its early tests. They’ll compare the combat effectiveness of the Lightning in Europe and the Pacific, and how challenges like compressibility were overcome. Did Charles Lindbergh fly combat missions while helping USAAF pilots extend the P-38’s operational range? Join us to find out.

Could a Lightning pilot best a Mustang driver in a dogfight? Like pitting the twin-engine F-15 against a smaller, single-engine F-16, the answer is “it depends.” We do know that the P-38 was good enough to make Richard Bong (40) and Thomas McGuire (38) America’s top leading aces – ever. Our discussants will also look at the evolution of the P-38 variants through the war, and even tell you how much it would cost to own a Lightning today.

Pearl Harbor Aviation Museum is honored to host experts as they share their knowledge, historical footage and first-hand accounts of those who brought the ‘38’ to life and still fly it today!

- **Colonel Perry Dahl** – America’s oldest living P-38 Ace with nine victories – 475th Fighter Group (via Zoom)
- **Steve Hinton** – renowned warbird collector, pilot and restoration expert, and President, Planes of Fame (via Zoom)
- Historical clips featuring **Tony LeVier**, famed Lockheed test pilot
- Rare interviews and first-hand accounts from 475th Fighter Group pilots and ground crew



Perry Dahl of the 475th FG with his famous “23 Skidoo” P-38.



P-38 Lightning “23 Skidoo” with Steve Hinton at the controls.

- **Joe Kentz** – 475th documentarian, Board of Directors 475th FG Historical Foundation
- **Brad Ball** – Pearl Harbor Aviation Museum Board of Directors, President 475th FG Historical Foundation

Join us for this event online or in-person from Pearl Harbor Aviation Museum on Saturday, November 5 at 1:00 p.m. HST, by signing up at: bit.ly/P38Webinar.



Lt Gen Dan Leaf is a retired 3-star general Air Force F-4/F-15/F-16 fighter pilot, a combat veteran and former Deputy Commander of the U.S. Pacific Command. He later returned to public service as the director of the Defense Department’s Daniel K. Inouye Asia-Pacific Center for Security Studies.

NEW EDUCATIONAL ENDOWMENTS AND SCHOLARSHIPS

By Rick Price, Education Committee Chairman

This year, Pearl Harbor Aviation Museum welcomes a new scholarship fund and education endowment that will further perpetuate the mission and vision, enabling recipients to pursue training and education to accomplish their goals – the Admiral Ronald J. Hays Scholarship and Peter Starn Youth Educational Endowment.

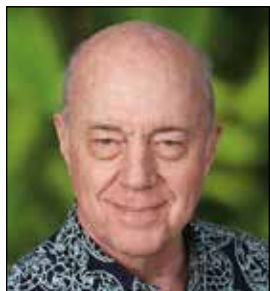
ADMIRAL RONALD J. HAYS SCHOLARSHIP

Established within the endowment of Pearl Harbor Aviation Museum, the interest from this fund in perpetuity will be distributed to young people who demonstrate the qualities of leadership, patriotism and service to their community. Scholarship awards will be applied to support academic and/or skills development with flight training as primary focus. Though open to all, preference will be given to qualified applicants from Louisiana and Hawaii.



Admiral Ronald J. Hays' life and career are a testament to how one can rise from a modest beginning and through hard work and dedication, achieve great success while serving one's nation. His military career included service as a test pilot and more than 160 combat missions over North Vietnam. Admiral Hays was promoted to increasing senior assignments including Carrier Group Commander, Commander in Chief of U.S. Naval Forces Europe, Vice Chief of Naval Operations and in 1985, appointment as Commander in Chief Pacific Forces (CINCPAC) known today as U.S. Indo-Pacific Command. He retired from the Navy in 1988 and began a long-standing involvement in community service. He was particularly proud of serving as the Chairman of Pearl Harbor Aviation Museum for many years and was instrumental in the Museum's growth.

PETER STARN YOUTH EDUCATIONAL ENDOWMENT



The Peter Starn Youth Educational Endowment will support educational programs and experiences that advance aviation knowledge and understanding, and introduce large numbers of Hawaii and visiting youth to the character and values Peter Starn held dear.

Peter Starn, the Vice Chairman of the Board, Pearl Harbor Aviation Museum, and Chief Legal Council, 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.

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 CH 53, Jolly Green Giant, and was awarded numerous commendations, including thirteen Air Medals.

Peter leaves a void in the Museum family and he will be missed in the years ahead, but he would want 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."

2023 SCHOLARSHIP SEASON OPENS SOON

The following scholarship opportunities will soon be awarded for the academic year 2023-2024:

- Colonel Robert "Rob" Moore Scholarship
- Colonel Frank Der Yuen Aviation Scholarship
- Brig Gen Robert "Bob" and Judith "Judy" Maguire Scholarship
- For Love of Country Scholarship
- Admiral Ronald J. Hays Scholarship

Scholarship applications open on November 1, 2022. To learn more about each of the programs, please scan the QR code at the right, visit pearlharboraviationmuseum.org/education or email Scholarships@PearlHarborAviationMuseum.org.



The following scholarships are open year-round to support classrooms and youth organizations:

- Colonel Robert "Bob" Szul Scholarship (supporting Museum programs)
- Peter Starn Youth Educational Endowment



BECOME A MEMBER

Be a Part of our Story -
Join Today!

Membership Opens the Doors to Discovery

Membership provides free annual admission, educational resources, invitation to exclusive events and experiences, reduced registration fees for STEM Camps and youth programs, and more!

As a partner in our work, your Membership grants you incredible perks and privileges while sustaining our mission and vision.

Become a Member to Honor the legacy of character, innovation, and sacrifice made by the Greatest Generation.

New Member Benefit!

Adding to our list of Member benefits, all Pearl Harbor Aviation Museum Members now get FREE admission to our Museum Partners. Scan the QR code below to see our growing list of Partner Museums and to learn more about this new Member benefit.

Ready to join?

Visit our website or scan the QR code to sign up, renew, or learn more about our Member levels and benefits.



Questions? Call us at
808-892-3350 or email
Members@PearlHarborAviationMuseum.org.



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PEARL HARBOR AVIATION MUSEUM

FOR LOVE OF COUNTRY

SATURDAY,
DECEMBER 3, 2022

PRESENTED BY

PRICE ENTERPRISES INC.
Car Wash 808
PAU HANA

Join Us! To reserve your ticket or table or to learn more about our sponsorship opportunities, visit us at www.ForLoveOfCountry.org or call (808)379-3818.

HONOR THEIR LEGACY

CFC #33429
Combined Federal Campaign

Your pledge through the Combined Federal Campaign will help carry the legacy of our Greatest Generation forward.

Visit GiveCFC.org to make a pledge