

NOTAM

NOTICE TO AIRMEN | VOL. 2 2023 | ISSUE #52

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII



**THE WWII LEGACY OF CASH BARBER,
PICTURED HERE WITH WIFE EILEEN**



3



4



5



6



7



8



9



10



11



12



13



14



NOTAM

CONTENTS - VOL. 2, 2023

- 2** Executive Director's Message
- 3** Old Glory Raised Above Tower
- 4** Buehler Library Opening
- 5** Aviation Pathways
- 6** Flight Adventures 2023
- 7** The Eyes of the Pacific Fleet
- 8** PBY Flight Engineer Cash Barber
- 9** Ken Sederquist, WWII PBY Pilot
- 10** Docent's Corner: Float Planes
- 11** Scholarship Highlight: Abigail Dang
- 12** 2023 Scholarship Recipients
- 13** Heroes Together
- 14** Making Your Mark



ON THE COVER (LEFT):

World War II PBY Flight Engineer Cash Barber with wife Eileen on their wedding day on December 20, 1944. He retired on July 1, 1971 as a Lieutenant Commander. Cash is now 99 years of age and plans to attend the Museum's "For Love of Country" Gala on December 2, 2023.

Editor's Note: In the last issue of NOTAM, Vol. 1 issue #51, it was incorrectly noted that Jerry Yellin trained on Luke Air Field on Ford Island. In actuality, Capt. Yellin did train on Luke Air Field, but it was in Arizona, not on Ford Island. We apologize for the mistake and any confusion it may have caused.

MOVING TOWARD ACHIEVING OUR WWII BATTLEFIELD VISION

By Elissa Lines, Executive Director

With each passing month, we move closer to the implementation of our WWII aviation battlefield vision, building upon our unique location. Standing on this aviation battlefield delivers a visceral sense that cannot be replicated anywhere else.



It has been a full year since we opened the historic Ford Island Control Tower to the public. The impact of this experience has been humbling. We realize we are not yet done; there remains much more for us to share. Our research has surfaced many personal stories, amazing photos and

videos that not only showcase the events of December 7, 1941, but also begin to provide us with an understanding of the monumental response that followed this devastating day.

EXPERIENCING “FREEDOM’S VIEW”

In addition to our research, our docents have been collecting amazing stories, remembrances spontaneously shared by visitors, who, upon standing on the grounds of this battlefield, or ascending the Control Tower to experience “Freedom’s View,” take in the Pearl Harbor sites, then and now.

The experience prompts sudden memories long forgotten. Often, the memory is painful, a story of loss and fear. But more often, it is a memory that encourages hope and inspires resilience. None of these memories would be possible without the trigger of stepping onto the hallowed grounds of this WWII aviation battlefield. This place matters!

The Ford Island Control Tower is a symbol of that resilience and hope. “Freedom’s View” is not just the name of an experience randomly assigned. It is a descriptor that encompasses the comments and thoughts of those who ascend to the top.

The Tower stimulates understanding, respect for those who serve then and now, and tribute. It is common for visitors to grow quiet, pensive as they look out over the harbor, a “cemetery” that provides the eternal resting place for hundreds of service members and civilians whose lives were cut short on that day.

FEELING THEIR SPIRITS RISE

And as they turn to depart, you can feel their spirits rise, buoyed by the rest of the story! Looking across the harbor, our visitors view the dry docks, learn the amazing story of recovery, hear the voices of heroes not just from that day but also from the days, months, and years that followed.

The attack on Pearl Harbor changed our world and reminded us that *“The price of freedom is eternal vigilance.”* — **Anonymous**

This place matters. We appreciate your help, your support, and your contributions to the exhibits and the stories we share. I look forward to your thoughts, comments, and input as we work to better interpret and share the past so that we might inspire the future.

Mahalo,

A handwritten signature in cursive script that reads "Elissa".

Elissa Lines



Here’s just a portion of “Freedom’s View”, the breathtaking panorama seen from the top of the Museum’s iconic tower.

OLD GLORY RAISED ABOVE FORD ISLAND CONTROL TOWER

By Mark Houff, Capital Projects Liaison

The Ford Island Control Tower was built by the U.S. Navy for the old Ford Island Naval Air Station. Construction started approximately late-October 1941 with completion in April 1942. The tower was about 85% complete on December 7, 1941.

The Operations building and tower existed on December 7, 1941. However, construction to move the control cab to the top of the tower had already begun, perhaps to provide more expansive views of all operations and the entire harbor.

TOWER COMPLETED IN 1942

At completion (as shown on the May 1942 photo below), the tower was equipped with a 35-foot mast used to hoist windsocks and nautical and/or aeronautical day-shapes. If you look carefully, you can see a “ball day-shape” flying from the mast. The tower roof also had a cargo hoisting davit and a searchlight installed.



Tower at completion in 1942.

The mast was never designed to be a flagpole and, in fact, is equipped with “lineman’s cleats” that allow for personnel to scale the pole. These cleats made flying a flag difficult—if not impossible—as flags could wrap around them and get ripped.

FIRE DEPARTMENT SCALES POLE

The Museum attempted a stop-gap installation of a flag from the mast, but discovered this danger in early 2021 when a U.S. flag wrapped around the mast and required the fire department to remove it manually by scaling the pole and using specialized equipment (see below photo).

As a result of the 2021 experience, Pearl Harbor Aviation Museum worked for over 18 months with structural engineers, Colonial Flag, a Utah-based commercial flagpole company specializing in skyscraper flagpoles, and local general and structural steel contractors to design a custom, purpose-



Fire Department removes flag in 2021.

built flagpole installation. This design uses existing fixtures in the Control Tower along with specialized brackets that can withstand hurricane force winds up to 150 mph. Additionally, we received a federal grant, Save America’s Treasures, matched by a grant from the local McNerny Foundation, that funded the costs of installing this custom-designed pole.

The Museum’s facilities team, local contractors, and Colonial Flag technicians assembled and installed the newly designed flagpole atop the Ford Island Control Tower on March 2, 2023.

The Joint Base Commander, Captain Mark Sohaney, and a local Civil Air Patrol Cadet, MSgt Leina’ala Herrera, along with Museum Board Chair Ray Johns, conducted a ceremonial flag raising on March 14, 2023 at morning colors. The flag will once again proudly fly above Ford Island and the Museum 24/7/365!



Old Glory again flies above the tower.

EMIL BUEHLER PERPETUAL TRUST LIBRARY & ARCHIVE OPENS

By Alexis Stallings, Registrar/Collections Manager



The Buehler Library is filled with maps, vintage newspapers, photographs, art, and aviation books and magazines.

Pearl Harbor Aviation Museum is excited to announce the upcoming formal public opening of the Emil Buehler Perpetual Trust Library and Archive. Opening in July, this library and archive will be made available to the public as a resource for research.

The inception of our library and archive began in September 2010 with the restoration and renovation of the Ford Island Control Tower and Operations Building after decades of weather-related deterioration. Restoration on the first floor began in 2018 and now houses the Emil Buehler Perpetual Trust Library and Archive.

RELOCATING HISTORIC ITEMS

A donation from the Emil Buehler Perpetual Trust supported the build-out of the Museum's library and archival facility, making it possible to relocate historic items previously secured in storage containers, which prohibited public viewing. Purpose built furnishings were designed and donated by Hank Menke, President of OFS Brands, honoring the WWII service of his father and uncles.

The primary purpose of the Museum's Buehler library and archive is to support research on the December 7th, 1941 attack on Pearl Harbor and the surrounding areas of Oahu, the war in the Pacific, and general aviation in the Pacific. The collection also includes other research categories. Our library and archive collection consist of two major collections: The Sidney H. Bradd Collection and the Museum collection.

SIDNEY H. BRADD COLLECTION

The Sidney H. Bradd Collection forms the majority of research materials available in our library. It consists of 23,000 books, periodicals, and pulp magazines, plus related photographs, prints, and art, all of which were personally curated by Mr. Bradd throughout his lifetime.

There is a wide range of first edition novels, signed autobiographies, vintage, and rare books. Pearl Harbor Aviation Museum's collection consists of books, magazines, periodicals, and archival materials that have been collected since the Museum's inception in 2006, and built steadily throughout the years.

The merging of the Museum collection and Bradd collection allows visitors a wider range of materials to access.

Researchers can expect to have access to library and archival materials that cover the attack on Pearl Harbor and the war in the Pacific, as well as aviation history from the Wright Brothers to modern day, military history from the First World War to modern day, aeronautics, aeronautical science, aerospace engineering, meteorology, women's history, Hawaiian aviation history, and biographies of notable military and aviation pioneers.

JOURNALS AND YEARBOOKS

In addition, researchers will also have access to our substantial collection of ship yearbooks from the First World War to the Gulf War, personal journals written by First and Second World War aviators, LIFE and LOOK magazines, and JANE's aircraft yearbooks from 1902 to the 2000s.

Appointments are required to access our library and archive. Please visit PearlHarborAviationMuseum.org to make an appointment today.

INTRODUCING NEW AVIATION PATHWAYS INITIATIVE

By Rojo Herrera, Senior Manager Aviation Pathways

Aviation Pathways, our newest initiative, brings focus to our Science, Technology, Engineering and Math (STEM) based programs, adding more formal aviation education and training programs to help the young people of Hawaii pursue their interest in aviation. After years of research and review, Aviation Pathways provides a clear next-step in the journey for these students to move from “inspired” to “advancing.” Our new program empowers students to prepare for careers in aviation as pilots for both manned and unmanned aircraft and, Airframe & Powerplant (A&P) mechanics, or other opportunities.

The road to Aviation Pathways began almost four years ago when Pearl Harbor Aviation Museum held an Aviation Forum with key stakeholders from the Workforce Development Council, the Department of Education, Federal Aviation Administration (FAA), Honolulu Community College, Hawaiian Airlines and others, to determine what could be done to address Hawaii’s shortage of highly trained pilots and mechanics. This shortage is not specific to Hawaii but much more pronounced given the natural boundaries faced by students. Through this process, the group identified three main issues that contributed to the problem: lack of local aviation programs, shortage of aviation professionals to provide vocational training, and the high cost involved. The forum set goals that included: leveraging our existing educational programs, adding new infrastructure, and expanding our scholarship program. Despite the challenges posed by COVID-19 and with the financial support provided by the Ray Foundation, we have managed to achieve all three! Our Education Department is almost back up to pre-COVID levels; the Aviation Learning Center (ALC) opened in January 2022, and the level of our scholarships has increased. These successes have laid the foundation for the launch of our Aviation Pathways program in our local high schools.

We recently adopted the Aircraft Owners and Pilots Association (AOPA) High School Aviation Program, a four-year curriculum available at no charge to host schools/organizations that provides aviation-focused STEM classes, thorough preparation for the FAA’s Private Pilot Knowledge or the Remote (Drone) Pilot Knowledge Test, and Career Technical Education (CTE) credentials. This AOPA curriculum was written by teachers, administrators, curriculum development specialists and aviators, and meets all FAA and STEM requirements.

The curriculum is currently being taught in 43 states. In 21 of those states, 81 local colleges have granted credit towards

an associate degree. The first four-year cohort to graduate achieved several milestones of success: 75% intend to pursue postsecondary education, 60% intend to pursue an aerospace-related STEM career, and 21% plan to pursue a career as a pilot. In short, our Aviation Pathways program is a potential game-changer for Hawaii’s high schoolers.



Our plan for the upcoming school year is modest by design. We intend to implement the AOPA course in two to three public schools and two to three private schools, allowing us to refine our process and establish some best local practices. The Museum has some very exciting plans for the future of Aviation Pathways! In addition to the implementation of this focused program targeting high school students, we are working on the following steps:

- 1) Offering a pilot program in elementary school called Discovering Flight. Developed by the National Aviation Hall of Fame with participation from the Public Broadcast System (PBS), this program introduces students in grades 2-6 to aviation history and heroes, building awareness and interest.
- 2) Working with other groups and education programs to develop an aviation club or group that helps support the interests and aspirations of youth.
- 3) Increasing our Flight Training Scholarships – watch for our announcement of the Aviation Pathways Scholarship supported by the Ray Foundation for Hawaii youth aged 16-21.

The new Aviation Pathways program, a Museum partnership with schools and other supporters, has the potential to open doors for many young people of Hawaii, and your support helps us invest in these important efforts.

FLIGHT ADVENTURES AND THE “BIGGEST LITTLE AIR SHOW”

By William Spinola, Senior Manager Education Programs



For the first time in three years, radio controlled (RC) aircraft returned to the skies over Ford Island. Pearl Harbor Aviation Museum hosted Flight Adventures featuring the Biggest Little Air Show as part of the Joint Base Summer Showcase & Expo.

The June 3 & 4 weekend offered a community open house on Ford Island; with the support from the RC pilots of Warbirds West and Paradise Flyers, the Museum put on an RC air show that featured a line-up of spectacular, nationally acclaimed radio control pilots that showcased their aerial skills in Giant Scale RC aircraft. The weekend also featured a number of flight oriented STEM activities for youth including RC training and flying, sanding a wooden aircraft propeller, building and flying a rubber band powered propeller aircraft, assembling and flying a foam glider and building a wooden model aircraft.

We welcomed more than 8,700 people to the Museum, about 700 school aged youth participated in our STEM activities, and we had a total of more than 200 staff, volunteers, and Civil Air Patrol Cadets working the event. A successful event of this magnitude is a tremendous win for the Museum and continues to strengthen our presence within our local community.

The military offered tours of the Arleigh Burke class destroyer USS Frank E. Petersen, Jr (DDG121) and VMM-268 MV-22 Osprey. Guests could view static displays of a USCG MH-65 Dolphin helicopter, Coast Guard's Dive Locker and a Navy MH-60 helicopter from the Easy Riders of HSM 37.

We hope to continue to offer this wonderful event in partnership with the military and allow public access to Ford Island. Community events like this allow us to reach the greater public, providing programs and experiences that hopefully inspire our youth and pique their interest for aviation and history.

Thanks to our sponsors who made this event possible!

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THE EYES OF THE PACIFIC FLEET

By Daniel A. Martinez, Pearl Harbor Aviation Museum Historian

By 1940, Ford Island was an amazing array of runways, warmup ramps, hangars, and facilities that supported a modern Naval Air Station. It was the temporary home at that time for carrier aircraft that would land on the runways when their ship approached the island of Oahu. Upon landing, the aviators of fighters or dive bombers would move toward the hangars for servicing while their ship would later come into port in Pearl Harbor.

CLOUDS OF WAR GATHER

However, the year of 1941 brought about a sense of urgency and concern as the clouds of war gathered around the world. Training and maintenance of naval aircraft was of great importance, but security of the fleet was top priority, and part of that mission rested on the shoulders of Pearl Harbor Naval Air Station.

PBY WAS NEARLY PERFECT

Of all the aircraft that were there, the most dominant and suited for that job was the PBY. Because of its size and wing dimension, it was nearly perfect as an amphibious patrol-bomber that could extend its flight over 2,500 miles. Also, it was an amphibious aircraft that could land at sea or on the waters of Pearl Harbor.



PBYs at Ford Island NAS on Dec. 7, 1941.

The PBY-5A was the newest of the line of these incredible aircraft. Made by Consolidated Aircraft Corporation, they were the dream aircraft for the pilots who flew them because of their stability, strong engines, durability, and length of flight.

With a wingspan of 104 feet and two Pratt & Whitney engines, it delivered 1200 hp from each motor.

A SPECIAL PLACE IN THE NAVY

This PBY had a special place in the United States Navy at that time because of its tremendous range of 2,500 miles. It could patrol around the Hawaiian Islands and assure that the U.S. Pacific Fleet would know of an intruder.

This would bear out later during the Battle of Midway. It truly was “the eyes of the Pacific Fleet.”

DANIEL A. MARTINEZ JOINS PEARL HARBOR AVIATION MUSEUM

Pearl Harbor Aviation Museum is proud to announce that as of June 23, 2023 Daniel A. Martinez has joined the Museum team as our Historian starting June 2023. Daniel recently retired from the National Park Service (NPS) after more than 40 years of service. As the Museum’s Historian, Daniel will use the scope of his experience and knowledge to support exhibit development, visitor experiences, and special educational programs, adding to our Pacific Theater expertise.

Daniel began his NPS career in 1979 as a seasonal park ranger at what is now the Little Bighorn Battlefield in Montana, then called the Custer Battlefield National Monument. By 1989, Daniel took on the position of Chief Historian at the USS *Arizona* Memorial. In addition to his NPS role, Daniel served as an adjunct professor at the Naval War College in Newport, Rhode Island, historian-in-resident for “Unsolved History” at the Discovery Channel, and, earlier in his career, as an educator in U.S. History, World History, American West History and Journalism at the Bishop Montgomery High School in Torrance, California.

His extensive past work as the featured host of 73 documentaries, including *Pearl Harbor: Death of the Arizona* and *Pearl Harbor Declassified*, provides a glimpse of what we hope to bring to you, our members and visitors over the coming months. In addition to being an accomplished author, Daniel has also been interviewed on many high-profile network programs such as *The Today Show*, *Good Morning America*, and more.

It is our honor and privilege to welcome Daniel to our team.



PBY FLIGHT ENGINEER CASH BARBER: GOING STRONG AT 99

Edited by Greg Waskul, National Development Director, from the autobiography, "Fly Navy with Cash Barber"

Cash Barber, who flew PBYs during WWII, is 99 years old and going strong. Here is his Pearl Harbor story.

I was born Clyde Cassius Barber on May 6, 1924 in Drennen, Colorado (a small rural area east of Colorado Springs). My parents allowed me to enlist in the Navy after my 17th birthday in 1941. When I entered the Navy, the pay for an apprentice seaman was \$21 per month.

At the end of "boot" training I was transferred to the Alameda Naval Air Station for 14 weeks of training. Upon graduating from "Mech" school in mid-November 1941, our class of 30 received orders to join Fleet Air Wing One at Pearl Harbor, Hawaii, to fly PBY Catalina aircraft. I got the nickname "Cash" and it stuck.

The PBY was later referred to as "The Cat." It was a long-range twin-engine seaplane patrol bomber with retractable wing floats. We were able to stay in the air for patrols of 12 to 16 hours. We usually carried 500-pound bombs and had also had two 50-caliber and two 30-caliber machine guns.

PBY aircraft served a dual purpose in the war: 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" night bomber prowls in the Pacific. Our crews consisted of nine men: The Patrol Plane Commander, 2 pilots (one who served as navigator), a plane captain, 2nd mech, two radiomen, a bombardier and an ordnanceman.

On December 6, 1941, I boarded the cargo ship USS *Proyon* for transportation to Hawaii from Mare Island, Vallejo, California. After the bombing of Pearl Harbor, our ship was turned back to to pick up medical supplies, ammunition, etc. The morning of December 18, 1941, we spotted land—the island of Oahu. 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. Some of the ships were able to be repaired and came back to fight the Japanese. Next to the battleships was Ford Island. It had an airstrip and a base for our seaplanes. Several aircraft hangers had been bombed and all the PBYs and other aircraft parked there were damaged or destroyed. There was still oil and debris in the water. The whole area was a terrible mess.

We reported to Fleet Air Wing One on Ford Island. There were a couple of PBY squadrons stationed at Naval Air Station Ford Island and three squadrons stationed on the other side of Oahu at the Kaneohe Naval Air Station. I was assigned to VP-11 at Kaneohe.

The United States was very fortunate that our submarine area, the fuel and supply facilities and the dry dock area were not bombed

during the December 7th attack. This allowed us to bounce back a lot faster and make the enemy pay dearly for the attack.

Cash Barber was married to the former Eileen Allen on December 20, 1944. After serving in the Pacific during WWII, he saw action during the Berlin Airlift and Suez Canal Crisis in 1956. He retired on July 1, 1971 as a Lieutenant Commander after earning 18 medals, including the Distinguished Flying Cross. He and Eileen live in Gulf Breeze, Florida, where they share the "Captains' Quarters" cottage with their daughter, retired Navy Captain Carolyn Deal, and her husband, Captain Robert Deal. Cash and his family plan to attend the Museum's For Love of Country Gala on December 2, 2023.



Clockwise from upper left: Cash Barber during WWII; with daughter Carolyn; receiving an award; and at his final Change of Command.

ORDERS TO PEARL HARBOR: KEN SEDERQUIST AND HIS PBY

By Helen Sederquist Eglett

HOW MY FATHER BECAME A PILOT

My father, Ken Sederquist, was a Seaman aboard the USS *Dent* (DD-116/APD-9) and NH 98510 USS *Buchanan* (DD-131) from 1934 through 1935. He became an Aviation Machinist stationed



at Fleet Air Base (FAB) Coco Solo in the Panama Canal from 1936-1938. During that time, he occasionally asked to attend flight school, but his requests were denied.

Three weeks after his honorable discharge in mid-1938, he told a recruiter that if the Navy promised to send him to flight school, he would re-enlist. The winds of war were blowing. In April of 1939, he started training in seaplanes at Naval Air Station (NAS) Pensacola. In March of 1940, he earned his wings as an enlisted Naval Aviation Pilot (NAP).

FLYING PBYs

Dad flew PBY-5s while patrolling for Nazi U-boats during the Battle of the Atlantic with VP-71 from May 1940-December 6, 1941. VP-71 was ordered to Pearl Harbor after the attacks. He was temporarily appointed as an Officer in April of 1942. In the South Pacific, his flight logs reveal his search and rescue efforts flying Dumbos. He participated in Black Cat missions during the darkest seasons of the Pacific War. He frequently flew PBY-5As in 1943.

Staying in the Navy after WWII solidified his Enlisted-to-Officer promotion as permanent, and he retired as a Lieutenant Commander.

HONORING DAD'S LEGACY

Dad had integrity and patriotism. He contributed safety and freedom to our country and ensured these would continue long after he lived. Even though the Navy told him he could not go home for his father's funeral in January of 1936, he earned an honorable discharge in 1938 and immediately re-enlisted, recognizing he was part of something larger than himself in his service.

I am proud to share my Dad's role in the Pearl Harbor attack's aftermath so history will live on. I was able to work with Mom on his/their story for eight years before she passed away. This is now part of my legacy.



1940 PBY-5 crew with Aviation Chief Metalsmith Ken Sederquist, Naval Aviation Pilot, at the lower left.

WHY I SUPPORT THE MUSEUM'S PBY RESTORATION

My husband and I toured Pearl Harbor Aviation Museum in 2016 – during the 75th Anniversary of the attack. We were very surprised that a PBY was not displayed. I believe a PBY belongs at the Museum as it represents a significant part of WWII history.

Dozens of PBYs were destroyed at Naval Station (NS) Ford Island and NAS Kaneohe Bay during the attack. A PBY crew discovered the Japanese fleet during reconnaissance prior to the Battle of Midway, which was a victory for the U.S., and in many ways, PBYs were a crucial part of this turning point in the Pacific War. PBYs were also used for patrols during the Battle of the Atlantic.

MORE IMPACT FOR MUSEUM VISITORS

The addition of a PBY will impact visitors more than pictures and discussions can accomplish. Further, the history of Naval aviation in World War II is incomplete without PBYs being represented at the Museum.

To read more about the story of WWII Enlisted Naval Aviation Pilot, Ken Sederquist, please scan the QR code below or visit our blog at bit.ly/orderstopearlharbor.



DOCENT'S CORNER: FLOAT PLANES ON U.S. NAVY SHIPS

By Scott Mensen, Volunteer Docent

Aircraft Carriers weren't the only Navy ships with aircraft.

Naval Aviation is often symbolized by carrier-based aircraft; however, naval aircraft and their crews also deployed on battleships, cruisers and in some cases, even destroyers. Beginning in WWI, and throughout WWII, naval aircraft on cruisers and battleships allowed small task forces and single vessels to scout large areas of the ocean in search of enemy activity. This was particularly important prior to the installation of radar on these ships.

Additionally, these aircraft assisted in directing gunfire by providing the ship with information on long range shot trajectories of powerful battleship guns. There were many instances in which these aircraft were able to land and rescue downed flyers.

FLOAT PLANES DAMAGED ON FORD ISLAND

During WWII, battleships would typically have four scouting/observation aircraft assigned, while cruisers were assigned as many as six aircraft. At the time of the Japanese attack on Pearl Harbor, many of these aircraft were on Ford Island for maintenance and crew training while their assigned ships were in port. Most of these aircraft were either damaged or destroyed during the attack.

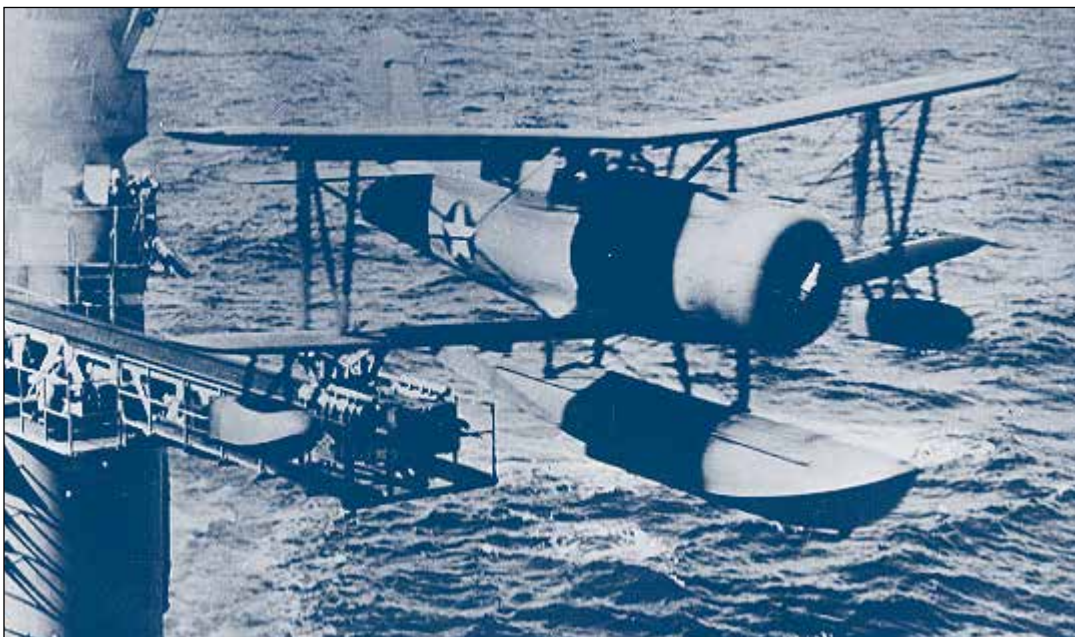
The most common float planes used on these ships during WWII were the Curtiss SOC Seagull and the Vought OS2U Kingfisher.

The SOC Seagull was a single engine biplane with a crew of two. The Seagull had folding wings that allowed for the aircraft to be stored in a hangar on cruisers. The Seagull had a single fixed 30 caliber machine gun, operated by the pilot, and a flexible mounted 30 caliber machine gun operated by the observer and could carry two small bombs or a depth charge. The Kingfisher is a single engine fixed wing monoplane with a crew of two, but with the same guns as the Seagull, and a slightly higher bomb carrying capacity.

LAUNCHED FROM THE SHIP BY CATAPULT

The aircraft were launched from the ship by a 30 to 50 foot catapult mounted on the aft portion of the ship or on top of a gun turret. During launch, the catapult was angled out over the water to take advantage of the prevailing wind and used a blank five-inch gun round to propel the aircraft along the catapult rail to reach a speed of about 70 knots.

To recover aircraft, the ship would turn to create a smooth surface on the side sheltered from the wind for the floatplane to land. The aircraft would water taxi onto a net towed beside the ship, and a hook on the aircraft float would catch the net and allow the aircraft to be towed by the ship until a crane hook could be connected to winch the aircraft back onboard. Although these float planes were often deployed on smaller Navy ships, it is important to remember the significant role they played during WWII, supporting the war effort through rescue missions, scouting and more.



Curtiss SOC Seagull scout observation seaplane is catapulted from a heavy cruiser at sea, circa 1942-43. The aircraft served on battleships and cruisers in a seaplane configuration, was launched by catapult and recovered from a sea landing.

SCHOLARSHIP RECIPIENT HIGHLIGHT: ABIGAIL DANG

By Col Robert P. Moore, USAF (Ret.), Pearl Harbor Aviation Museum Board Member

In aviation we have “Round Robin,” “Out and Back,” “Round Trip,” and other terms to mean going from point “A” to point “B” and returning - in other words, coming full circle in our aviation travels. I just experienced that phenomenon recently and want to share that experience with you.

ATTENDING FLIGHT SCHOOL FOR GIRLS

Abigail Dang’s first involvement with Pearl Harbor Aviation Museum (PHAM) was in 2013 when she attended Flight School for Girls at 11 years of age. My journey started with Abigail on April 27, 2019 at Kalaheo Airport (JRF), Kapolei, HI where I first met Abigail when she received my Aviation Scholarship. She was extremely excited that she was selected, and was happy to be on her way in becoming a pilot, her life dream. Abigail, as a 16 year old, was at Kalaheo Airport attending “Aviation Day” sponsored by the General Aviation Council of Hawaii (GACH), of which I was President. We had various aviation businesses and many different types of general and military aircraft on display. Abigail was on a mission to see as many aircraft that she could and to visit all the businesses that offered flight training.

ABIGAIL'S FLIGHT GOALS AND PLAN OF ACTION

Abigail and I talked about what aviation goals she had and her plan of action. As an Air Transport Pilot (MEL, typed in G-II/IIIs), Commercial pilot in Single Engine Land/Sea (SEL/S), Glider and Hot Air Balloons, and a Certified Flight Instructor (CFI), I tried to assist her but quickly found out that she already had an excellent plan: to become a Commercial SEL and Multi-Engine (MEL) Pilot, a CFI, to graduate from college with a degree in aviation and to work for the airlines and military (Air National Guard) as a pilot.



Abigail quickly got her Private SEL Certificate and soon followed with her Instrument Airplane rating thanks to the help of Pat McNamee and others at Pacific Air Charters (PACI). Then COVID hit. Abigail worked on her Commercial Airplane Certificates by earning her Commercial SEL and MEL. With COVID-19 limitations, she refocused on acquiring her college aviation degree through Liberty University. Later, Abigail acquired her CFI Certificates (CFI-A for airplanes, CFI-I for instrument, and CFI-ME for a MEL) to teach people how to fly. Abigail now has approximately 800 total flight hours and has given approximately 400 hours of flight instruction and graduated from college with her aviation degree—all at 20 years of age.



GIVING BACK TO PHAM AND THE COMMUNITY

Abigail also gave back to PHAM and the community by speaking at Living History Day in 2021, guest speaking at Career Day 2021, and being a guest pilot speaker at Flight School for Girls in 2022.

Abigail’s accomplishments are possible for anyone who has a dream and a plan to accomplish it. Scholarships helped Abigail immensely. Pearl Harbor Aviation Museum is always seeking people to contribute to the education program and/or the scholarship program. If you can help, please contact Elissa Lines at elissa.lines@pearlharboraviationmuseum.org or 808-441-1019 or Woo Ri Kim at woo.kim@pearlharboraviationmuseum.org or 808-824-3505.

Oh, back to the aviation trip return. I recently attended the Museum’s For Love of Country Gala in December 2022 and saw Abigail. We talked aviation, and I mentioned that my FAA Flight Review was due. She volunteered to be my CFI to conduct the review. So, this past December 5, 2022, Abigail gave me my Flight Review. Sweating bullets, I passed. Not bad for a 75-year old getting a review from a 20 year old CFI who I met three years earlier as a dreamer—thus coming FULL CIRCLE.

2023 SCHOLARSHIPS AWARDED TO 16 RECIPIENTS

By Rick Price, Education Committee Chair

Pearl Harbor Aviation Museum is honored to offer, through the generosity of our donors, multiple scholarships to educate and inspire future generations to accomplish their goals in aviation. After a busy 2023 scholarship season and much deliberation, we are pleased to announce that our aviation scholarships have been awarded to 16 worthy recipients.

These recipients were carefully chosen based on their outstanding achievements, dedication, and passion for aviation, with each demonstrating exceptional potential and a strong commitment to pursuing a career in aviation. These scholarships are not just financial support, but a symbol of encouragement and belief in the recipients' abilities. Pearl Harbor Aviation Museum takes immense pride in contributing to their education and development, knowing that they represent the bright future of the aviation industry.

The Museum extends its warmest congratulations to our 2023 scholarship recipients and wishes them every success in

their educational pursuits and future careers. It is our hope that they will not only achieve their personal goals but also serve as ambassadors of the aviation industry, spreading the passion and knowledge they acquire to inspire others to follow in their footsteps.

As the Museum continues to support aspiring aviators through its scholarship programs, it remains dedicated to preserving the rich history of Pearl Harbor. The scholarship recipients serve as a testament to the Museum's unwavering commitment to passing on the legacy of our Greatest Generation by nurturing the dreams and aspirations of those who are destined to lead us forward, ensuring a vibrant and thriving aviation community for years to come.

To read more about the Museum's scholarships and this year's incredible recipients, visit our blog at <https://bit.ly/2023PHAMScholarships>



For Love of Country Scholarship



Acacia Dean
\$10,000 Scholarship
Mesa, Arizona
Degree with emphasis
in Flight Training



Micah Domingo
\$7,500 Scholarship
Mililani, Hawaii
CFI Rating/ Degree in
Flight Technology and
Operations



Troy Ettenson
\$5,000 Scholarship
Santa Fe, New Mexico
CFI Rating/ Degree in
Flight Science



Makayla Galler
\$5,000 Scholarship
Northglenn, Colorado
Pilot License



Jack Hearty
\$5,000 Scholarship
Omaha, Nebraska
Commercial Pilots
License/ CFI Rating



Shafer Kam
\$5,000 Scholarship
Honolulu, Hawaii
Pilot License/ Degree
in Aviation Technology



James Peterson
\$1,500 Scholarship
Wahiawa, Hawaii
Additional CFI Rating



Izabella Balatico
\$1,500 Scholarship
Waipahu, Hawaii
Private Pilot License

Col. Robert E. Moore Scholarship

BrigGen Robert B. and Judith Maguire Scholarship



Aaron Watt
\$800 Scholarship
Portland, Oregon
CFI rating –
steps to career as
Commercial Pilot



Caitlin Thomas
\$2,000 Scholarship
Ewa Beach, Hawaii
Instrument Rating



Gabriana Wond
\$2,000 Scholarship
Kapolei, Hawaii
Private Pilot License



Wesley Felice
\$1,500 Scholarship
Longville, Louisiana
A&P and
Commercial License

Admiral Ronald Hays Scholarship



Tahni C.
7th grade,
Ewa Makai Middle
School



Georgie E.
7th grade
Ewa Makai
Middle School



Jacqueline G.
7th grade
Moanalua
Middle School



Kaiana P.
6th Grade
Ewa
Elementary

Col. Robert F. Szul Scholarship Attendance at this year's Pearl Harbor Aviation Museum Flight School for Girls

HEROES TOGETHER – JIM AND CAROLE HICKERSON

By Elissa Lines, Executive Director

Carole married Steve Hansen in 1962, her college sweetheart. By 1964, Steve was in the Marines, realizing his dream of flying. In 1966, he was sent to Vietnam, beginning a tour of duty flying the CH-46 helicopter. Unfortunately, he was shot down in Laos on June 3, 1967, but his fate remained unknown to Carole and their son for years.

In an article written by Midweek reporter Steve Murray in 2010, he wrote, “He [Steve] wouldn’t return home until 1999 when his remains – a single tooth – were recovered and sent to the Central Identification Laboratory in Hawaii. In 2000 he was then finally given a proper burial at Arlington National Cemetery. By then, his widow had remarried, raised a son, adopted two children and helped change a nation. The homecoming was both welcome and difficult.”

But there is so much more to this story. Carole helped lead a movement, awakening the American public to the plight of both the service members held prisoner or missing in action, and their families. Carole stepped up so that families like hers, could receive more information about their loved ones who were missing.

The “not knowing” the fate of loved ones or feeling that one’s country forgot them was devastating to the very moral fiber of our nation. Carole and the wives who joined with her “helped create one of the most-recognizable symbols of anger, despair, admiration and support,” wrote Murray.

He continued, “By 1971, the League of Families had a name, a mission and thousands of supporters. However, it didn’t have a logo. Using her background in art, a simple design was created: the silhouette of a man’s head (this silhouette is Carole’s missing husband, Steve Hansen), barbed wire, a guard tower and a simple message, You Are Not Forgotten.”

Carole and the League of Families launched aggressive letter-writing campaigns engaging the press, embassies around the world, politicians and celebrities in an effort to bring the struggle of those held prisoner or missing in action to the public’s eye.

A few months later, Carole found herself sitting next to former POW Jim Hickerson at a welcome home event for prisoners of war. Jim, whose service to our country began in 1956, was the 5th Naval aviator to fly the A-7 Corsair II, participating in early testing. Deployed to Vietnam in 1967, he was the first A-7 pilot shot down and taken prisoner of war, spending 1,909 days in captivity. Commander Hickerson was released during Operation Homecoming on March 14, 1973 and retired in 1984.

Of that first meeting, Carole remembers, “This was an emotional time for me. I was coming to the realization that Steve wasn’t coming home, and Jim was realizing that what he thought ‘was,’ in fact, was no more. (Hickerson’s wife had remarried while he was a POW). Tears were running down my cheeks and Jim, who is a very soft-hearted soul, leaned over and just gave me a little kiss on my cheek.”

From that simple gesture of support, a friendship, a new love evolved, leading to their marriage in 1974. We honor Jim and Carole Hickerson every day, as part of our Museum family, our community and our national conscience.

In his Midweek article, Murray wrote, “There are some people that history just won’t let us forget – many of them more infamous than famous. Then, there are the countless others who go unnoticed or disappear into everyday life, unfairly

forgotten once the mission to which they have dedicated their lives has finished.”

Murray sums it up best writing, “Carole downplays her role in today’s appreciation of our armed forces. But long ago, she forced us to take an honest look at the men and women in uniform. She let us know that while it is acceptable to criticize U.S. policy, those tasked with carrying out that policy deserve respect and honor. That is her place in history.”

Watch for details as plans come together for a public program marking the 50th anniversary of the return of the Vietnam POWs at our Museum. This program will be made possible with support from Susan Page Coffee, wife of the recently departed POW, Captain Gerald Coffee.



MAKING YOUR MARK

By Chris Thorpe, Pearl Harbor Aviation Museum Board Member



Chris Thorpe

a meaningful mark in areas of passion and purpose, leaving a lasting legacy.

For those of you that have a special interest and passion for Pearl Harbor Aviation Museum, there are several ways you can plan to make your mark. The kinds of projects that need funding range from educational initiatives to exhibits and more durable (and sometimes crumbling) buildings that still bear the scars of the attack on December 7, 1941.

REGULAR GIFTS PROVIDE ENDLESS OPPORTUNITIES

For ongoing education initiatives, regular gifts allow the Museum to provide opportunities to students who may be underprivileged or may not have access to aviation career paths. Regular gifts, whatever the size, provide endless opportunities for future generations of aviators, technicians, and leaders. Smaller and regular gifts also allow for retirees to increase gifts over time without large commitments in one year. The Museum's monthly giving program, The 1941 Club, is a great option for those interested in supporting our mission through recurring gifts. Scan the QR code or visit bit.ly/1941Club to learn more.



Ongoing gifts apply directly to annual tax benefits for donors facing retirement age. For example, once you turn 70 and a half when required minimum distributions (RMDs) from IRAs and 401(k)s come into play, withdrawals are fully taxable as income. However, if you're 70 and a half or older, you can make a qualified charitable distribution (QCD) of up to \$100,000 from your IRA directly to a qualified charity. This counts towards your RMD and is not included in your taxable income. Making ongoing gifts can make sense for tax planning and provide for ongoing initiatives at the Museum.

One time gifts are another way retirees begin distributing their assets to make purposeful investments in something they are passionate about. Single or one-time contributions made for exhibits or aviation assets (such as aircraft) can help acquire, transport, and refurbish for eventual display. Exhibits also include buildings and experiences such as flight simulators, theaters, and media content. These one-time gifts provide a tangible way to make a mark on the Museum and ensure the history of Pearl Harbor, America's WWII aviation battlefield, is preserved for generations to come. Larger one-time gifts also allow for immediate impact, perhaps securing a new aircraft or bringing a new exhibit to life in the coming year.

MAKING YOUR MARK ON THE MUSEUM

Whether you are thinking about ongoing gifts or one-time gifts, you can literally make a mark on Pearl Harbor Aviation Museum. For example, naming opportunities for exhibits and buildings exist for "Major Gifts" which are considered to be \$50,000 or more. These naming opportunities provide families, businesses, and charitable groups the ability to choose something that specifically speaks to them and their passion. The Museum's Seats of Honor campaign is one example of an attainable way to leave a lasting legacy in your name at the Museum. Donors are invited to honor a service member, family member, friend, or organization by naming a seat in the Museum Theater with a timeless tribute, which will be displayed on a plaque permanently attached to the seat of their choice. Scan the QR code or visit bit.ly/SeatsOfHonor to learn more.



The Museum development team is available to address any particular questions with respect to naming opportunities. Please consult your tax advisor for further advice on making direct contributions from your retirement investment accounts to see if the strategy works for you.





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LOUIS S. ZAMPERINI
USAAF - WWII

Sample Gold plaque with inscription