

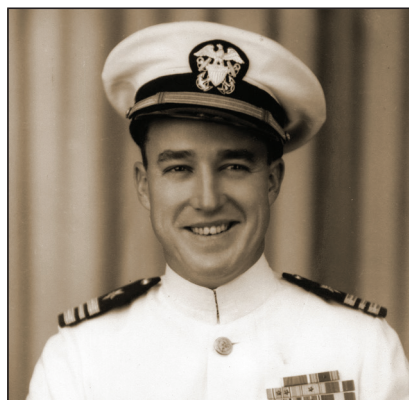
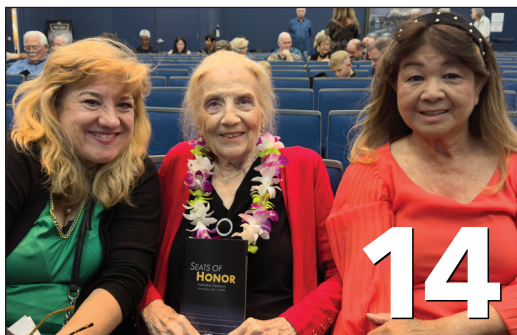
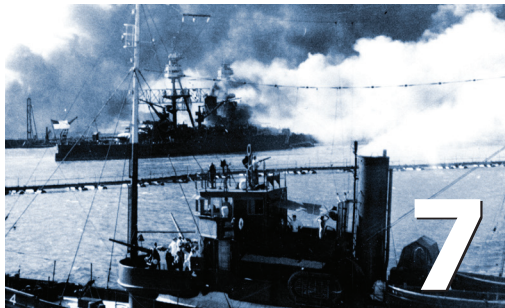
NOTAM

NOTICE TO AIRMEN | VOL. 4 2023 | ISSUE #54

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII



**HOW JACK SHERERTZ SURVIVED
PEARL HARBOR, MIDWAY AND D-DAY**



ON THE COVER (LEFT):

LCDR Jack Sherertz was one of very few U.S. WWII service members who survived the attack on Pearl Harbor, the Battle of Midway, and the invasion of France on D-Day. His son Robert has written the book, ***A Hero Among Millions***, which tells Lcdr Jack Sherertz's amazing story.

NOTAM

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EDITOR'S NOTE:

In the article titled "Honoring Dad's Love for Aviation Art," In NOTAM Vol. 3 Issue #53, the authors, Seth and Jon Opert, mention their "Dad" throughout the article, but the name of their father, Stephen Opert, was not mentioned. While the collection of paintings donated to the Museum is from the "Opert family," we'd like to make it clear that it was Stephen Opert's personal collection.

REFLECTING UPON HONORING THE PAST & INSPIRING OUR FUTURE

Elissa Lines, Executive Director

As December is always a challenging month. A fast and furious schedule of events and programs combines with the deeper challenge – managing the emotions associated with the December 7th commemoration.



The number of WWII veterans able to join us continues to decline. Though we welcomed many veterans for the first time this year, we also said our final farewell to many more. It is within this context that we meet generations – children, grandchildren and great grandchildren – who are carrying forward the legacy of a loved one who served, and in

some cases, never came back. Amazingly, our take away is how “shared” our human experience actually is.

This year, among other things, we honored the legacy of Lt. John Lendo, the last WWII pilot to fly in our displayed SBD. Remembered by his nephew, named in his memory, Dr. Arthur John Lendo shared his personal journey to learn more about the life and service of his uncle, a story his immediate family did not know. LCDR Cash Barber, a PBY flight engineer stationed at Kaneohe during WWII, participated with his entire family, including his daughter, CAPT Carolyn Deal, (USN, Ret.) and her husband, CAPT Robert Deal, USN Ret – a legacy of service carried forward. At 99 years of age, Cash Barber is a powerful reminder of why we come together each year.

Remembering the poignant impact of the 1973 Operation Homecoming, we shared the story of service and sacrifice of our Vietnam POWs and their families. We explored their courage as they endured horrors we can only imagine, and we felt the pain of those waiting for their loved ones return, fighting through mountains of red tape, bureaucracy and deeply buried emotions to ensure that our nation did not forget those who gave their lives to our country. And, in that same room, we applauded WWII veterans who, after the devastation they experienced personally on December 7, 1941, went on to fight, many still serving our nation as the Vietnam conflict began.

We closed our commemoration events with a presentation by Robert Sherertz. Robert shared his tribute to his father, WWII veteran Jack Sherertz, entitled *A Hero Among Millions*. Robert’s story is one many of us experienced first-hand. Our parents, first generation, spoke little of their WWII service – they went to war to defend their neighbors, their community,

our country and the world. They did “what they had to do,” and came back to live their lives. Though their commitment to their service buddies defined their lives throughout, their children were often unaware of what they lived through.

Fast forward, as they aged and reflected, it was the next generation, the grandchildren of many WWII veterans who began to learn about their service. As Robert Sherertz shared his father’s story, the power of the generations was clear – with his son Eric in attendance, it was Eric’s sons Ronin and Jax who provided the closing tribute – teenagers, they shared how important it was to them to come to Pearl Harbor, learn about our heroes and to “feel” the power of this site.

Let me close by sharing the message and impact of two inspirational traditions that bring closure to this week of tribute and honor by challenging us to think forward. Though not yet opened to the public, the first program was launched by the Consul General of Japan in 2016. The ceremony reminds us of the amazing reconciliation that has brought a legacy of peace and friendship to Japan and the US. Once enemies, we are united in our effort to support world peace. The second, the Blackened Canteen ceremony, is an annual recognition of the bold and courageous actions of Mr. Itoh who, in the face of outrage by his fellow citizens, respectfully buried American service members killed in an aviation accident during their B-24 bombing mission over Mr. Itoh’s community in Shizuoka, Japan. The poignant story shares one man’s effort to honor his own sense of humanity in the face of the horrors of war. Mr. Itoh, through his compassionate actions, inspires us to honor the sanctity of life. Regardless of the circumstances that pit one man, one nation, against another, are we not all responsible for our collective humanity?

Though longer than usual, I hope I have successfully shared what was, for me, an incredibly moving week, not only because we remembered and honored our past, but also because we, hopefully, inspired our future.

“If civilization is to survive, we must cultivate the science of human relationships - the ability of all peoples, of all kinds, to live together, in the same world at peace.”

— Franklin D. Roosevelt

Mahalo,

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

Elissa Lines

TWENTY AVIATION PATHWAYS SCHOLARSHIPS AWARDED

By Rojo Herrera, Sr. Manager, Aviation Pathways



The inaugural Aviation Pathways Scholarship awardees each received \$10,000 grants to help them earn their Private Pilot's License.

Pearl Harbor Aviation Museum unveiled a new program this year, Aviation Pathways. Phase One of this new program helps youth pursue opportunities as pilots. Phase Two will introduce programs designed to interest and engage youth in the opportunities surrounding training as an aviation mechanic.

The pilot track launched in June with the announcement of the Aviation Pathways Flight Training Scholarship. Following an extensive review process, twenty young men and women were selected to be part of the first-ever Aviation Pathways cohort that began in November. In addition to receiving funds to obtain their Private Pilot License (up to \$10,000 each). These recipients have entered into a one-year leadership development program that includes dedicated support from the Aviation Pathways team and the use of the many resources in Pearl Harbor Aviation Museum's Aviation Learning Center.

The scholarship was restricted to youth 16-21 years of age who reside in Hawaii and are planning on completing their flight training in Hawaii. These recipients were selected based upon their achievements, character, and their passion for an aviation career. These gifted recipients (an equal number of male and female students), from a variety of public, private, charter and

home schools, included 18 youth from Oahu and two recipients from the neighbor islands!

An open house orientation was conducted on November 5 in the Aviation Learning Center where we extended a warm welcome to the scholarship recipients and their parents. This special event celebrated the promising scholars and provided parents with insight into the program's purpose, fostering a sense of community and shared commitment to supporting the success of our "pathfinders." Their families witnessed firsthand the resources and opportunities that await them on this exciting aviation journey.

We extend our warmest congratulations to this enthusiastic and talented cohort and welcome them into the PHAM-ily. We are committed to helping them achieve their personal goals and thrilled to be a part of their development as the future leaders in Hawaii's aviation community.

We can't wait to get them started on their path to future success! For more information or to volunteer or support the program, please email me at Rojo.Herrera@PearlHarborAviationMuseum.org.

TALKING STORY WITH A REAL HAWAII HOMETOWN HERO

By Amanda Sheley, Collections Manager/Registrar

We would like to extend a hearty Happy Birthday to Pearl Harbor witness and B-24 Liberator Navigator Arthur “Art” Shak, who recently celebrated his 100th birthday! Pearl Harbor Aviation Museum was grateful for the chance to sit and talk story with Shak in May and record some of his experiences for our Oral Histories Project.

After graduating high school on Kauai in June 1941, young Arthur moved to Honolulu with plans to work for a while and save up before attending University. “I was an employee of contractors Pacific Naval Air Bases, which did all the construction at Midway, Wake, and many others.”

On the morning of December 7, 1941, Shak was not at work, but at his home in Honolulu. “We were not expecting this of course. We saw the Japanese planes with the red insignia on them, and they were flying over Honolulu.” While watching the horror play out, he had a hard fact to face. Shak stated, “That was a terrible thing to accept, that hey, this is it, this is war, when everything ‘til now was peaceful.”

Not long after this terrifying experience, Shak applied to the Army Air Corp and was accepted. After passing multiple tests, it was recommended he go to Bombardier school and after

that, Navigation school. By the end of 1944, he found himself in the middle of combat missions in a B-24 Liberator nicknamed “Guardian Angel.” He stuck with this same crew throughout the war and flew 51 missions across the European Theatre with them.

AWARDED THE FRENCH LEGION OF HONOR MEDAL

In 2019, Shak was one of approximately 20,000 Chinese-American World War II veterans to be awarded the Congressional Gold Medal, which honors their dedication and sacrifice. Although few in number, Chinese-American men served in all theaters of the war, and in all branches, making important contributions towards the final outcome of the war. In November of 2023, the Honorary Consul of France, Guillaume Maman, awarded Shak with the French Legion of Honor Medal. To everyone’s surprise, Shak shared his personal tribute with the French Consul, singing the National Anthem of France.

Arthur Shak is a warm and inviting man with a bright smile and sharp memories. Sitting with him on that sunny afternoon brought everyone cold chills as we heard his tales of dangerous missions and friends made abroad. This interview is one of many the Museum has recorded over the years, creating a robust collection of stories, memories, and unique experiences surrounding aviation history, World War II, and the Pacific.



Service photo of 2LT Arthur Shak taken in June, 1943.



Arthur Shak in the Museum's Aviation Learning Center.

A HERO'S RETURN TO HIS FAMILY: THE LIFE OF SECOND LIEUTENANT HARRY HAMILTON GAVER JR.

By Eric Pradel, Visitor Experience Manager

As historians and docents at the Museum, we have the honor and privilege of sharing the accounts of the heroes who gave the ultimate sacrifice in service to their country. Every once in a while, I'll hear a story that I connect with on a deeper level, a story that makes such an impact that it feels like I'm talking about a long-lost friend. One of these stories is that of Marine Corps Second Lieutenant Harry Hamilton Gaver Jr., who was destined for leadership from a young age.

2ndLt. Gaver was born on October 27, 1917, to Helen and Harry Gaver Sr. in Annapolis, Maryland. His father was a mathematics professor at the U.S. Naval Academy, and as young Harry grew

older, his father accepted a headmaster position at the Urban Military Academy, which would later become the prestigious Black-Foxe Military Academy. Harry grew his leadership skills at Black-Foxe and after graduating, he decided to attend college back on the East Coast, attending his father's Alma Mater, the University of Virginia. During his four years at Virginia, he was very active in several athletic and social organizations.

ENLISTED INTO USMC RESERVE

In 1937, he enlisted into the Marine Corps Reserve, attending the Platoon Leaders Class at Quantico that summer. Upon his graduation in 1939, he was commissioned as a Second Lieutenant. In late 1940, Lt. Gaver resigned his reserve commission and took a

commission as a regular officer in the Marine Corps. He attended The Basic School until the spring of 1941. After graduating at the top of his class, he was given orders to serve as the junior officer of the Marine detachment aboard the



Harry Gaver (center) was captain of the University of Virginia lacrosse team.



USS Oklahoma capsizes at Pearl Harbor on December 7, 1941 after being hit by numerous torpedoes.

"Heroes like Lt. Gaver should never be forgotten. They remind us of the tenacity and leadership of the young men who were on duty that day."

USS *Oklahoma*. He served aboard the *Oklahoma* from the time it left Norfolk in June 1941, until it capsized during the attack on Pearl Harbor.

ON DUTY ON DECEMBER 7, 1941

On December 7, 1941, Lt. Gaver was on duty. The ship, ready for a Captain's inspection, had many of the hatches open, leaving the ship vulnerable to flooding, in case of an emergency. When the air raid began just before 8:00 am that morning, fighting back and closing the hatches to prevent catastrophic flooding became the top priority. The surprise attack was swift and the first few torpedoes hit the *Oklahoma* before the hatches could be closed. This caused the ship to start listing heavily, resulting in the final heroic actions of Lt. Gaver.

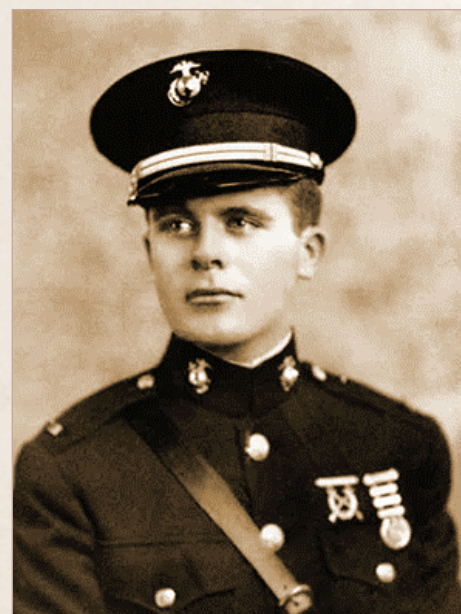
Lt. Gaver was last seen on his knees trying to secure a hatch on the deck of the *Oklahoma* on the port side of turret barbette one. Around this time, another

torpedo hit the vessel, and he was not seen again. After the attack, many of the 429 lost on the *Oklahoma*, including Lt. Gaver, were interred at Punchbowl Cemetery in graves marked as "Unknown *Oklahoma* Crew Members" for the next 75 years. In 2016, family members of the USS *Oklahoma* crew were notified that the Defense POW/MIA Accounting Agency (DPAA) was beginning to use DNA technology to identify their lost loved ones.

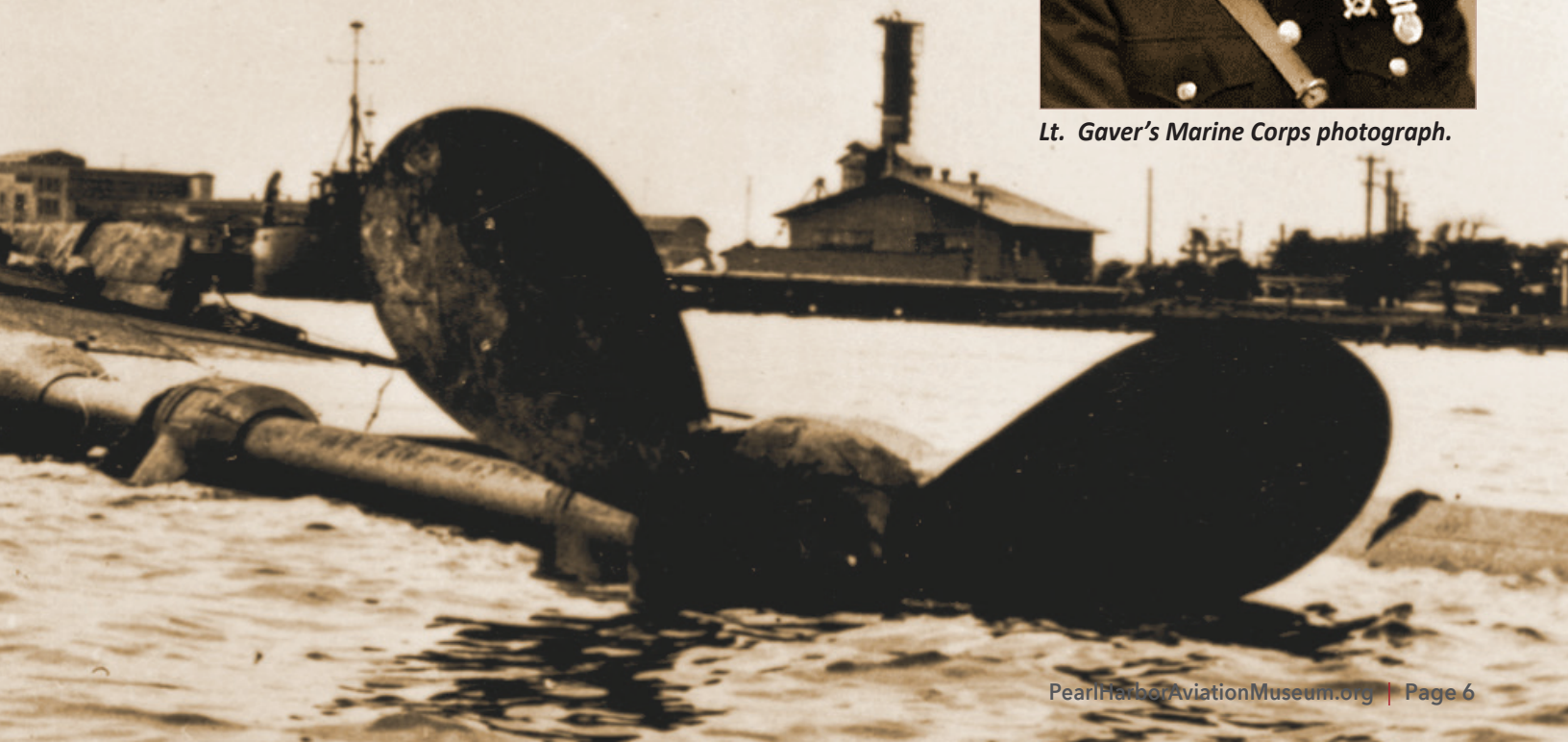
DNA IDENTIFIED LT. GAVER

As Lt. Gaver was the only child of his parents, the DPAA notified one of his cousins of this new program, and they submitted a DNA sample to help with identification. After a few months, the family was notified that their cousin Lt. Harry Gaver Jr. had been identified and would be returned to the family. After a short discussion, the decision was made to have Harry buried at Arlington National Cemetery near Annapolis, where he began his life all those years ago.

Heroes like Lt. Gaver should never be forgotten. They remind us of the tenacity and leadership of the young men who were on duty that day. They also remind us that even after all these years, we as Americans, do our best to ensure that no service member is left behind. Every day, work is being done to bring lost service members back to their loved ones through several programs and agencies such as the DPAA. And every day, we honor and remember these heroes by sharing their stories with visitors from around the world.



Lt. Gaver's Marine Corps photograph.



THE STORY OF JACK SHERERTZ: A HERO AMONG MILLIONS

By Eric Sherertz



Jack Sherertz (from left) with wife Lillian and WWII shadow box, with WWII PT boat model, and (from left) with children Susan Anthony, Meg Pearce and Bob Sherertz on bow of PT boat.

In the rich tapestry of our family's history, three generational threads—my grandfather Jack Sherertz, my father Robert Sherertz, and myself—have intricately woven a narrative that transcends both time and circumstance. Jack, the patriarch, laid the foundation for our family's story. A silent hero of World War II, he seldom spoke of the valor and sacrifices that marked his service. Yet, as a young, inquisitive grandchild, I found the key to unlock his treasure trove of untold stories. Above the mantle of his fireplace hung a sword and its scabbard, the only war keepsake he displayed.

A small nameplate adorned it, inscribed with the words "December 7th, 1941, USS *Nevada*." That sword seemed to stand sentinel during our cherished moments, spent in the soft glow of a small television screen. There, the cinematic western and war tales of John Ford served as a backdrop to my grandfather's own revelations. "I knew John Ford," he'd casually mention, igniting my youthful curiosity and setting off a volley of questions, followed by the most incredible stories, that I would eagerly relay to my dad, Robert.

Always the physician, my dad recognized that my grandfather could benefit from the healing power of camaraderie with fellow veterans. This realization started a journey for my dad that would change his life, allowing him to truly know the man behind the silence, the leader of men, the one his guys simply called "Jack." This quest led him to veteran events, reunions, and even to the moment when Jack received the French Legion of Honor medal for his actions in France. Each encounter added

a new layer of understanding, a fresh pattern in the fabric of our family story.

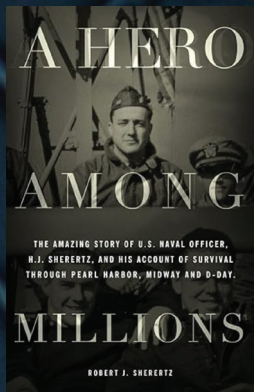
Inspired by these revelations and deepening connections, my dad felt compelled to put pen to paper. His resulting book, *A Hero Among Millions*, chronicles my grandfather's incredible journey. More than just a historical account, this book became my dad's own treasured discovery. While the pages shed light on the heroism and resilience of "Jack," it wasn't about the number of copies sold or accolades received. For my dad, the true reward lay in the process itself, unraveling the intricate layers of his father's life. The act of writing became a bridge between generations, revealing the hidden hero that had always been right before his eyes.

Excerpts from *A Hero Among Millions*:

JACK'S WWII JOURNEY BEGINS: PEARL HARBOR

On the morning of December 7, 1941, Sherertz and his fellow ensigns headed back to the USS *Nevada* after spending the previous night dining and dancing at the Royal Hawaiian Hotel. They arrived at the officer's dock at 0730, with their duty shift set to begin at 0800. While waiting, they noticed an unusual number of airplanes in the sky. Rear Admiral Patrick Bellinger offered them a ride on his launch, along with Captain Bode, the 'skipper' of the USS *Oklahoma*. At 0755, as they were headed toward "Battleship Row," the attack commenced. Bombs exploded behind them on Hickam Field and in front of them on Ford Island. Planes flew directly overhead,

"Together, we can honor and perpetuate the legacy of our heroes."



dropping torpedoes aimed at the USS *Oklahoma*. "Battlestations, Battlestations" echoed across the harbor. Sherertz and his colleagues eventually reached the USS *Nevada*, the only ship to get underway during the attack. Tragically, six fellow ensigns from the V-7 program were killed, and 76 men on the USS *Nevada* either died outright or succumbed to their injuries.

THE BATTLE OF MIDWAY: A TURNING POINT

After the devastating attack on Pearl Harbor, the USS *Nevada* was no longer seaworthy. Sherertz received a crash course in PT boat seamanship in the waters just outside of Pearl Harbor, and on May 25, 1942, he was ordered to Midway Island. The Battle of Midway commenced on June 4th and lasted until June 6th. PT boats had orders to fire at low-flying airplanes, rescue downed pilots, and torpedo any disabled Japanese ships. The U.S. fleet, having cracked the Japanese radio code, sank four Japanese carriers while losing only one of their own. Remarkably, no PT boat casualties occurred. Sherertz would later become the commanding officer of the PT boat squadron based at Midway, a testament to his leadership and valor.

D-DAY: THE LONGEST DAY

Sherertz also served in the Invasion of Normandy, where he received orders to escort minesweepers and then anchor in a line extending perpendicular to the western edge of Utah

Beach. His crew was the vanguard of the D-Day invasion. From his vantage point at the helm of one of the PT boats closest to the shore, Lt. Sherertz could see men moving inward across the sand, punctuated by intermittent bursts of machine-gun fire. The emotional weight of that day would stay with him for the rest of his life, a sentiment he shared with his son Robert when they watched "Saving Private Ryan" together.



CREATING A LEGACY

And so, the tapestry continues to be woven, each of us adding our own unique threads. My father's book, born from a son's love and a grandson's curiosity, serves not just as a tribute to Jack Sherertz but as an inspiration for other families.

We hope it encourages them to seek out the silent heroes in their own lives, to ask the questions that need asking, and to preserve the stories that are begging to be told.

If you have an unsung hero in your life, we invite you to honor them by sharing their story on our online tribute board. Visit bit.ly/HeroTributeBoard to upload a photo and message about your Hero Among Millions, and read about other champions that have made a difference in this world.

Together, we can honor and perpetuate the legacy of our heroes.



Jack Sherertz was aboard the USS *Nevada* during the attack on Pearl Harbor, on a PT Boat during the Battle of Midway, and in the vanguard of the D-Day invasion at Utah Beach, where his PT boat was so close to shore that a wave broke in front of it.

SUPPORTING THE PACIFIC FLEET: THE ROLE OF SEAPLANE TENDERS AND THEIR LOCATION ON DECEMBER 7, 1941

By Daniel A. Martinez, Pearl Harbor Aviation Museum Historian

Often overlooked by many who study the history of the Pearl Harbor attack is the fact that six vessels have been slighted historically in the overall reporting and history of that fateful day in 1941. The ships in question were a vitally important element to the U.S. Pacific Fleet and the two Naval Air Stations on Oahu.

Among the vessels that supported the aircraft for the Naval Air Stations were the following: seaplane tenders USS *Curtiss* (AV-4), USS *Tangier* (AV-8). Accompanying them were the small seaplane tenders USS *Avocet* (AVP-4) and USS *Swan* (AVP-7) and the destroyer seaplane tenders USS *Hulbert* (AVD-6) and USS *Thornton* (AVD-11). These unique ships provided service and repair to large amphibious aircraft while at sea or in a foreign port, augmenting the facilities at Naval Air Station Pearl Harbor and Kaneohe Bay. To conduct these operations, these vessels had the capability of lifting amphibious aircraft onto their broad decks.

NAS PEARL HARBOR'S AMPHIBIOUS CATALINAS

On land, NAS Pearl Harbor, had the facilities to execute aerial reconnaissance within the sea zone of the Hawaiian Islands. As one of the two Naval Air Stations on the island, NAS Pearl Harbor housed various amphibious aircraft including the Consolidated PBV-5A Catalina. With a range of over 2500 miles, the PBV was one of the primary reconnaissance aircraft of the U.S. Pacific

Fleet and remained a vital element in the web of defenses designated to detect and defend against a possible enemy attack.

EXTENDING FOCUS BEYOND HAWAIIAN ISLANDS

Working in joint fashion with the Naval Air Stations, these seaplane tenders provided the U.S. Pacific Fleet with the capability of extending its focus well beyond the Hawaiian Islands. By providing repairs and maintenance service for these long-range aircraft, the seaplane tenders played a fundamental role in maintaining the operational effectiveness of this early warning network. Preference was given to conducting work at these bases, as the massive hangars at Kaneohe and on the south end of Ford Island provided ample work room. However, the seaplane tenders proved to be an indispensable alternative. This was made more apparent by the fact that the Patrol Wings which operated from these bases required regular maintenance on their PBVs.

As tensions intensified across the Pacific in late November of 1941, Commander-in-Chief, U.S. Fleet (CinCUS, later CinCPAC), Admiral Husband E. Kimmel and his counterpart, Commanding General, Hawaiian Department, General Walter C. Short, were both confronted by a war warning on November 27, 1941, from their respective departments. That afternoon Kimmel received a dispatch from the Navy Department in Washington which read:



View of the damage to the hangar of the USS Curtiss (AV-4) after the attack on Pearl Harbor, December 7, 1941.



USS Thornton (AVD-11) In Kerama Retto harbor, Ryukyus, circa mid-April 1945, with a fleet tug (ATF) alongside.

This dispatch is to be considered a war warning. Negotiations with Japan looking toward a stabilization of the conditions in the Pacific have ceased and an aggressive move is expected within the next few days.... Execute appropriate defensive deployment preparatory to carrying out the tasks assigned in War Plan 46, inform district and army authorities. A similar warning is being sent by the War Department...

While the Japanese First Air Fleet steamed undetected towards Pearl Harbor, the six seaplane tenders were positioned throughout the harbor.

SEAPLANE TENDERS BERTHED AROUND THE HARBOR

On that fateful day of December 7, 1941, the *Curtiss* was moored at berth X22, while the *Avocet* and the *Tangier* were tied up at berths F1 and F10 respectively. The other seaplane tenders were berthed at various locations within Pearl Harbor.

Lost to history was the gallant resistance of their crews. Despite being involved in heavy fighting, the courageous work of these vessels' crews enabled the seaplane tenders to ride out the attack, despite suffering sustained and serious damage.

The tales of these seaplane tenders, once obscure, remain a gallant instance of U.S. Naval Aviation's proud past.

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Naval History and Heritage Command, After Action Report U.S.S. *Curtiss* AV-4, December 16, 1941

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Naval History and Heritage Command Map of Pearl Harbor, Pearl Harbor Mooring and Berthing Locations 80-G-947105, USS *Swan*, AVP-7, USS *Hulbert*, AVD-6, USS *Thornton*, AVD-11

Wenger, Michael J., "This Is No Drill", 2018

Prange, Gordon W., "At Dawn We Slept", 1981

History and Heritage Command Map of Pearl Harbor, Pearl Harbor Mooring and Berthing Locations 80-G-947105, USS *Swan*, AVP-7, USS *Hulbert*, AVD-6, USS *Thornton*, AVD-11 Wenger, Michael J., "This Is No Drill", 2018 Prange, Gordon W., "At Dawn We Slept", 1981



Bomb explodes 20 feet off the starboard side of the USS Tangier (AV-8), forward of the bridge, on December 7, 1941.



USS Avocet (AVP-4) at Pearl Harbor, December 7, 1941, shortly before burning oil compelled a change of berth.

GETTING TO KNOW THE UNCLE I NEVER MET

By Kevin Lendo, Excerpted from *Pennsbury Pride*, published by Stillwater River Publications, edited by Terry Nau



Lt. John Lendo in the cockpit of his aircraft.

My five uncles all served during World War II (WWII). Because of their service, I have always been especially interested in military history from WWII. This story is about my uncle who didn't return from the war. It is also about the Dauntless Dive Bomber he last flew. That aircraft is now on permanent display at Pearl Harbor Aviation Museum in Hawaii.

2009, CHICAGO—THE AIRCRAFT

On April 29, 2009, I was drawn to a news report out of Chicago, "World War II airplane brought up from the bottom of Lake Michigan." What totally stunned me was the name of the pilot who had successfully crash landed the plane on

the water. My uncle, Lt. John Lendo, was at the controls on February 25, 1944. My brother, Art Lendo, and I had no idea he had almost died during training.

A deep-water salvage company located the Dauntless Dive Bomber (SBD-2P) in 2000, on the bottom of Lake Michigan. It was 350 feet below the surface and 20 miles from the shoreline. Initial funding of \$300,000 for the operation came from Fred Turner, CEO of McDonalds. The plane was in very good condition considering it was submerged in water for 65 years. John Lendo's skilled water landing was a prime reason the plane was mostly intact.

1936, MASSACHUSETTS—MY UNCLE

My father rarely spoke about his younger brother. I had known two things about my Uncle Johnny: He was a tremendous athlete, and he was killed in WWII as a Navy pilot. John was a three-sport star at tiny Templeton High School in Gardner, Massachusetts. He excelled in football, basketball, and baseball. He even received offers from the Red Sox and the Boston Braves, but instead, chose to get an education. He spent the next year at the Worcester Academy and then attended Dartmouth College until his graduation in 1941. After the attack on Pearl Harbor, John, like so many of his classmates, headed off to war.

FEBRUARY 1944—CHICAGO

Training to land on an aircraft carrier brought John to Chicago's Navy Pier and the Glenview Naval Air Station on the shores of Lake Michigan. Lake Michigan was chosen as the site because its choppy surface could be like the Pacific Ocean. It wasn't really an aircraft carrier the pilots practiced their landings on. It was two big paddlewheels joined together to make a moving flattop that was moored each night at the Navy Pier. Ten percent of all attempted landings were unsuccessful, so there was always a rescue boat in the water by the flattops for the inevitable mishaps.

The Dauntless Bomber that John Lendo was training in had been recently removed from war action. The plane was previously at Pearl Harbor, before it joined the Battle of Coral Sea in the South Pacific in May 1942. On February 25, 1944, a frigid 25-degree day in Chicago, the aircraft's carburetor froze up and the engine died. John guided the plane to a water landing on its belly. He was able to get out before the aircraft sank and ended up on the floor, 350 feet below the surface. John was two miles from the flattop and the rescue boat. Fortunately, the rescue boat got to him before his time in the frigid waters proved deadly. His next stop was more training in Pensacola, Florida. He had the opportunity to become an instructor there, but he wanted to participate in the war in the Pacific.



SBD-2P that Lt. John Lendo crashed into Lake Michigan in 1944, was recovered in 2009.

DECEMBER 1944—IN THE PACIFIC

John ended up assigned to Fighter Squadron VF45 on the small Carrier USS *San Jacinto*. On December 14, 1944, he took off at 0709. He was in the second position behind the commander of the mission and was piloting a Hellcat. He was over the enemy's base at 1030.

The formation came under enemy fire. There was a brief radio message, and then he was lost. The Lendo family in Gardner, MA received a telegram in February of 1945, informing them that Lt. John Lendo was officially killed in action.

2015, MICHIGAN—RESTORATION

In 2015, the Dauntless eventually reached the Kalamazoo Air Museum & Restoration Center. Over the next several years, 1,000 technicians would work on the Dauntless in order to restore it to museum quality. On October 20, 2021, the job was completed.

The restoration center held a brief ceremony before the plane would head to its final destination at Pearl Harbor. It was there that I would get to complete my journey that started in 2009. I was given special permission to sit in the cockpit, the first person to do so since 1944. I sat where my uncle sat on that fateful day when he crash-landed this plane onto Lake Michigan. That was an emotional moment for me. I felt closer to my uncle than I had ever felt before.

THE JOURNEY TO PEARL HARBOR

The Dauntless had a long journey ahead to Hawaii. In Michigan, the wings and propeller were removed for transport by truck. A separate flatbed truck would take the fuselage of the plane to Long Beach, CA to be loaded onto a cargo ship.

On Dec. 7, 2022, National Pearl Harbor Remembrance Day was held and shortly after, the Dauntless Dive Bomber was finally put on display at Pearl Harbor Aviation Museum. It is designated as a "War Hero," having been in action from both the USS *Enterprise* and the USS *Yorktown*. It is the only Dauntless Dive Bomber with photography configuration known to be in existence today. My brother, Art Lendo, and my daughter, Tia Lendo, both attended the ceremony in Hawaii. The Dauntless had been returned to Pearl Harbor where its journey began, and Lt. John Lendo had a funeral blessing in the Pacific. Unfortunately, his remains were never recovered, and he had no official military burial. There is a permanent plaque next to the plane that tells the story of the "Last Pilot to Have Flown the Dauntless."

LT. JOHN LENDO MEMORIAL FUND

My discovery of the Dauntless story in 2009 led to an unexpected and amazing journey for me and my family. In addition to establishing an Endowed Fellowship at Pennsbury High School (PA) in memory of my five Uncles who served in WWII, the Lendo Family has also established the Lt. John Lendo Memorial Fund within the Pearl Harbor Aviation Museum endowment. This will support the Museum's mission and education vision in perpetuity.



Restored SBD in Museum's Hangar 37.

MEMBER CONVERSATIONS: COL DAVID KENNEDY, USAF (RET.)

By Michael Boutte, Museum Membership

Working at Pearl Harbor Aviation Museum can be awe-inspiring. No day passes without thoughts of the people who served and sacrificed for a nation they loved. In my work with the Museum Membership program, I have had the privilege of interacting with Members who have extraordinary stories.

One of the most memorable came in the form of a heartfelt letter from long-time Museum Member Col David Kennedy, USAF (Ret.). His father, Harry Kennedy, served as the Episcopal Bishop of Honolulu during WWII. In his letter, Col Kennedy shared boyhood memories of Admiral and Mrs. Chester Nimitz spending evenings at his parents' dinner table. Col Kennedy's father was often drafted into service by Admiral Nimitz, flown out to recently liberated islands to minister to the troops. Young David knew the man in the Navy uniform was important, but he couldn't fully grasp the weight of his responsibilities. To him, the Admiral was just another "Navy guy."

BECOMING A HERO WITHOUT SEEING BATTLE

In that same letter, Col Kennedy shared an incredibly moving story about his cousin, Jimmy Thomas. Shortly after the attack on Pearl Harbor, at the age of 18, Jimmy enlisted in the Army. He never saw battle, but he became a hero. With German submarines lurking in the frigid waters of the North Atlantic, Jimmy's troop ship transporting him to the European Theater was torpedoed and sunk. Jimmy survived and managed to climb into a crowded life raft.



Harry S. Kennedy, Episcopal Bishop of Honolulu during World War II.

A fellow soldier clung to the side of the raft but was growing weaker by the minute. Jimmy climbed out of the raft and gave his spot to the struggling soldier.

Shortly afterward, Jimmy disappeared beneath the



Bishop Harry Kennedy with soldiers during the Battle of Guadalcanal.

surface, never to be seen again. Officially listed as missing and presumed dead, he was a hero whose name was known only to his friends and family.

After the war's end, a stranger knocked on the door of David's aunt and uncle's house in New Jersey. When his uncle answered, a young man asked if he was Mr. Thomas. Confirming his identity, Mr. Thomas asked what he needed. "You see," the visitor began, "your son Jimmy gave his life to save mine."

CELEBRATING THE SACRIFICE OF WWII HEROES LIKE 18-YEAR-OLD U.S. ARMY PVT. JIMMY THOMAS

The letter concluded with a powerful reflection that still echoes in our hearts. "Jimmy was gone. A teenage patriot who was not drafted because he volunteered first, who completed his training but never saw a minute of combat. No medals or ribbons. Not on anyone's list of heroes except mine. I wonder how many unknown 'Jimmys' there were in that war and in every war in our history. Too many to count, I am sure. Our country should celebrate their sacrifice also."

It's these types of stories and Members like Col. Kennedy who continue to inspire and motivate me to do what I do every day. Our Members come from all 50 states and several countries. Their support of our mission is essential and the stories they share inspire us to focus on that mission daily.

SEATS OF HONOR DEDICATION CEREMONY

By Woo Ri Kim, Director of Development

On Thursday, November 9, the Museum held the Seats of Honor Dedication Ceremony in recognition of our Seats of Honor donors, who have chosen to leave a lasting legacy on the hallowed grounds of America's WWII aviation battlefield.

COMMEMORATING THOSE THAT MATTER TO YOU

The Seats of Honor campaign has stirred the hearts of many as it offers an exclusive opportunity for donors to commemorate their loved ones, service members, and cherished organizations within the fabric of the Museum's legacy.

With names and dedications etched into plaques placed on the seats in our theater, each seat is a celebration of the human spirit and the recognition of the power of personal stories. They serve as a reminder that history is not just about grand events and sweeping changes, but also about the individual journeys and contributions that collectively shape our world.

We are so incredibly thankful to those who have chosen to honor their loved ones and heroes through this campaign. Your contribution serves as a testament to the unwavering

commitment to honor the past and inspire the future, preserving the poignant lessons of courage and resilience that Pearl Harbor continues to symbolize. It is our goal to collect the stories of those honored and feature them on a special tribute page on our website.

CRUCIAL FUNDING TO SUPPORT OUR MISSION

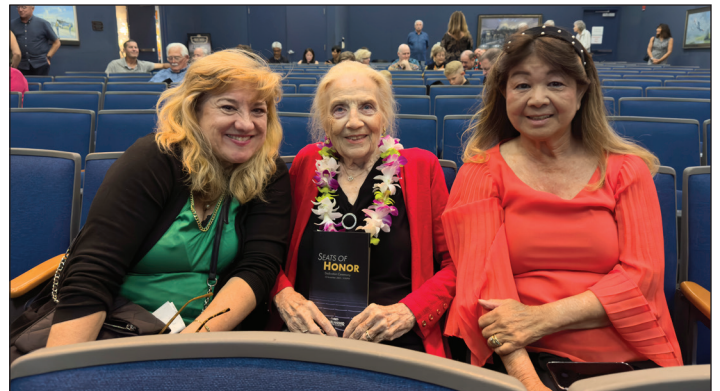
The Seats of Honor campaign not only allows our supporters to pay homage to the individuals and organizations that have played an instrumental role in their lives, but it also provides crucial funding to support the growth of our mission.

With each seat purchased, the Museum's programs, educational initiatives, exhibits, and the preservation and stewardship of this historic site are fortified, safeguarding this significant part of history for future generations to explore and reflect upon.

To learn more about our Seats of Honor campaign, visit bit.ly/SeatsOfHonor or contact us at Development@PearlHarborAviationMuseum.org



Museum Board Member Maria Carl honored her father, Lt. Hardy A. Carl, a former F-4 Pilot, with a plaque at seat F-4.



Jacqueline and Jane Hays, daughter and wife of Adm. Ronald J. Hays, with Susie Macke, wife of Adm. Richard Macke (L-R).



Museum supporter Janice Nielsen with friend Jim Beaton.



Seats of Honor plaques adorn the back of our theater seats.



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PEARL HARBOR AVIATION MUSEUM

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