



# PACIFIC AVIATION MUSEUM

PEARL HARBOR

Hangar 37, Ford Island - 319 Lexington Blvd, Honolulu, HI 96818 - tel (808) 441-1000 - fax (808) 441-1019  
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To: Sen. Rosalyn H. Baker, Chair  
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Members, Ways and Means Committee

Sen. Lorraine R. Inouye, Chair  
Sen. Shan S. Tsutsui, Vice Chair  
Members, Intergovernmental and Military Affairs Committee

From: Admiral Ronald J. Hays, USN (Ret.)  
Pacific Aviation Museum Pearl Harbor, Chairman

Date: January 28, 2008

Subject: Support S.B. 2015 – MAKING AN APPROPRIATION FOR PACIFIC AVIATION MUSEUM PEARL HARBOR

Dear Chairs Baker, Inouye, and Committee Members;

I am Admiral Ronald J. Hays, and I am here to testify in support of Senate Bill 2015. I serve in a voluntary capacity as Chairman of the Board of Directors of Pacific Aviation Museum Pearl Harbor.

The Pacific Aviation Museum was established as a private, non-profit tax-exempt IRS 501 (c) 3 museum in 1999 to represent and serve all branches of the service that have contributed to the history of the Pacific Theater, and to preserve the history and place where World War II began for America. It joins the other members of the Pearl Harbor Historic sites: the USS Arizona Memorial, the USS Missouri Memorial, and the USS Bowfin, in telling the story of bravery, valor, and dedication by our armed service personnel.

The highly anticipated Pacific Aviation Museum – Pearl Harbor (Phase 1) opened to the public on December 7, 2006, 65 years after the attack on Pearl Harbor. Located on historic Ford Island, a National Historic Landmark and the site of our nation's first aviation battlefield, the museum's first phase tells the story of the first year of military aviation in the Pacific during World War II.

The museum's first year of operation was a success by any and all measures. We welcomed more than 95,000 visitors, including 4,700 school children on education field trips. Our operating fund for the calendar year 2006 was right at break-even and we were "in the black" for all of our activities.

Following a successful first year of operation, the Pacific Aviation Museum is poised to begin work on Phase 2, Hangar #79, which will encompass aviation history in the Pacific Theater during World War II. Funding necessary for this next phase is \$33 million, of which 88% is expected from national and international sources. For this purpose, the

museum is in the process of establishing a mainland office that will be led by an executive fundraising director. The museum continues to participate in a Direct Mail program that to date has over 32,000 donors. We anticipate that this endeavor will continue to grow and support our Phase 2 efforts.

Since its opening, the museum has greeted a steady flow of visitors each day, including school groups from private and public schools. The D.O.E. is excited about partnering with the Museum; all lessons and activities are aligned with the DOE's HCPS standards for grades 1-12 in the areas of science, math, social studies, language arts, and fine arts. Our Education Center's Flight Lab is equipped with individual flight stations that bring to life the unique history that occurred in the Pacific region.

In the interest of promoting the Pacific Aviation Museum to a wider audience of visitors, we have now joined forces with the USS Arizona Memorial, the USS Bowfin Museum, and the USS Missouri Memorial to form the Pearl Harbor Historic Sites. This newly formed joint venture will have a significant impact on bringing visitors to all four sites at Pearl Harbor.

The economic and tourism impact of the Pacific Aviation Museum will be substantial over time, especially as each hangar is designed, retrofitted, and opened. With an important *historical presence*, found no other place on earth, it is anticipated that the Pacific Aviation Museum will be very successful, bringing in more and more visitors each year. As a new visitor attraction, the museum is already contributing significantly to our tourism economy.

It is critical, at this point, to demonstrate to national and international audiences that the State of Hawaii endorses and supports Phase 2 of the Pacific Aviation Museum – Pearl Harbor. The museum acknowledges and appreciates Grants-in-Aid totaling \$1 million received from the 2006 and 2007 Legislative sessions for Phase 2. In this endeavor, we encourage fully funding S.B. 2015. A total of \$2 million of state funding (including the prior Grants-in-Aid) for Phase 2 would represent 6% of the funds needed.

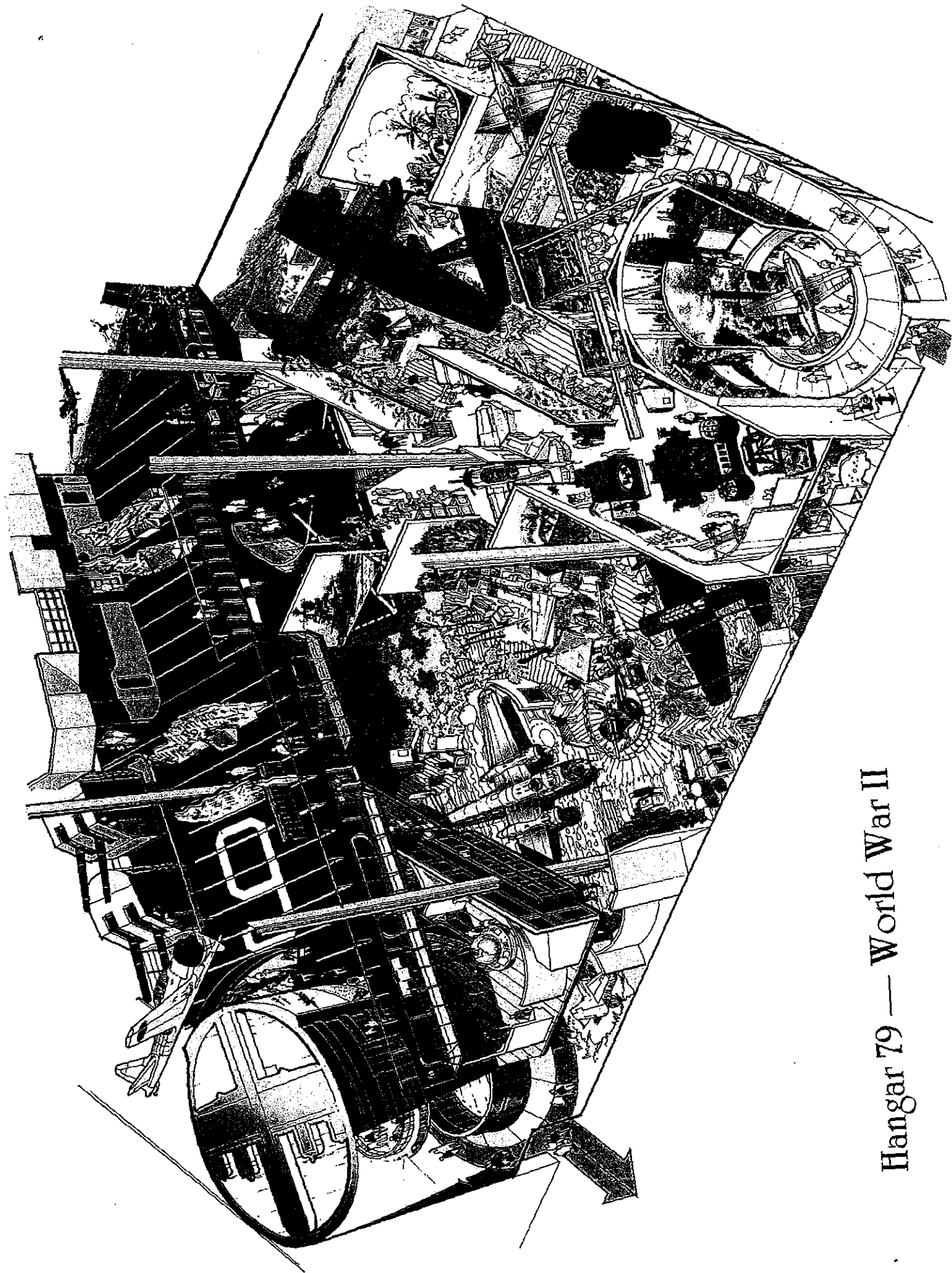
Thank you for hearing my testimony for S.B. 2015 – an appropriation of \$1.0 million for the Pacific Aviation Museum Pearl Harbor. We encourage your support.

Very truly yours,



Adm. Ronald J. Hays, USN (Ret.)  
Chairman, Pacific Aviation Museum

Attachment: Rendering of Hangar 79 – World War II



Hangar 79 — World War II

SB 2015

**WRITTEN TESTIMONY**

**LATE**

**Testifier:**

James Metcalf Bugbee, retired FAA Engineering Flight Test Pilot and WWII combat pilot, wishes to offer testimony in support of needed funding for the planning, design and construction of Phase 2 of the Pacific Aviation Museum at Pearl Harbor. Mr. Bugbee flew 65 missions in B-25s during WWII and is a volunteer at the museum.

**Testimony to the Committee:**

I have witnessed first hand as a volunteer tour guide at the Pacific Aviation Museum, the importance of this museum to Hawaii tourism. Visitors of all ages come to the museum from around the world and especially countries affected by World War II. The visitors include: family members of those who fought in WWII; veterans (WWII, Korean War, Vietnam War, etc); young through middle aged who studied WWII and the bombing of Pearl Harbor in school and/or heard about the war from their parents, grandparents and other relatives. There are quite a few Japanese visitors to the museum, also, and the story boards telling about the bombing of Pearl Harbor and the first year of the war in the Pacific, located throughout the museum, are in both English and Japanese.

Visitors to the museum are very impressed with the fact the three hangars that will eventually make up the museum, were in use by the military on Ford Island at the time of the bombing of Pearl Harbor and survived; there are still bullet holes remaining in some of the hangar windows. Hangar 37 which currently makes up the first phase of the museum, is dedicated to the first year of the war in the Pacific.

Some visitors have even checked out of their hotels the day they are to leave and have made a special point to visit the museum before catching their flights. All visitors I have talked to have expressed very positive comments about the museum exhibits and their historical significance. Very often visitors tell me the Pacific Aviation Museum is at the top or among the top of all the attractions they have experienced while visiting Hawaii .....just imagine what the museum will be like when all three hangars are open. Without a doubt, the Pacific Aviation Museum will one day be recognized as among the most important historical museums not only throughout the Pacific but throughout the world.

Additionally, as a part time resident of Hawaii and Arizona, I have found great interest from travel agents in Arizona when I speak to them about the Pacific Aviation Museum and they have offered to display information about the museum with their Hawaii travel literature; I am sure this will be true of travel agents in other states and countries.

James M. Bugbee  
38 S. Judd Street, #20B  
Honolulu, HI 96817

Testimony to the Senate Committee on  
Intergovernmental and Military Affairs  
Monday, January 28, 2008  
Conference Room 229, Hawaii State Capitol

**LATE**

RE: Senate Bill NO. 2015, MAKING AN APPROPRIATION FOR THE PACIFIC AVIATION MUSEUM – PEARL HARBOR.

Chairwoman Inouye, Vice Chairman Tsutsui and members of the Senate Committee on Intergovernmental and Military Affairs.

My name is Edward V. Richardson, a former aviation, retired State Adjutant General and a member of the Board of Directors for the Pacific Aviation Museum - Pearl Harbor. I am testifying in support of Senate Bill 2015.

Since my retirement I have been involved with other members of the Pacific Aviation Museum-Pearl Harbor in assisting with the development of an organization that someday will be one of the most outstanding museums in the nation and the world. I am humbled and honored to work with the leaders, staff members and volunteers that we have in organization. – All working toward the common goal of developing and maintaining an internationally recognized aviation museum on historic Ford Island. It will be a museum that will educate young and old alike, honor aviators and their support personnel who defended freedom in the Pacific Region and a museum that preserver Pacific Aviation History.

I was seven years old when Japan attacked Pearl Harbor in 1941. But I can still remember the fear that prevailed at that time. Were we going to be invaded? Who will defend us? Men and women alike began to organize, gather weapons, stockpile food and plan for the worst. Blackouts, air raid drills and rationing immediately took place and we were preparing to repel an invasion. Peaceful, beautiful Hawaii was now a combat zone and things were not looking good.

In June of 1942, the Japanese Navy was headed toward Midway Island – which is about 1100 miles north east of Hawaii. They were planning to take Midway Island then use it as a staging base to invade Hawaii. Fortunately, we learned of their intentions and our US Navy, with its carrier aircraft, was able to sink the main body of its carrier fleet and turn the enemy away. Many brave aviators and their crew men were killed in that attack along with crew members of the USS Yorktown and other ships that never returned. They gave their lives for us in Hawaii.

I tell this story because I lived through the Second World War and saw first hand how it affected us here in Hawaii. Too many people, who live here in the islands and in the United States, are not aware of the sacrifices that many have made to keep us free. We plan to help to correct that problem by relating these stories in our museum. History Ford Island is the perfect place for that.

About ten years ago, there was an effort to change some street names at Barbers Point Naval Air Station. The airfield was being turned over to the State so its name was being changed to Kalaeloa Airport and so, accordingly, its street names were to be changed. I distinctly heard the names Lexington and Yorktown as two of the street names that a group of people wanted to get rid of. "Why have streets named in Hawaii of old battles that were fought during the Revolutionary War?" was what one of the testifiers had said. They were not aware that those streets were named after the two US Navy carriers and all the personnel on those ships who were lost protecting Hawaii during those early threatening years of World War II. The point is – we need to do a better job of educating our people of the sacrifices made by others to keep us free and the significant role that aviation played in the Pacific.

Please support passage of Senate Bill 2015; it is essential in making this project a success.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed V. Richardson". The signature is fluid and cursive, with a prominent initial "E" and "R".

Edward V. Richardson  
717 Kumukahi Place  
Honolulu, HI 96825

**LATE**

NAME: KENNETH W. DEWEY, COLONEL USMC (RET)  
AFFILIATION: VOLUNTEER/DOCENT, PACIFIC AVIATION MUSEUM

INTERGOVERNMENTAL AND MILITARY AFFAIRS COMMITTEE  
JANUARY 28, 2008 at 1:15PM (Conference Room 239)  
SENATE BILL 2015

Visitors touring the Pacific Aviation Museum marvel at seeing a genuine Japanese "Zero" and are intrigued by the story of Airman 1<sup>st</sup> Class Shigenori Nishikaichi intentionally crash landing his "Zero" on Niihau.

People are typically impressed at getting close to an airplane that former President George H. W. Bush soloed during his flight training, and surprised to learn that when he completed his flight training at the age of 19, he became the youngest pilot in the Navy at that time.

Those listening to Dick Cole (Jimmy Doolittle's co-pilot) explain aspects of their training, learning that they were going to attack Japan, the earlier than scheduled launch from the USS Hornet due to being discovered, and the anxiety of bailing out into the night over the China coast from his fuel-starved B-25 were left in awe.

And, almost everyone spends time studying the large floor map of the Pacific, gaining a perspective of the ocean's vast expanse and the relative positions of well known battles.

These illustrations are representative of what visitors appreciate and enjoy from their tours at the Pacific Aviation Museum. Without question, their demonstrated enthusiasm will become word of mouth advertising, expanding others' awareness of the growing historical attraction in Pearl Harbor.

Considering the tremendous impact of aviation throughout the Pacific Theater and American leadership in aviation, an American aviation museum is warranted. Pearl Harbor's Ford Island is without rival as to historical importance and continues to be the logical choice for an American aviation museum in the Pacific. It is my opinion that the Pacific Aviation Museum's first year successes demonstrate its viability toward that end and justify support for continued development as an integral member of the Pearl Harbor Historical Sites.