

HELP US RESTORE OUR PBY! WE HOPE WE CAN COUNT ON YOUR SUPPORT!



Good news!

When we last asked for your support, the Pearl Harbor Aviation Museum had been offered a WWII era Navy PBY Catalina flying boat by the National Naval Aviation Museum (NNAM) in Pensacola. Signed by WWII PBY Flight Engineer Jack Holder, our letter shared how important it was to bring the PBY Catalina, the same type of flying boat that was here on NAS Ford Island on December 7, 1941, back to this American WWII aviation battlefield. Jack's story inspired us all.

Sadly, Jack passed away in February of this year, a life well-lived. Though he will not be with us to welcome this PBY to his squadron's home on NAS Pearl Harbor, his legacy lives on in all our hearts.

We are pleased to announce that with Jack's inspiration and your help, we raised the funding needed to ship the PBY from Pensacola, Florida to the Pearl Harbor Aviation Museum.

Pearl Harbor Aviation Museum is a place where we remember history. History is all around us – the stories of crewmen, the aircraft, the PBY ramps, the Ford Island Control Tower and, of course, the bullet riddled hangars. All are part of our story and help connect us to the present by teaching visitors, young and old alike, what happened here on this WWII aviation battlefield. The PBY Catalina will help us tell the battlefield story.

Once the PBY arrives, the real work begins! We need to painstakingly restore this aircraft to its original condition, and we hope we can count on your support!

The PBY will require thousands of hours of restoration and conservation work to prepare it for display. This work will cost over \$500,000.

We need your help to preserve and add to the Museum's collection of aircraft and other artifacts, all tools to bring the past alive and teach future generations about service, sacrifice and aviation.

Can we count on you for a special gift of \$25, \$50, \$150 or \$250 to support the restoration of our Navy PBY Catalina flying boat?

Every dollar will make a difference and get us closer to displaying this historic PBY Catalina flying boat on the hangar floor telling the visitor the significant role it played in the war in the Pacific.

EVERY DOLLAR WILL MAKE A DIFFERENCE IN THE RESTORATION OF OUR HISTORIC PBY!



PBYs were the strategic targets during the attack on Oahu on December 7, 1941. And it was a PBY crew that discovered elements of the Japanese fleet approaching Midway on June 3, 1942. This discovery marked the beginning of a series of dramatic events and a U.S. victory at the Battle of Midway, changing the course of World War II in the Pacific.



U.S. Navy personnel battle the fire as a PBY Catalina burns at Naval Air Station Kaneohe after it was damaged by enemy fire during the December 7, 1941 attack.

Having a fully restored PBY Catalina back on NAS Pearl Harbor and in the Museum's collection is a priority.

Supporters who make a contribution of \$250 or more toward this vital restoration project will have their name recorded and honored in our *PBY Maintenance and Restoration Record* for all time that we will post on our PBY Catalina website page after we restore the plane. In addition, those who contribute \$100 or more will receive a limited-edition PBY reusable tote bag.

Incredibly, while at the National Naval Aviation Museum (NNAM) in Pensacola preparing our PBY for transport, we met WWII veteran and PBY Flight Engineer, Lieutenant Commander Clyde Cassius "Cash" Barber. At 99 years of age, Cash continues to volunteer at the NNAM. His story reminds us of why a PBY must be on display at our museum.

Cash dreamed of being a naval aviator and convinced his parents to allow him to enlist in May 1941, just two weeks after his 17th birthday. After his first train ride from Pueblo, CO, LCDR Barber joined the Navy in Denver, CO. He was soon sworn in as a Navy Apprentice Seaman at the start of an amazing 30-year naval career.

By November 1941, Cash had completed Aviation Machinist's Mate school and, with 30 of his classmates, received orders to Patrol Bomber Squadrons flying PBY Catalina seaplanes under fleet Air Wing One, located at Pearl Harbor, Hawaii.

Cash and his classmates were excited about their PBY squadron assignments. A long-range twin-engine seaplane patrol bomber with retractable wing floats, the PBY could stay in the air for long periods of time and land on the water. It served a dual purpose, *"As a plane of mercy, it was the hope of downed pilots, stranded evacuees and those in need of supplies. As a bomber, it became the nemesis of enemy U-Boats and achieved fame through 'Black Cat' or night bomber prowls in the Pacific."*

Cash and his classmates departed for Pearl Harbor on December 6, 1941. After the December 7th attack, their ship returned to Mare Island in the San Francisco Bay to load medical supplies, ammunition and other items. They also formed gun crews for the 35mm deck guns before departing California three days later for Pearl Harbor.

No one was prepared for what they saw upon arrival on December 18th.

"As we approached the entrance to the channel at Pearl Harbor, we saw the damage from the December 7th attack. A sight I will never forget was a battleship on its side on the port side of the harbor and the dry docks on the other side with damaged ships all around. Next, we passed Battleship Row with our battleships down and out."

U.S. Navy PBY Flight Engineer Cash Barber with his wife Eileen during WWII, with their children in 1956, and at his retirement ceremony after 30 years of service.



YOUR SUPPORT WILL HELP US RESTORE OUR PBY CATALINA!



Personnel move a damaged PBY Catalina away from burning hangars at Naval Air Station Kaneohe on December 7, 1941.

Ford Island was "...a small air strip and base for our seaplanes. Aircraft hangars had been bombed and all the PBYs and other aircraft parked there were damaged or destroyed."

"The sight of all that damage is something that one can never forget."

NAS Kaneohe, home to Cash's squadron VP-11, along with VP-12 and VP-14, was not spared. An after-action report notes that more than thirty aircraft on base at the time of the attack were out of commission with many lives lost.

The days that followed the attack on Pearl Harbor and other points across Oahu were days of fear and uncertainty. Cash recalls his assignment with other new arrivals to help with additional security around Kaneohe Naval Air Station, with some assigned to trenches with rifles preparing to defend against Japanese ground troops. *"I had qualified as an expert rifleman in boot camp; however, I was really one scared kid for a while. There was also barbed wire rolled up on Waikiki Beach in case of an enemy landing there. When we did get time off to go into Honolulu, we had to carry a gas mask all the time in case there might be an attack."*

In July 1942, Cash's squadron deployed to the South Pacific, supporting the Guadalcanal operations. During four months of operations in the Solomon Islands, Cash and his squadron flew numerous "Dumbo" missions to rescue aviators and seamen in distress at sea. "Dumbo," Walt Disney's flying elephant character, is also the Navy's affectionate name for the PBY Catalinas that rescued hundreds of flyers.

Cash deployed a second time to the South Pacific, a tour that included crossing a mountain range and landing on the Sepik River to evacuate 219 Australian commandos and 25,000 pounds of their equipment. *"Although considered militarily obsolete by many, PBY seaplanes helped win WWII through the use of radar, new navigating equipment and black paint."* Painted black, flying at night, skimming just hundreds of feet over the ocean, the PBY was invisible to the enemy. Cash and his squadron were deployed in the Northern New Guinea area operating from a base on Woendi Island – this enabled the "Black Cats" to prowl into the Philippines... *"On one occasion, we flew three night patrols in a row and while flying in our sector, we crossed the equator 13 times one night and 15 times the next night. We were on a special mission looking for submarines in that area."*

Cash remained in the Navy, participating in the Berlin Airlift and the Vietnam War before his retirement after 30 years of service marked by promotions, commendations and medals of distinction. Of his five brothers, four would serve in and survive WWII. His youngest brother followed them, serving with the U.S. Air Force during the Korean War. Cash's younger daughter also joined the Navy, following her own path to leadership and service.

Cash and Carolyn Barber at his Maritime Patrol and Reconnaissance Force Hall of Honor ceremony. At age 99, he still volunteers at the National Naval Aviation Museum in Pensacola.



OUR PBY CATALINA WILL ARRIVE SOON. PLEASE HELP US RESTORE IT!



Our PBY (shown in Pensacola, FL) will soon arrive at its permanent home at Pearl Harbor Aviation Museum for restoration.

We hope that Cash, his family, and many of you reading our letter today will join us at the Pearl Harbor Aviation Museum to dedicate our returning PBY this December.

Can we count on you for a special gift of \$25, \$50, \$150 or \$250 to support the restoration of our Navy PBY Catalina flying boat?

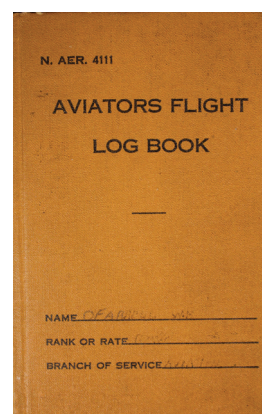
I hope you will give special consideration to making a most generous gift of \$250 for this vital restoration project. We will honor your commitment and sacrifice by listing your name in our ***PBY Maintenance and Restoration Record*** for all time. In addition, **gifts of over \$100 will receive a limited-edition PBY reusable tote bag.**

Thank you in advance for helping us bring a PBY Catalina back to Ford Island and Pearl Harbor Aviation Museum, America's WWII aviation battlefield. Working together, we can ensure we remember and share this important story with future generations!

Mahalo,

Elissa Lines

Elissa Lines
Executive Director



**Cash Barber's
Actual WWII
Flight Log.**

**Limited Edition
PBY Tote Bag.**



MAKE A DIFFERENCE NOW—YOUR GIFT WILL HELP US PRESERVE OUR PBY!