



TERRITORY OF HAWAII

Hawaii Aeronautics Commission

ANNUAL REPORT

JULY 1, 1947 — JUNE 30, 1948

William Neilson

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION
JUNE 30, 1948

CHAUNCEY B. WIGHTMAN.....*Chairman and Member*
O. J. BURNETT.....*Vice Chairman and Member*
RALPH C. HONDA.....*Secretary and Member*
R. ALEXANDER ANDERSON.....*Member*
EDWARD A. BOLLES.....*Member*
ROY R. BRIGHT.....*Member*
CHESTER R. CLARKE.....*Member*

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ADMINISTRATIVE STAFF
•

OFFICE OF THE COMMISSION

Director of Aeronautics.....ROBERT L. CAMPBELL
First Assistant Director.....GLENN T. BELCHER
Administrative Assistant.....GEO. R. SIMS

HONOLULU AIRPORT

Airport Superintendent.....COIN E. PERIN

GENERAL LYMAN FIELD (Hilo Airport)

Airport Superintendent.....MARK E. MARTIN

MAUI AIRPORT

Airport Superintendent.....PATRICK J. O'SHEA

PORT ALLEN AIRPORT

Airport Supervisor.....JOHN E. BATCHELDER, JR.

MOLOKAI AIRPORT

Airport Supervisor.....GEORGE A. WILL



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HAWAII AERONAUTICS COMMISSION
TERRITORY OF HAWAII

October 15, 1948

*Honorable Ingram M. Stainback
Governor of Hawaii
Iolani Palace
Honolulu, Hawaii*

Dear Governor Stainback:

As required by Act 32, Session Laws of Hawaii 1947, we are pleased to transmit herewith the first annual report of the Hawaii Aeronautics Commission for the period commencing July 1, 1947 and ending June 30, 1948.

Respectfully submitted,

HAWAII AERONAUTICS COMMISSION
Chauncey B. Wightman
Chairman

GRS:tc

Enc.

ANNUAL REPORT

HAWAII AERONAUTICS COMMISSION

Fiscal Year July 1, 1947 - June 30, 1948

HISTORY OF TRANS-PACIFIC FLYING

In view of the tremendous progress of aviation during and since the War, it is deemed appropriate in submitting this first annual report by the Hawaii Aeronautics Commission, to set forth a brief history of aviation in the Pacific and its influence on Hawaii.

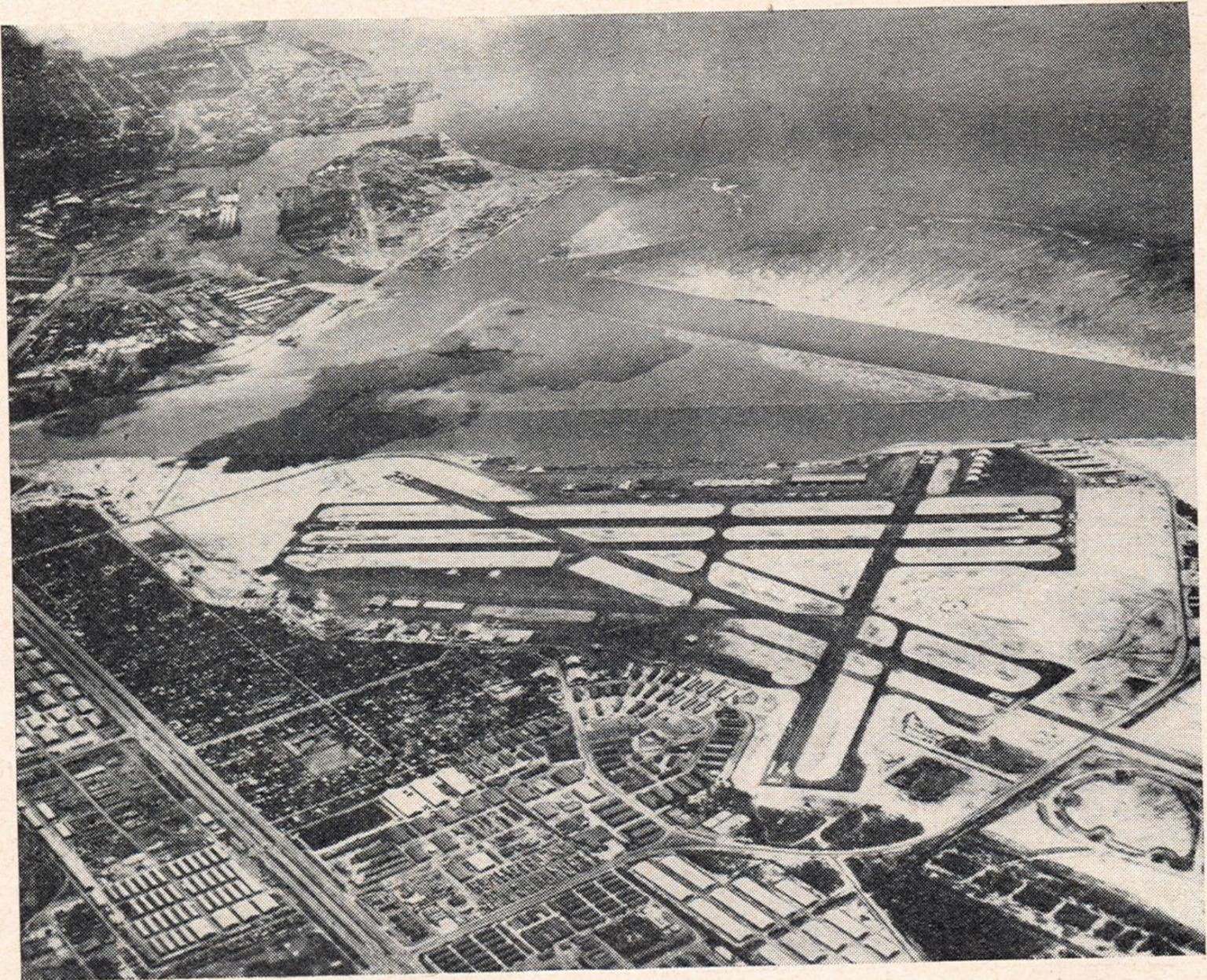
Due to its strategic location as the hub of Pacific air transportation, Hawaii has been the focal point of air pioneers since the Lindbergh flight to Paris in 1927. In fact, the Navy considered the importance of air routes in the Pacific as early as 1925. The first attempted flight from the Mainland to Hawaii was made by Commander John Rodgers in a Navy PN-9 Seaplane August 31, 1925. The flight did not reach Hawaii by air, due to lack of fuel. A safe landing was made at sea some five hundred miles short of Honolulu. The seaplane was sailed by its crew to Nawiliwili, Kauai, and the acclaim of the nation, as they had been given up for lost. The publicity given the nine-day search by the Fleet, which was conducting summer maneuvers in Hawaiian waters, and the dramatic conclusion of this flight, probably brought Hawaii more prominently into the news than any other event up to that time.

On June 14, 1927, Ernest L. Smith and Emory Bronte took off from Oakland Airport in a Travelair monoplane "City of Oakland" on the first attempted land plane flight to Hawaii. As they were passing Kaunakakai, Molokai, the fuel supply of their monoplane gave out and the flight ironically had to be terminated almost within sight of their goal on Oahu.

On June 29, 1927, the U. S. Army tri-motor Fokker "Bird of Paradise" flown by Lts. Maitland and Hagenberger landed at Wheeler Field, Oahu, after 25 hours and 50 minutes in the air. This flight was the forerunner of other flights soon to be made.

On August 16, 1927, five airplanes took off from Oakland Airport for Wheeler Field, Oahu, in the historic "Dole Derby." The race was won by Art Goebel, pilot, with Lt. Davis as navigator, in a Travelair monoplane "Woolaroc"; time for the flight was 26 hours and 18 minutes. Martin Jensen, pilot, with Capt. Schluter, as navigator, came in second. The other three airplanes in the race were never heard from. The tragic results of this flight put an end to further attempts at the 2400-mile over-water flight by single engine land planes until 1934.

On May 31, 1928, Capt. Kingsford-Smith landed at Wheeler Field in the tri-motor Fokker "Southern Cross" en route to Brisbane, Australia, via Honolulu and Fiji. The flight from Oakland to Honolulu took 27 hours, 30 minutes. There followed a lull in trans-Pacific flights until 1934 when on January 10th the Navy made a mass flight with six Consolidated sea-



Navy Photo

Honolulu Airport and Seadrome

planes from San Francisco to Pearl Harbor. The flight was commanded by Lt. Commander McGinnis and all planes completed the trip without incident.

On November 3, 1934, Kingsford-Smith made the first east-bound flight from Hawaii to the Mainland as the last leg of his eastward crossing of the Pacific from Australia. Time in flight from Honolulu to Oakland was 15 hours, with the "Lady Southern Cross," a single-engine Lockheed.

On January 11, 1935, Amelia Earhart took off from Wheeler Field in a Lockheed-Vega and landed at Oakland Airport 18 hours and 17 minutes later, to be the first pilot to fly solo between Hawaii and the Mainland. In April, 1935, Pan American Airways commenced survey flights to Hawaii with a view toward establishing regular trans-Pacific passenger service. On April 16, 1935, the first survey flight took off from San Francisco Bay in a Sikorsky S-42 seaplane with Captain Musick, veteran PAA pilot, at the controls. The flight to Pearl Harbor was made in 17 hours 14 minutes. This flight was the beginning of an orderly development of Pacific air transportation which was to bring Hawaii within a few hours of the Mainland, and a closer cultural and economic relationship with the Pacific peoples.

During the period 1934 to 1937 frequent flights by Pan American and mass flights by Navy seaplanes, all without incident, proved the practicability of this mode of transportation.

After a series of survey flights to prove each segment of their trans-Pacific Route, Pan American Airways inaugurated regular service when, on November 22, 1935, the Martin M-130 "China Clipper" departed from Alameda, California, on the first scheduled air mail flight across the Pacific. Governor Merriman of California proclaimed the day officially "Pan American Airways Day." Postmaster General Farley came from Washington to witness what he characterized as "the beginning of the . . . most significant achievement in the development of air transportation."

Pan American Airways operations in Hawaii were conducted from a company base at Pearl City on the shore of Pearl Harbor. The first service was provided by Martin "Clippers" which were augmented in 1941 by larger Boeing "Clippers."

At the beginning of the War the facilities of Pan American Airways were placed at the disposal of the Navy and in June, 1942, operations for the Navy were commenced on a contractual basis in conjunction with the Naval Air Transport Service. In a like manner United Air Lines and Consolidated Aircraft Company, of San Diego, performed contract service for the Army Transport Corps. Thousands of trans-Pacific flights by crews of these companies were to provide the experience and know-how that have made possible the present development and dependability of trans-ocean air commerce.

On November 16, 1945, Pan American Airways resumed commercial operations between San Francisco and Hawaii with the Boeing "Clippers" which had been leased to the Navy during the War.

During the calendar year 1947 overseas operations between Honolulu and the Mainland and through Honolulu from the Philippines, Australia and the Orient totaled 2,729 arrivals at Honolulu Airport as follows:

Pan American World Airways.....	1,794
Transocean (including PAL).....	300
United Air Lines.....	247
Australian National Airways.....	168
Pacific Overseas Airlines.....	95
Matson Navigation Co.....	53
China National Aviation Corp.....	33
Royal Netherlands Indies Airways.....	27
Far Eastern Air Transport, Inc.....	8
Quantas Airways.....	4

On April 27, 1947, William A. Patterson, president of United Air Lines, arrived at Honolulu Airport in the first DC-6 to be put in overseas service. The occasion was to inaugurate United's scheduled daily service between Honolulu and San Francisco on May 1, 1947.

On June 4, 1948, Philippine Air Lines placed DC-6's in operation between San Francisco and Manila on the first sleeper service across the Pacific.

It is not generally realized that the first scheduled transoceanic commercial flights of the world occurred on a trans-Pacific route. Although scheduled air service was already in existence across the Caribbean and over other similar island-and-water chains of the world, the Atlantic Ocean had not been crossed except by experimental flights when the San Francisco-Manila air service was inaugurated in 1935. Eleven years later the Navy was to fly the Lockheed "Truculent Turtle" from Perth, Australia, to Columbus, Ohio, a distance of 11,237 miles in 55 hours, 18 minutes for a new world's non-stop record.

October 4, 1946, the B-29 "Pacusan Dreamboat" took off from Honolulu Airport on a non-stop flight to Cairo, Egypt. The aircraft, loaded with fuel for take-off, weighed 144,477 lbs. The flight was commanded by Colonel Clarence S. Irvine. Time for the flight was 39 hours and 36 minutes.

AVIATION DEVELOPMENT IN THE TERRITORY

As early as 1915 the Territorial Legislature was concerned with promulgation of aeronautical regulations. Act 14, Session Laws of Hawaii 1915, approved by Governor Lucius E. Pinkham on March 22, 1915, prohibited the operation of aeroplanes, balloons and other aircraft in the Territory of Hawaii without license, except by pilots of the Army, Navy or National Guard.

Military security was evidenced at that time by a resolution of the Aero Club of Hawaii dated March 8, 1917, to wit: "That no application by persons other than citizens for permission to operate aircraft in the Territory of Hawaii or the waters adjacent thereto, shall originate with nor receive the endorsement of the Aero Club of Hawaii; that no permission to take as passengers one or more persons granted application through the Club shall serve as authority for taking up as passengers any person who is not an American citizen."

Act 109, Session Laws of Hawaii 1923, made provisions "concerning aeronautics and to make uniform the law with reference thereto and repealing all laws inconsistent therewith." This act approved April 30, 1923, by Governor Wallace R. Farrington, covered such items as sovereignty of space, lawfulness of flight, damage to land, dangerous flying, licensing of aircraft and airmen, hunting from aircraft, and provided penalties for violations.

Act 176, Session Laws of Hawaii 1925, appropriated \$45,000.00 for the acquisition and improvement of an airport and/or landing field on the Island of Oahu . . . within a reasonable distance of Honolulu. The amount so appropriated not to be expended until the sum of \$20,000.00 had been raised by private subscription and paid into the Territorial Treasury. From these funds an area of 119.3 acres of land and 766 acres under water was acquired from the S. M. Damon estate as an airport site for the sum of \$27,410.00. The airport was dedicated March 21, 1927, the principal speaker being Honorable E. P. Warner, Assistant Secretary of the Navy. The field was named in honor of the late Commander John Rodgers, who had been Commanding Officer of the Naval Air Station at Pearl Harbor from 1923 to 1925 when he left to command the Navy's historical flight between the West Coast and Hawaii.

Act 238, Session Laws of Hawaii 1927, approved by Governor Farrington April 27, 1927, created a Territorial Aeronautical Commission to consist of not less than five nor more than seven members to be appointed by the Governor . . . at least three members to be licensed aeronauts (or military aviators). Powers and duties of the Commission: (1) Preparation, promulgation and enforcement of rules and regulations governing aviation and allied activities. When approved by the Governor to have force and effect of law. (2) Examining and licensing of aeronauts and aircraft. . . . (3) Establishment and chartering of airways . . . (4) Exclusive control and operation of all Territorially owned or leased airports.

The act appropriated \$10,000.00 for expenses of the Commission for the biennial period 1927-1929.

The Commission appointed pursuant to this act was composed of the following:

Colonel P. M. Smoot, HNG, Chairman
A. W. Van Valkenburg, Member
Herbert F. Cullen, Member
Leo. G. Fehlman, Member
Will C. Crawford, Member
Chester R. Clarke, Member
Cmdr. Victor D. Herbster, USN

Act 257, Session Laws of Hawaii 1927, approved May 2, 1927, by Governor Farrington appropriated the following sums for airport development: John Rodgers, \$75,000.00; Hilo, \$25,000.00; Molokai, \$5,000.00; and Maui, \$15,000.00 for acquisition of land for an airport site.

By Executive Order dated December 15, 1927, the Governor set aside an area of 204.8 acres at Hoolehua, Molokai, for use as an airplane landing field.

In February 1928, Major Clarence M. Young, Secretary of Aeronautics, U. S. Department of Commerce, came to Hawaii for the purpose of inspecting aviation facilities and the promotion of commercial aviation in the Islands. On February 11, 1928, Major Young was flown to Hilo for the purpose of dedicating the new airport there. The flight was made in the Army plane "Bird of Paradise" by Captain Lowell Smith, who had commanded the around-the-world flight in 1924. The Army and Navy sent formations of planes to Hilo for the occasion, which was attended by many Island dignitaries.

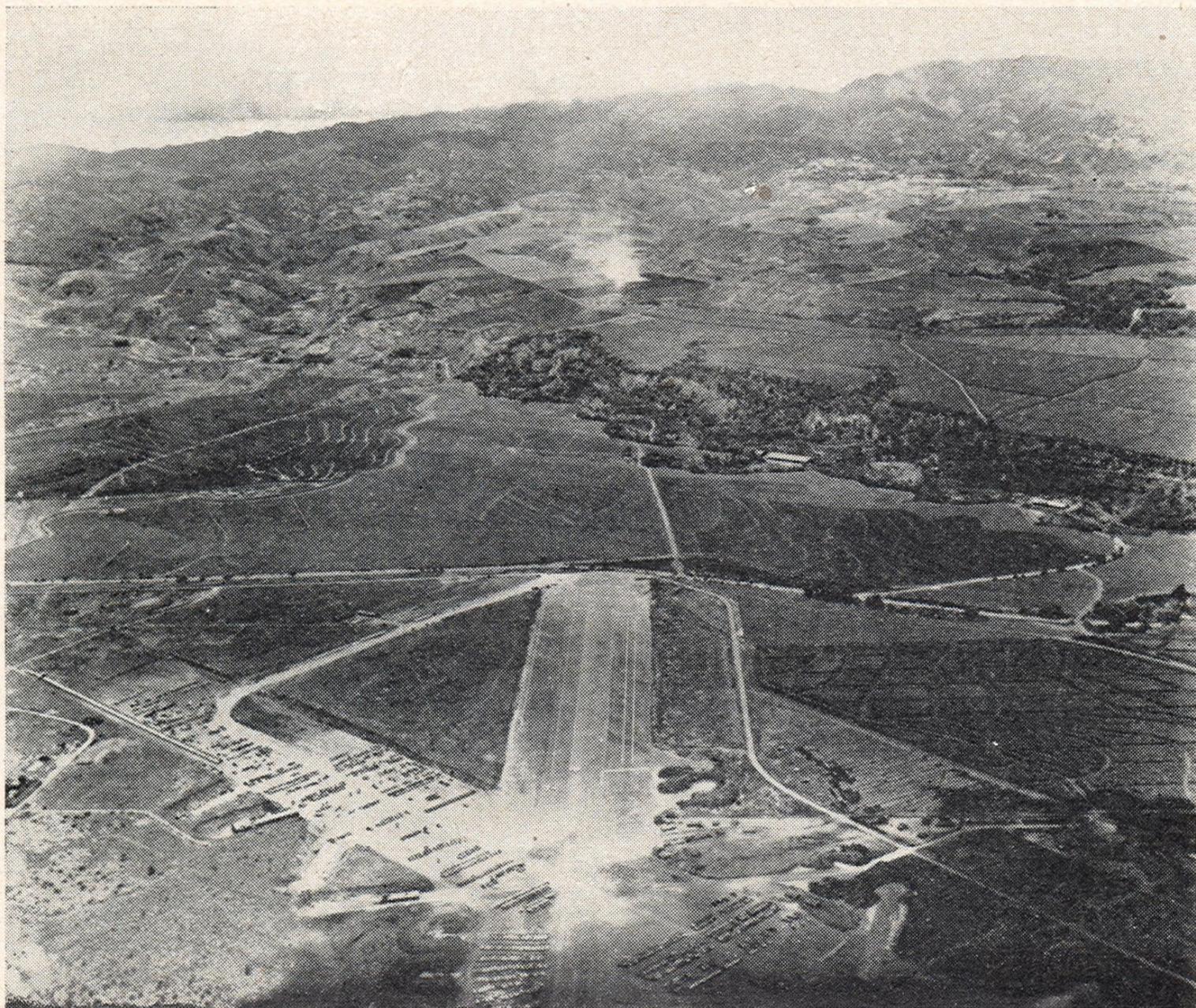
As a result of policy adopted by the Legislature to foster aviation by the development of landing fields, there was an incipient boom in aviation enterprises early in 1928. To quote from the Star-Bulletin of July 7, 1928: "In the past three months no less than six separate attempts have been made to launch the incorporation of inter-island air service. Promoters ranged from itinerant aviators to reputable business and transportation interests."

In February 1928, the Territorial Aeronautical Commission adopted a regulation requiring all privately operated landing fields to be licensed. The Honolulu Star-Bulletin of July 7, 1928, printed a map of the Islands showing a total of thirteen air fields. Of these, seven were Army fields.

They were located as follows: Kauai (3)—Barking Sands, Port Allen and Wailua; Oahu (5)—Luke Field, Wheeler Field, John Rodgers Airport, Waimanalo (Bellows Field) and Kawaihoa (Haleiwa); Molokai (1)—Hoolehua (Homestead Field); Hawaii (3)—Hilo, Upolu Point (Suiter Field), and South Point (Morse Field); Lanai (1)—Lanai City Airport. Maui at this time did not have an officially designated airport, although two sites had been proposed.

In July 1928, Major C. C. Moseley conducted a survey of air fields for Western Air Express and reported unfavorably due to insufficient length of available airport runways.

Of the several proposed inter-island air services, the field narrowed down to two contenders: Hawaiian Airways and Inter-Island Airways. Hawaiian Airways after erecting a hangar at John Rodgers Airport and making survey flights with a small tri-motor "Kreutzer" monoplane, ran into organizational difficulties and ceased activities.



Aero Photo Surveys

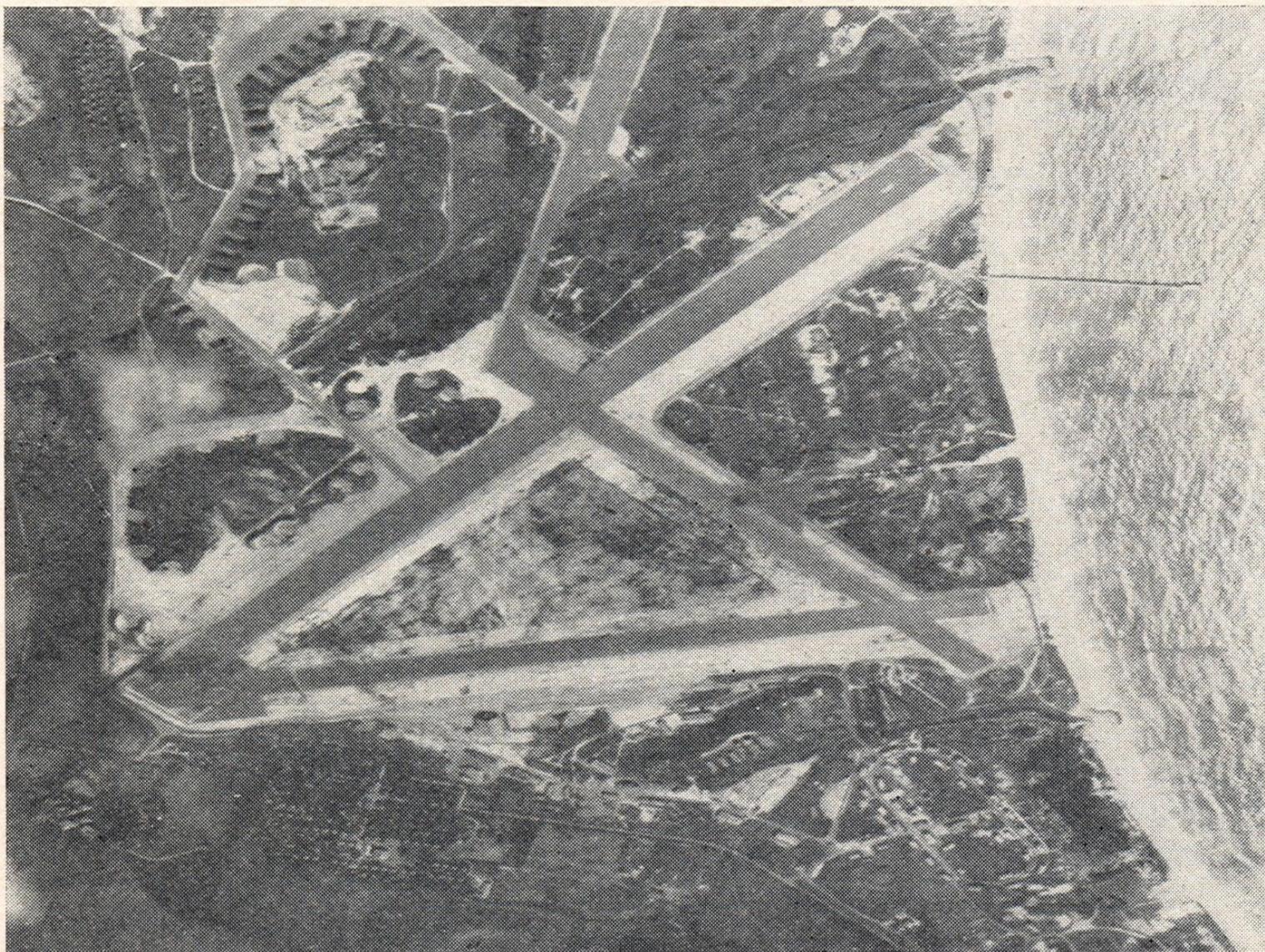
Kipapa Airstrip, Oahu, Looking East
(Portion of former Army field released for private flying)

In January, 1929, Inter-Island Steam Navigation Co. announced the formation of a subsidiary company, Inter-Island Airways, with the following officers:

Frank C. Atherton, President
Gaylord P. Wilcox, Director
Charles R. Hemenway, Director
Arthur H. Armitage, Director
Alexander G. Budge, Director
John W. Waldron, Director
Stanley C. Kennedy, Manager

The year 1929 was also of considerable activity in the establishment of small flying school enterprises. Among these were Hawaiian Aeronautical Industries at John Rodgers Airport, with W. D. Cannon, Chief Pilot.

At Ward Airport on the Ala Moana, in Honolulu, Captain Griffin and Lt. Anderson conducted an operation known as Western Pacific Air



Air Force Photo

Bellows Field (Oahu)

Used for private flying under permit from the Army

Transport. Mr. Ed. Lewis, 60-year-old pioneer aviation enthusiast, received a private pilot license. Newton Campbell, 18, a student pilot at Ward Airport, received the first civilian private pilot license issued by the Department of Commerce in Hawaii.

It is interesting to note at this point that the first airplane to be built and successfully flown in Hawaii was constructed by a young aviation enthusiast, Mr. Glenn T. Belcher, later to become first Chairman of the Hawaii Aeronautics Commission established by the 1947 Legislature.

The organization of Inter-Island Airways was proceeding, and on October 29, 1929, two Inter-Island Airways S-38 amphibians made pre-inaugural flights to Hilo, piloted by Lt. Cover and C. I. Elliott. Passengers on these planes were: J. P. Cooke, F. O. Boyer, E. L. Peacock, Mrs. Rufus Hagood, Miriam Holloway, R. P. White and Stanley C. Kennedy.

On November 8, 1929, fifty-one Army and Navy airplanes flew in formation over Honolulu in celebration of "Air Day" and the inauguration of the new inter-island air service to commence November 11, 1929. Fares for the various routes at beginning of operations were:

Honolulu to Molokai.....	\$17.50
Honolulu to Maui.....	20.00
Honolulu to Hilo.....	32.00
Honolulu to Kauai.....	20.00

Each passenger was allowed 20 pounds of baggage, twenty-five cents per pound for baggage in excess of 20 pounds.

During the first year of operations Inter-Island flew a total of 275,574 miles and carried 10,355 passengers; 18,680 pounds of express was carried the first year.

In 1929, the personnel of the Territorial Aeronautical Commission were:

R. Alexander Anderson, Chairman
Frank O. Boyer
Geo. I. Brown
Cyril F. Damon
Rufus H. Hagood, Jr.
Henry E. Wooldridge
Vern Hinkley

In March 1930, Ed. H. Peacock was appointed Superintendent of Territorial Airports.

In July 1930, the U. S. Weather Bureau established weather reporting stations at Hilo, Laupahoehoe, Kukuihaele, Maalaea and Port Allen. This step constituted the first expenditure of federal money in Hawaii in the interest of commercial aviation.

On July 12, 1930, Governor Lawrence M. Judd approved the first Territorial Airport Rules and Regulations.

The year 1931 was one of considerable interest and activity in gliding and soaring. Windward Oahu and the slopes back of Schofield, due to constant "up-currents," were ideal for sustained flight. Glider clubs were formed at Ford Island, Luke Field, Wheeler Field and in Honolulu.



Aero Photo Surveys

Hilo Airport (General Lyman Field)
Looking East

On June 28, 1931, Alfred Smith set an Hawaiian soaring record of 25 minutes, 30 seconds in a glider built at Punahou School by Smith and Dick Wescott. On July 26, 1931, Lt. Crain, USA, set an unofficial world record for soaring 16½ hours over Nuuanu Pali. A few days later Lt. William A. Cooke, Jr., USA, set an official world record of 21 hours, 34 minutes.

In 1934, Inter-Island Airways received a contract from the Post Office Department to carry airmail. This was a very important milestone in air service to the outlying islands.

Act 17, Special Session of the Territorial Legislature, 1932, approved by Governor Lawrence M. Judd, April 22, 1932, amended certain sections of the Revised Laws of Hawaii 1925 as amended by Act 238, Session Laws 1927, to abolish the Territorial Aeronautical Commission and transferring the powers and duties of the Commission to the Superintendent of Public Works.

During 1935, Inter-Island Airways started to replace their nine-passenger Sikorsky S-38 amphibians with larger Sikorsky S-43 amphibians and in 1941 this equipment was being replaced by Douglas DC-3 landplanes.

In the change over to DC-3's and to demonstrate the safety of land



Navy Photo

Upolu Airport (Kohala, Hawaii)
Looking East

planes in over-water flying, the first three DC-3's were flown in formation from San Francisco to Honolulu. The flight was made in fourteen hours, fifty-two minutes. To date a total of eight DC-3's have been ferried out from the Coast without incident by Hawaiian Airlines.

During October, 1941, Inter-Island Airways' name was changed to Hawaiian Airlines.

In 1936, Governor Poindexter requested the Department of Air Commerce to send an engineer to Hawaii to advise the Territory in its airport program. Robert L. Campbell was assigned by the department for this work.

In 1939, he returned to Hawaii at the request of Governor Poindexter to work with the U. S. Engineers in connection with the design and construction of the Keehi Lagoon seaplane project. A Federal appropriation of \$9,000,000.00 had been authorized for development of this and other Territorial airports. Three million three hundred thousand dollars was authorized by Congress in 1940 for dredging of Keehi Lagoon. In 1941, an additional sum of \$1,900,000.00 was authorized for the development of John Rodgers Airport in conjunction with the seaplane project.

Layout for this combined airport and seadrome as submitted by Mr. Campbell in July, 1941, was carried out by the U. S. Engineers and the Navy in the war development of John Rodgers Airport.

WAR YEARS

Hawaiian Airlines was the first commercial airline to feel the brunt of World War II. Two of its transports were damaged on the ground during the Japanese attack on Pearl Harbor.

The first civilian casualty in Hawaii of the War was Robert Tyce, owner of the K-T Flying Service, who was killed by machine gun fire from Japanese torpedo planes as they flew over John Rodgers Airport on their way to Pearl Harbor.

Of the several small airplanes which were in the air that morning, two from the K-T Flying Service were shot down near the entrance to Pearl Harbor and the pilots lost. Small planes of other flying services received bullet holes but were able to return to the field without injury to pilots or passengers.

Upon the outbreak of war, all airports were taken over by the armed forces of the United States. Such of these airfields as were considered vulnerable to attack were rendered unusable, and the others placed under strict control of either the Army or Navy. All civil aircraft were grounded. However, within a few days Hawaiian was making emergency flights, under military direction, carrying engineers, medicines, munitions, etc., to the outlying islands. Passenger priority supervision was exercised by the Army for security purposes and expediting war priority transportation. As a security measure, the airplane windows were blacked-out which did not contribute to the comfort of the travelling public, as many an air-sick passenger can testify.

Kalaupapa Leper Settlement was isolated and the Gambo Flying Service was authorized by the Military to furnish emergency transportation of medical supplies, etc., direct to Kalaupapa. These flights were made by Marguerite Gambo with a Fairchild monoplane which was suitable for operation into the small field at Kalaupapa.

During the early days of the War, Hawaiian's Sikorsky planes were converted to cargo planes, carrying critical medical supplies and equipment to the other islands and bringing back cargoes of fresh vegetables and newly-killed beef. Hawaiian's make-shift cargo planes of those hectic days were perhaps the only ones in the world where blood had to be pumped from the bilges at night. Thus began the first U. S. "air-freight" service.

Hilo Airport was taken over by the Army and later developed by the Navy as Naval Air Station, Hilo, for training of carrier pilots.

Upolu Point Airport was operated as an auxiliary field to Hilo. A simulated deck of an aircraft carrier was installed and air-group pilots completed their training by qualifying in day-and-night deck landings before going aboard the carriers for combat duty.

Puunene Airport, Maui, was taken over by the Navy and was greatly expanded. It was operated as the Naval Air Station, Puunene, Maui, for the training of carrier air groups.

Molokai Airport (Homestead Field) was taken over and developed by the Army, but not to the extent of Hilo or Puunene.

Burns Field, Kauai, was too small for military aircraft and was rendered unusable by the Army.

Prior to the War, John Rodgers Airport (now Honolulu Airport) was being developed by the U. S. Engineers as a seaplane base and airport, under the sponsorship of the Civil Aeronautics Administration as a national defense project.

By mid 1943, the landplane area had been filled by spoil from seaplane channel dredging and three runways completed. The field was taken over by the Army at the beginning of the War and used as a troop carrier transport base while construction of the runways was in progress.

In August 1943, the Navy received from the Territory a permit to enter and construct facilities for their own use. Extensive construction was undertaken to provide a base for seaplane and landplane operations, principally for the Naval Air Transport Service. The field was officially designated as Naval Air Station Honolulu. The Army continued to use the field in conjunction with the Navy and all B-29's and many other combat planes were staged through this airport, thus making it one of the most important installations in the War.



Navy Photo

Morse Field, South Point, Hawaii

*(Declared surplus by the Army and taken over by the Territory
for an emergency field)*

POST-WAR EXPANSION

Due to the tremendous advances in air transportation during the War, there was an unprecedented urge to "get on the bandwagon" of the new air age. Veterans were encouraged by their priority in obtaining surplus aviation equipment.

Every available foot of frontage for fixed base operators at Honolulu Airport, formerly John Rodgers,* was optioned by mid-1946. Space in the overseas terminal appeared to be at a premium. Requests for space from prospective trans-Pacific operators included the following:

- Pan American Airways
- United Air Lines
- KNILM (Dutch Airlines)
- Australian National Airways
- Far East Air Transport
- Matson Navigation Co.
- Transocean Airlines
- Pacific Overseas Airlines
- Samoan Area Airways
- China National Aviation Corp.
- Philippine Airlines

In addition, space for federal agencies had to be provided. These include CAA Control Tower, Airways Traffic Control and Communication Center. Also U. S. Customs, U. S. Immigration, U. S. Department of Agriculture, U. S. Public Health and U. S. Weather Bureau.

The following local fixed-base, or non-scheduled operators applied for space during 1946 and began operation:

- Andrew Flying Service
- K-T Flying Service
- Hawaiian Air Transport Service
- Trans-Pacific Airlines
- Cockett Airlines
- Trans-Air Hawaii
- Island Flight Service
- Hawaiian Aeromotive Repair Service
- Hawaiian School of Aeronautics
- Rainbow Airlines
- Woolley Aircraft Co.
- Aero Service and Supply
- Purdy Aero Repair Service

The development of air freight has taken place in Hawaii since the end of the War as perhaps nowhere else in the world. Cargoes of every conceivable nature including fresh fish flown from French Frigate shoals,

* Act 31, Session Laws of Hawaii 1947 approved May 2, 1947, entitled an Act to officially establish the name of Honolulu Airport changed the name of John Rodgers Airport and Keehi Lagoon Seaplane Harbor to "Honolulu Airport."

This was in line with Mainland practice in changing longstanding names of airports to that of the city where the airport is located. The designating of airports by the geographical location eliminates confusion in the selling of tickets and operational communications throughout the world.

live stock, dressed beef, fresh vegetables, furniture, machinery, fresh milk, and in fact anything and everything are being transported by air.

Trans-Air Hawaii, operating four DC-3's in freight and express service only carried a total of approximately 12,000,000 lbs. during the year 1947. This company plans to replace their DC-3 planes with larger C-46 cargo planes. Trans-Air Hawaii has an application before the CAB for a scheduled air cargo certificate.

Of the foregoing, Trans-Pacific Airlines, operating DC-3's, has an application pending before the Civil Aeronautics Board for certificate as a scheduled air carrier.

Hawaiian Air Transport Service with twin-engine Beechcraft airplanes operate a deluxe charter and tour service.

Hawaiian School of Aeronautics operate a ground and flying school.

Cockett Airlines operate a charter service with twin-engine Beechcraft airplanes.

Andrew Flying Service operate a charter service and flying school.

K-T Flying Service operate a charter service and flying school.

Island Flight Service has consolidated with Aero Service and Supply in the operation of a repair, rental and charter service.

G-I Flight Training under the government vocational training program for veterans has been the main source of revenue for flight schools with "G-I" contracts. This federal expenditure has been a great help to the struggling private flying industry.

Act 32, Session Laws of Hawaii 1947: "An Act relating to aeronautics; creating an aeronautics commission for the Territory of Hawaii; prescribing the powers, duties and functions of such commission and providing revenues; making regulatory provisions as to airports, air navigation facilities, and aeronautics and prescribing penalties; adding a new chapter to the Revised Laws of Hawaii 1945; repealing sections 4930 and 4932 of the Revised Laws of Hawaii 1945; and adding a new section 4934 to said revised laws; amending Act 182 relating to airport zoning and other laws to conform to this act. . . ." transferred the powers vested in the Superintendent of Public Works (by Act 50 of the Special Session Laws of Hawaii 1941, and previous legislation of 1932) to the Hawaii Aeronautics Commission, to take effect ten days after the organization meeting of the Commission, but not later than July 1, 1947.

Present members of the Hawaii Aeronautics Commission appointed by Governor Ingram M. Stainback, are

Chauncey B. Wightman, Chairman

O. J. Burnett, Vice Chairman

Ralph C. Honda, Secretary

R. A. Anderson, member

Edward A. Bolles, member

Chester R. Clarke, member

Roy R. Bright, member

The Hawaii Aeronautics Commission held its organizational meeting June 20, 1947. Glenn T. Belcher, an original appointee as a member, was elected chairman of the Commission and Robert L. Campbell, appointed Director of Aeronautics.

In August, 1947, Mr. Belcher resigned from the chairmanship as well as his membership on the Commission, and in September, 1947, he resigned his position as civil engineer with the U. S. Engineers. On September 23, 1947, his appointment as Assistant Director of Aeronautics was approved by the Commission.

New rules and regulations of the Territorial Airport System were promulgated by the Commission and approved by Acting Governor Oren E. Long on June 2, 1948. These rules were the first revision since the rules and regulations promulgated by the former Territorial Aeronautical Commission on July 12, 1930. These rules will, in addition to regulating airport and aircraft operation, enable the Honolulu Police Department to enforce vehicular traffic regulations at Honolulu Airport.

During the fiscal period under review the Commission held in the aggregate 38 regular and special meetings as well as 30 committee meetings, including executive sessions and committee meetings with various other agencies representing the U. S. Army, Navy and Air Force, as well as fixed base operators.

The Commission also held 5 public hearings as follows:

- 1 Hilo
- 2 Kona
- 1 Kamuela
- 1 Honolulu

Members of the Commission conducted 17 inspection and acceptance trips as noted:

- 2 Kamuela
- 2 Port Allen
- 1 South Cape
- 2 Hana
- 1 French Frigate Shoals
- 3 Hilo
- 2 Kona
- 2 Puunene
- 2 Kahului

Twelve conferences among Commission members and operators were held.

AIRPORTS

By Act 32 of the 1947 Legislature, the Hawaii Aeronautics Commission was created, and as of July 1, 1947, management and control of all airports used for commercial aviation in the Territory were transferred from the Superintendent of Public Works to this new commission. This commission consists of seven (7) members who are appointed by the Governor of the Territory of Hawaii. Their powers and duties are prescribed in the Act creating this body.

The following named airports in the Territory as of June 30, 1948, are under the management of the Hawaii Aeronautics Commission:

<u>NAME OF AIRPORT</u>	<u>LOCATION</u>
Honolulu Airport.....	Island of Oahu
Bellows Field	Island of Oahu
Haleiwa Airport.....	Island of Oahu
Port Allen Airport.....	Island of Kauai
Kalaupapa Airport.....	Island of Molokai
Molokai Airport (Homestead).....	Island of Molokai
Maui Airport (Puunene).....	Island of Maui
Kahului Airport.....	Island of Maui
Hamoia Airport (Hana).....	Island of Maui
Lanai Airport.....	Island of Lanai
General Lyman Field (Hilo Airport).....	Island of Hawaii
Kamuela Airport.....	Island of Hawaii
Upolu Airport.....	Island of Hawaii
Morse Field (South Cape).....	Island of Hawaii

In addition to the above-named airports, three new airports will be added to the list as soon as the present construction program has been completed; namely,

Lihue Airport.....	Island of Kauai
Kailua (Kona) Airport.....	Island of Hawaii
Hana Airport.....	Island of Maui

In all probability, a portion of Kipapa Airport on the Island of Oahu will be made available for student pilot flying.

HONOLULU AIRPORT

Honolulu Airport was returned to the Territory by the Navy on October 1, 1946, for operation and maintenance.

Negotiations are pending for formal transfer of title to the Territory, with the Navy retaining certain areas for use as a Naval Air Facility and base of operations for the Naval Air Transport Service.

This airport is one of the largest in the United States and comprises a total area of 4,019.476 acres. It has four (4) paved landplane runways 200 feet wide and lengths varying from 6200 linear feet for the shortest one to 7650 linear feet for the longest one. There are three seaplane runways, each 1000 feet wide with an average length of approximately 2.7 miles.

The seaplane runways are used only by the Navy, who have about five flights per week with the Mars type seaplanes between Honolulu and California.

At the present time, all commercial overseas flights between the West Coast of the U. S., Australia, the Philippines, and East Asia are operating from the Overseas Terminal on the south side of the Airport, whereas all inter-island operators are based on the north side of the airport.

Overseas Terminal Facilities

The buildings and other facilities used by the Territory and located on the south side of the airport are all of temporary nature, having been constructed by the Navy during the War. The passenger terminal building has been remodeled and the adjacent area landscaped to provide an impressive atmosphere to the travelling public, as well as local residents.

Located in the lobby of the overseas terminal are the following concessions: R.C.A. Communications, a barber shop and a flower shop. The Hawaii Aeronautics Commission has provided free space for a blind vendor's news stand.

On April 1, 1948, a lease was entered into with the Spencecliff Corporation for the operation of a restaurant, coffee shop and cocktail lounge. The lessee was to expend not less than \$40,000.00 for improvements to the existing restaurant building and the Hawaii Aeronautics Commission to participate to the extent of \$15,000.00 in these improvements. This project will provide Honolulu Airport with a restaurant comparable to the best at principal Mainland airports and, it is anticipated, will be the most important source of non-aeronautical revenue derived by the Commission.

Air Traffic Control

All aircraft traffic control is a function of the Civil Aeronautics Administration which maintains a twenty-four-hour air-ground air communication by means of radio-telephone and radio-telegraph with aircraft operating overseas and inter-island.

Space is provided in the overseas terminal for these facilities.

U. S. Weather Bureau

The U. S. Weather Bureau is provided with space in the terminal building for an Airways Weather Service. This office furnishes terminal and route weather forecasts for inter-island and trans-Pacific flight operations. Weather summary and forecast is furnished for local newspaper publication and a daily broadcast of local weather and weather conditions in the Pacific is made from Honolulu Airport.

U. S. Customs, Immigration, Public Health and Agriculture

These federal services are supplied space by the Hawaii Aeronautics Commission for the processing of all foreign passengers arriving in Hawaii *via* air or en route to the continental United States. In addition, all passengers departing for the West Coast are cleared through Immigration at Honolulu Airport; thus eliminating delay upon arrival at a Mainland airport.

The baggage of all passengers departing for the Mainland is inspected by the Department of Agriculture for quarantinable fruits, plants, seeds, etc.

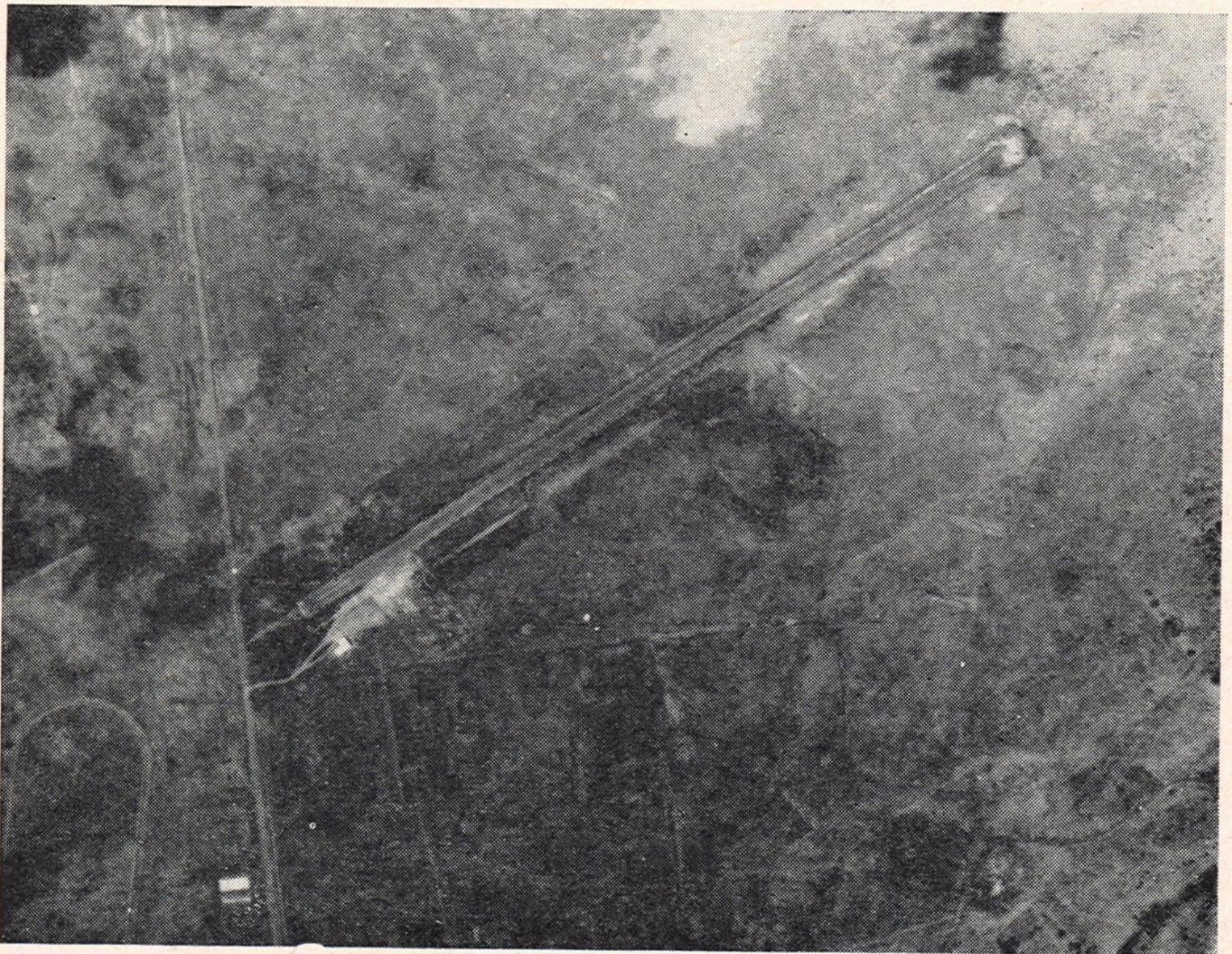
Inter-Island Facilities

There is no one terminal used by the various commercial airline operators at the present time, each having its own. To date there is but one scheduled inter-island airline and several non-scheduled or charter air services for both passenger and freight.

Proposed Developments

Plans are being developed which provide for a terminal area to be located on the north side of the airport, which will be used jointly by both overseas and inter-island airline operators. This proposed plan, although long range, is in line with the proposed development of all the major mainland airports and will provide all the necessary facilities such as restaurants, hotels, stores, amusements, etc., to serve waiting passengers as well as airline and other personnel stationed at the airport.

The flying schools and aircraft overhaul areas will be located elsewhere on the field. This all leads up to a well organized development, economically as well as from an operational point of view.



Air Force Photo

Kamuela Airport (Waimea, Hawaii)
(Formerly Marine "Bordelon" Field)

Airlines—Schools and Other Aeronautical Activities

Scheduled Airlines—Overseas

Pan American Airways
United Air Lines
China National Aviation Corporation
British Commonwealth Pacific Airways
Philippine Airlines

Non-Scheduled—Overseas

Trans-Ocean Airlines (Guam-USA, China-USA)
Pacific Overseas Airlines (Contract & Ferry)

Scheduled Inter-Island

Hawaiian Airlines (Passenger & Freight)
Trans-Air Hawaii (Temporary Permit)

Non-Scheduled Inter-Island

Andrew Flying Service
K-T Flying Service
Hawaiian Air Transport Service
Cockett Airlines
Island Flight Service
Trans-Pacific Airlines

Flying Schools

Andrew Flying Service (CAA approved)
K-T Flying Service (CAA approved)
Hawaiian School of Aeronautics (CAA approved)
Aero Service and Supply
Island Flight Service

Mechanic's Schools

Honolulu Vocational (Not CAA approved)

Repair Shops—Light Planes

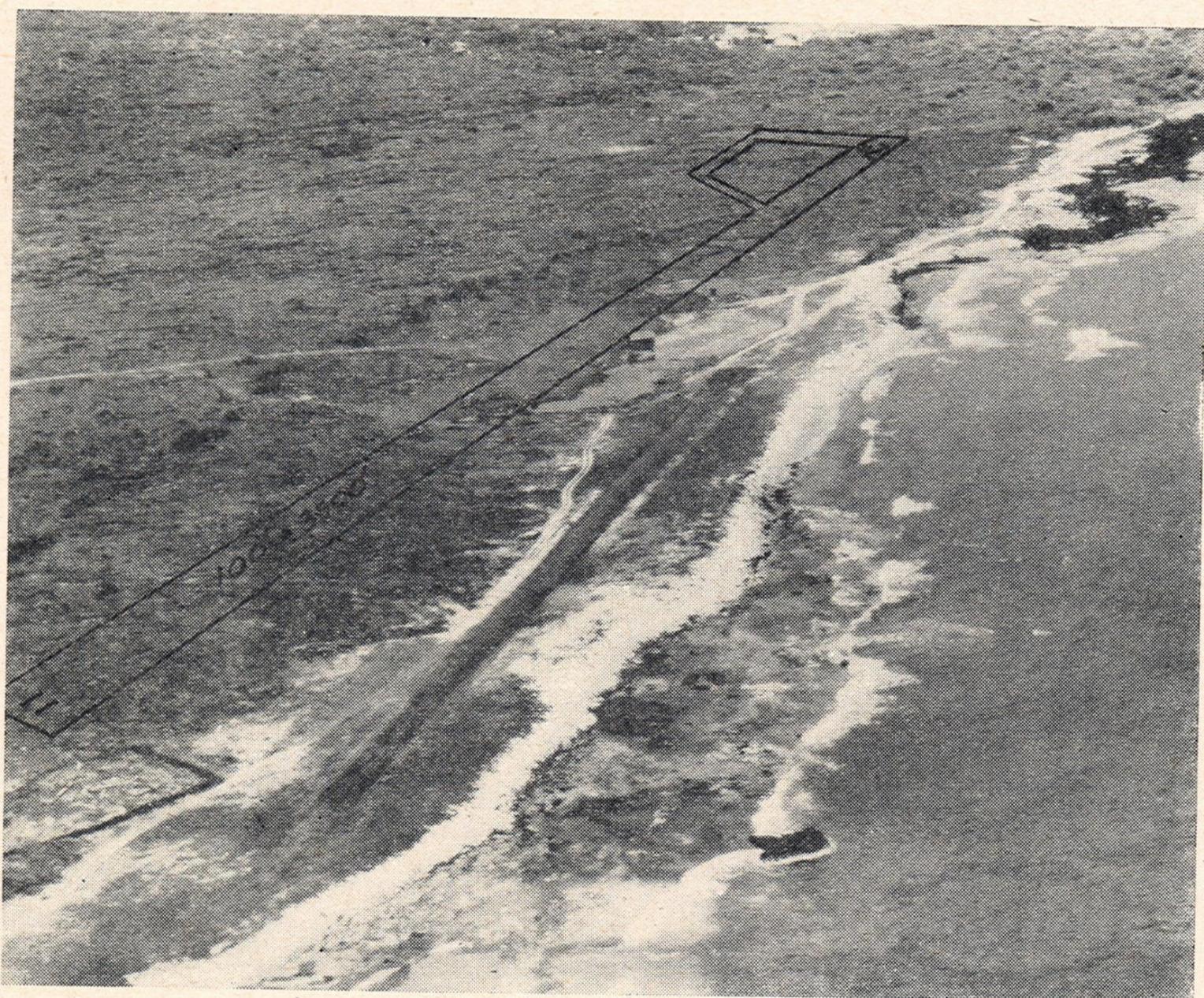
Andrew Flying Service (Not CAA approved)
K-T Flying Service (Not CAA approved)
Hawaiian School of Aeronautics (Not CAA approved)
Leighton & Schriver Metal Shop (Not CAA approved)
Aviation Radio Maintenance Company (Not CAA approved)
Associated Aircraft Repair (Not CAA approved)
Aero Service & Supply (Not CAA approved)

Repair Shops—Heavy Planes

Hawaiian Airlines (CAA approved)
Trans-Pacific Airlines (CAA approved)
Trans-Air Hawaii (CAA approved)
Hawaiian Air Transport Service (CAA approved)
Cockett Airlines (CAA approved)
Pan American Airways—Line Station (CAA approved)

Government Planes

Military Air Transport Service
Utility Flight Unit
Civil Aeronautics Administration



Aero Photo Surveys

Site of Kona Airport (Kailua, Hawaii)
New runway to be located as shown
(*Emergency landing strip in foreground*)

Landing Reports

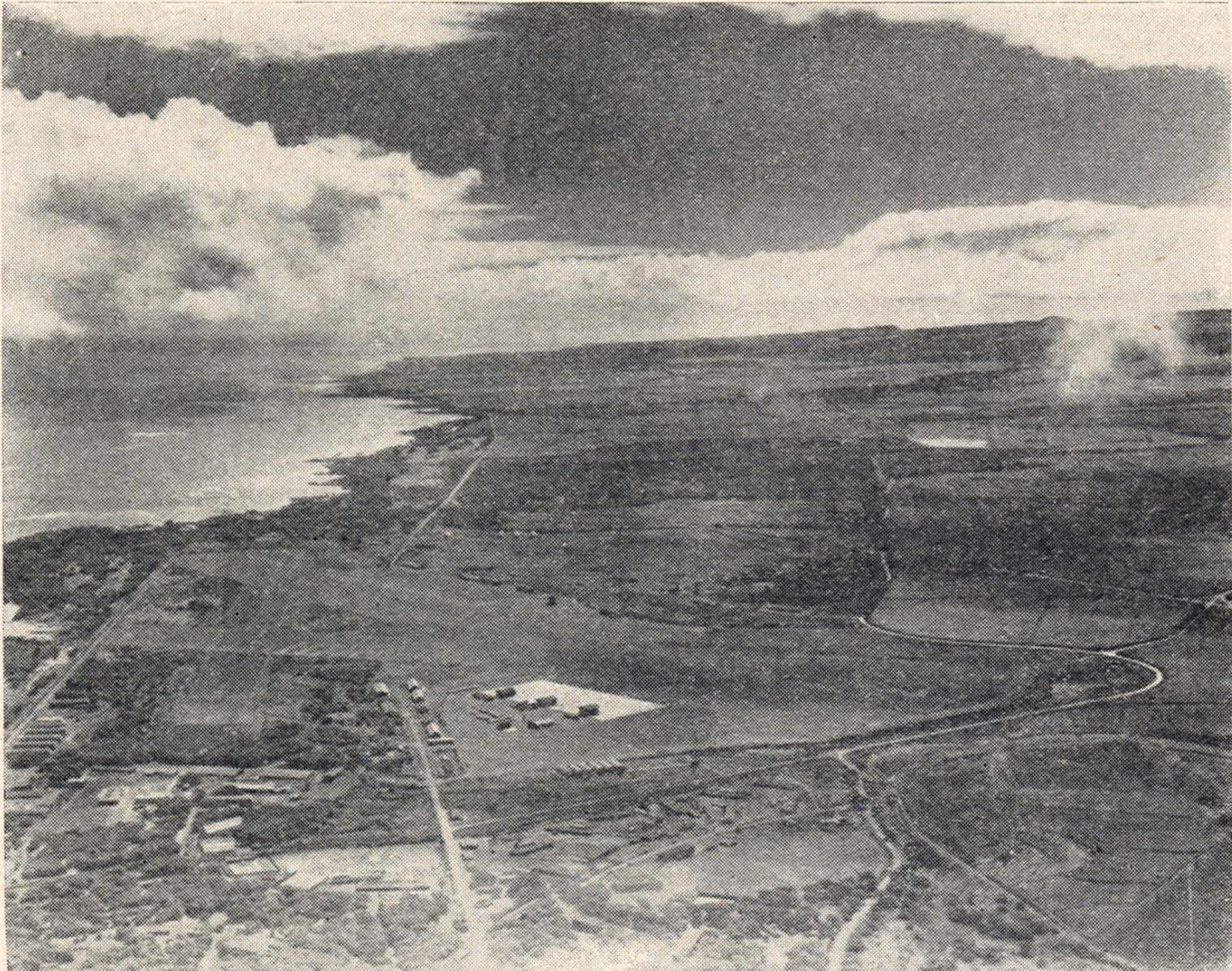
During the year 1947, commercial airlines carried 63,055 passengers between Hawaii and the Mainland of the United States as compared to a total of 26,000 passengers carried by ship in 1941.

Control Tower Reports for Honolulu Airport show an average of 7571 landings per month for the twelve-month period ending June 30, 1948. This figure is doubled for total operations (landings and take-offs).

Inter-island revenue passenger air traffic by scheduled airline during 1947 numbered 314,608 as compared with 48,855 carried during 1941. The increase was 265,753 or 543.96 per cent.

Inter-island revenue passenger air traffic by the major non-scheduled airlines during 1947 numbered 85,384. Operations within this category did not commence until the summer of 1946.

See tables appended.



Aero Photo Surveys

Kahului (Maui) Airport
Looking East

HAWAIIAN AIRLINES OPERATIONS FOR 1938 AND 1947

Year	Number of Flights	Airplane Miles	Passengers Carried	Air Freight and Express (in Lbs.)
1938	3,858	550,347	28,611	119,746
1947	17,500*	2,765,884	314,608	11,173,781
Increase of	13,642	2,215,537	285,997	11,054,035
% of Increase.....	353.6%	402.6%	999.6%	9,231.2%

* Estimated.

Note: The above comparison is an indication of the increase in air travel within Hawaii during the past ten years.

HONOLULU AIRPORT MONTHLY LANDING REPORTS

		Scheduled Landings	Non-Scheduled Landings	Civilian	Military	Total
1947	Jan.	740	769	1901	331	3741
	Feb.	617	699	2257	355	3928
	Mar.	774	842	2705	483	4804
	Apr.	773	867	2865	363	4868
	May	797	888	3315	658	5658
	June	1068	696	3653	571	5988
	July	1076	818	3834	615	6343
	Aug.	1144	971	5739	813	8667
	Sept.	1005	839	5348	678	7870
	Oct.	1039	745	4798	640	7222
	Nov.	951	755	4905	508	7119
	Dec.	1134	752	3988	503	6377
1948	Jan.	1054	728	3487	608	5877
	Feb.	972	726	5156	532	7386
	Mar.	1043	734	4377	607	6761
	Apr.	997	720	6964	1027	9708
	May	1121	784	6251	921	9077
	June	1272	711	5545	884	8412

% increase between 1st 6 months 1947 and 1st 6 months 1948	35.4	-7.5	90.3	65.8	62.9
% increase between 2nd 6 months 1947 and 1st 6 months 1948	1.7	-9.8	11.1	21.9	8.3

Note: Scheduled landings include landings of trans-Pacific and inter-island air carriers operated by the scheduled airlines including Pan American World Airways, United Air Lines, Philippines Air Lines, China National Aviation, British Commonwealth Pacific Air Lines and the Hawaiian Airlines.

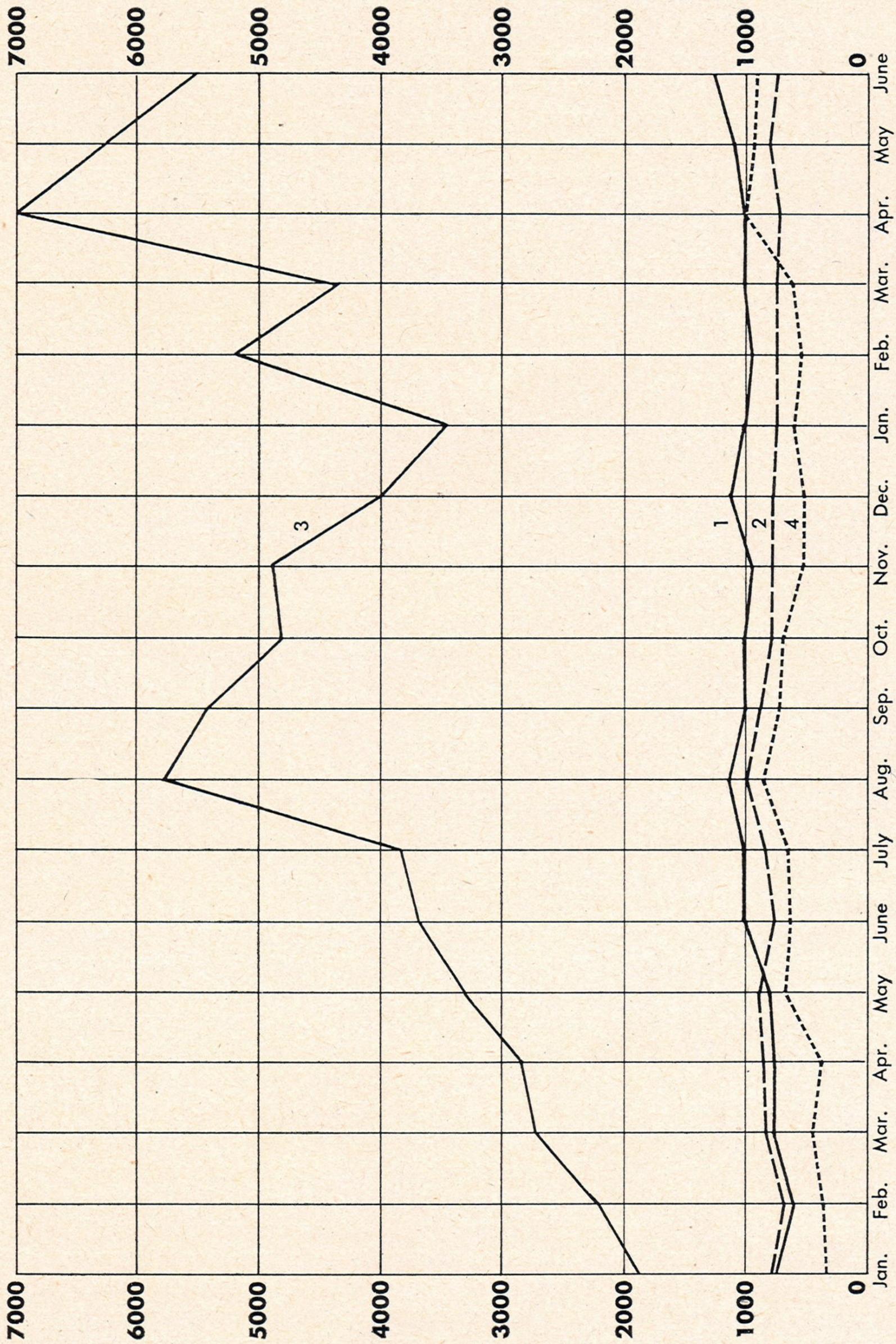
Non-scheduled landings include those of air carriers operated by air line firms other than those mentioned above.

Civilian includes all non-commercial private planes using the Honolulu Airport for instructional, practice flights and personal flying.

Military includes all army and navy aircraft. These include the operations of the Naval Air Transport Service for scheduled flights and local training purposes. The aircraft of the Naval Air Facility include those of the Utility Flight Unit which provide the air transportation needs within the Hawaiian Area and aircraft assigned to the air/sea Rescue Service.

The Army has used Honolulu Airport during the past year for the landing of all B-29's and the Boeing C-97 Cargo planes, for which Honolulu Airport offers better landing facilities than adjacent Hickam Field.

HONOLULU AIRPORT — MONTHLY LANDINGS



1948

1947

1-SCHEDULED LANDINGS. 2-NON-SCHEDULED LANDINGS. 3-CIVILIAN. 4-MILITARY.

GENERAL LYMAN FIELD (Hilo Airport)

Hilo Airport is located on property belonging to the Territory of Hawaii and, at the present time, is under lease to the United States Army Air Force. It has been declared surplus to the needs of the Air Force (except for a small reservation which was previously transferred to them by Executive Order) and is now in the hands of the War Assets Administration for release to the Territory. Permission to operate the field as a commercial airport was granted the Territory by letter from Commanding General, Armed Forces, Mid Pacific, dated 30 September 1946; however, operational control still remains with the Air Force pending formal cancellation of existing lease.

This field has two paved runways, one of which is 6500 feet in length, and the other 6000 feet in length. Planes using this airport consist mainly of those commercial operators and Army and Navy operating between the islands.

Terminal Facilities

Buildings now in use by the various operators are of a temporary nature, having been constructed by the Navy during the war.

Proposed Developments

A master plan has been prepared, which shows one terminal building to be used jointly by all passenger carrying airlines, a freight terminal and areas indicating locations for hangar facilities, aircraft parking, etc.

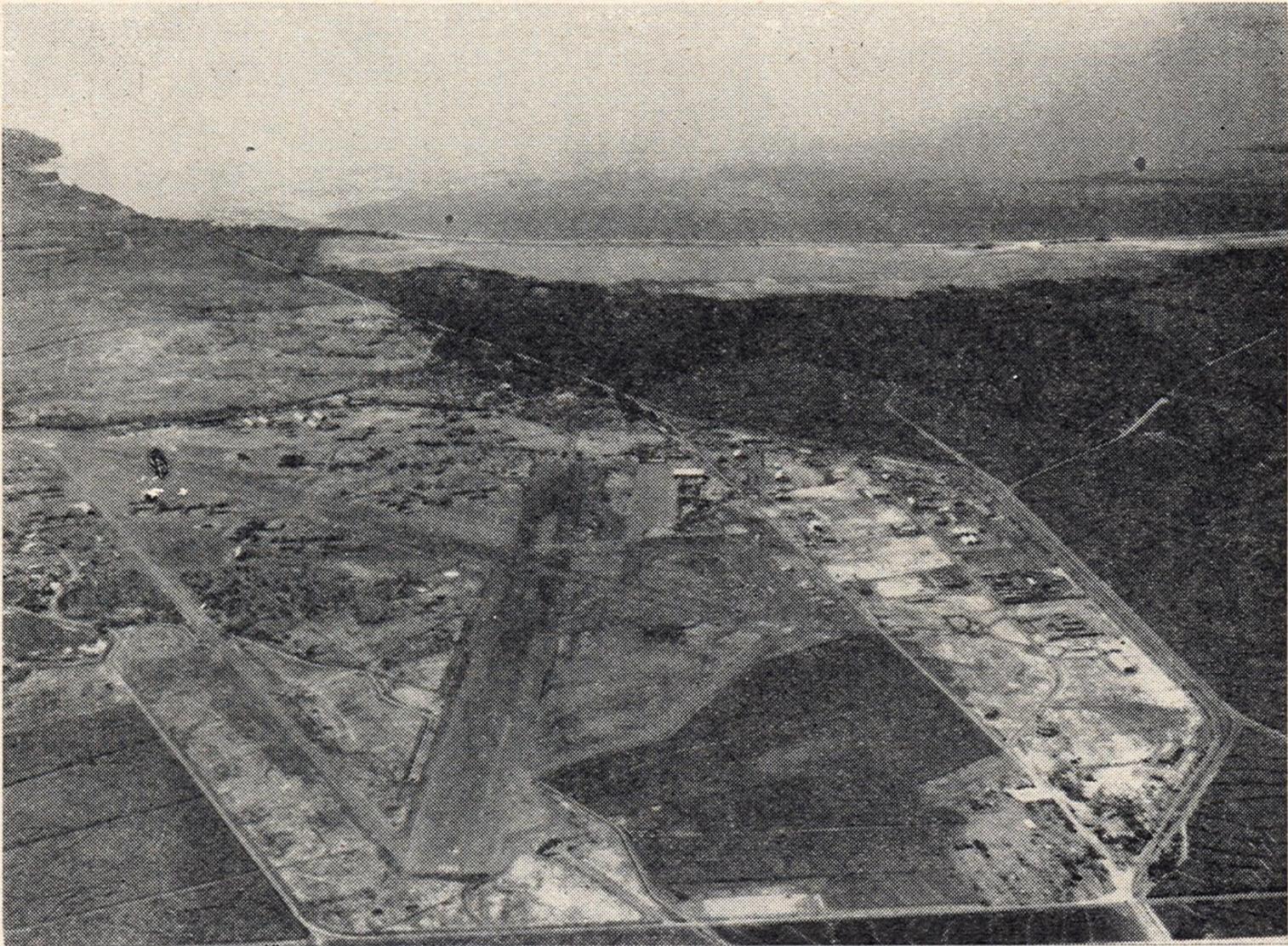
Air Traffic Control

The Control Tower is still being operated by Army Air Force personnel only during daylight hours, except by special arrangement when contact can be made for landings and take-off during the early hours of darkness.

MAUI AIRPORT

The construction of this airport was started in 1938 by the Department of Public Works and the development was continued by various agencies such as the U. S. District Engineers under Civil Aeronautics Administration-Territorial airport program, then by a joint Army-Navy program, and then completed in its present status by the Navy. The entire airport, including camp areas, shop area, runways, etc., comprises a total land area of 2317.969 acres. Ownership of these lands is with the Territory of Hawaii, Army, Navy and Hawaiian Commercial and Sugar Company.

The main portion of the airport, which includes the runways and taxiways, is located within the boundaries of land owned by the Territory and consists of 515.639 acres. This area, which is under lease to the Navy, is in the process of being declared surplus to their needs and returned to the Territory. Plans for future development of this airport have not been made, since negotiations are under way with the Navy for a long-term lease on Kahului Naval Air Station which is considered much more desirable for commercial airline operation.



Air Force Photo

Puunene (Maui) Airport
Looking South

Airport Facilities

Maui Airport has two paved runways 400 feet in width and 6900 feet and 6000 feet in length. It is used mainly by commercial airlines operating between the islands. Each airline has its own terminal facilities.

MOLOKAI AIRPORT

This airport is located on lands belonging to the Territory and was leased to the Army during the war. It has been declared surplus to the Army's needs and is now in the process of being returned to the Territory.

The development as it now exists was made by the Army and consists of two runways, one being 4400 feet in length and the other 3200 feet in length. Each is paved to a width of 200 feet. The only terminal facility is that belonging to the Hawaiian Airlines, Limited.

LANAI AIRPORT

The reconstruction of this airport (which is Territorially owned) was started on April 12, 1948, and is the first Territorial Airport to be developed under joint Civil Aeronautics Administration-Territorial participation of funds. The project when completed will consist of one paved runway 80 feet in width by 3700 feet long, with necessary taxiways and parking aprons. The graded area is 400 feet in width and 3900 feet in length.

By Act 23 of the 1947 Session of the Territorial Legislature, an amount of \$105,000 was appropriated for this development. This amount was matched by Civil Aeronautics Administration funds, making a total of \$210,000. But due largely to the increase in labor and material costs, the amount of funds was not sufficient and it was therefore necessary to increase the Territory's share by \$13,336.00 from the Aviation Gas Tax Fund and the Civil Aeronautics Administration's share by \$13,335.00, making a total of \$236,671.00 to cover construction, engineering, administration, etc. This project is scheduled for completion in early July, 1948.

UPOLU AIRPORT

This airport, located on the north tip of the Island of Hawaii, has one paved runway 4000 feet in length, and is the only airport in that part of the island which meets the requirements for scheduled airline operation. Hawaiian Airlines is the principal user and in accordance with its present schedule, makes one stop a day en route from Honolulu to Hilo, and one stop en route from Hilo to Honolulu.

KAMUELA AIRPORT

Kamuela Airport is located on Parker Ranch and was built by the U. S. Marines during World War II. It has a paved runway 3000 feet in length and, although it does not meet the length requirements for scheduled airline operations, it is used quite extensively by charter airlines and freight planes.

The 1947 Territorial Legislature appropriated \$60,000 for the development of this field, but the construction necessary to develop a field in this area with sufficient length to meet scheduled airline operation using DC-3 type of aircraft would necessitate an expenditure of several hundred thousand dollars. Engineers' studies are being made to determine the most economical method whereby a field can be constructed in this general area which will conform to scheduled airline operating requirements.

This community is very desirous of a satisfactory airport in this area, not only for the convenience of the travelling public but for the transportation of produce from this area to the Honolulu market. Extensive studies have been conducted with regard to the further development of lands for increased production of farm commodities and if the community were assured of prompt delivery of its goods to the local markets, the air freight carriers alone would be the major users of this field.

MORSE FIELD

This is an Army field located on the south tip of the Island of Hawaii and presently controlled by the Territory on a temporary permit basis pending final transfer. Because of its remote location, very little use is expected by commercial airlines. Since satisfactory sites in this part of the island where aircraft could set down with safety in case of an emergency are non-existent, it is the desire of the Commission to retain this strip as an emergency landing field.

HAMOA AIRPORT

Hamoia Airport, better known at this time as Hana Airport, is Territorially owned and has been in operation since May, 1934. In those days, when aircraft were small and did not require long runways, the air carriers (then Inter-Island Airways) could operate from it; but today only the small charter and private airplanes use this field. Since this field cannot be economically developed to meet the requirement for the larger type air carriers, plans are being developed for a new airport in the Hana District.

HANA AIRPORT (Proposed)

By Act 153, Session Laws of Hawaii 1945, the Territorial Legislature appropriated \$150,000 for the construction of a new airport in the district of Hana. This amount will be matched by Civil Aeronautics Administration, therefore providing a total amount of \$300,000 for the project and to include the acquisition of rights-of-way and lands. The greater portion of the lands on which the airport will be constructed is already Territorially owned. This new site is approximately four miles northwest of the village of Hana. Construction plans are about 30 per cent complete.



Aero Photo Surveys

Hana Airport (Maui)
Looking North

KAILUA (KONA) AIRPORT

The construction of an airport at Kailua was started on June 10, 1948. It is comprised of a paved runway 100 feet wide by 3500 feet in length with taxiways, aircraft parking mat, and an access road connecting the main road through the village of Kailua. Territorial funds in the amount of \$140,000 have been provided by legislative acts for construction and matched by Civil Aeronautics Administration. Funds for the acquisition of lands in the amount of \$7500 were provided by Act 35, Session Laws of Hawaii 1941, and to this amount Civil Aeronautics Administration has provided \$2500 on a 75 per cent-25 per cent basis.

Work on the present contract is scheduled for completion in January, 1949.

LIHUE AIRPORT

At this writing, plans have been completed and are ready for submission to Civil Aeronautics Administration for approval. In all probability, construction should start some time in August, 1948.

The ultimate development would provide two paved runways having minimum lengths of 3550 linear feet each with connecting taxiways, parking areas, terminal building, etc.; but due to the lack of sufficient funds,



Air Force Photo

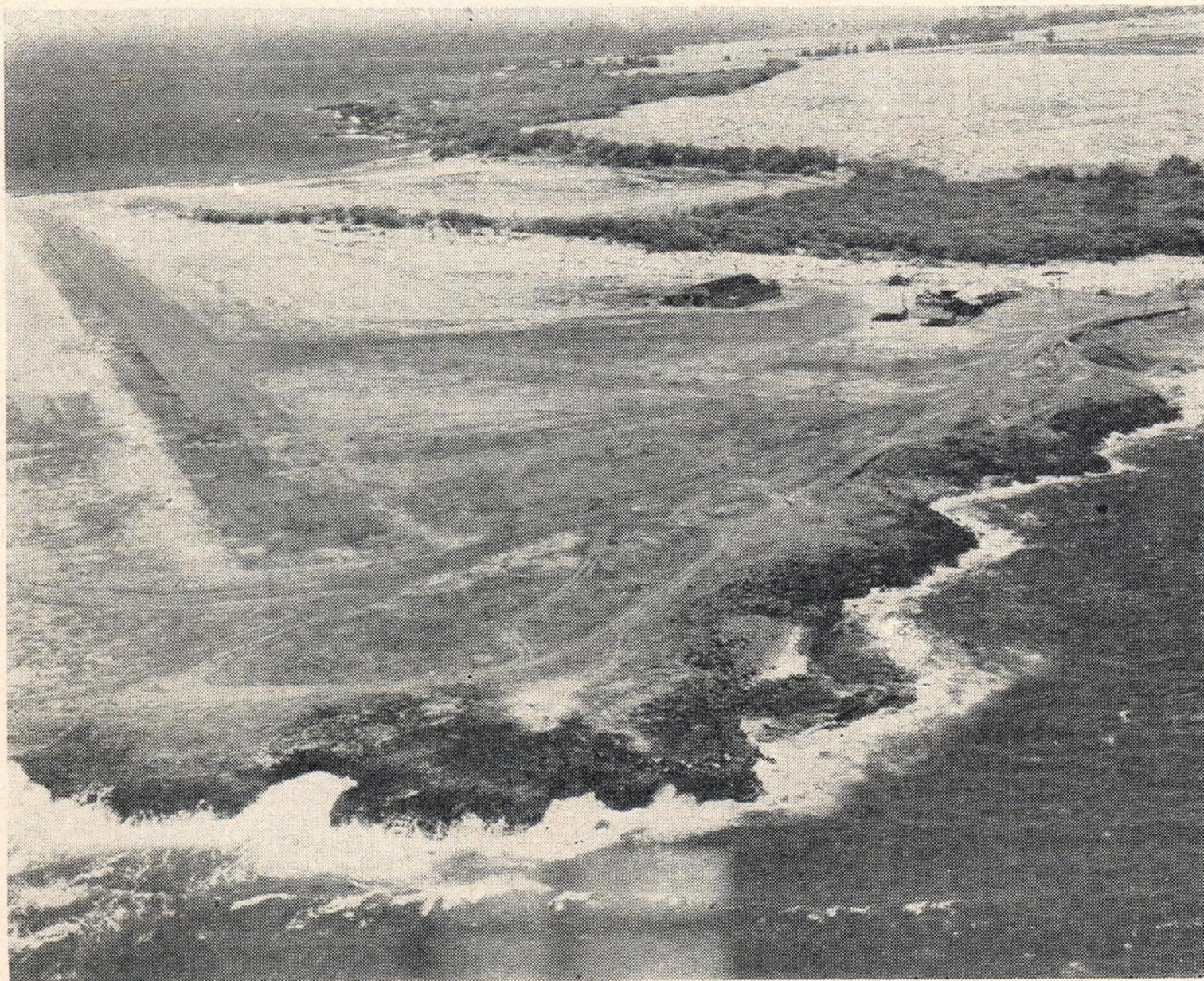
Port Allen (Kauai) Airport and Hanapepe Bay

only the minimum facilities can be provided under the first contract, i.e., one runway, a small aircraft parking apron and connecting taxiways.

Funds in the amount of \$115,000 were provided by Act 153, Session Laws of Hawaii 1945, for the acquisition of lands and by Act 23, Session Laws of Hawaii 1947, \$270,000 was provided for construction. The Civil Aeronautics Administration is providing additional funds by matching the construction fund and 25 per cent of the land acquisition costs.

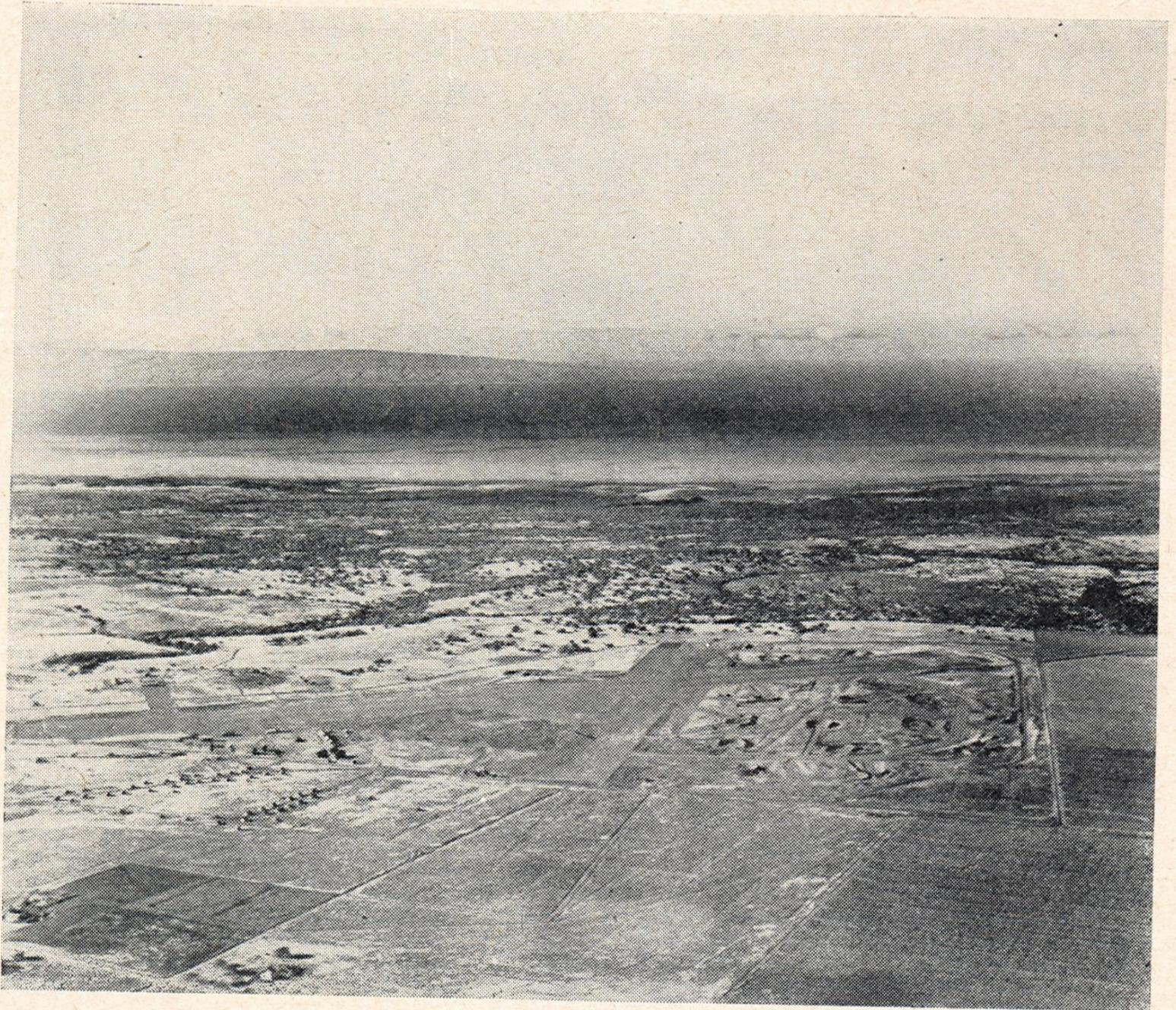
PORT ALLEN AIRPORT

Port Allen Airport at Hanapepe, Kauai, is located on Territorially owned land. This field, because of its short runways, could not be used by the Army during the War and was plowed up to prevent its possible use by the enemy. Upon termination of hostilities, it was regraded and opened to small aircraft operation. In lieu of restoration, the Army paid to the Territory an amount of \$17,500 and the Territorial Legislature by Act 23, Session Laws of Hawaii 1947, provided a like amount for paving and developing it into a suitable field for use by charter or privately owned aircraft. In February, 1948, a contract was entered into between the Territory and the Nawiliwili Transportation Company of Kauai for the paving of a runway 2500 feet in length, an aircraft parking apron and connecting taxiway. This work was completed on May 22, 1948.



Aero Photo Surveys

Port Allen Airport
Looking West



Aero Photo Surveys

Molokai Airport
Looking South

BELLOWS FIELD AIRPORT

This airfield is owned by the U. S. Army Air Force and was developed very extensively by that agency during the War. The Territory has acquired a temporary right-of-entry for a portion of it for use by private aircraft operators and for the instruction and soloing of student pilots. It was officially opened April 4, 1948.

HALEIWA AIRPORT

Haleiwa Airfield is on privately owned land now under lease to the U. S. Army and was used quite extensively by both Army and Navy during the War. The use of this field by small plane operators was acquired by the Department of Public Works prior to the creation of the Hawaii Aeronautics Commission at no cost to the Territory. The Army lease expires in September, 1948, and upon the expiration of this lease, its continued use by the Territory has not as yet been determined.

FINANCES

Attached herewith and made a part of this report is a detailed and itemized statement of all revenues and of all expenditures made by and

on behalf of the Commission during the first fiscal year ending June 30, 1948.

There is also attached a consolidated statement reflecting a recapitulation of all funds under the control of the Commission for the fiscal year ending June 30, 1948.

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION
CONSOLIDATED FINANCIAL STATEMENT

Fiscal Year July 1, 1947—June 30, 1948

RECEIPTS

Opening Balance July 1, 1947			\$1,338,550.18
(Transfer from Department of Public Works as approved by Auditor)			
Revenues:			
Fuel Tax Collection	\$557,451.21		
Aviation, Concession, Miscellaneous	234,016.70		
Trust Fund (Sale of Coral, etc.)	89,204.87		
Federal Grants	68,649.66	\$949,322.44	
Others:			
Transfers—Unrequired Encumbrance	\$ 956.51		
Transfers—Vacations, etc.	371.77	1,328.28	950,650.72
			<u>\$2,289,200.90</u>

DISBURSEMENTS

Operating Costs:			
Salaries and Wages	\$263,906.04		
Stationery and Supplies	4,164.07		
Materials (Building and Field)	46,056.61		
Communication Expense	1,705.85		
Travel Expense	11,046.56		
Transportation of Things	274.24		
Advertising and Publication	1,530.19		
Utility Charges	28,600.80		
Rentals	876.56		
Repairs and Alterations	2,301.08		
Insurance Expense	6,930.77		
Motor Vehicle Upkeep	18,673.60		
* Engineering Expense	30,757.78	\$416,824.15	
Other:			
Land	\$204,216.69		
Buildings	39,058.46		
Equipment	38,648.54		
Work in Progress	105,800.68		
Prepaid Insurance	100.81		
Reimbursable Expenditures	16,169.91	403,995.09	820,819.24
Unencumbered Balance, June 30, 1948			\$1,468,381.66
Encumbrances (Contracts)			143,000.00
Available Balance at July 1, 1948			<u>\$1,325,381.66</u>

* Partially reimbursable advances against engineering and capital expenditures.

Less - Estimated Res. for Maintenance 582,230.96

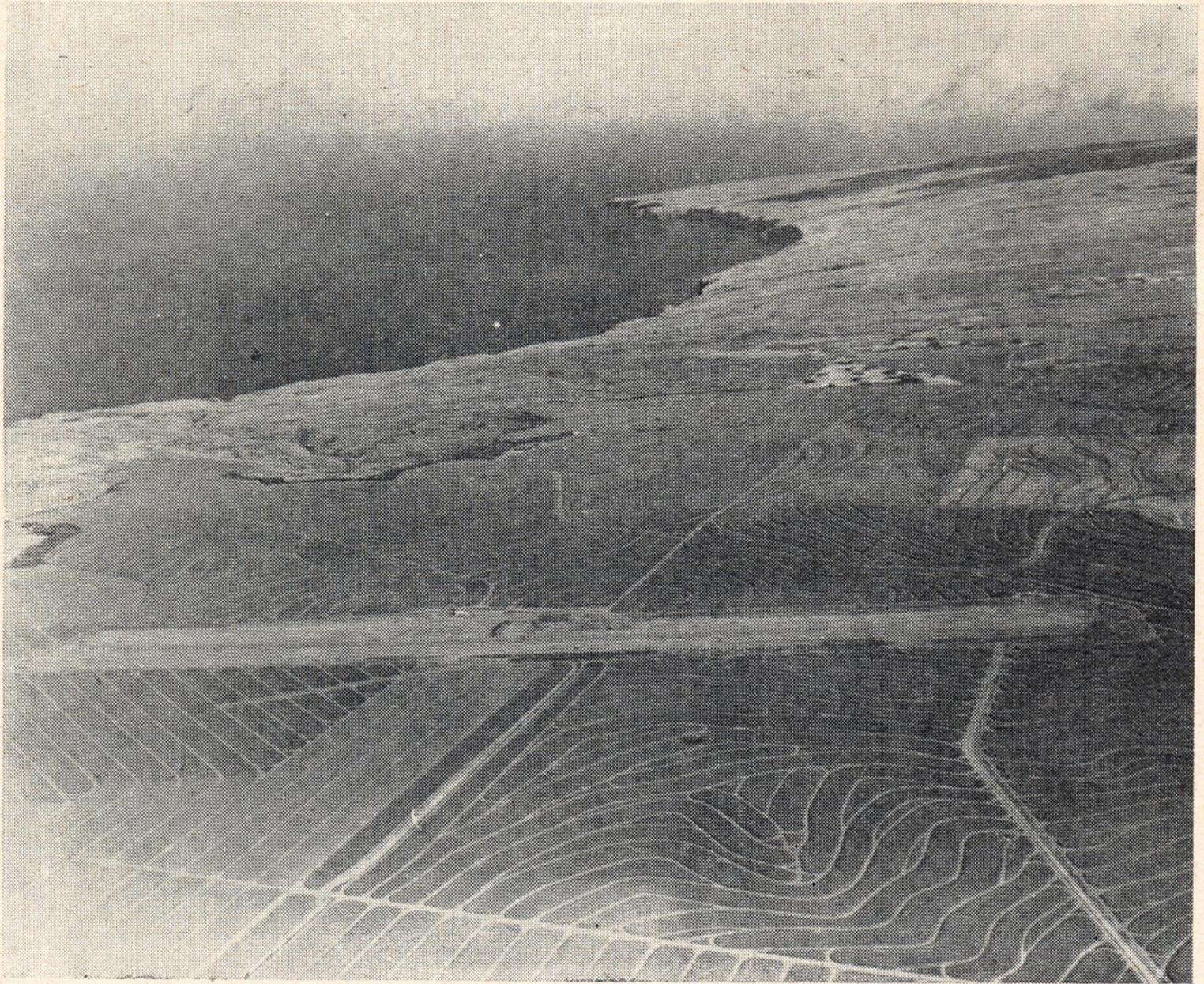
[33]

Fixed Charges

217,737.60
799,968.50

Avail. balance July 1, 1948

525,413.16



Aero Photo Surveys

Lanai Airport
Looking Northwest

CONCLUSION

Hawaii, with island communities separated by water, offer a natural application of the personal airplane. However, airplanes must not only have convenient airports to land on, but other services to supplement the airplane, such as hangars to house them, adequate mechanical and repair service, ground transportation to and from the airports, and most important from the standpoint of promoting the use of private aircraft—comfortable and attractive terminals with other community activities and services closely associated with the airport.

At Honolulu Airport, the improvement of the terminal building for the convenience of the air traveller, the functional efficiency for the airlines, the landscaping to lend an aloha atmosphere and finally the opening of the new restaurant and "Sky Room" has brought the Airport and Honolulu much favorable comment by world travellers.

The lay-out of our facilities for the clearing of foreign arrivals by the various federal agencies has resulted in requests for the plans from the Supervisor of Airports for the Australian Government. It is also interesting

to note that the temporary facilities for foreign passengers at the new International Airport at New York is similar to those arrangements at Honolulu.

Pilots and passengers who have visited many Mainland and foreign airports have made very complimentary remarks on the physical features of Honolulu Airport. Many proclaim it to be one of the finest they have seen.

Air travel has continued to increase since the end of the War with such magnitude that it would be difficult to estimate the potentiality of air travel across the Pacific when travel restrictions to the Orient are lifted. Nearly all of this air traffic will pass through Hawaii and its volume will necessarily have considerable effect on the economy of the Islands.

The present airport facilities for both inter-island and overseas operation are already inadequate and much has to be done in the way of improvements and new construction to provide for the rapid increase of air commerce and ultimate needs of the airlines, federal agencies and the City of Honolulu.

As the airport is the front door to Hawaii and tourists expect to find a tropical atmosphere, it is believed that one of the most important phases of development is landscaping that will create a lasting impression.

It is further believed that such a project is not only an airport function but a long-range planning and construction project of the community.

HAWAII AERONAUTICS COMMISSION

By CHAUNCEY B. WIGHTMAN,
Chairman

By RALPH C. HONDA,
Secretary

HAWAII AERONAUTICS

RECAPITULATION OF ALLOCATIONS

July 1, 1947

Appropriations	Appropriation Symbols	Available Balance as at 7-1-47
SPECIAL FUNDS		
Territorial Airport Fund—Special—Act 32, S.L. 1947.....	S7161	\$ 163,348.9
Airport Revenue Fund	S7169	.....
TOTAL		<u>\$ 163,348.9</u>
GENERAL FUNDS		
Acq. Property and Other Expenditures, Improvements Keehi Lagoon as Seaplane Harbor—General—Act 87, S.L. 1945.....	G7162	\$ 107,292.3
Improvements—Honolulu Airport Imp. (Plans and Specifications, Buildings, etc.), Act 168, S.L. 1943.....	G7163	1,849.5
Land, inc. Damages, Maui Airport—General—Act 35, S.S.L. 1941.....	G7163.1	15,475.5
Land, inc. Damages, Kailua Airport—General—Act 35, S.S.L. 1941.....	G7163.2	6,290.1
Land, inc. Damages, Lahaina Airport—General—Act 35, S.S.L. 1941.....	G7163.3	5,000.0
Land, inc. Damages, Hilo Airport—General—Act 35, S.S.L. 1941.....	G7163.4	7,500.0
Structure—Equipment—Honolulu Airport	G7163.9	.....
Land, inc. Damages, All Islands—General—Act 35, S.S.L. 1941.....	G7163.5	751.6
Keehi Lagoon, Seaplane Base and Honolulu Airport Improvements (Plans & Spec., Bldgs., etc.)—General—Act 168, S.L. 1943.....	G7164	50,000.0
Grading and Surf. Kalaupapa Airport—General—Act 153, S.L. 1945..	G7166.1	47,518.8
Acq. Land & Constr., Lihue Airport—General—Act 153, S.L. 1945.....	G7166.3	114,630.8
Acq. Land & Constr., Kailua Airport—General—Act 153, S.L. 1945....	G7166.4	100,000.0
Grading & Surfacing, Hana Airport—General—Act 153, S.L. 1945....	G7166.5	146,392.4
Runways, Bldgs., Impts., Roads, Lihue Airport—General—Act 23, S.L. 1947.....	G7168.1	270,000.0
Improvements, Kamuela Airport—General—Act 23, S.L. 1947.....	G7168.2	60,000.0
Impts. & Paving, Kalaupapa Airport—General—Act 23, S.L. 1947.....	G7168.3	40,000.0
Impts. & Paving, Kailua Airport—General—Act 23, S.L. 1947.....	G7168.4	40,000.0
Impts. & Paving, Lanai Airport—General—Act 23, S.L. 1947.....	G7168.5	105,000.0
Impts. & Paving, Port Allen Airport—General—Act 23, S.L. 1947.....	G7168.6	17,500.0
TOTAL		<u>\$ 1,135,201.2</u>
FEDERAL FUNDS		
Restoration, Hanapepe Airport.....	S7161	\$ 17,500.0
Lanai Airport Construction.....	S7170	.....
TOTAL		<u>\$ 17,500.0</u>
TRUST FUNDS		
Sale of Coral, Keehi Lagoon—Trust—Act 50, S.S.L. 1941.....	T7844	\$ 22,500.0
Deposits and Guarantees.....	T-7828	.....
TOTAL		<u>\$ 22,500.0</u>
GRAND TOTAL		<u>\$ 1,338,550.18</u>

*Note: Amount of \$16,169.91 expended out of Fund S-7169 to be reimbursed.

OF HAWAII

TICS COMMISSION

FUNDS FOR FISCAL PERIOD

June 30, 1948

Collections and Transfers	Total Available	Fiscal Period Expenditures to 6-30-48	Unliquidated Balance as at 6-30-48	Encumbrances	Unencumbered Balance as at 6-30-48
557,822.98	\$ 721,171.93	\$ 387,002.83	\$ 334,169.10	\$ 15,169.36	\$ 318,999.74
234,016.70	234,016.70	121,911.98*	112,104.72	.....	112,104.72
791,839.68	\$ 955,188.63	\$ 508,914.81	\$ 446,273.82	\$ 15,169.36	\$ 431,104.46
.....	\$ 107,292.32	\$ 27,734.32	\$ 79,558.00	.....	\$ 79,558.00
.....	1,849.50	385.54	1,463.96	.....	1,463.96
.....	15,475.54	.....	15,475.54	.....	15,475.54
.....	6,290.17	4,338.69	1,951.48	.....	1,951.48
.....	5,000.00	.....	5,000.00	.....	5,000.00
.....	7,500.00	3,497.04	4,002.96	.....	4,002.96
956.51	956.51	.....	956.51	.....	956.51
.....	751.62	56.03	695.59	.....	695.59
.....	50,000.00	6,476.23	43,523.77	.....	43,523.77
.....	47,518.81	68.57	47,450.24	.....	47,450.24
.....	114,630.80	96,949.77	17,681.03	.....	17,681.03
.....	100,000.00	12.50	99,987.50	\$ 92,987.50	7,000.00
.....	146,392.47	500.39	145,892.08	.....	145,892.08
.....	270,000.00	6,445.54	263,554.46	.....	263,554.46
.....	60,000.00	585.95	59,414.05	.....	59,414.05
.....	40,000.00	138.18	39,861.82	.....	39,861.82
.....	40,000.00	5,156.86	34,843.14	34,843.14	.....
.....	105,000.00	105,000.00	.....	.....	.....
.....	17,500.00	14,558.82	2,941.18	.....	2,941.18
956.51	\$ 1,136,157.74	\$ 271,904.43	\$ 864,253.31	\$ 127,830.64	\$ 736,422.67
.....	\$ 17,500.00	\$ 17,500.00	.....	.....	.....
68,649.66	68,649.66	.....	\$ 68,649.66	.....	\$ 68,649.66
68,649.66	\$ 86,149.66	\$ 17,500.00	\$ 68,649.66	.....	\$ 68,649.66
88,504.87	\$ 111,004.87	\$ 22,500.00	\$ 88,504.87	.....	\$ 88,504.87
700.00	700.00	.....	700.00	.....	700.00
89,204.87	\$ 111,704.87	\$ 22,500.00	\$ 89,204.87	.....	\$ 89,204.87
950,650.72	\$ 2,289,200.90	\$ 820,819.24	\$ 1,468,381.66	\$ 143,000.00	\$ 1,325,381.66

