

# NOTAM

NOTICE TO AIRMEN | VOL. 4 2022 | ISSUE #50

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII



**HELP US RESTORE AN ICONIC  
WWII PBY PATROL BOMBER!**





# NOTAM

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### ON THE COVER:

We are thrilled to announce that our WWII-era PBY Catalina will soon arrive in Pearl Harbor. In this photo taken during WWII, a PBY crew is taking gear aboard the aircraft in preparation for takeoff. PBYs were not only the first aircraft to be attacked in flight on December 7, 1941, they were also the first airborne American bombers to attack Japanese submarines & aircraft.

# EXCITING TIMES FOR PEARL HARBOR AVIATION MUSEUM

By Elissa Lines, Executive Director

Hard to believe, Pearl Harbor Aviation Museum is just a few years shy of its 20th anniversary, a commemoration planned for December 2026. As we approach this momentous achievement, we must acknowledge the role of our Board of Directors.



A voluntary group, the Board combines the wisdom and insight of its early visionary leaders who worked hard for years before we opened as a Museum, with the input from more recently appointed Board members selected for their expertise and commitment to that vision. It is to their collective credit that Pearl Harbor Aviation Museum has experienced solid growth year

after year; we've increased our collection from 6 to 49 aircraft with a rich shared history; raised the funding needed to restore Hangar 37, the Control Tower, Bldg. 97, and to partially complete the restoration of Hangar 79; weathered the challenge precipitated by the COVID-19 pandemic; and welcomed the 3 millionth visitor in November of this year. Mahalo Nui Loa - Thank you, we have come a long way.

***"Change is the law of life, and those who look only to the past and present are certain to miss the future."***

***— John F. Kennedy***

We are indeed looking forward. Beginning in 2018, the Board of Directors proactively took steps to plan for the challenges of our future. Backed by research, we embraced a new direction for the experience we deliver – adding a more immersive experience to the factual display. The aircraft, still central to the displays, provide the context for the interpretation, the sharing of personal stories that bring the lives, sacrifices, achievements, and dreams of those upon whose shoulders our history rests, to the forefront.

Over the next few years, we will develop a more immersive interpretation of America's WWII aviation battlefield, sharing a story of resilience, from the December 7, 1941 attack through the end of the war and then beyond.

Each step along this journey required change. In 2022, we engaged the Ralph Appelbaum team to help us convert our vision into an executable plan. With their help, our exhibit focus will be refreshed, highlighting a powerful WWII aviation battlefield

arrival experience with appropriate aircraft and displays that bring Naval Air Station Ford Island to life. Our aircraft acquisition and restoration effort has been strengthened to bring together key aircraft that powerfully share this story – the Japanese Val along with our Zero and Kate, the new SBD, and the PBY recently loaned to our Museum by The Naval History and Heritage Command, to name a few.

New programs incorporate technology to reach audiences beyond those who visit in person; our webinar and public program series will continue to bring dynamic topics to the forefront. Our expanding education initiative uses all of our assets to prepare the leaders of tomorrow: historical tours, STEM field trips, aviation focused training partnerships advancing aircraft mechanics and piloting, and scholarships to jump start the future for many young people. It is our actions that ensure the continued impact of this story.



***U.S. Navy PBY-5A on the Sepik River in Australian New Guinea.***

## THIS PLACE MATTERS

Watch for news and views as we work to align our collection, our exhibits, the stewardship of our grounds, and our programs to the interpretation of this historic site. And know that within that vision, our commitment to educating and preparing our next generation for the challenges of their future remains core to our mission. We encourage you to join us, ensuring that we are ready for tomorrow and that by our actions, so are our youth.

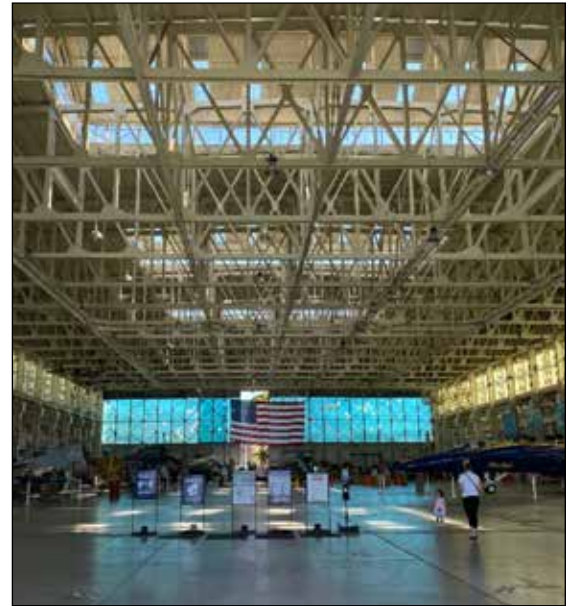
Mahalo,

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



# THE POWER OF ONE: SI ROBIN

By Elissa Lines, Executive Director



***Over the history of Pearl Harbor Aviation Museum, Si Robin has repeatedly led the way in funding critical Museum projects.***



***The Si Robin Gallery in the Museum's theater, includes nine fabulous original Douglas Ettridge oil paintings Si donated.***

For more than a decade, Pearl Harbor Aviation Museum has benefitted from the generosity of Si Robin and the Si Robin Foundation. His 2021 Raise the Roof challenge helped repair the skylights, monitors, down spouts and the flashing to secure the interior of historic Hangar 79, protecting aircraft and visitors alike. For years, rain, wind and the elements made it impossible to completely use the hangar to display and interpret history. Watch for new exhibits and displays that, alongside the aircraft now in place, will better share the story of Naval Air Station Pearl Harbor.

As 2022 comes to an end, we are excited to celebrate the arrival of nine (9) fabulous original paintings, the work of talented aviation artist, Douglas Ettridge. The paintings, another donation from our friend and supporter Si Robin, were part of his personal collection. We are excited to be one of the organizations selected by Si Robin to share these paintings with the public.

Si shared that over the span of 35 years, he commissioned these original works of art from Ettridge to document his personal travels. Meeting with Ettridge in London during business and other trips, Si shared information on historical or notable aviation events, aircraft, and achievements that Ettridge then captured in these paintings.

We invite you to visit and enjoy the Si Robin Gallery inside our Hangar 37 Theater – now home to these donated treasures. Mahalo, Si Robin, for your tremendous support.

# DOCENT'S CORNER: THE STORY OF CORNELIA CLARK FORT

*By Jack Buckingham, Volunteer Docent*

On the morning of December 7, 1941, there were six civilian pilots in the air when the Japanese attacked. One of them would go on to become one of the first pilots to join the Women's Auxiliary Ferry Service (WAFS): Cornelia Clark Fort.

Cornelia Fort was the only girl of four children, born to a wealthy doctor and his socialite wife. Cornelia was fearless and adventurous as a child, never fully conforming to the socialite lifestyle that was expected of her. Her first taste of flying came by chance. Simply looking for something to do one afternoon in 1940, Cornelia and her friend Betty Rye visited Betty's boyfriend Jack Caldwell, part owner of the Miller Flying Service at Berry Field, Nashville's newly opened airport. Cornelia and Betty decided they would give flying a try.

After that afternoon in the air, Cornelia was hooked on flying. She achieved several aviation firsts in a short span of time. She became the first licensed female commercial pilot and flight instructor in the state of Tennessee by the spring of 1941. By September of 1941, she was working in Hawaii as an instructor for Andrew Flying Service.

In her eagerness to groom her skills for what she hoped she would eventually be flying in support of the military with the Civilian Pilot Training Program (CPTP), she logged an incredible 300 flight hours in just 69 days before the famous December 7th flight. And although she was fortunate to be one of the survivors that fateful morning, she also sadly saw the end of other civilians flying in Hawaii under martial law. The Interstate Cadet she had flown that morning, along with nearly all the other civilian aircraft in the Territory, were confiscated and placed in storage for the duration of the war.

Cornelia made her way back to the mainland, where her celebrity status involved her in selling war bonds. In September 1942, she received a telegram from Nancy Love Harkness, a pilot tasked with assembling a squadron of female ferry pilots. Harkness invited her to "test" for the Women's Auxiliary Ferry Service (WAFS), and she made her way from upstate New York



***In a publicity photo taken just two weeks before her death on March 21, 1943, Cornelia Fort is second from left, on the wing of a Vultee BT-13. With her are Barbara Towne, Evelyn Sharp, Barbara Erickson and Bernice Batten.***

to Delaware the next day, testing in her P-19, and became the second pilot in the WAFS.

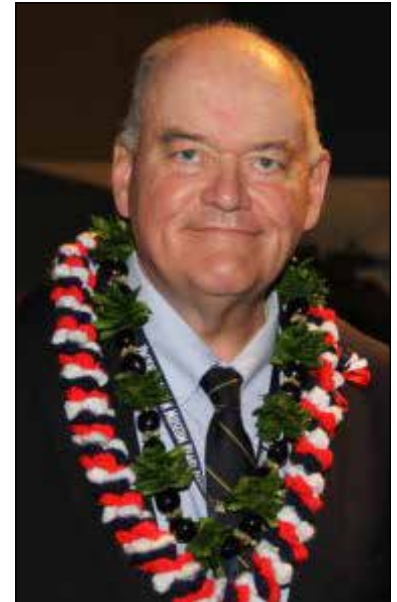
In the early months in Delaware, the WAFS ferried few aircraft due to the weather, but in February 1943, a number of the women pilots were transferred to California to ferry BT-13 advanced trainers to locations around the U.S. A month later, she was part of a group of both men and women ferrying several aircraft from Long Beach, California to Texas on the same mission. She was experienced, but known to take risks like many young pilots of her day, taking part in an unauthorized formation flying with another aircraft in the group resulting in a mid-air collision that tragically killed her. While there is conjecture that the other pilot's lack of experience was the reason he ran into her wing, causing the crash, we will never fully know for sure.

Sadly, the U.S. military failed to officially acknowledge her contribution to the war effort or her sacrifice, or that of the other 37 WAFS who died in service. Fort's role as a pioneer lives on in the women fighter pilots of today now serving in the United States military.



# A NEW PARTNERSHIP AND FUND CREATES EDUCATIONAL IMPACT

By William Spinola, Senior Manager Education Programs



**New Museum initiatives will allow us to better serve and support every Hawaii student.**

**Alexander "Sandy" Gaston**

Since the beginning of the 2022/23 school year in August, requests for field trips and participation in Pearl Harbor Aviation Museum's education programs have consistently increased. To meet this demand, we have developed a number of new initiatives. Working with our community partners and stakeholders, these initiatives will allow our education team to better serve and support every Hawaii school student by providing the opportunity for participation in our education programs and projects. This marks an extraordinary and impactful long-term commitment to Hawaii schools and our community.

## **SOUTHWEST AIRLINES PARTNERSHIP**

In response to the overwhelming number of requests from neighbor island schools, Southwest Airlines has partnered with the Museum to provide a combination of 500 free travel vouchers and 400 reduced fare tickets to transport 900 students, teachers, and chaperones to Oahu to experience and participate in our world-class education programs. Ground transportation from the Daniel K. Inouye International Airport to Pearl Harbor Aviation Museum will be provided by the Freeman Foundation.

The Museum will also work with schools to cover program fees and meals as may be needed. School visits to the Museum must be scheduled between November 2022 and February 2023. This partnership will have an incredible impact on students from across the state of Hawaii. We are extremely grateful to Southwest Airlines for their investment in the lives of these students.

Separate from this new partnership with Southwest, is the establishment of a new fund that will greatly impact the Museum's educational programs.

## **SANDY GASTON'S PATRIOTIC SPIRIT LIVES ON**

The Alexander "Sandy" Gaston Pearl Harbor Historical Sites Fund was recently established with \$7.2 million bequest deposit with Bank of Hawaii. Sandy Gaston was a long-standing supporter and Board Member of Pearl Harbor Aviation Museum and his patriotic spirit, embodied in his love of history, commitment to inspiring youth and personal dedication to the Pearl Harbor Historic Sites, was perpetuated in a living legacy established by his trustees and life-long friends, Jay Dunn and Lee Collins. The Hawaii Community Foundation will administer the terms of the fund.

Each year, beginning the fall of 2023, Hawaii schools will have the opportunity to apply for support to cover the cost of bringing their students to any of the Pearl Harbor Historic Sites. It was Sandy's dream that no student would ever be denied a trip to visit the museums that make up the Pearl Harbor experience because of financial constraints or lack of opportunity. These grants will cover bus transportation or neighbor island flights, museum admission, educational program fees, lunch, or any other associated field trip costs. This fund will dramatically increase the impact of our education programs, advancing knowledge of history, science, citizenship, leadership and so much more. We are proud to be part of Sandy's vision and motivated to help bring it to fruition.

# HONORING BETI WARD, PACIFIC AIR CARGO FOUNDER

By Woo Ri Kim, Director of Development



***Beti Ward served passionately on the Pearl Harbor Aviation Museum Board, encouraging advancement of the Museum's goals.***

Pearl Harbor Aviation Museum recently honored Pacific Air Cargo (PAC) Founder and former Pearl Harbor Aviation Museum Board Member, Ms. Beti Ward, by naming the main classroom of the Aviation Learning Center (ALC) "The Ward Room."

## ADVANCING STEM FOR YOUNG STUDENTS

This modern classroom, along with the Aviation Learning Center's flight simulator room and aircraft hangar, is designed to advance science, technology, engineering and math (STEM) competencies of young students, preparing them for potential careers in various spheres of the aviation industry and beyond.

Beti served passionately on the Pearl Harbor Aviation Museum Board for more than eight years, lending not only her business prowess to the great work of the Museum, but also the generous support of her organization, Pacific Air Cargo. As an innovator and leader, she always looked forward and used her own achievements to empower future generations, encouraging the advancement of the Museum's historical and educational goals.

Although she passed away in 2018, Beti's passion for the Museum and for inspiring the next generation has been carried forward by her team. Pacific Air Cargo remains a strong partner, not only assisting with shipment of priceless artifacts, but also engaging personally as mentors in our education programs and continuously supporting our mission.

## WE HOPE BETI'S LEGACY WILL INSPIRE STUDENTS

More than 4,500 students from across the state have visited the Aviation Learning Center since its opening in January 2022, with hundreds more already scheduled to visit during the first quarter of 2023. We are excited to welcome students to the newly dedicated Ward Room, and hope that Beti's legacy will inspire them to embark in a career of their own in the aviation industry.



***The ALC's main classroom is named in honor of Ms. Beti Ward.***

# AN EXCITING ADDITION TO OUR AIRCRAFT COLLECTION

*By Rod Bengston, Director of Exhibits, Restoration, and Curatorial Services*

We are pleased to announce that a PBY Catalina is coming! This long-range amphibious patrol aircraft played a big role at the beginning of WWII in the Pacific, and it is coming from Pensacola, Florida. The Naval History and Heritage Command (NHHC) is loaning us their PBY-5A, Bureau Number 46602 (CAC no. 0024, Seq no. t453, Hull #1666), with express permission to continue restoration work and proudly display the aircraft. Pearl Harbor Aviation Museum appreciates NHHC's understanding of our deep mutual commitment to share and vividly convey the story of the coordinated naval aviation attack on Oahu, December 7, 1941.

## AN IMPORTANT PART OF THE HISTORY OF THE ATTACK

We recently announced our successful procurement of an Aichi D3A Type "99" Japanese dive bomber, code-named "Val" by the Allies. With the acquisition of this Val dive bomber, we completed the trio of primary combat aircraft attacking Pearl Harbor on December 7, 1941.

Other scout aircraft preceded the attack surveilling Oahu and the vicinity, but the Zero/Zeke, Kate, and Val were the principal weapons brought to bear that morning. Each aircraft fulfilled a specific role and had assigned targets and missions. Kates primarily targeted ships. Zeros provided Combat Air Patrol to protect the bombers.

However, Zero pilots soon became anxious to join in the attack and dropped down to strafe ground targets and release their two light bombs on targets of opportunity. Val dive bombers were assigned the crucial task of destroying the long-range amphibious patrol aircraft at Kaneohe Bay and Pearl Harbor's

Naval Air Station on Ford Island. Their primary targets were the remarkable Consolidated PBY Catalinas.

## A THREAT TO THE ENEMY FLEET

This PBY type was a real threat to the marauding Japanese fleet, which consisted of six aircraft carriers and many support ships. With a range of over 2,500 miles, the Japanese attack fleet could not allow even a single PBY to discover their position and radio for a counter attack along the fleet's withdrawal route.

In fact, the primary reason for the bomber attacks on Ford Island and Kaneohe Bay were to mitigate any potential U.S. aerial search missions. But, the Japanese aircraft failed to destroy all of the PBYs that morning. Surviving PBYs were still able to launch and fly large search patterns after the attack; however, U.S. efforts were unsuccessful, and the Japanese fleet quietly slipped away to the northwest.

## PBY PLAYS A SIGNIFICANT ROLE

Throughout the rest of the war, PBYs played a significant role in reconnaissance missions, day and night attacks on enemy shipping and submarine activities, and performed several heroic search-and-rescue missions.

Roughly 3,330 PBYs of various types were built, and between 683 and 803 of those types were variant PBY-5As. Currently, there are about 80 surviving Consolidated PBY Catalinas, scattered across the United States, Canada, Norway, Australia, Indonesia, Spain, Brazil, Netherlands, New Zealand, United Kingdom, Israel, Denmark, Germany, Chile, Sweden, Greece, and Ecuador.

PBY-5A Catalina (46602) was accepted by the Navy on October 14, 1944, and two

days later was delivered to Coast Guard Air Station (CGAS) Elizabeth City, North Carolina. The aircraft later served in Headquarters Squadron (HEDRON) 2 of Fleet Air Wing 5 and in Patrol Bombing Squadron 45 (VPB-45) at Naval Air Facility (NAF) Ipitanga, Brazil, where it conducted anti-submarine patrols over the Atlantic Ocean. At the end of the war, the aircraft was assigned to HEDRON-1 of Fleet Air Wing 14.

## PBY-5A, BUREAU NUMBER 46602

In 1946, PBY-5A Catalina (46602) joined the Fleet Aviation Electronics Training Unit (FAETU) Pacific. The aircraft was then transferred to the Naval Aircraft Factory in Philadelphia, Pennsylvania, for a brief time before joining Amphibious Patrol Squadron (VP-AM) 5 in November 1946 when that squadron was established, and operated from Naval Air Station (NAS) Whidbey Island, Washington, deploying to Adak, Alaska. VP-AM-5 was disestablished in December 1947.

Subsequently, PBY-5A Catalina (46602) entered aircraft pools in the Pacific Northwest and flew with the Naval Air Reserve in Seattle. Placed in storage at Litchfield Park in Arizona, the aircraft was stricken from the Navy's inventory in 1956.

## ARRIVING BY EARLY 2023

The NHHC acquired the aircraft in 1987. Restoration work began and continued through the 1990s and the aircraft survived Hurricane Ivan in September 2004. We will continue to research the history of PBY-5A Catalina (46602) as we anxiously anticipate completion of transportation arrangements in late 2022 or early 2023.

We are excited—we have a great story to tell!





*Photos by Skip Lehman*





# PBY CREWS' BRAVERY DURING THE DECEMBER 7, 1941 ATTACK

By Greg Waskul, National Development Director



*Sailors look past battle-damaged PBYs to see USS Shaw explode on December 7, 1941.*



*Sailors battle to save a damaged Consolidated PBY aircraft on December 7, 1941.*



*PBY in foreground and NAS Pearl Harbor Hangar 6, mere footsteps away from today's Pearl Harbor Aviation Museum, were destroyed in the December 7, 1941 attack.*

U.S. Navy Consolidated PBY Catalina patrol bombers and their crews were right in the thick of the action throughout the attack on Pearl Harbor and its aftermath. Following are a few stories of these brave men and their trials and triumphs on that fateful day.

## THE DAWN PATROL

Four Catalina aircraft from VP-24 had taken off on the dawn patrol at 6:00 a.m. and were in the air when the attack began, as were three VP-14 aircraft, for surveillance patrol.

Ens. William Tanner, who was in one of those PBY aircraft, said, "We were cruising at 1,000 feet south of Pearl Harbor when we spotted what looked like a small moving buoy. We turned to investigate, and as we neared it, it became clear that what we were seeing was a conning tower of a very small submarine. We also saw the destroyer USS *Ward* at flank speed firing her bow gun at the submarine.

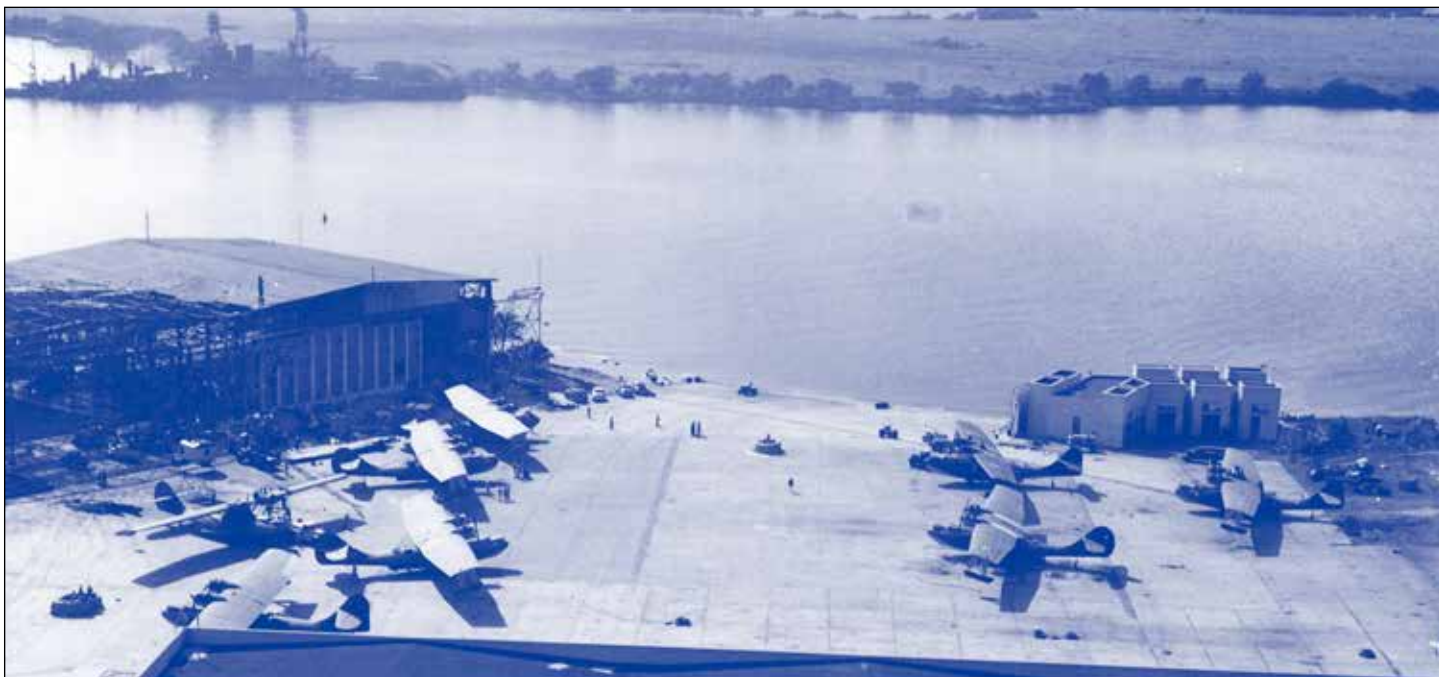
## SINKING AN ENEMY SUB

"We turned rapidly to return and attack, and saw *Ward* drop several depth charges as she passed over the sub's position," Tanner recalled. We then dropped our charges at the now submerged midget sub. We sent an message to our command: 'SANK ENEMY SUB ONE MILE SOUTH PEARL HARBOR.'"

By attacking the Japanese sub, Bill Tanner's PBY became the first U.S. aircraft to fire on the Japanese in WW II. "At about 0800, we began to pick up both voice and Morse code radio traffic indicating a Japanese attack on Pearl Harbor and NAS Kaneohe and ordering fighter aircraft to scramble and repel the enemy. By this time, Pearl Harbor was completely obscured by smoke."

Ens. Fred Meyer was flying his PBY on patrol north of the island when he was spotted by eight or more Japanese A6M





*PBYs and OS-2Us sit on the seaplane ramp at NAS Pearl Harbor on December 8, 1941, photographed from Ford Island Tower.*

Zero fighters. The PBY, which was very tough but not very fast or maneuverable, was at a major disadvantage.

### **HIT AGAIN AND AGAIN**

“As they attacked, I dropped onto the deck and flew just above the waves while violently maneuvering to make our aircraft harder to hit. But it was hit—again and again. We took many hits, but they were primarily in the aft fuselage, and luckily there was no control damage. Fortunately for us the Zeros broke off their attack and departed.”

Ens. Fred Meyer’s PBY, by engaging Japanese fighters near Oahu, became the first U.S. airborne bomber fired on by the Japanese in WWII.

### **AIRCRAFT DESTROYED**

Meanwhile, the first bombs that fell on Ford Island were on the seaplane ramp, where 36 PBYs assigned to VP-21, VP-22, VP-23 and VP-24 were neatly arrayed. Very quickly, almost all the aircraft on the island were destroyed or badly damaged.

PBY crew members on the ground scrambled to respond. PBY Flight Engineer Jack Holder, who turns 101 years old in December 2022, was one of them. “As we ran, I looked up and saw a Japanese plane circle and head



*PBY taxis across Pearl Harbor in February 1942. Photo taken from USS Enterprise.*



*9 PBYs of VP-14 in formation over Hawaii.*



*PBY Catalina on its takeoff run.*





*Consolidated PBY flies low while on patrol over the Pacific Ocean..*



*Nearly 30 PBY Flying Boats at anchor combine to make a spectacular sight.*



*The PBY crew that spotted the enemy fleet at the start of the Battle of Midway.*

straight for us. The pilot saw us and as he approached, I helplessly clung to the side of the ditch, sure this was the end for us all. I could see the expression on the pilot's face...I froze. The war had started and I knew I was going to die.

### **"GOD, DON'T LET ME DIE"**

"As long as I live, I'll never forget that moment: the face of the pilot, the roar of the plane's engine, and the sight of its guns aimed right at me," Holder said. "I remember my hands clenching my shipmate's shoulders and thinking 'God, don't let me die in this ditch.'

"Our fear was intense but our determination was unrelenting...First the fear, then the adrenaline, and then you act. When I left the ditch, I saw the devastation of our hangars and all our aircraft engulfed in smoke and flames. I knew I was in the middle of the beginning of something that would change the world and my life.

### **SUFFOCATED WITH GRIEF**

"The flames and wreckage surrounded and suffocated me with grief, but I had little time to review the damage. The real horror was seeing my shipmates jumping off the ships into the water (that) was covered in oil and on fire."

Miles away, since his PBY was still flyable, Meyer continued his patrol, as did Tanner and one other PBY pilot. They each landed safely at NAS Kaneohe Bay after patrol missions of more than 10 hours.

### **A SHOCKING SIGHT**

"It was a shocking sight to all of us to see so many burned-out hangars," said Meyer. "And tragically, the more than 30 PBYs of VP-11, VP-12 and VP-14 that were on the ground when the attack began had been destroyed."

As America fought back from the December 7<sup>th</sup> disaster, the dependable PBY played a major role in the Battle of Midway and many other engagements.

Look for more about the PBY Catalina, our Museum's latest acquisition, in future issues of NOTAM.



# PLOTTING A COURSE FOR PLANNED GIVING

By Chris Thorpe, Finance, Investment and Executive Management Professional



**Chris Thorpe**

## THE PLAN

Without a flight plan, even the best pilot is unlikely to get anywhere. The same could be said for planned giving. Those who engage in thinking about the who, how, and why are much more likely to reach a particular goal or destination that has meaning.

It may seem daunting at first but planned giving to a good cause or organization can be a

more rewarding experience when viewed as the process of creating a plan and setting a course for the future of your assets.

The best way to begin the process, of course, is just to begin. Start thinking about planned giving in terms of assets, not cash. For example, when you make a gift to a charity with current cash income, you have a current tax deduction, but you are also reducing your own cash flow. When you think of longer term planned giving, you will be re-allocating your assets from you to someone or something else. Think of it as a strategic long-term approach to charitable goals.

## CHOOSING THE ASSETS

Your own inventory of assets might consist of business investments, liquid investment portfolios, real estate, cars, artwork, and other collectibles. Each of these assets may be individually identified as items that may eventually be transferred to a chosen benefactor.

On the other hand, if no assets are specifically chosen, a trustee may eventually have the responsibility to liquidate assets prior to cash allocations, which could be a long arduous process.

## PLOTTING THE DESTINATION

Each asset can have its own planned destination. For example, artwork could be earmarked for a museum and a car may be for a family member. Larger assets or investment portfolios may be spread among several charities. Major gifts will likely be better off destined for qualified charities known as 501(c)(3) nonprofit organizations, like Pearl Harbor Aviation Museum.

This is a type of charitable organization that the Internal Revenue Service (IRS) recognizes as tax-exempt and such organizations do not pay income tax on their earnings or the donations they receive. Nor do they pay income tax on future investments, so any assets (cash or other assets) they receive will grow tax free. Gifting to individuals may be subject to tax when a gift is made and likely again in the future.

## MISSION

A few years back, we shared the personal story of our longtime supporter and Board Member, Alexander “Sandy” Gaston. As he thought about how he could best support the organizations he cared so much about, he considered both monetary and non-monetary assets.

Sandy, as part of his estate plan, gifted his home to the Museum, an asset he knew could be sold with proceeds from the sale supporting his commitment to the Museum’s mission. Upon his passing, his trustees worked with the Museum to carry out the plan. Once the asset is liquidated, the cash generated will be used to make investments in the Museum infrastructure, its education programs, and other long-term goals.

It was an incredible gift that will provide ongoing impact. Please see our education article for another powerful gift example.

## INVOLVING YOUR CREW

Getting your process started is not just about choosing where things may go. It should also include discussion with the destination beneficiaries, your tax advisors, estate lawyers, and other close confidants. At the Pearl Harbor Aviation Museum Development Office, the staff regularly engages in discussions with families and individuals that plan a gift for the future.

Once you start engaging your team, you can modify your course or even learn about completely new opportunities. Start your plan by asking questions, engaging friends, or just writing ideas down. Whatever course you take, the process will likely lead you to surprisingly rewarding results.

## SOURCES

Phone interview with Jay Dunn and Lee Collins, Oct 20, 2022  
<https://www.forbes.com/sites/russalanprince/2016/07/05/what-is-planned-giving/?sh=1510b37e48a9>

# LAND ★ SEA ★ AIR: MAUI IN WARTIME

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



The months after the Pearl Harbor attack were precarious for the Territory of Hawaii. Invasion seemed imminent.

Awaiting Japanese landing forces, U.S. military forces entangled beaches in barriers and barbed wire and ringed the islands with gun emplacements. Paper money appeared with the overprint “Hawaii,” making it useless should it fall into enemy hands. Residents dug bomb shelters, hung blackout curtains, and always kept gas masks within reach. Citizens volunteered as watch wardens, donated their land and equipment to military construction projects, and awaited the inevitable.

## OAHU WAS THE NEXUS OF THE PACIFIC FLEET

And the invasion did come, but it came from the east. Almost the entirety of war in the Pacific funneled through Hawaii. Thousands of American military personnel, along with their vehicles, ships, and aircraft, moved through the islands before heading west to clash with Japanese forces. Oahu was the nexus of the Navy’s Pacific Fleet and the jumping-off point for thousands of Army Air Forces’ bombers. Much of Kauai became a sprawling Army encampment. Further east, the lush landscapes of Maui and the Big Island were dominated by Marine units poised to wrestle back tropical outposts from Japan one by one.

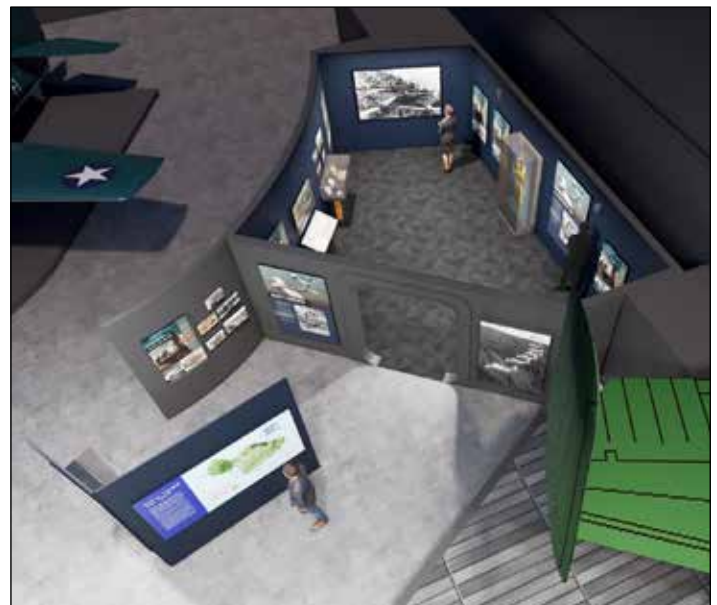
The island of Maui also became the core of the U.S Navy’s aviation arm. At famed Naval Air Stations like Kahului and Pu’unene, scores of newly minted aviators learned improved strategies from the veteran flyers who had experienced early encounters at the battles of the Coral Sea, Midway, and Guadalcanal. It was in the clear blue skies over Maui that brilliant airmen like John Thach and “Butch” O’Hare taught squadrons of young aviators how to defeat Japan’s vaunted Mitsubishi Zero fighter with clever tactics and unwavering teamwork.

The men of the 4<sup>th</sup> Marine Division used their adopted home as a practice battleground day after day. The beautiful beaches of Maui became a proxy for the unfriendly shores of the Marshalls, then the Marianas, then the island of Iwo Jima, and later for the anticipated invasion of Japan itself.

## MAUI’S CIVILIANS WATCHED IN WONDER

All the while, Maui’s civilian residents watched in wonder as their quiet home evolved into an extensive military base, the likes of which no one had ever seen.

“LAND ★ SEA ★ AIR: Maui in Wartime,” our latest addition to our exhibition displays, is the story of how thousands of aviators, Marines, and the residents of Maui gave their land, their loyalty, and sometimes their lives to win the war in the Pacific. We invite you to experience this immersive new exhibit in Hangar 37 the next time you visit.





## PREPARING FOR A

# FORMIDABLE FOE

Young aviators, fresh out of training, thought they knew everything there was to learn about flying and fighting. But the handful of American pilots who had clashed with skillful Japanese fliers in the early months of the war knew that most of these neophyte aviators wouldn't last a week in combat. It was up to the battle-hardened veterans to teach the newcomers the skills and tactics they'd need to survive and thrive in enemy airspace.

In the skies over Maui, battle-hardened aviators gave recent arrivals a painful lesson.

John "Jimmy" Thach, the primary developer of an aerial tactic that used teamwork to defeat a superior foe.

In the skies over Maui, battle-hardened aviators gave recent arrivals a painful lesson. Thach liked to call his seasoned fliers the "Humiliation Team." Giving the new pilots every advantage in speed, altitude, and even numbers, the veterans would administer a thorough thrashing, latching onto the tail of a youngster's aircraft, moving in close, and showing without a doubt that there were many more maneuvers to master.

Suddenly ready and willing to learn as if their lives depended on it, new pilots and their instructors used the skies over Hawai'i to learn the art of aerial combat. Over time, every young flier learned to leverage his aircraft and flying skills to come out on top.

Thousands of new pilots funneled through air bases on Maui before their combat assignments aboard aircraft carriers. The list of senior aviators at Maui's air stations read like a who's who of 1942 aerial combat in the Pacific, including veteran flight leader James Flatley, ace and Medal of Honor recipient Edward "Butch" O'Hare, and



Edward "Butch" O'Hare was the Navy's first ace and recipient of the Medal of Honor.  
National Archives.



Tactician and combat pilot John "Jimmy" Thach developed ways to fight as a team.  
National Archives.



"Jimmy" Thach (foreground) and "Butch" O'Hare fly in formation in April 1942.  
National Archives.



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