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BIGGEST LITTLE AIRSHOW In Hawaii
This year, we are celebrating the 50th Anniversary of the Vietnam War and dedicating the Biggest Little Airshow in Hawaii to those who served, those who supported, and those who waited at home. This war started much earlier than 1965 as the Vietnamese struggled to find freedom. The countryside was littered with scenes leftover from WWII, Flying Tigers and the French Indo China era with airplane wrecks on the ground. It was a constant reminder of the history in this region, and for us to be vigilant and try to make it home safely.

Our preparation for the Vietnam War was much like any other war; join, train, ship out and get into the fight. We had friends and families at home - parents, brothers and sisters, wives that we loved with babies to raise. My son Robert was two, and my wife was pregnant with son Michael when I departed. Our nation called and I went, like my father in WWII, my grandfather, his father, and his father’s father, since the 1700’s when my ancestors arrived in America.

Flying in the Army’s flight school was great – we were all young and eager, and we had fun learning the art and science of helicopters. It was exciting to travel half way around the world to defend a country that wanted our American ideals. The fun soon stopped as the war became real with bombs, bullets and rockets, and people dying.

Three of my long-time friends trained together, left for Vietnam in 1970, and we were assigned to C Troop 16th Air Cav of the 1st Aviation Brigade. I was flying the Bell AH-1G Cobra with call sign Darkhorse doing recon flights, search and destroy missions, troop escort sorties and, too frequently, rescue calls. Flying a gunship was a challenge as we were always overloaded, “dragging skid shoes” down steel plank runways to get airborne, first on scene and last to leave and getting back to base usually with bullet holes in our ship. Our days were spent flying from one fire fight to another, loading our own rocket pods, refueling in the field, eating out of C-ration cans and on to the next hot spot. The night missions were worse, as one could see the enemy tracer bullets seeking out our aircraft as we searched for targets in darkness.

I was shot down on March 21, 1971, and injured. We lost 20 helicopters that day. When the shooting stopped, I was picked up and taken to the field hospital and then sent home on a stretcher. Our unit became one of the most decorated in the Vietnam War.

We came home, healed from our wounds and went on with our lives, back with the families we loved. There were 3.4 million young Americans who served and supported the combat theater, 58,220 who gave their lives for the freedom of another country, 766 POWs who were held, and 591 who came home in 1973. There are 1,642 still missing. A total of 303,704 of us were wounded or injured. Those memories of combat and Vietnam still linger, as do the thoughts of the friends made and lost. Freedom, to those who have fought for it, has a flavor the uninitiated will never know. Now, fifty years later, I feel proud to serve our nation and say Welcome Home.

Over the next two years we will celebrate coming home, and share more stories from the Vietnam War, helping us all remember, understand and honor those who served.
Programs That Make A Positive Impact On Young And Old

Stories are powerful ways to share information, strengthen relationships, and inspire action. Timeless stories of legendary heroes and thrilling adventures are told each day at the Museum, educating visitors of all ages about the legacy of our historic site.

We continue to create stories, too, as our education programs impact young people from Hawaii and beyond. Students explore the history, science, and technology of aviation, and begin to imagine a brighter future. As their dreams grow, they gain an appreciation for new possibilities. As a result, a field trip, an encounter with the Barnstorming Tour, an Aviation Adventure experience with kids from China, or a conversation with a female jet pilot can change a life.

Some of our stories involve local teens that participated in Museum programs, and are finding ways to give back. Here are a few notable examples.

Katherine and Tamika are high school students who attended Flight School and Aviation Adventure last summer, because of the generosity of a local donor. Their enthusiasm for history and aviation was obvious, and they expressed the desire to come back for more.

In March, our Explorers Club program featured activities related to atmosphere and the universe. Katherine and Tamika came back to the Museum as junior staff members, teaching younger kids how to use sophisticated software to create astrophotography artwork. Now, they wish to serve as volunteers for our summer programs.

Katherine and Tamika are two important reasons why we offer an array of programs for youth. We want them to feel comfortable at the Museum, and return again and again with a sense of excitement and discovery.

There’s also the story about Riley, a high school senior who just earned his private pilot’s license, and wants to become an aerospace engineer. Last summer, Riley became interested in our P-40 simulator, a popular piece of equipment used in our Barnstorming Tour. Five years ago, we worked with a research group at the University of Hawaii to create this hands-on simulator for demonstrating flight controls. The simulator design was complex, though. We had to depend on our research group for ongoing maintenance and troubleshooting support, which became increasingly difficult as the equipment aged. We needed an updated model in order to continue the Barnstorming Tour, and had been looking for a solution for two years with no success.

When Riley heard about this issue, he examined one of the simulators, analyzed the components, and sketched a possible schematic for the electronic systems. He volunteered to work with a member of our education team to create a prototype that would fulfill the original purpose of the equipment, while providing a streamlined electronics system using readily available parts. An additional requirement was to design a standardized model that could be assembled at the Museum by staff and volunteers.

On March 12th, the new P-40 took its maiden flight at Kaelepulu Elementary School on Oahu, logging 3 hours of flight time under some very aggressive piloting. Our next simulator will be built in-house to this standard, and we’ll be able to maintain and repair the equipment with current staff. This allows us to expand our program throughout the state – all because a young person found a place of inspiration and an opportunity to explore his interests through our education programs.

These stories provide a glimpse of the amazing things that are happening at the Museum. We continue to welcome students for field trips, the Barnstorming Tour, and Scout programs, host special events, like Discover Your Future in Aviation and Open Cockpit, and thrill kids with our Flight School, Aviation Adventure, and Explorers Club. Our reputation is growing and our numbers are increasing. These are important benchmarks, yet the core value of our impact is realized through individual lives. This is how we will achieve our mission to educate young and old alike. Thank you for helping make a difference. With your continued support, the best is yet to come!
Our **Biggest Little Airshow in Hawaii** returns to Ford Island on August 15th and 16th from 10 a.m. to 4 p.m. This two-day event offers something for the entire family! Kids and adults alike will be amazed by the aerobatic maneuvers performed by remote control war birds, fighter jets, and helicopters. There will also be full-scale aircraft flyovers, hands-on modeling stations, a Kids Zone with rides and activities, plus food, drinks, and entertainment booths. In recognition of the approaching 50th anniversary of the Vietnam War, a special exhibition of aircraft and helicopters will be displayed featuring veteran pilots of these aircraft to share their story with visitors.

A heartfelt Mahalo to this year’s Airshow sponsors! As of this date, they include Mrs. Joan Bellinger, Marriott Waikiki Beach Resort & Spa, Enterprise Rent-A-Car, Bank of Hawaii, iHeart Media, and Hawaii News Now. Without their support, this event would not be possible. There is still time to sign up as either a sponsor or vendor, so if you or your organization is interested in participating, please contact us. Our partners receive tremendous exposure, great benefits to share with friends, customers and colleagues, and the “thanks” from our entire community for bringing this fun event to Ford Island.

Admission to the Biggest Little Airshow in Hawaii is $5 per person (including entry to Hangar 79), $15 per family (limit 6 individuals), and FREE to Museum members or those who purchase Museum general admission – a great deal! A special treat for all who attend, the Ford Island Gate will be opened allowing all guests to drive on to Ford Island for this event. A free shuttle from the Pearl Harbor Visitor Center will also be available. For more information or to purchase tickets, go to PacificAviationMuseum.org. See you here!

**Come Early – Stay Late:** Immediately following the Biggest Little Air Show, parking and opening programs for special Ford Island evening fireworks will begin. Watch for details.

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**Special mahalo to Mrs. Joan Bellinger for her support.**

**Mahalo To Our Sponsors**
There’s a trick question I like to ask school kids touring our museum: “What was going on a thousand years ago?” Of course, none of them can answer that exactly, and neither can most adults.

But, the follow-up places it into context: “A thousand years from now, people will think of this as the age when humans first left the Earth, were first able to see over the horizon and view our world as a whole. Being able to fly had profound philosophical consequences for mankind. You’re living in a very interesting time!”

Pacific Aviation Museum Pearl Harbor isn’t just a gallery of airplanes, we’re also an internationally recognized historic site, and we are conscious of the passage of time. Airplanes and artifacts age — as Neil Young says, “Rust never sleeps” — and we work to keep them intact for future generations. So, we’re looking forward as well as back.

We must also stay on top of anniversaries and milestones. This year will see the 70th anniversary of VJ Day, and the 65th anniversary of the opening of the Korean War.

Next year is the 75th anniversary of the attack on Pearl Harbor, the year after that is the centennial of the founding of this airfield on Ford Island, and so on.

Fifty years ago this spring, the first American air strikes against North Vietnam began. Although the U.S. military had been helping and advising South Vietnam prior to this and had committed naval air power during the Gulf of Tonkin Incident, 1965 is the year in which American air power really began to flex its muscle in Southeast Asia.

Most historical organizations have a half-century rule: It’s not really historical unless 50 years have passed, and so the Vietnam era is a critical time in the development of Pacific aviation. And it’s not just historical — the lessons learned in Vietnam had a deep impact on the future design of aviation assets. Seemingly modern aircraft like the F-14, F-15, F-16, and A-10 have their roots in the skies over Vietnam.

Accordingly, we’ve been assembling a Vietnam-era aircraft collection. To anyone under 50, the Vietnam conflict is ancient history, and the aircraft have the same combat cachet as warplanes from World War II or Korea. This includes helicopters and light planes of all shapes and sizes.

Some of our aircraft really did serve in Vietnam, including our O-2A, F-100F, F-4D, UH-1, AH-1, CH-46, and CH-53D. The last two retired from active service in the Marines just during the past year.

Today, our Vietnam birds are roosting in Hangar 79. We rely on the storytelling abilities of our docents to interpret them. That will change in the next couple of years when the museum gains access to Hangar 54. At that point, our “modern” aircraft will find a home with a solid roof over their heads, and a dedicated interpretive exhibit will make the long-ago Vietnam era come alive for visitors. The trick is to do so before too much time passes.

By Burl Burlingame
Historian
Lt. Ted Shealy’s Restoration Shop employees and volunteers continue to work on protecting and restoring our aviation artifacts to as close to their original state as possible. They currently are working on several projects.

In our Spring NOTAM, we mentioned the extensive restoration work being done on the C-47 Skytrain. Interior work continues on repairing the rust and corrosion that exists, replacing it with aluminum panels and stringers; once that work has been completed, new wooden floorboards will be installed. The next project will be restoring the cockpit and instrument panel, along with searching for an “astrodome” (clear plastic bubble top) for the forward fuselage.

Restoration of this aircraft is a tribute to the service it provided during World War II and the Korean War. Possibly its most influential role in military aviation, however, was flying over “The Hump” from India into China. The expertise gained flying “The Hump” would be used later in the Berlin Airlift, in which the C-47 played a major role, until those aircraft were replaced by Douglas C-54 Skymasters.

Another project that is underway is the B-17E stabilization project. The task of engineering, manufacturing, and placing display stands under the B-17E “Swamp Ghost” has been completed. The next step is to draw up plans to construct the steel framework to support the wing flaps and ailerons. Once it’s completed, the elevators and rudder will be reinstalled. The team remains dedicated to accurately showcasing this aircraft as an authentic view of the “Swamp Ghost” at rest after landing in New Guinea.

Additional restoration projects on some of our Vietnam War planes are the painting and markings of the Cessna O-2A, restoration of the cockpit flight controls and seats in the AH-1 Cobra, and restoration of the flight deck, instrument panels, and interior of the B-52.

If you are interested in being a part of Lt. Ted Shealy’s Restoration Shop team, please contact our Volunteer Coordinator, Lori Warnock. Lori’s direct line is 808-445-9189, or you may email her at lori.warnock@pacificaviationmuseum.org. She will give you a tour of the Restoration Shop and introduce you to Restoration Manager Randy Gratz.
There are any number of charitable or worthy community efforts that architect Buck Welch could support. But there is a very special connection that drives him to be part of the Pacific Aviation Museum Pearl Harbor.

It was 1940, Buck’s father, Darrell Welch, heard about the Army Air Corp Cadet program. He had never been in a plane, but, after learning of a barnstormer in Odessa near his family home, he spent five whole dollars to go up and see what it was like to fly. He never looked back. He loved flying.

Darrell Welch learned of the December 7th, 1941 attack on Pearl Harbor as he and his wife Lu enjoyed a Sunday Dinner with her parents in Texas. He jumped in his car and sped back to his Michigan base only to find his squadron already in California protecting the West Coast. Darrel’s aircraft was awaiting his return and he began his solo flight across country to rejoin his squadron. America was now in the war; and it would take all their training and preparation to bring about victory.

His journey west took him over Midland, Texas where he grew up. The familiarity of the place and spurred on perhaps by the knowledge that war was upon our nation, Darrell decided to make a detour to give his family a show before his next assignment. It’s a story that his family remembers well:

“There was a “tank farm” just outside town with these giant oil tanks all in a row. He was flying along at 10,000 feet when he was hit with an irresistible urge,” said his son, Darrell “Buck” Welch Jr. “He rolled over and went down on the deck and proceeded to fly between the tanks in the farm.” After flying between the tanks he circled the 12-story Petroleum Building, a Midland landmark. For years, townspeople remembered that daring show of skill.

Col. Welch went on to serve his country as a standout P-38 fighter pilot and Squadron Commander, becoming a Fighter Ace, a pilot who shot down five or more enemy aircraft. He was quick to tell those who asked, that he just did his duty. Col. Welch said he never shot at people — taking aim instead at a plane’s vulnerable points. He earned a Silver Star for the battle in which he shot down three Junkers JU 52 armed transport planes, a mission that saw two other pilots also earn triple kills.

Daring was a part of his style. In shooting down his first plane on March 23, 1943, a Messerschmitt 109 flown by Lt. Wolfgang Dreifke, Welch, along with his wingman, turned head-on into the fighters, a tactic pilots deemed a risky best option. As the ME (Messerschmitt) 109 passed, its engine smoking, Dreifke bailed out of the cockpit. A portrait by Roy Grinnell, “A Deadly Game of Chicken,” captured the moment.

“I don’t find any great joy or sadness either in fighter planes shooting down people or anything else,” he told the San Antonio Express-News in 2006. “War is hell, always has been and always will be, but I had a job and that’s what I did.” A historic photo of Welch and the other pilots with their hands raised, extending 3 fingers into the air, records this moment for all time. Welch recorded the air battle which ended with a pair of P-38 Lightning fighters driving off a pair of enemy planes that had badly shot up his plane, in his pocket diary:

“Today I’m an ace. Squadron got 16 enemy aircraft destroyed. Lost Hilgert and Field. We found over 50 JU 52s, I got three, Newby one JU 52, two JU 87s. McKay three, Bancroft two, Shaw two, Rush one, Loder one, Anderson one. I got shot up a little by ME 109.”

The legacy of service and the commitment to country, remained a strong value in the Welch family. Son Darrel “Buck” Welch carried forward his father’s legacy, serving our country during the Vietnam War flying the 0-2A Skymaster as a Forward Air Controller. Today, as a leading Honolulu architect, Buck continues to give back. As a member of Pacific Aviation Museum Board of Directors and Executive Committee, Buck has created an estate plan to continue his support beyond his lifetime commitment. His planning will ensure that the historic preservation, the mission and vision of our museum, will continue to impact, educate and inspire hundreds of thousands of visitors each year about the men and women who served our country at its most critical moments.

The lessons of the past provide the foundation upon which our future evolves. Those we called “Our Greatest Generation” lived their lives filled with a sense of duty and responsibility to one another. That spirit has been passed on to their children, and through them, to their children. An example is Buck’s son, Garrett, a marine flight pilot who recently retired after 22 years of military service. This is our strength as a nation - the character and the values by which we live. Pacific Aviation Museum Pearl Harbor, through exhibits and programs made possible by our volunteers, members and donors, will continue to share the stories of the men and women who serve our country. We will remember the past so that we might inspire the future!

By Elissa Lines
Executive Director of Development
When There’s a Will, There’s a Way

It was a defining day in Tommy Lau’s life. He was merely eighteen years old and was helping to install Christmas lights on Hawaii’s Aloha Tower for the upcoming holiday. It was still early, eight in the morning, and overhead he watched the aircraft of the Japanese attack — the Zeros, Vals, and Kates circling over the city of Honolulu, and heading westward back to Pearl Harbor to line up with Battleship Row alongside Ford Island. The rest, as they say, is history.

Four days later, Tommy, who had passed an aircraft maintenance test, reported to work in Hangar 79 along the runway at Ford Island to repair and test aircraft engines and other components that were shipped off to the fleet in the Pacific. This after-school job put him in the Navy Reserves, something he and his friends did not really understand.

Tommy Lau was of Chinese ancestry, born on the island of Oahu. He may no longer have the appearance of a fighting man, but his wisdom and determination are readily apparent. Tommy spent the bulk of WWII working in Hangar 79. Following VE Day, he received his “discharge,” as part of the RIF (Reduction in Forces) Act. To his surprise, 30 days later, he was drafted into the Army! He chose air operations in Europe, a perfect assignment given his skills.

He “lived” history. With the advent of the nuclear age, Tommy was involved early in 1946 in the testing of nuclear devices, relating the declassified events on Enewetak, Johnson, and Bikini atolls, and Christmas Island. He is one of the few remaining participants of those early tests. He went on to participate in “Operation Vittles,” better known as the Berlin Airlift. As a member of a crew flying the C-47 “Gooneybird” (his favorite aircraft) they flew in three minute intervals to supply West Berliners with food, supplies, and coal to survive the winter of 1948 to 1949.

Because of the limited capacity and difficulty offloading the inclined cargo area of the C-47, the Douglas C-54 Skymaster was introduced to the mission, and Tommy soon came to know that aircraft as well as the larger C-97.

When his enlistment was up in 1948, Tommy joined the Air National Guard and was called back to active duty in support of the Korean War, mostly flying air evacuation in the C-97, a pressurized aircraft. Tommy’s fondest story of that time relates the mission to return Major General William Dean to the mainland. Major General Dean had been captured while trying to aid his own wounded soldiers and evade the North Koreans. He became the highest ranking POW of the Korean War. In September of 1953, Tommy’s crew met Major General Dean at Haneda airport in Tokyo, and flew to Yokota Air Force Base for fuel, before departing for Hawaii. They passed the long hours over the Pacific aboard the C-97, playing “craps.” Major General Dean paid his small gambling loss by autographing dollar bills for each of the crew, including Tommy. On their arrival at Hickam Airfield, Major General Dean helped fellow enlisted POW, Clarence Young, walk down the ramp to exit the aircraft. Later that year, Major General Dean was honored in a ticker tape parade in New York City.

Tommy’s service continued through the Vietnam conflict. He flew on 47 combat support flights into French Indochina, as it
The John T. Sterling Volunteer Service Award

The Volunteer Service Award was established in 2010 to honor John T. Sterling, Pacific Aviation Museum Founder and Board Director. John demonstrated that, through hard work and determination, the dream of an aviation museum on Ford Island was achievable.

Each year, in the spirit of the John T. Sterling Volunteer Service Award, volunteers are chosen for their dedicated service. Our 2015 honorees are: Randy Jaycox (pictured left), founding volunteer, who has served as a docent since the opening of the Museum; Fred Staedel (pictured middle), a two-year volunteer, who assists in education, teaching STEM classes to students during field trips; and Brooks Garner (pictured right), also a two-year volunteer, who dedicates his time to Lt. Ted Shealy’s Restoration Shop.

Volunteer Of The Year Award

The Volunteer Of The Year Award was called in the early 1960’s. On assignment with NATO, he participated in the Antarctica and Arctic “Operation Deepfreeze” and later served in Africa during the 1964 Congo incident, aiding and evacuating civilians. He served our country in three wars, logging over 17,000 hours, maintaining and flying in C-47’s, C-54’s, B-17’s, C-97’s, C-118’s and C-124’s. Although he also has sad memories of discrimination experienced by our patriotic men of Asian ancestry, he proudly wears a hat laden with the pins of places, missions, and years of service that all began in our own Hangar 79.

In 2006, Tommy joined Pacific Aviation Museum Pearl Harbor as a founding volunteer. Working with other volunteers, Tommy helped assemble, restore and prepare aircraft for display in the first exhibits planned for the Museum. Tommy said, “This hangar is the totality…the totality…of what Pacific Aviation was all about. This hangar is my full circle.”

Pacific Aviation Museum opened with a flourish in December 2006 on the 65th Anniversary of the attack. Many Pearl Harbor survivors reunited for probably their last time, and, as the honored guests, were first to enter the Museum. Two Japanese pilots of the attack attended the opening as well. It was a proud moment for Tommy and all the volunteers who helped restore aircraft and prepare the Museum to welcome the public.

The sense of “Full Circle” for both Tommy and our Museum would not be complete without a few words about the Hangar 79 restoration center itself. Mike Shealy and his wife, Carol, donated the funds needed to equip the restoration center for Pacific Aviation Museum Pearl Harbor, returning this portion of Hangar 79 to its WWII appearance. It could not have been a better fit: Mike’s father, Ted Shealy, was a veteran of the Battle of Midway, serving on the USS Enterprise, where he specialized in aircraft maintenance. Prior to WWII, Ted Shealy worked in the maintenance shop in Hangar 79, an area that now bears his name: “Lt. Ted Shealy’s Restoration Shop.” For Tommy, nothing could be more appropriate.

By: Dr. Doug Kohlan, a retired US Navy dentist who served on three Navy ships, including the USS Midway (CV-41) and the USS Dixie (AD-14). He has been a private pilot since 1977 and has been involved in warbird restoration since 1996, including a NAHI trophy winner, a Fairey Firefly Mk V. He is a Founding Volunteer for Pacific Aviation Museum Pearl Harbor with more than 3,000 volunteer hours, and resides in Honolulu, Hawaii. Doug works alongside Tommy Lau in PAMPH Restoration Center.

We are honored to have more than 130 volunteers, who give many hours to keep the Museum a place of historical interest, educational for both youth and adults, and a place to reflect on the past with a path toward a promising future in aviation.

Hats off to our volunteers!
2015 Year-To-Date Contributions
(As Of 3/1/2015–4/30/15)

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Mahalo for your support! Pacific Aviation Museum is a 501(c)(3) charitable, non-profit organization supported by private donations. Tax ID #99-0337979
Calendar of Events

“National Memories” the US – China Collaboration During WWII exhibit continues through July 2015. The exhibit, which first went on display in the southern Chinese city of Shenzhen in 2010, has toured Mainland China and Taiwan. It expresses appreciation for the American people and the assistance extended to China during World War II. More than 100 historic photos, taken by the 164th US Signal Photo Company in the China Burma India Theater, are included in the exhibit. The Museum’s permanent “Flying Tigers Exhibit” featuring a WWII-era P-40 aircraft, anchors the photographic display.

June 9th ~ 11th – Flight School for Boys. A 3-day adventure in the history and technology of aviation for 6th through 8th graders. Immersive, hands on activities with an emphasis on Pacific aviation and fun. 9 am – 4 pm, $175 ($155 for Museum Members) for the three-day program includes all materials, lunches, snacks, and a Flight School T-shirt. Visit our website to register, or call (808) 445-9137 for more information.

June 16th ~ 18th – Flight School for Girls. A 3-day adventure in the history and technology of aviation for 6th-8th graders. Immersive, hands on activities with an emphasis on Pacific aviation and fun. 9 am – 4 pm, $175 ($155 for Museum Members) for the three-day program includes all materials, lunches, snacks, and a Flight School T-shirt. Visit our website to register, or call (808) 445-9137 for more information.

June 23rd ~ 25th – Flight School for Boys. See above.

June 29th ~ July 1st – Explorers Club. Explorers Club is an exciting 3-day STEM program that’s out of this world! Students in grades 3-5 will program Lego robots, explore the challenges of operating a planetary rover, learn to write basic code, study lava flow sequences, and much more. Registration is $175 ($155 Museum Members) and includes meals, snacks, T-shirt, and all program materials. Visit our website to register, or call 808-445-9137 for more information.

July 14th ~ 16th – Aviation Adventure. The Aviation Adventure continues the excitement of Flight School with a co-ed residential camp for teens. Students ages 13-15 (or graduates of Flight School) spend 3 days at the Museum and 2 nights onboard the Battleship Missouri Memorial exploring STEM concepts of aviation and aerospace in our historic setting of Ford Island. $325 ($290 for Museum Members) for the 3-day/2-night program and includes all materials, meals, snacks, overnight accommodations, and an Aviation Adventure T-shirt. Visit our website to register, or call 808-445-9137 for more information.

July 21st ~ 23rd – Aviation Adventure.

July 24th – Happy Birthday, Amelia Earhart! Visitors are invited to celebrate Amelia Earhart’s 118th birthday. The Museum fronts Luke Field on Ford Island, where Ms. Earhart ground looped her Lockheed Electra on takeoff March 20, 1937, while attempting her Round-the-World-Flight. Visitors will enjoy cake, juice, and a look at our “Amelia Earhart in Hawaii” Photo Exhibit. Free with Museum admission and free to Museum Members, 11am to 1pm. Free admission to families with at least one person dressed in Amelia or historical aviation attire. Board the free Ford Island shuttle at the Pearl Harbor Visitor Center. Amelia Look Alike Contest for 1st, 2nd, 3rd, place prizes will happen at 1pm.

August 15th & 16th – Biggest Little Airshow in Hawaii. 10am to 4pm, the Museum’s 7th Remote Control airshow. Visitors will be able to drive on to Ford Island and experience over 100 remote control 1/5th scale warbirds, jets, and helicopters performing aerial combat, stunts, aerobatics, and candy bombings for the keiki. Musical concerts, actual aircraft flyovers, aircraft static displays, hangar tours, enter to win prize drawings. Food, drink, retail, and entertainment booths and exhibits, and a Kids Zone. Sponsors, exhibitors and vendors are invited to participate. For more information including sponsorship and booth opportunities, call 808-441-1013 or 808-445-9069.
WE'VE GOT YOU COVERED!

From model planes to golf umbrellas, and everything in between. Our Museum store has the perfect gift for every person and every occasion. New arrivals include, grenade mugs, army bottle openers, logo caps, books, postcards, magnets, and the Popeye and Olive Oyl “Kiss” designed items — imitating the famous photograph taken on Victory Day in Times Square. Legos, model kits, and toys for the kids too!

Use code: “Summer” and receive 10% off on-line and in-store purchases.
PacificAviationMuseum.org | 808-271-3188.

The perfect landing for historic events.

Imagine dining in the shadow of a B-25 Mitchell Bomber, or the cocktail conversation around an authentic Japanese Zero. We can accommodate 2,500 in our Museum Gallery and up to 10,000 on the Tarmac, which still bears the scars of the Dec. 7th, 1941 attack.