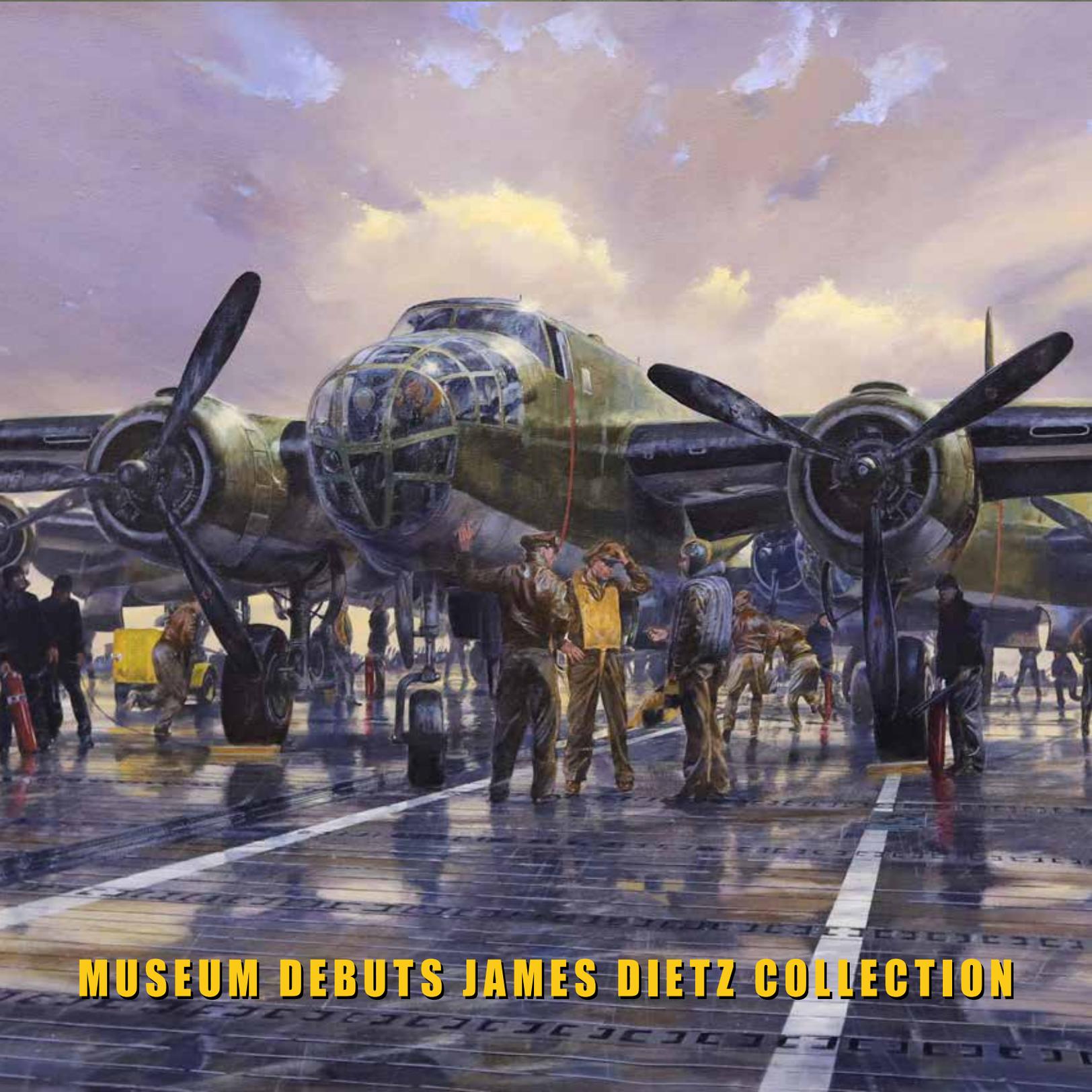


NOTAM

NOTICE TO AIRMEN | VOL. 3 2023 | ISSUE #53

PEARL HARBOR AVIATION MUSEUM | FORD ISLAND, HAWAII



MUSEUM DEBUTS JAMES DIETZ COLLECTION



NOTAM

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ON THE COVER (LEFT):

James Dietz’s WWII masterpiece “Early Launch,” which portrays the Doolittle Raiders on the deck of the USS *Hornet* prior to their departure for Tokyo, is the centerpiece of a magnificent collection of Dietz paintings gifted to the Museum by the Opert family.

Editor's Note: In NOTAM Issue 52, in the article titled “Making Your Mark,” it was wrongly stated that “once you turn 70 and a half when required minimum distributions (RMDs) from IRAs and 401(k)s, withdrawals are fully taxable as income.” In fact, the SECURE 2.0 Act of 2022 delays the RMD age—from 72 to 73—starting in 2023. In 2033, the RMD age will increase to age 75. We apologize for this error.

SALUTING A SWIFT RESPONSE TO SUPPORT PEOPLE ON MAUI

By Elissa Lines, Executive Director

As the month of August began, there was a permeating sense that 2023 would be the breakout year, signaling full recovery following the COVID pandemic. Spirits were high, expectations were soaring and achievement of goals – even



those considered a “stretch” – were on track. And then disaster struck – unchecked wildfires tore through Lahaina and parts of Maui leaving death, destruction, and unbearable sadness in its wake. As our communities grappled with the news, the determination and generosity of neighbors near and far sprang into action.

“Things like faith, love of country, courage and dedication – they are all part of the inner strength of America. And sometimes, they do not become self-evident until there is a time of crisis.” – Ronald Reagan

We can’t thank you, our Members and friends, enough for your swift response, donating money, food, clothing and all things necessary to help sustain the lives of those impacted by this disaster. Our staff immediately organized a collection and our Pearl Harbor Historic Sites partners worked together to use our tourism network to seek the financial support of visitors. We have been overwhelmed by their generosity, already topping \$20,000. It is true – “Today, as never before, the fates of men are so intimately linked to one another that a disaster for one is a disaster for everybody,” Natalia Ginzburg. There are many wonderful stories of inspired generosity, people of all backgrounds finding ways to help. The following story highlights the generosity of Price Enterprises, Inc. and the Price family, long-time supporters of the Museum. This story provides a glimpse of how local business leaders, employees, volunteers and service providers teamed up quickly to make a difference.

Upon learning of the devastation on Maui, Museum Board Member Rick Price, his son Chris Price, and over 50 employees of Price Enterprises, Inc. (PEI) dba CarWash808 Express and Pau Hana Express, sprang into action as some of their team were personally impacted by the tragic Maui

wildfires. Using their network, they filled a 40’ shipping container with equipment, tools, machinery, cleaning products, safety equipment, fuel and water containers, with the upper portion filled with futons, bedding, paper products, and more. The items were donated and delivered on August 25th to the Calvary Chapel Central Maui (CCCM) whose congregation had already devised and implemented an efficient distribution system of donated items for those impacted by the fires. A second container filled with non-perishable grocery and drink products, paper products, and other household items was immediately readied. To help Maui students, all available Chromebooks on Oahu, totaling fifty-one, were purchased and shipped via Aloha Air Cargo to CCCM, and immediately distributed to students returning to classes. Fifty air purification units, a highly requested item, were also ordered directly from Amazon and delivered to CCCM for distribution.

The remarkable effort would not have been possible without the support of the wonderful partners below:

- Calvary Chapel Central Maui
- Home Depot Pearl City
- Ace Hardware Wahiawa,
- ABC Furniture Waipahu
- WalMart Mililani
- Jet Trucking & Logistics
- Aloha Air Cargo
- Young Brothers, LLC
- Best Buy Honolulu
- Target Kapolei
- Rotary Club of Wailuku

Actions of this magnitude seem to happen intuitively uniting people of all backgrounds around a common goal – this is the spirit of Aloha. There is much more to be done. There are many reputable organizations that are working to provide support to those who need it most, including the Hawaii Community Foundation, American Red Cross, and the Maui Food Bank. To learn more about how you can contribute to these vital relief efforts, please visit www.MauiNuiStrong.info.

Mahalo,

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

Elissa Lines

VOLUNTEER SPOTLIGHT: ED JURKENS

By Bill Miller, Director of Operations

In July of 2023, Edward Albert Jurkens, Colonel USAF (Ret.) slipped the surly bonds of Earth, passing away after 105 years. His legacy continues through the countless people he taught and impacted along the way. As a young boy, he found his passion for aviation after seeing the Hindenburg near his hometown in Illinois. Commenting on the experience, Ed explained with awe, "What a nice way to move, just gliding across the sky, looking at the Earth down below."

COLONEL JURKENS-INSTRUCTOR

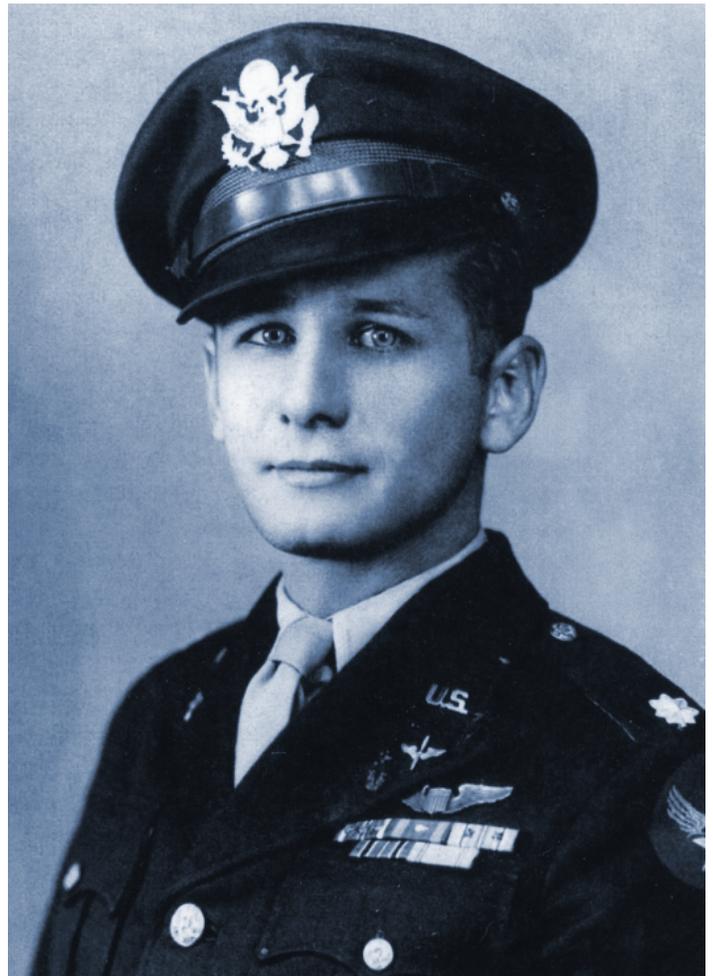
Before retiring in Hawaii in 1968, Ed had accomplished an aviation bucket list so impressive that his oral history is now preserved in the Library of Congress. Unthinkably, Ed landed a four-engine B-17 and later a four-engine B-24 on one engine, stating, "I didn't like that record, but I did it." In early 1943, he was promoted to Lieutenant Colonel at the young age of 25, only one year after receiving his commission.

He fought in WWII, held command positions in Korea and Vietnam, served with Curtis LeMay, smoked cigars with Joe Foss at Guadalcanal, and played golf with Ken Taylor at Hickam. Ed Jurkens led and instructed hundreds of airmen and flew dozens of aircraft during his aviation career, with his favorites being the Stearman, B-24, B-17, A-20, Aeronca, and B-25.

ED JURKENS-TEACHER

Years later in 2012, then a Pacific Aviation Museum Volunteer, Edward Albert Jurkens first stood in Hangar 37 surrounded by a familiar Aeronca, a Stearman, a B-25, a tuxedoed Ken Taylor mannequin in a P-40, and a shirtless Joe Foss mannequin set in Guadalcanal.

Ed liked to grin. Guests respectfully yet nervously flocked to him, and his slight grin and easygoing demeanor captured and held their attention. People quickly understood they were speaking with a man who didn't simply bear witness but directly shaped the history that they were learning at Pearl Harbor. For docents, this reverence was amplified as they looked to Ed for the spirit and essence of the historical content they shared with guests. Colonel Jurkens spent his aviation career teaching and supervising instructors, and decades later as a volunteer, he found himself continuing the paradigm of teaching teachers. Only, the subject had changed from aviation to aviation history. Surreally, history he had made.



At the Museum, Ed's back would often get sore from being on the floor talking to people, so he would lay on a flat cushioned bench to stretch out his back. He would close his eyes and remain motionless as he silently stretched. Guests and new staff would fear the worst and ask others if he was ok or needed help. Ed, with his usual grin, enjoyed these moments. Colonel Jurkens' capstone teaching position was to volunteer his body to the University of Hawaii, to instruct and teach medical students.

On behalf of thousands of guests, staff members, volunteers and friends, thank you Ed for doing us the honor of sharing your grin with us all. Blue skies and tailwinds, teacher.

We shared this article with Ed's daughters and granddaughter, asking for photos and insight not captured in oral histories or interviews with those that knew him. Within hours of the request, an album, likely kept by Ed's mother, was delivered. I'm guessing Ed is still grinning.

Wake Island Raiders Fresh From U.S. Flying Schools

Headquarters, United States Pacific Fleet, Jan. 1.—(Delayed.)—(UP)—A new Army bomber squadron fresh from U.S. flying schools, which dropped more than 75,000 pounds of bombs on Wake Island in a Christmas Eve raid gave the Japanese a sample of things to come, Adm. C. Nimitz, Pacific Fleet commander, said yesterday.



MAJ. E. A. JURKENS.

The crews of the 7th Air Force bombers which, dozens strong, made the raid on the island 2,300 miles west of Hawaii where a tiny

force of U.S. Marines put up one of the most gallant defenses in American history, put every bomb but one on their targets. The one which missed landed in the water 20 feet off shore.

News of the raid was made public when Adm. Nimitz awarded decorations to those who took part under Col. William A. Matheny, Carrington, N.D., Maj. Johnathan E. Coxwell, Billings, Mont.; Maj. Francis A. Smith, North East, Md.; Maj. Edward A. Jurkens, Sterling, Ill., Capt. Dana B. Billings, Ripon, Wis., and Capt. Philip Krieg, Oak Park, Wash., who received the Distinguished Flying Cross. All others who took part received the air medal.

The raid caught the Japanese asleep. The bombardiers were able to drop their bombs from low altitude to start fires visible 75 miles away. The entire force returned to base undamaged and without a casualty. There was only weak gunfire and the two enemy planes which rose in apparent challenge fled when the bombers fired on them.



Ed was mentioned in this story about the Wake Island Raid on Dec. 23, 1942. Ed (far left), standing in formation with fellow service members.



Pictured behind President Lyndon B. Johnson, Ed facilitated a meeting between President Johnson and South Vietnam President Ky.



Museum volunteer Ed Jurkens is pictured between two of his favorite WWII aircraft, the B-17 Flying Fortress and B-25 Mitchell.

DOCENT'S CORNER: FROM HATRED TO FORGIVENESS

By Tomoko Kamiya, Museum Docent and Japanese Interpreter



The Imperial Japanese Navy Commander, Mitsuo Fuchida, known in Japan as the “Pearl Harbor Hero” led 350 naval aircraft to Oahu on December 7, 1941. He was the one who ordered that the code words “Tora, Tora, Tora” be transmitted to the aircraft carrier *Akagi* signaling that surprise had been achieved. Six months later Mitsuo Fuchida was wounded when *Akagi* was attacked at the Battle of Midway. Following World War II, Fuchida was no longer viewed as a hero to his defeated nation. He lost his military titles, returned to his hometown Nara, and started farming. Fuchida said it was a “discouraging life.” One day at Shibuya Railway Station he was handed a pamphlet titled *I Was a Prisoner of Japan*, which caught his eye. The pamphlet was written by Jacob DeShazer, who was a member of the Doolittle raiders on April 18, 1942.

Jacob DeShazer was actively serving in the United States Army at the time of the Pearl Harbor attack. Driven by anger, he volunteered as a bombardier for Jimmy Doolittle’s secret mission to avenge the Pearl Harbor attack by striking Japan with a surprise attack. Sixteen U.S. Army B-25 Mitchell bombers took off from the aircraft carrier *Hornet*, bombed Japan, and then flew to China. DeShazer was captured by the Japanese after bailing out over China. Beaten and tortured in the prison camp by the Japanese guards, DeShazer’s heart was filled with hatred. In May 1944, a guard named Tameji Aota gave him a Bible. DeShazer read it for three weeks and was struck by a particular verse from the book of Luke: “Father, forgive them; for they know not what they do.” DeShazer then began to forgive and love the guards instead of hating them. He eventually became friends with the guard Aota.

After his release in August 1945, DeShazer became a Christian missionary and returned to Japan. Because of his pamphlet, DeShazer and Fuchida met and soon became best friends. Fuchida also became a missionary, and he traveled across the United States.

When Fuchida came to Honolulu, he said to a policeman, “I came with bombs once, but now I come with the Bible.” He spoke of the importance of eliminating hatred that causes war.

THE ONLY PLACE TO VIEW KATE AND B-25 BOMBERS

Pearl Harbor Aviation Museum is the only place where visitors can view the two adjacent planes: the “Kate,” a Nakajima B5N2 Type 97 Model 3 Torpedo/Horizontal bomber, and the B-25B Mitchell bomber, which are the same type of aircraft that Fuchida and DeShazer flew in during the war.

Every time I give a tour in Hangar 37, the two warbirds remind me of these two men and the power of reconciliation.

Sources:

“Fuchida: My Brother, My Friend.” *The Missionary Tidings*.
Jacob DeShazer

From Pearl Harbor to Calvary.
Mitsuo Fuchida

Dokumento Shinjuwan Kogeki
Kazuki Furuta

THE SHEALY RESTORATION SHOP GEARS UP!

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

Emerging from the challenges of the pandemic, retirements, and planned reduction of activities during the repair of Hangar 79, the Shealy Restoration Shop is hitting the ground running. A new staff structure is planned, emphasizing the distinct roles of the Restoration department. The shop is the center of our restoration, preservation, and maintenance efforts, encompassing the entire aircraft collection, and often including associated artifacts. To meet these objectives effectively and efficiently, we plan to divide the shop into two entities; the Restoration Shop and a new division titled Aircraft Collection Maintenance.

FULL RESTORATION AND ASSEMBLY PROJECTS

The Restoration Shop will continue working on full restoration projects, assembly projects, and any involved maintenance work on the collection. The initial staff will consist of two full-time specialists and a select group of volunteers, each certified to perform specific tasks by our new Restoration Shop manager.

The Aircraft Collection Maintenance division would conduct daily basic maintenance of the entire collection, emphasizing evaluation and care of aircraft tires, wheels, and gear, as well as dusting, cleaning, and overseeing movement of the aircraft within the Museum's hangars and around the campus. The Aircraft Maintenance Manager would supervise trained volunteers and operate in coordination with the Restoration Shop schedule and the activities of the Museum.

NEW SHOP AND AVIATION PATHWAYS INTERFACE

The Restoration Shop's new organization structure creates a formal interface between the shop and various education initiatives. Coordinating the schedules of the Collections Manager, the Restoration Shop Manager, and the initiatives, a Restoration Shop Education Liaison would maintain staff and visitor shop safety standards, translate education projects to all involved, and assist in scheduling.

The Education Liaison would be supported by a core group of Restoration volunteers, vetted, and trained to interface with the various education initiatives. They would be trained to be aware of shop hazards, apply shop rules, and conform to all youth education standards. This focus will ultimately provide a terrific interface with our Aviation Pathways program, introducing youth to aviation mechanics and the essence of the Airframe and Powerplant (A&P) career path.

As this new component of our organization takes shape and is populated with staff and volunteers, the Restoration department is not sitting still. During the pandemic, the shop required maintenance of its machinery and the collection needed care. The core staff of the shop did a remarkable job of keeping up with these pressing tasks. The shop is currently addressing standard maintenance on collection aircraft. Soon, a PBY will be delivered and work on preparing it for display will commence. Several other projects are on the horizon. The Shealy Restoration Shop is gearing up!



HONORING DAD'S LOVE FOR AVIATION ART

By Seth and Jon Opert

Dad started a 20-plus year relationship with Jim Dietz after meeting him at the EAA AirVenture Oshkosh Show in 1998. He and Mom went to the show together, and we can remember her describing how excited Dad was to see all the planes and to take pictures with them. She said "he was like a kid in a candy store." Dad was a very unique and passionate person who had many interests including racing and cruising on sailboats and flying and soaring in full size gliders/sailplanes. He was also a renaissance man with a deep appreciation of the fine arts and became a collector of aviation art.

THE START OF A LONG WORKING RELATIONSHIP

Dad approached Jim Dietz in Oshkosh and after a nice conversation, he asked Jim if he could commission a painting for his purchase. That was the start of a long, working relationship and friendship between Dad and Jim that yielded 13 commissioned works of art, the first of which was titled "Early Launch," the showcase painting in the collection. Jim and Dad agreed on highlighting the Doolittle Raiders as the subject matter for this first painting, which became the springboard to their working relationship. Dietz took over a year to complete "Early Launch," communicating with Dad frequently and sending many sketches for review. The original concept was a smaller sized picture in the 15" x 20" range but ultimately, they decided to go much larger in size and scale to capture all the thoughts and ideas they envisioned. The final piece portrays the Doolittle Raiders on the deck of the USS Hornet prior to their departure for Tokyo.

In 1999, shortly after "Early Launch" was completed, the painting was brought to a reunion of 18 of the surviving Doolittle Raiders at the United States Air Force Museum at the Wright Patterson Air Force Base. At this event, all of the Raiders signed the back of the painting. This was such a thrill for Dad, and he was so proud to be the owner of this painting. We remember him telling us how unique this painting was, as some of the Raiders had already passed on after signing the picture. He cherished the painting, and it was the mantelpiece of his home in Miami, Florida. There was a private collector who really wanted to purchase the painting from Dad, and he offered him considerably more than what he paid for the painting, but it was Dad's pride and joy and he got so much pleasure looking at it each day that he was not willing to sell it. Given this, we thought it was only fitting that after Mom and Dad's passing, we share this picture in Dad's honor with Pearl Harbor Aviation Museum so that others can now enjoy the painting as much as Dad did.



"The Cat's Back" by James Dietz

A PERSONAL CONNECTION TO THE PAINTINGS

Years after "Early Launch" was completed, Dad commissioned 12 other paintings by Dietz, most of which were World War II aviation based. There were some others that Dad had a personal connection to, such as the painting of Fort Dix where Dad was stationed when he served in the Army in 1961. His time in the Army had such a profound impact on his life. Dad was very proud of his service to our Country including his involvement in a special-forces training operation at Fort Liberty (previously Fort Bragg) called "Operation White Star." This too had an impact on the subject matter of the paintings.

CARRYING LOVE AND PASSION FORWARD

We recently had a discussion with Jim about Dad's passion and motivation for commissioning these paintings. Jim felt the collaboration between he and Dad somehow awakened the inner child in him. Dad was an enthusiast who made model planes when he was a child, and Jim suspects that Dad carried that love and passion forward to the creation of these paintings. After "Early Launch," Dad evidently had very specific requests for the type of plane to be highlighted in each new painting, and this was likely an offshoot of his love for planes as a child. Dietz shared that Dad was a very unique individual with tremendous creativity, and he felt that Dad used Jim's hand to paint his own creative thoughts and memories.

It is with great pleasure that we share this wonderful collection in honor of Dad's memory with Pearl Harbor Aviation Museum and all of its future visitors.



"Early Launch" by James Dietz



"Downed at Sea" by James Dietz

WHERE ARE THE CARRIERS? – DECEMBER 7, 1941

By Daniel A. Martinez, Pearl Harbor Aviation Museum Historian

In the late fall of 1941, the American Navy, in particular the U.S. Pacific Fleet, was at a crossroads of its fabled history. In the Atlantic, the Navy was fighting an undeclared war with the Nazi U-Boats. These subs were systematically attacking American freighters that were aiding Britain and Russia with desperately needed war supplies.

In the Pacific, the U.S. Navy would also be challenged by a lurking and active Japanese Navy. Negotiations with the Japanese government were at a standstill. Japan had linked arms with the Nazis of Germany and Fascists of Italy. With the signing of the Tripartite Pact in 1940, the alliance now brought them under the umbrella of the Axis power.

As tensions grew between Japan and the United States, the Pacific Fleet was repositioned from its home ports on the West Coast to Pearl Harbor, Hawaii. Two aircraft carriers were positioned at Pearl Harbor, USS *Enterprise* and *Lexington*. Laid up for repairs was the carrier *Saratoga* at the Naval Station in San Diego, California.

It became evident that if war broke out, the carriers could see isolated assaults from the Japanese. The islands of Midway and Wake Island would also be vulnerable to attack. Marine Detachments had been posted at both locations in 1941, but the defenses of these islands were minimal when it came to not having adequate air support. Admiral Kimmel, Commander in Chief of the Pacific Fleet, ordered that the carrier *Enterprise* proceed to Wake Island and deliver 12 Marine F4F3 Wildcat fighters from VMF-11. The *Lexington* would proceed to Midway Island to deliver fighter aircraft as well.

Hurried preparations went on in order to ready the two carriers' air wings. That task was supported by the Navy personnel assigned to Naval Air Station Pearl Harbor and Ewa Marine Corps Air Station. These air groups from the *Enterprise* and the *Lexington* were serviced and readied for flight operations.

On November 28, 1941, the *Enterprise* left 1010 Dock at Pearl Harbor and moved down the channel to an open and uncertain sea. Days later, Task Force 12 led by the *Lexington*, departed on December 5, 1941 and headed for Midway Island to deliver much needed air support.



U.S. Navy aircraft carriers USS *Enterprise*, USS *Lexington* and USS *Saratoga* (from top).

During the first week of December of 1941, the United States Navy had three carriers in the Pacific, two of which were on missions to deliver aircraft to the respective bases at Wake Island and Midway. The USS *Saratoga* was in San Diego being readied for service.

Also, before and during the first week of December, 1941, a Japanese Navy espionage officer on Oahu, Takeo Yoshikawa, observed that both carriers, *Enterprise* and *Lexington* had left Pearl Harbor. That report was relayed to the Japanese Task Force that was now bearing down on the Hawaiian Islands for its December 7th attack.

The question that puzzled and troubled Air Staff Officer Minoura Genda and the leader of the attack, Commander Mitsuo Fuchida, was... "Where are the American carriers?"

If there was one serious disappointment in the Japanese Navy's Operational Plan on that fateful day in December, it was that

they were unable to find and sink the most valuable U.S. Pacific Fleet asset... the American aircraft carriers.

Sources:

At Dawn We Slept, The Untold Story of Pearl Harbor
Gordon Prange

Steady Nerves and Stout Hearts
Robert Cressman, Michael Wenger

ACTION IN THE PACIFIC—AMERICAN CARRIERS DURING WWII

World War II Aircraft Carrier Pacific Theater Color Photographs from the National Archives



Pilots walk toward Hellcats on USS Saratoga.



USS Lexington at Coral Sea.



Top Navy ace David McCampbell, brings in planes.



Damage to the USS Lexington during Battle of the Coral Sea.



Flight Deck of USS Lexington as smoke rises from fires on May 8, 1942.



*"Our present control of the sea is so absolute that it is sometimes taken for granted....United we fought and united we prevail."
— Fleet Admiral Chester W. Nimitz*

F6F-3 Hellcat fighter lands on the flight deck of the USS Saratoga while flight deck crewmen chock wheels of F-6Fs in foreground.

MAKING AN IMPACT: FOR LOVE OF COUNTRY SCHOLARSHIP

By Tammie Jo Shults, Captain SWA (Ret.), Pearl Harbor Aviation Museum Board Member

“When you are at the end of your rope, tie a knot and hold on.”

This advice is widely attributed to our country’s third president, Thomas Jefferson who was known for being a visionary, forging our land into a coast to coast country alongside countless other inventions that propelled our agricultural industry forward.

One of our scholarship winners took this advice to heart. She saw her life changing, rather rapidly, during the challenges of COVID, and witnessed the disastrous effect it was taking on her and her family. Kanani saw aviation as her way out of a bleak future that was being painted by the limited opportunities ahead. Aviation became the rope Kanani decided to hold on to for both her own future and the future of her family. The cost of training, however, made it a hard rope to keep hold of – she needed a “knot.”

GIVING HOPE AND A FUTURE

Pearl Harbor Aviation Museum’s For Love of Country scholarship provided that knot and Kanani held on, giving her hope and a future. This is a new day - full of hope - in aviation, where jobs are as plentiful as the adventure which has always hallmarked our industry. However, the cost of training required to qualify for these opportunities remains high.

This financial barrier is why scholarships are so important. The financial support provided to Pearl Harbor Aviation Museum scholarship recipients can be life-changing, enabling them to pursue the necessary training and education to accomplish their goals.

When Kanani interviewed for the For Love of Country Scholarship, she had her Private Pilot License (PPL). Today, she works as a Commercial pilot at Mauna Loa Helicopters in Honolulu and has her Certified Flight Instructor Instrument (CFII) certification. She has recently been part of the civilian air force volunteering to fly supplies to Maui after the storm and fires which devastated so many on that island. Kanani’s story of success is just one example of how the Museum’s scholarship programs have impacted the lives of its recipients.



As Pearl Harbor Aviation Museum celebrates the heroes of our history, we are actively participating in helping new ones, like Kanani, come to life. Every year, every scholarship.

SCHOLARSHIP EXPANDS

During the 2023 Pearl Harbor Aviation Museum Scholarship Award Ceremony in June, a surprise donation was announced, triggered by the emotional response to the heartfelt thanks and dreams shared by this year’s awardees. Listening to the personal statements

by several of the 2023 scholarship recipients highlighted how powerful these awards can be in changing a life, providing the resources needed for these aspiring young achievers to reach their goals.

KEEPING STUDENTS ON TRACK

For many, scholarships provide not only the funding needed to enroll in a training or educational program, but also the incentive to keep a hard-working student on track.

As shared by one of the scholarship recipients, “learning that someone who doesn’t even know me is reaching out to help me reach my goals, adds tremendously to my determination to be successful.” Scholarships are a gift that empower dreams, enable futures, and change lives.

SUPPORT IN PERPETUITY

Moved by this impact, Rick and Teresa Price, along with their son Chris, announced a commitment of \$150,000 to the 2024 For Love of Country Scholarship award. Their vision is two – fold: \$100,000 will be added to the endowed \$1 million For Love of Country Scholarship fund, ensuring a level of support in perpetuity. Additionally, their goal is also to allocate \$50,000, to be awarded in full during the 2024 scholarship program, more than doubling what will be distributed immediately in 2024. This generous gift will ensure that driven individuals like Kanani have the opportunity to achieve their dreams in aviation. Please visit us at bit.ly/2023Phamscholarships scholarship to learn more about the 2023 recipients and how you, too, can help change a life.



Rick and Teresa Price with some of the 2023 scholarship recipients at the award ceremony in the Museum's Hangar 37 in June.



2022 For Love of Country Scholarship recipient Kanani now works as a commercial pilot at Mauna Loa Helicopters.

GALA PRESENTING SPONSORS, DR. THOMAS AND MI KOSASA

By Woo Ri Kim, Director of Development



Pearl Harbor Aviation Museum is proud to announce that Dr. Thomas and Mi Kosasa are this year's **For Love of Country** Presenting Sponsor and Co-Chairs. The Kosasas are committed to making a difference in our community and understand the importance of our Museum and our Mission.

"It brings us great joy to be able to support this Museum, and bring awareness to what it stands for. The attack on Pearl Harbor played a pivotal role in American history and Pearl Harbor Aviation Museum continues to share the important stories of that fateful day." — Dr. Thomas and Mi Kosasa

Longtime Museum supporters and owners of Price Enterprises, Inc., Rick and Teresa Price, have also committed to being this year's Education Sponsor.

We are incredibly grateful to Dr. and Mrs. Kosasa, Mr. and Mrs. Price, and all of our sponsors for their meaningful support of this spectacular event and our mission.



We invite you to join us on Saturday, December 2, for Hawaii's premier patriotic and philanthropic gala, **For Love of Country**, an evening filled with fun, excitement and patriotism.

This memorable event will take place on the grounds of America's WWII Aviation Battlefield, featuring fine dining by the renowned Chef Chai, superb wines, and spectacular live and silent auctions.

Funds raised will help further our mission, stewarding America's WWII aviation battlefield and expanding education programs that serve to inspire future generations.

This is a sellout event and seating is limited, so act now! Together, we will honor veterans who have served and continue to serve our country and ensure that the lessons of our past provide guidance and inspiration for those destined to lead our future.

Please visit ForLoveOfCountry.org for sponsorship opportunities and table and ticket sales.



A TRIBUTE TO LAHAINA

By Chris Thorpe, Pearl Harbor Aviation Museum Board Member



Chris Thorpe

In August, fire ravaged Maui, completely destroying the town of Lahaina and claiming the lives of scores of people. It was the worst fire in modern U.S. history and a horrific tragedy felt not only in the State of Hawaii, but across the nation and world.

I recall going to Maui as a young boy, maybe five or six years old. My family frequented Maui to escape

the cold and rainy Northwest winters. Lahaina was a necessary stop on every visit. I can still taste the guava and lilikoi shave ice and smell the food from local restaurants mixed with the sea breeze.

Our experiences as children become part of our family legacy. Just recently, in 2022, I took my own children to Lahaina, where they had the opportunity to explore historic locations such as the Wo Hing Museum, which shares the history and personal stories of Chinese immigrants who worked in the sugarcane industry in the early 20th century. The museum has since burned to the ground, taking with it beautiful and important artifacts, buildings, and treasures. The Wo Hing Museum was one of four museums lost in the fire.

PURPOSEFUL ACTION IS NEEDED

Buildings can be rebuilt, but precious lives can never be replaced. Without purposeful action, the preservation of their stories and the history that preceded this tragedy will be lost forever. We mourn for those who perished on Maui, and for the loss of historic markers that once combined to bring the legacy of this area to life.

The same can be said for the Pearl Harbor Historic Sites. Lives were lost in a horrific and unprovoked attack that immediately changed the world, a pivotal moment in time that thrust the United States into WWII. As stewards of this American WWII aviation battlefield, we strive to share the history of the attack and the response, as a way to educate, inspire, and prepare all who come to visit. It has been 82 years since that fateful day, yet millions of people worldwide continue to visit to remember, mourn, and honor those who were lost.

Without the museums, films, books, artifacts and storytellers, December 7th, 1941 would eventually drift into history losing importance and relevance over time.

Today, Pearl Harbor Aviation Museum, located on America's WWII aviation battlefield, remains dedicated to preserving the artifacts that survived the attack in 1941, and sharing the history of that fateful day. Aviation Hangars 79 and 37, and the iconic Ford Island Control Tower remain firmly in place as preserved monuments which provide the background, scene and set for docents who guide guests and students eager to learn about history.

WE WILL NOT FORGET THE LAHAINA TRAGEDY

The tragedy in Lahaina will touch all of us who love the Hawaiian Islands. In time, it too will be rebuilt, a tribute to those who perished and a reminder of the lives upon whose shoulders this community was built. Like Pearl Harbor, we will not forget.

To ensure Pearl Harbor Aviation Museum continues on its strong path, we depend on donors to support ongoing efforts. Without you, we could not protect and preserve these treasures, let alone build for the future. We thank all of the Museum's donors, Members and supporters in this lifelong endeavor. If you would like to support the recovery process in Maui and Lahaina, there are several organizations working on the ground to help direct and effectively deploy the gifts so generously pouring in. Visit [MauiNuiStrong.info](https://mauinuistrong.info) to learn more. Philanthropy at any level will help this community overcome.

Mahalo for your gracious support, preserving the legacies that are foundational to our lives.



Historic Front Street in Lahaina, Maui before the fire.

Photo courtesy of Hawaii Visitors and Convention Bureau



Historic Ford Island | 319 Lexington Blvd. | Honolulu, HI 96818

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