

## Highlights

**January 1, 1944** Naval Air Station Honolulu (NAS 29) was operational in late 1943 but was commissioned on January 1, 1944. The Navy completed construction of a terminal building, control tower and maintenance hangars for land planes operated by the Naval Air Transport Services. On the north side of the field, the Navy built the Naval Air Station Honolulu to support the Naval Air Transport operations and to house about 5,000 men.

**April 1, 1944** Full scale operation commenced at U.S. Naval Air Station, Honolulu, for both land and sea planes.

## 1945-1946

Additional land was acquired for Keehi Lagoon at a cost of \$40,334.97. The Territory let one contract for paving at the airport for \$7,668.96. Most of the maintenance of the airport was handled by the military agencies occupying the airport.

Plans were underway for the return of John Rodgers Airport to the Territory from the U.S. Navy. Personnel were being recruited to handle the many duties which would be involved.

Location and archeological studies were made at the Keehi Lagoon Seaplane Harbor and John Rodgers Airport at a cost of \$100,000 with funds appropriated by the 1945 Legislature.

In 1946, John Rodgers Airport was one of the largest airports in the United States and comprised a total area of 4,019.476 acres. It had four paved landplane runways, 200 feet wide and with lengths varying from 6,200 linear feet for the shortest one to 7,650 linear feet for the longest one. There were three seaplane runways, each 1,000 feet wide with an average length of approximately 2.7 miles.

The seaplane runways were used only by the Navy, which had about five flights per week with Mars seaplanes between Honolulu and California.

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 after the War. Veterans were encouraged by their priority in obtaining surplus aviation equipment.

Every available foot of frontage for fixed base operators at John Rodgers Airport was optioned by mid-1946. Space in the overseas terminal was at a premium. Requests for space from prospective trans-Pacific operators included the following: Australian National Airways; China National Aviation Corp.; Far East Air Transport; KNILM (Dutch Airlines); Matson Navigation Co.; Pacific Overseas Airlines; Pan American Airways; Philippine Airlines; Samoan Area Airways; Transocean Airlines; United Air Lines.

In addition, space for federal agencies had to be provided. These included the 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; Aero Service and Supply; Cockett Airlines; Hawaiian Aeromotive Repair Service; Hawaiian Air Transport Service; Hawaiian School of Aeronautics; Island Flight Service; K-T Flying Service; Purdy Aero Repair Service; Rainbow Airlines; Trans-Air Hawaii; Trans-Pacific Airlines; Woolley Aircraft Co.

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

## Highlights

**January 29, 1945** Hawaii was the center of two world air routes offered by the Civil Aeronautics Board.

**March 1945** One Hawaiian Airlines C-53 Douglas aircraft was converted to augment the Sikorsky freighters then in use by the airline.



Above: A "Platypusary" travels by Pan American Clipper.

Below: Two aerial views of the HNL terminal buildings in 1947.



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**November 1, 1945** The ban was lifted on private flying and airfields were opened to civilians.

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

**March 25, 1946** Naval Air Station Honolulu was redesignated U.S. Naval Air Facility, Honolulu by the Navy Department. The mission of the base was the support of the Naval Air Transport Service, and remained unchanged except that operations were conducted on a reduced scale.

**April 2, 1946** Hawaiian Air Transport Service began its operations with Beechcraft D-18 F planes, and provided non-scheduled service to all Territorial airports and provided special tourist sight-seeing flights to the Neighbor Islands, and charter services as required.

**May 1946** Pacific Ocean Airlines inaugurated air service between Hawaii and the Mainland. They discontinued operations in April 1948.

### 1946-1947

John Rodgers Airport was returned to the Territory on October 1, 1946. During the nine months of the fiscal year, a total of 44,938 landings were made.

Construction contracts for three improvement projects were awarded:

- Alteration and Addition to Terminal Building, \$80,195.09
- Painting of Terminal Building, \$4,253.80
- Rehabilitation of Runway, \$25,216.42.

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 the Mainland practice of changing longstanding names of airports to the name of the city where the airport was located. The designating of airports by the geographical location eliminated the confusion in the selling of tickets and operational communications throughout the world.

Act 32 of the 1947 Territorial Legislature transferred operation and maintenance of Territorial airports to the Hawaii Aeronautics Commission effective July 1, 1947. Construction was to continue under the Department of Public Works.

In 1947, all commercial overseas flights between the West Coast of the U.S., Australia, the Philippines, and East Asia were operating from the Overseas Terminal on the south side of the airport. All interisland operators were based on the north side of the airport.

The buildings and other facilities at Honolulu Airport in 1947 were all of a temporary nature, having been constructed by the Navy during the War. The passenger terminal buildings had been remodeled and the adjacent area landscaped. Located in the lobby of the overseas terminal were: RCA Communications, a barber shop, flower shop, and blind vendor's newsstand.

In 1947, long range plans were being developed for a terminal area on the north side of the airport which would be used jointly by both overseas and interisland airline operators.

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 showed an average of 7,571 landings per month for the period ending June 30, 1948. Interisland revenue passenger air traffic by scheduled airlines during 1947 numbered 314,608, as compared to 48,855 carried during 1941.

The development of air freight had 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, live stock, dressed beef, fresh vegetables, furniture, machinery, fresh milk, and in fact anything and everything were being transported by air.

In 1947, Trans-Pacific Airlines, operating DC-3s, had an application pending before the Civil Aeronautics Board for a certificate as a scheduled air carrier; Hawaiian Air Transport Service with twin-engine Beechcraft airplanes, operated a deluxe charter and tour service; Hawaiian School of Aeronautics operated a ground and flying school; Cockett Airlines operated a charter service with twin-engine Beechcraft planes; Andrew Flying Service operated a charter service and flying school; K-T Flying Service operated a charter service and flying school; and Island Flight Service had consolidated with Aero Service and Supply in the operation of a repair, rental and charter service.

### Highlights

**July 26, 1946** Trans-Pacific Airlines, later to become Aloha Airlines, inaugurated a non-scheduled operation using DC-3 planes.

**July 1946** Matson Airlines inaugurated air service between Hawaii and the Mainland. They discontinued operations in July 1947.

**October 4, 1946** Col. Clarence S. Irvine and crew flew their Boeing B-29 Superfortress Dreamboat from Hickam Field to Cairo, Egypt nonstop, in 39 hours and 36 minutes. The bomber made the 9,444 mile flight via the North Pole.

**October 21, 1946** Cockett Airlines started its non-scheduled charter operations using twin-engine Beechcraft airplanes.

**December 1946** Netherlands Indies Airlines inaugurated air service. They discontinued operations in August 1947.

**April 25, 1947** Australian National Airways inaugurated air service. They discontinued operations in April 1948.

**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.

**May 2, 1947** John Rodgers Airport was renamed Honolulu Airport upon the approval of Act 31, Session Laws of Hawaii 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.

### 1947-1948

During calendar year 1947, trans-Pacific 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:

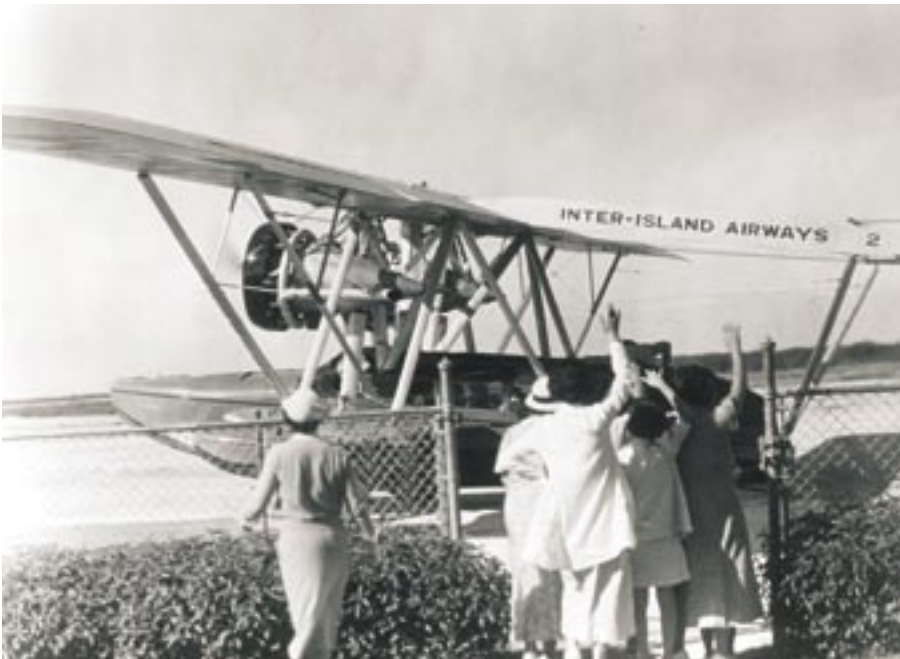
Pan American World Airways .....	1,794	Matson Navigation Company.....	53
Transocean (including PAL) .....	300	China National Aviation Corp.....	33
United Air Lines .....	247	Royal Netherlands Indies Airways .....	27
Australian National Airways .....	168	Far Eastern Air Transport, Inc.....	8
Pacific Overseas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



Top: Honolulu Airport after it was returned to the Territory following World War II.

Above: Matson Airlines inaugurated air service in 1946.





Top: Two views of the 1948 Terminal.  
Above: An Inter-Island Airways departure in the 1940s.

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 for improvements to the existing restaurant building and the Hawaii Aeronautics Commission provided \$15,000 towards the improvements. The project was to provide Honolulu Airport with a restaurant comparable to Mainland airports and provide the airport its most important source of non-aeronautical revenue.

Air traffic control was a function of the Civil Aeronautics Administration which maintained a 24-hour air-ground air communication by means of radio-telephone and radio-telegraph with aircraft operating overseas and interisland. Space was provided in the overseas terminal for these facilities.

The U.S. Weather Bureau was also provided space in the Terminal Building for an Airways Weather Service. The office furnished terminal and route weather forecasts for interisland and trans-Pacific flight operations.

U.S. Customs, Immigration, Public Health and Agriculture were also located in the airport 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 were cleared through Immigration at Honolulu Airport, thus eliminating delay upon arrival at a Mainland airport. The baggage of all passengers was inspected by the U.S. Department of Agriculture for fruits, plants, seeds, etc. that were subject to quarantine.

New rules and regulations of the Territorial Airport System were promulgated by the Hawaii Aeronautics 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, in addition to regulating airport and aircraft operation, enabled the Honolulu Police Department to enforce vehicular traffic regulations at Honolulu Airport.

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

## Highlights

**July 1947** Philippine Airlines inaugurated air service to Hawaii.

**October 1947** China National Aviation Corp. inaugurated air service to Hawaii.

**November 1947** Trans-Ocean Airlines inaugurated air service to Hawaii.

**November 15, 1947** Trans Air Hawaii, initiated four DC-3s in freight and express service and carried a total of 12 million pounds of cargo during the year 1947. They replaced their DC-3's with larger C-46 cargo planes. On November 27, 1947 Trans Air received a CAB Letter of Registration to fly a regular freight schedule between islands.

**1947** Andrew Flying Service operated a charter service and flying school.

**1947** Hawaiian Air Transport Service with twin-engine Beechcraft airplanes operated a deluxe charter and tour service.

**1947** K-T Flying Service operated a charter service and flying school.

**1947** Island Flight Service consolidated with Aero Service and Supply in the operation of a repair, rental and charter service.

**1947** Hawaiian School of Aeronautics operated a ground and flying school.

**1947** The 7th Air Force was renamed the Pacific Air Command in 1947 but inactivated in 1949. The Air Force, created out of the Army, became a separate service in 1947. Wheeler was inactivated in 1947 and put in caretaker status, while activity at Hickam was limited mostly to servicing through traffic by air transports.

**1947** The Civil Aeronautics Administration moved their communications facilities to the third floor of the Honolulu Airport terminal building and the U.S. Weather bureau established an airport weather station there.

**1947** Before the Korean War, the Air Force and Navy combined airlift operations into MATS, a single-manager concept. Between 1949 and 1954, MATS flew 559,000 passengers across the Pacific through Hickam.

**January 24, 1948** Mokuleia Field was renamed for G. Dillingham.

**March 26, 1948** Hickam Field was redesignated Hickam Air Force Base.

**April 4, 1948** Bellows Field was officially opened for private aircraft after the Territory acquired a temporary right-of-entry for a portion of it. The airfield was owned by the U.S. Army Air Force and developed extensively by the Army during the war.

**May 1948** British Commonwealth Pacific Airlines inaugurated air service to Hawaii.

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

## 1948-1949

By 1949 air traffic control responsibility was transferred from Hickam Field to Honolulu Airport.

During Fiscal Year 1948-49, the Honolulu Airport Maintenance Department performed continuous maintenance of buildings, grounds, runways, taxiways, roadways, and the drainage system on the airport. These projects included the deepening and cleaning of approximately 2.5 miles of open drainage ditch, 12.5 miles of center line striping of runways, repainting of runway numbers and length markings and six miles of highway marking. In addition, considerable work was done in laying out and marking automobile parking areas.

The terminal building and all Quonset buildings on the airport were painted airport green. Roofs of all Quonsets were found to be in need of repairs to prevent leaks.

A continuous program of maintenance and replacing of runway lighting cable was carried out. This was necessary due to termite damage.

Due to lack of patronage, the Honolulu Rapid Transit service to the Overseas Terminal

Below: Well-dressed passengers climb up and then down to board a 1940s Inter-Island Airways plane.

Bottom: Honolulu Airport and Seadrome, 1948.





Above: Foreign arrivals.

was discontinued. Transportation of airport and airline employees without private transportation became critical; and to encourage drivers to offer rides, waiting shelters were placed at the highway intersection and near the Overseas Terminal as protection in rainy weather and to discourage walking along the highway.

A nursery building was constructed and a large supply of potted plants developed. These plants were changed frequently in the lobby, Sky Room and offices in the Terminal Building.

In July, the Commission authorized the purchase of 47 pieces of furniture for the Overseas Terminal lobby. The furniture consisted of settees, easy chairs, coffee tables, end tables, and three large center tables. These items created a friendly atmosphere in the lobby.

The certification of Trans-Pacific Airlines in June 1949 required additional space for their ticket counters in the overseas terminal. This in turn required relocating the immigration booth for processing departing passengers.

An automatic fire alarm system in the Overseas Terminal was recommended by the Territorial Fire Marshal. Maintenance Superintendent H. C. Peters designed a system at an installation cost of less than half the estimate.

Obstruction lights were installed on all buildings on the airport where required.

In January 1949, extensive alterations to the interior of the control tower were started by the Maintenance Department before installation of modern equipment by the Civil Aeronautics Administration.

A new building near Hawaiian Airlines Terminal was erected, and a concession let to Spencecliff Corporation to operate a coffee shop there. A hedge of Christmas Berry was planted along Lagoon Drive. When grown, the hedge will effectively screen the unsightly surplus equipment storage area. Alterations were also made by the Weather Bureau.

In May 1949, the CAA Communications department moved from a location outside the airport to the third floor of the Overseas Terminal Building. The CAA Air Route Traffic Center was moved earlier from Hickam Field to the Terminal Building. All CAA air traffic control functions, other than radio range stations, were located in the Overseas Terminal.

Due to the around-the-clock operations in the terminal building, a janitorial force of 15 men and four women was necessary to perform the cleaning services. This work was included in office rental rates to airlines.

In October 1946, the Navy turned over two small crash-fire trucks and a 500 GPM pumper to the airport. This marked the origin of an airport emergency service that was soon comparable to the best at mainland airports.

From early 1947 until July 1949, these crash units were staffed by nine fire fighters on 24-hour shifts. The men trained regularly with Navy personnel who staffed a considerably larger crash station directly across the field. Both units coordinated closely in emergency service activities on the airport.

In February, 1949, the Navy announced that by the end of March 1949, it would close its remaining airport facilities and remove all fire equipment from the airport. This announcement caused much concern, for the two small crash units which were to remain in the Territory's hands were inadequate and seriously understaffed.

Immediate steps were taken to alleviate these dangerous conditions. The City and County Fire Department was approached for men and equipment but was unable to assist. Efforts were made to acquire the equipment that the Navy had been using, but it was earmarked for other stations. The Hawaii Air National Guard was then approached and General Makinney stated that there was a good possibility that their equipment could be placed on loan to the HAC especially if the Hawaii Air National Guard's plans to move to Honolulu Airport were carried out.

Meanwhile, in early April, bills were introduced in the Territorial Legislature requesting \$200,000 for the acquisition, installation and operation of crash fire fighting equipment at Honolulu Airport. Act 336, Session Laws of Hawaii 1949, was passed in May and provided funds for fire-fighter personnel and crash-rescue equipment. Orders were placed for protective clothing and equipment. There would now be two crews, each serving 24-hour shifts. In FY 1949, airport fire fighters responded to a total of 114 calls, 80 of which were emergency stand-by-calls.

Police supervision at the airport was provided by five uniformed officers under an arrangement with the Honolulu Police Department. The police role at the airport was one of public relations and assisting any visitor or other person at the airport who had a question or complaint. They also handled control of crowds at loading gates, enforced no-



smoking rules, assisted police in apprehending wanted persons, handled automobile traffic at the terminal and on the airport roads, issued citations for traffic or parking violations, investigated thefts and accidents, and other police duties.

### Highlights 1948-1949

**July 30, 1948** Northwest Airlines received certification for a route between Honolulu and Seattle, Washington. Frank C. Judd, Regional Vice-President of Northwest Airlines, arrived in Honolulu to inspect facilities and make preparations for inauguration of scheduled flights to the Northwest. Northwest completed its survey flight from Portland to Honolulu with 27 passengers on November 11, 1948, and its inaugural flight on that route on December 2. It was the first airline granted permission to fly scheduled service between Portland-Seattle and Honolulu.

**July 30, 1948** The Civil Aeronautics Administration announced that Honolulu Airport ranked 30th in volume of traffic among 143 CAA tower controlled airports in the U.S. During July, Honolulu Airport traffic totaled 17,738 operations.

**August 1, 1948** Operation Aloha was inaugurated at Honolulu Airport under the auspices of the Hawaii Visitors Bureau with hula dancers and singers entertaining arriving and departing passengers.

**August 27, 1948** A Navy flying boat, *Caroline Mars*, left Keehi Lagoon, Honolulu Airport, on a non-stop flight to Chicago with 25 passengers and 17 crew members. It arrived in Chicago the next day, landing on Lake Michigan, after covering a distance of 4,748 miles in 24 hours and 13 minutes.

**August 31, 1948** Hawaiian Airlines, Ltd., set an all-time record by carrying 2,122 passengers on August 22, 1948, and a record 42,793 passengers for the month of August.

**September 1, 1948** Air parcel service between the Mainland and Hawaii and interisland was inaugurated.

**September 16, 1948** Glenn T. Belcher assumed duties as new Hawaii Aeronautics Commission Director of Aeronautics.

**October 4, 1948** The CAB, by direction of President Harry S. Truman, authorized Pan American Airways a route from Seattle-Tacoma and Portland to Honolulu.

**November 25, 1948** Pan Am made the inaugural flight between the Pacific Northwest and Honolulu on November 25 with 19 passengers including a full-blooded Eskimo girl as their guest. The flight continued on to the Orient. The return trip from the Orient to the Pacific Northwest went via Honolulu on November 27.

**December 31, 1948** The first DC-6 flight by Philippine Air Lines arrived in Honolulu. Philippine Air Lines put on extra flights to take care of demand for air transportation caused by unsettled conditions in China. So urgent was this travel that PAL transferred these passengers to United Air Lines chartered planes at Honolulu for the last leg of the flight to San Francisco.

**February 16, 1949** British Commonwealth Pacific Airlines inaugurated DC-6 service through Honolulu from Sydney, Australia, to Victoria, British Columbia, Canada, by setting a new speed record of 18 hours, 40 minutes flying time from Sydney to Honolulu.

**February 21, 1949** Trans-Pacific Airlines received CAB certification for scheduled passenger and cargo operations serving all major airports with five DC-3 28-passenger planes.

**March 3, 1949** United Air Lines inaugurated the first post-war sleeper service to the Mainland on March 3, 1949, with eight berths available on the DC-6 night flights.

**March 6, 1949** Bill Odom set a record for a flight from Honolulu Airport landing at Teterboro, New Jersey, 36 hours and one minute after leaving Honolulu. He set a new distance record of 4,957.24 miles for a light airplane and longest non-stop solo flight. He flew a converted Beech Bonanza plane which was christened *Waikiki Beach*. The flight was made with \$75 worth of gasoline.

**March 6, 1949** Pan American Airways' first Stratocruiser arrived at Honolulu Airport. It was placed on display for inspection by the public. The largest crowd ever to assemble at the airport stood in line for hours to go aboard the plane for a preview of the largest passenger plane to be put in commercial operation.

**March 8, 1949** The first of the utilities to be turned over to the Territory by the Navy was the sewer system serving the



Top: United Airlines Poster.  
Above: United flight attendants.



Top: Commander John Rodgers was honored with leis and ceremonies after the first trans-Pacific flight from the Mainland to Hawaii on August 31, 1925.

Above: Captain Charles I. Elliott, first chief pilot for Inter-Island Airways/Hawaiian Airlines.

## Airport Street Names

A number of streets are located within the Honolulu International Airport Terminal Complex. Some have Hawaiian names and others relate to individuals who were important to aviation in Hawaii.

### Memorial Street Names

- Elliott Street .....Named in honor of Captain Charles I. Elliott, who was the first chief pilot for Inter-Island Airways/Hawaiian Airlines. He pioneered scheduled interisland air travel.
- Musick Road.....Named in honor of Captain Edwin Musick, Pan American Airways' Chief Pilot. He pioneered commercial air service in Hawaii from San Francisco on April 17, 1935.
- Rodgers Boulevard.....Named in honor of Commander John Rodgers who made the first trans-Pacific flight from the Mainland to Hawaii on August 31, 1925.

### Hawaiian Street Names

- Ala 'Auana .....Alternate Route
- Ala Onaona .....Fragrant Path
- Aokea Place.....White Cloud
- Aolele Street .....Flying Cloud
- Aolewa Place.....Floating Cloud
- Aopoko Place.....Short Cloud
- Aowena Place and Way .....Rosy Cloud
- Hale Kinai Ahi Street.....Fire House
- Ho'iho'i Kaa Street .....To Return a Car
- Ho'opokole Street .....To Cut short
- Ho'ouana Street .....To Send
- 'Iako Place .....The Boom on an Outrigger Canoe
- 'Iolana Place.....To Soar
- Kalaiwa Aku Street .....Drive Away
- Kalewa Street .....The Sky
- Kapalulu Place.....Whirring of an Airplane Taking Flight
- Kaulele Place.....To Take Flight; Soaring, on the Wing
- Ke'ehi Place.....To Get In By Stepping Up
- Lagoon Drive.....The Road Along Keehi Lagoon
- Lauhoe Place.....Blade of a Paddle
- Lele Street.....To Leap or Jump
- Mokuea Place.....Airplane
- Nakolo Place .....Rumbling, as of Surf or Thunder
- Ohohia Street .....Enthusiastic Acclaim
- Pai'ea Street .....An Edible Reddish Crab
- Palekona Street .....Falcon
- Pohakulana Place.....Rocky, Stony
- Punihela .....Fond of Travel
- Ualena Street .....Yellow Tinted Rain
- Waiwai Loop .....Goods, Property, Value, Estate



airport and Camp Catlin. The facility was to be operated by the City and County of Honolulu starting July 1, 1949, with the cost of operations being shared by the Navy and the HAC.

**March 19, 1949** British Commonwealth Pacific Airlines held its inaugural flight of DC-6 "cannonball service" from Sydney, Australia, to Vancouver, British Columbia, via Honolulu.

**March 21, 1949** Prior to deactivation of the Naval Air Facility at Honolulu Airport, an extensive Navy fire department with crash-rescue facilities was augmented by nine full-time qualified crash crewmen employed by the HAC. This number was considered inadequate when the Navy withdrew and the Territorial Legislature by Act 336, Session Laws of Hawaii 1949, appropriated \$200,000 for fire fighting at Honolulu and other air fields. Thirty-one firemen were recommended as an adequate force at Honolulu, but this number was reduced to 19 as an absolute minimum. Franklin M. Metzger was selected to organize and head the fire department at Honolulu Airport.

**March 24, 1949** The American Red Cross conducted advanced first aid courses at Honolulu Airport for employees of the airlines and others desiring the instruction. All members of the airport crash crew completed the course.

**April 1, 1949** Pan American Airways' Stratocruiser completed inaugural flights from San Francisco and Los Angeles to Honolulu in April 1949.

**May 3, 1949** A chartered plane of KLM (Royal Dutch Airlines) stopped at Honolulu Airport en route from Batavia to New York with 846 animals and birds aboard, including one baby elephant.

**May 16, 1949** A Friday luncheon club, appropriately named the Aeronautical Kokua Club, was formed in May 1949 at Honolulu Airport by airlines executives and department heads of the HAC, Civil Aeronautics Administration and other federal agencies to get acquainted and discuss mutual problems while enjoying the food provided by the airport Sky Room.

**May 19, 1949** Trans-Pacific Airlines started renovation of a warehouse adjoining their hangar to accommodate their operational offices.

**June 5, 1949** Inaugural ceremonies were held for Trans-Pacific Airlines' Alohaliners. After the ceremony, planes took off from Honolulu for each of the Neighbor Islands where additional ceremonies were held to commemorate the beginning of scheduled service under their CAB certificate.

**June 15, 1949** Pan American Airways announced that it carried a total of 745 trans-Pacific overseas passengers June 11 and 12, for a record weekend at Honolulu Airport.

**June 15, 1949** K-T Flying Service suspended operations at Honolulu Airport and leased its hangar to Island Aviation, Ltd.

**June 24, 1949** Governor Stainback signed Act 360, Session Laws of Hawaii 1949, reducing the aviation fuel tax from five to four cents per gallon, effective July 1, 1949, and increasing the membership of the HAC from seven to nine.

**June 25, 1949** Northwest Airlines took delivery of their first of 10 Stratocruisers and announced they would be put in Hawaiian service in the fall of 1949.

**FY 1949** Five PAM hangars were painted at a cost of \$6,266.35.

**FY 1949** Debris was removed from a building destroyed by fire, at a cost by \$13,487.

**FY 1949** Quonset buildings were painted at a cost of \$9,285.84.

## 1949-1950

The latter part of the year saw a substantial increase in traffic at Honolulu Airport, where new arrangements had to be made to increase parking facilities for overseas planes and for handling the public.

Canadian Pacific Airlines began regularly scheduled service to Honolulu. U.S. Air Coach Inc. and Associated Airways Inc. started irregular passenger service between Oakland and Honolulu.

The fall and winter of the fiscal year saw the beginning of Stratocruiser service between the West Coast and Hawaii by United Airlines, Inc. and Northwest Airlines, Inc.



Above: Pan Am Clipper is draped with a lei during Aloha Week Ceremony.



Shelter was erected over 20 car parking stalls which were available to employees at the airport for a nominal fee. The acceptance was so good that more shelters for car parking were planned. The expansion and paving of the car parking area for interisland travels was completed.

The proper drainage of low paved areas was a continuing project and was resolved by the construction of dry walls about the airport.

The Overseas Terminal Building, Immigration and Freight Cargo Buildings were painted as were several other buildings on the airport.

With the acquisition of some 75 additional buildings from the Navy in January 1950, the maintenance and upkeep problems were increased and additional personnel were hired to meet the increased load.

The Airport fire department was comprised of 19 men and five pieces of mobile apparatus. They were trained to offer emergency service equal to most airports of comparable size on the mainland. An extensive fire fighter training program, covering crash and structural fire extinguishment and fire prevention practices, was continuing.

### Highlights

**July 10, 1949** Canadian Pacific Airlines' Conadair IV arrived at Honolulu Airport on its inaugural flight from Vancouver, B.C. to Sydney, Australia, by way of San Francisco and Honolulu.

**August 6, 1949** Associated Airways, Inc. inaugurated irregular flight service between San Francisco and Honolulu with DC-4 Skymaster planes.

**September 24, 1949** Pan American Airways' Stratocruiser arrived at Honolulu Airport on a survey flight from San Francisco to Tokyo, Japan, with 23 passengers. The flight continued on to Japan.

**October 17, 1949** Pan American Airways began commercial flights from San Francisco to Tokyo via Honolulu.

**October 18, 1949** Governor Ingram M. Stainback signed Act 18 of the Special Session of Hawaii 1949, appropriating \$442,570 for Honolulu Airport.

**October 28, 1949** Canadian Pacific Airlines was authorized by the CAB to provide passenger service at Honolulu under provisions of U.S.-Canadian air transport agreement.

**November 6, 1949** Northwest Airlines began Stratocruiser service between Seattle-Tacoma and Honolulu. The Stratocruiser was christened Honolulu and marked the inauguration of Northwest Airlines' overnight service between New York and Hawaii.

**November 10, 1949** China National Aviation Corporation announced suspension of service because of Communist victory in China. The last CNAC flight through Honolulu was on November 5.

**December 19, 1949** United Airlines' Stratocruiser arrived at Honolulu Airport on initial familiarization flight from San Francisco.

**January 3, 1950** Pan American Airways' Stratocruiser completed the first commercial non-stop flight in history from Tokyo to Honolulu, covering the 3,933 mile distance in 11 hours and 24 minutes, without making the customary stop at Midway for refueling. The B377 Stratocruiser continued on to Los Angeles, completing the Tokyo-Honolulu-Los Angeles trip in an elapsed time of 19 hours and 48 minutes. The Tokyo-Honolulu record was later broken by another PAA Stratocruiser which flew nonstop in 10 hours and 55 minutes.

**January 6, 1950** Clark M. Kee, nationally known airport designer and engineer, began work as a consulting engineer for the HAC to design a master plan for the Territorial Airport System.

**January 14, 1950** United Air Lines' Stratocruiser was christened *Waipahu* at a Honolulu Airport ceremony by Mrs. Hans L'Orange, wife of the manager of Oahu Sugar Company.

**January 15, 1950** United Air Lines began Stratocruiser service between San Francisco and Honolulu.

**February 21, 1950** Juan T. Trippe, president of Pan American Airways, arrived in Honolulu for the annual Pan Am board of directors meeting.

**March 1, 1950** Cockett Airlines began air mail star route service between Honolulu and Kalaupapa.

**March 21, 1950** Cyrenus L. Gillette was appointed superintendent of airports and operations by the Hawaii Aeronautics Commission.

**March 24, 1950** U.S. Air Coach Line began irregular passenger service between Oakland and Honolulu.

**March 29, 1950** Canadian Pacific Airlines announced that Canadians flying to Honolulu from Canada would not need passports or visas in the future. Non-Canadians and persons traveling beyond Honolulu were still required to have passports or visas.

**April 5, 1950** The *Marshall Mars*, the Navy's 72-ton flying boat, burned and sank off Keehi Lagoon, Honolulu Airport, following a fire which broke out from No. 3 engine while on a test flight. Seven crewmen escaped uninjured.

**April 9, 1950** PAA's Stratocruiser flew to Hilo for the opening of the Hilo Tribune-Herald's new printing plant. The trip was made from Honolulu in 49 minutes and 49 seconds, and the return flight in 55 minutes.

**April 12, 1950** Honolulu Airport's ownership was transferred from the Navy to the Territory of Hawaii in an Executive Order signed by President Harry S. Truman.

**April 15, 1950** United Air Lines' Stratocruiser flew to Hilo for the Hawaii County Fair. The trip was made in 47 minutes and 35 seconds.

**April 25, 1950** Hawaiian Air Transport Service announced that it was going out of business as a result of the CAB's ruling limiting the number of flights of irregular air carriers.

**April 29, 1950** United Air Lines' Stratocruiser flew from Honolulu to Kahului to hold an open house for the people on Maui.

**May 3, 1950** Trans-Pacific Airlines inaugurated a "family fare" plan for travel between the islands.

**May 5, 1950** China National Aviation Corporation closed its Honolulu office after suspending its service on November 5, 1949.

**May 15, 1950** Trans-Air Hawaii, Hawaiian Airlines and Trans-Pacific Airlines were ranked 15th, 16th and 32nd, respectively, among the 32 certificated domestic air cargo carriers in the United States in 1949 by American Aviation magazine.

**June 14, 1950** Hawaiian Airlines, Ltd. was named recipient of the first 20 year aviation safety award by the National Safety Council for having the all-time record for safe flying.

**FY 1950** Design was underway for an extension to the Terminal Building and Lei Vendor's Stand by E. L. Bauer and Wimberly and Cook, at a cost of \$4,000.

**June 1950** Bids were opened for rehabilitation of Honolulu Airport. The contract was awarded to Hawaiian Bitumuls Co., Ltd. The project included resurfacing and seal coating of runways and taxiways at a cost of \$133,370. Work was completed in September. This was the first resurfacing and seal coating since the development of the airport by the Navy during World War II.

Below: Trans Air Hawaii.

Bottom: United flies past Diamond Head on way to HNL.







Above: U.S. Public Health Service, c1950.

Opposite: Passengers and well wishers crowd the gates as Pan American and United passengers are ready to depart.

## 1950-1951

The boundaries of Honolulu International Airport, including the Seadrome channels, comprised an area of 1,019.476 acres. However, title to an area of 177.883 acres within the airport and adjoining Hickam Air Force Base, on which the ends of runway 14-32 and 8-26 encroach, rested with the Air Force. An effort was made to acquire this land from the Air Force to meet CAA requirements in the expenditure of federal funds for improvements to the runway and to tie runway 8-26 into the Hickam extension of this runway. The Air Force would only agree to a 20-year lease on portions of this area immediately adjacent to the runways. This lease enabled the HAC to pave a 540-foot connecting link with the new Hickam extension to runway 8-26, making a runway 200 feet wide and 13,067 feet long. The Honolulu portion was 8,190 feet long. The runway, capable of handling the largest aircraft in use, was one of the longest in the world.

The Korean Airlift had been in operation for a full year. Overseas operations doubled at Honolulu Airport due to this military operation and the insignia of large transport aircraft bearing such names as Sabena (Belgian), American Overseas, Eastern Airlines, Western Airlines, California Central Airlines, California Eastern Airlines, Flying Tigers, Overseas National Airlines and Seaboard Western Airlines, United Airlines, American Airlines and Pan American World Airways were seen at the airport.

The thousands of service men of the United Nations stopping over at the terminal enroute to Korea and returning as casualties, as well as the evacuation of military dependents from Japan, made Honolulu Airport unique in the war effort.

Caring for those enroute passengers, which included as many as 46 infants and small children and their mothers, some of whom were recent war widows, posed a problem which the Salvation Army quickly had under control.

The HAC board room was converted into a hospitality room under the able direction of the Salvation Army. Service men were entertained in the restful atmosphere of the hospitality room where they could read, write, play cards or just rest on the punes. Pineapple juice, coffee and cookies were available. The Veterans of Foreign Wars assisted the Salvation Army in providing several thousand dollars to help defray expenses involved in Operation Hospitality.

While all civilian aircraft involved in the airlift were serviced at Honolulu Airport, aircraft of the Military Air Transport Service landed at Honolulu Airport and taxied to Hickam AFB. These operations, together with the regular overseas and interisland carriers, placed Honolulu Airport in third place for the entire nation in total control tower operations.

The heavy increase in traffic and new demands on the terminal necessitated the commencement of plans for major alterations at the terminal. The federal government would not sanction the construction of a new terminal prior to July 1, 1954, because of the war emergency program.

The U.S. Agriculture Plant Inspection counter moved to a location between the two front entrance doors to the Terminal lobby. The relocation was to make more room for airline counters and increase facilities for expediting plant inspection. Northwest Airlines was provided with a counter and dispatching office at the previous location of the USDA. The Airport Florist also relocated.

The lanai extension to the airport restaurant was completed just in time to take care of the Korean Airlift. Additional space was constructed for Trans-Pacific Airlines to meet their dispatching and express requirements. An extension to the airport kitchen was constructed with steam cleaning facilities for sanitary handling of garbage. A sanitary sewage disposal unit was constructed for joint use of three overseas carriers.

Office space was provided for California-Eastern Airlines, Flying Tigers and Aeronautical Radio, as well as MATS. Space was constructed adjacent to the baggage claiming counter for a parcel and baggage checking facility. The HAC offices were remodeled to provide a more efficient working space. The U.S. Public Health, Immigration and Customs areas were renovated and decorated, providing improvements indicated by experience for more expeditious handling of foreign arrivals.

Clark M. Kee, a nationally known airport designer and engineer became a consultant to the Hawaii Aeronautics Commission and was appointed airport engineer and maintenance director in May 1951.





## Highlights

**July 1950** Hawaiian Airlines began a family fare plan for travel between the islands.

**August 1950** Installation began on an automatic emergency electrical power generator at Honolulu Airport for runway marker lights and CAA communications.

**August 1950** Aircraft ramp positions at Honolulu Overseas Terminal increased from five to eight, and passenger concourse fencing for new positions was completed.

**October 1950** United Air Lines inaugurated Los Angeles-Honolulu service with the arrival of its Boeing Stratocruiser *Hawaii* with 48 passengers.

**October 1950** United Air Lines' Boeing Stratocruiser was christened *Oahu* at a colorful ceremony held at Honolulu Airport before its departure for Los Angeles with 34 passengers. Heretofore, UAL flew only between San Francisco and Honolulu but was recently authorized by the CAB to fly between Los Angeles and Honolulu.

**October 1950** Hawaiian Airlines' Hangar No. 1, constructed 20 years ago, reverted to the Hawaii Aeronautics Commission at the end of its lease. Hangar No. 2 reverted to the HAC in November.

**November 1950** Pan American World Airways observed the 15th anniversary of its first trans-Pacific flight from San Francisco to Honolulu, Midway, Wake, Guam and Manila. The first flight was made by the China Clipper which carried the first air mail from San Francisco to Manila. During the 15 years since its first trans-Pacific flight, Pan Am made 18,254 flights between the mainland U.S. and Hawaii, and carried a total of 281,613 passengers.

**December 4, 1950** A Pan American Strato Clipper set a new commercial air record for a flight between Honolulu and Los Angeles by making the trip in 7 hours and 20 minutes.

**January 1951** United Air Lines celebrated its 10,000th crossing of the Pacific between California and Honolulu. Although UAL inaugurated its commercial flying service in Honolulu in May 1947, it had more than eight years of trans-Pacific flying experience, including both commercial and military contract operations.

**January 1951** The water distribution system at Honolulu Airport was turned over to the Board of Water Supply for operation and maintenance.

**February 7, 1951** An area of about 104 acres of the Hickam Field reservation was leased by the Hawaii Aeronautics Commission for 20 years. This lease enabled the Commission to pave a 540-foot connecting link with the new Hickam extension to Runway 8-26, making a runway 200 feet wide and 13,104 feet long. Runway 8-26 was one of the world's longest runways. Honolulu Airport was the third busiest airport in the U.S. at this time.

**April 27, 1951** Act 3, Session Laws of Hawaii 1951, was signed by the Governor to change the name of Honolulu Airport to Honolulu International Airport. The Act took effect 10 days after its promulgation.

**April 1951** The Honolulu International Airport Master Plan by Clark M. Kee, Consulting Engineer for HAC, was distributed.

**May 1951** The electrical distribution system at Honolulu International Airport was turned over to the Hawaiian Electric Company, Ltd. for operation and maintenance.

**May 1951** Joint Resolution 13, Session Laws of Hawaii 1951, was signed by the Governor. One of its provisions

Below: Curbside baggage handling.  
Bottom: G.I.s go through U.S. Customs.





exempted any individual, firm or corporation engaged solely in the business of transporting property by air within the territory from the payment of aircraft landing fees, land and building rentals charged by the HAC, for a period of three years ending May 9, 1954.

**May 1951** Trans-Pacific Airlines began carrying interisland air mail under an air mail subsidy permit granted by the CAB. Interisland air mail was also carried by Hawaiian Airlines. Cockett Airlines also carried interisland air mail between Honolulu and Kalaupapa.

**May 1951** Hickam Air Force Base completed its section of 5,417 feet of runway joining with 7,650 feet of HNL runway to form a continuous runway of 13,067 feet for instrument Runway 8-26.

**June 1951** The first Hawaiian Islands Airport Directory and Flying Safety Manual, containing information about all airports in the Hawaiian Islands, as well as the facilities available at each airport, was issued by the HAC.

## 1951-1952

The Korean airlift continued to account for increased air carrier operations. Although the number of total operations decreased from 218,513 in the 1950-51 fiscal year to 201,049 in FY 1951-52, there was an increase from 63,644 to 71,160 by air carriers. The decrease in total operations was brought about primarily by the completion of improvements to Hickam Air Force Base at which time temporary military traffic was moved back to Hickam.

Installation of high intensity lights, a project that began in the fiscal year, but was delayed by the West Coast sailors' strike, was nearly completed.

Architects were making good progress in the designing of the new Overseas Terminal, the interisland section of which could be under construction by late 1952 or early 1953. When finally completed, the entire terminal facility for the international airport, including the new Overseas Terminal, International Arrivals Building, restaurant, parking areas, ramps, facilities for air express, provision for future seaplane operation, etc., may reach an estimated cost of \$5 million. Fifty percent of the cost was expected to be federal participation.

A number of former wartime buildings in the Naval Air facility area Ewa of the Hawaiian Airlines terminal were rehabilitated. Many of the buildings were modernized and painted; windows and roofs repaired. Also, some structures were extensively renovated and converted into income producing units.

Some of the thriving businesses now in the area included hotels, apartments, warehouses, manufacturing, restaurants, grocery stores, meat packing plants, an egg cooperative, a theater, woodcraft shops and a college. In addition, playground and recreation hall facilities have been provided for families living in this section. The resident population numbered more than 900.

Below: Street side of Honolulu Airport c1950.



## Highlights

**FY 51-52** A total of 101 parking meters were installed around the overseas terminal in order to better regulate the use of the choice auto parking stalls.

**FY 51-52** The Crash-Fire Department was relocated to the North side of the airport operation area. This involved remodeling of an existing warehouse to provide easily accessible fire equipment storage and comfortable quarters for the crew.

**October 1951** Re-roofing of certain buildings was completed at a cost of \$21,202.50.

**October 4, 1951** New fencing was installed at a cost of \$20,102.65.

**May 1952** A new sprinkler system was installed in the Terminal Building at a cost of \$33,731.

Below: Passengers walk to the terminal.

Opposite top: Maintenance work at the Hawaiian Airlines hangar.

Opposite bottom: Hawaiian Airlines' R.S. Barnes tries out a simulator.



**June 19, 1952** Lei seller stands near the main entrance of the airport on Lagoon Drive were completed at a cost of \$22,173.

**August 18, 1952** New lighting was completed at a cost of \$157,102.78.

**FY 1952** Law and Wilson was hired to provide engineering services for the installation of a medium-intensity runway lighting system for runway 4L and its connecting taxiway, at a cost of \$16,412.

**FY 1952** Additions and alterations were made to the terminal building at a cost of \$11,177.

## 1952-1953

Honolulu International Airport's 13,097 foot runway was officially declared the longest runway in the world by the Airport Operators Council on April 14, 1953.

Progress on the planning of a new terminal for Honolulu was stalled due to a land utilization problem. Terminal facilities proposed by the HAC encroached upon land under the jurisdiction of the U.S. Navy. Negotiations with Navy officials seeking adjustments which would permit a continuation of construction plans as designed failed. Entirely new plans for the terminal and other terminal areas facilities were begun.

Overseas scheduled airlines which operated regularly from Honolulu were Pan American World Airways, United Air Lines, British Commonwealth Pacific Airways, Philippine Air Lines, Northwest Airlines, and Canadian Pacific Airlines. Transocean Air Lines also operated from the airport as a non-scheduled airline. Transport aircraft which had been engaged in the Korean airlift and which could be seen at the airport included American Airlines, Flying Tigers, California Eastern Airlines, Seaboard and Western, Overseas National Airways, and Capital Airlines.

Trans-Pacific and Hawaiian airlines were scheduled interisland operators. Irregular interisland carriers were Andrew Flying Service and Cockett Airlines. Trans-Air Hawaii operated as a scheduled carrier for freight only.

## Highlights

**July 1952** Interisland passenger traffic soared to new monthly records as a result of the spectacular eruption of Kilauea Crater on the Big Island. Interisland traffic was 66,583 passengers, second highest on record. In August, a new record of 74,713 passengers was reached.

**August 18, 1952** Terminal building alterations, including a roof on the apron side were completed at a cost of \$9,677.

**November 1952** Construction started on the installation of medium intensity lights for runway 4L-22R.

**January 1953** Hawaiian Airlines, Ltd. placed Convair 340 planes into scheduled interisland passenger service

**February 1953** A total of \$60,000 was earmarked for construction of 20 T-hangars for private planes at Honolulu International Airport.







**March 1953** United Air Lines inaugurated air tourist flights between Honolulu, San Francisco and Los Angeles.  
**March 1953** The Hawaii Aeronautics Commission revised plans for a new Honolulu International Airport terminal building following breakdown in negotiations with the Navy on land use problems.  
**June 1953** Hawaiian Airlines announced commencement of scheduled passenger service between Honolulu and the new Kamuela Airport effective July 1, 1953.  
**FY 1953** There were eight airlines operating from Honolulu International Airport which required fuel. There were five fuel companies supplying fuel. The airlines formed the Honolulu Fuels Sub-Committee to address fueling issues.

### 1953-1954

Honolulu International Airport accommodated 255,385 aircraft operations as compared to 194,129 the previous year. Contributing heavily to the increase was the movement of military aircraft. On a national scale, Honolulu Airport handled the largest number of military aircraft movements of any civilian facility.

Honolulu was the fourth busiest airport in the nation.

Preliminary plans for a new passenger terminal at Honolulu International Airport were approved by the Hawaii Aeronautics Commission in March 1954. Immediately following approval of the preliminary plans, authorization was granted to proceed with construction plans and specifications. According to the timetable set by the Superintendent of Public Works, actual construction was to start on this project not later than mid-1955.

Japan Air Lines inaugurated trans-Pacific service between Tokyo and San Francisco via Honolulu.

### Highlights

**July 1, 1953** Act 213, Session Laws of Hawaii 1953, went into effect, reducing the Territorial aviation gasoline tax from four cents to 3.5 cents a gallon.

**September 16, 1953** The medium intensity lighting system for runway 4L-22R was completed at a cost of \$131,798.53.

**November 1953** Northwest Orient Airlines began tourist fare service between Honolulu, Portland and Seattle-Tacoma.

**December 1953** Canadian Pacific Airlines began tourist fare service between Vancouver, B.C. and Honolulu.

**February 1954** Japan Air Lines inaugurated regular trans-Pacific flights between Tokyo and San Francisco via Honolulu with DC-6B planes.

**February 1954** Pan American World Airways established a new Tokyo-Hawaii flight time of 9 hours and 18 minutes with a Stratoclipper using the "jet stream" across the Pacific.

**March 1954** Preliminary plans for new Administration and Terminal Buildings were approved. Plans included a new overseas terminal, new interisland terminal, a foreign arrivals unit, and restaurant area plus fencing, ramps, roadways and auto parking areas.

**March 1954** The HAC granted approval for participation at the CAB hearing concerning the application of Trans-Pacific Airlines for recertification as a scheduled interisland air carrier.

**March 1954** Philippine Air Lines suspended operations between Manila and San Francisco via Honolulu.

**April 1954** Japan Air Lines inaugurated tourist fares between Tokyo and San Francisco via Honolulu.

**April 1954** A construction contract was awarded for the extension of Hawaiian Airlines terminal facilities.

**May 1954** Qantas Empire Airways established air services between Australia and Canada, via Honolulu, replacing service formerly provided by the BCPA.

**May 1954** United Air Lines' newest passenger aircraft, the DC-7, arrived from New York via San Francisco in a pre-certification flight.

**May 27, 1954** Operations started at the new Hickam Control Tower, with the old tower converted for use by MATS operations. The new tower was constructed in 1953; however equipment was not installed until 1954.

**June 1954** Airport zoning regulations, developed to prevent creation of airport hazards, took effect.



Top: HNL's 13,097 foot runway was officially declared the longest runway in the world by the Airport Operators Council in 1953.

Above: The open-air waiting area.

Opposite: The Terminal at Honolulu International Airport, 1954.

**June 1, 1954** Expansion work on passenger lobby and ticket counter facilities at Hawaiian Airlines terminal were completed at a cost of \$58,988.92.

## 1954-1955

The HAC adopted a Resolution requesting the assistance of the Airport Use Panel in reviewing problems surrounding the development of facilities and joint military use of Honolulu International Airport. Subsequently, however, the HAC in cooperation with the military held up work on new terminal facilities and the Master Plan for Honolulu International Airport pending completion of a joint master plan of the composite area comprised of Honolulu International Airport, Hickam Air Force Base and Keehi Lagoon. This action deferred the filing of the Resolution with the Airport Use Panel by the Commission.

Recognizing the importance of making visitors welcome in Hawaii, the HAC completed construction of new Lei Stands on Lagoon Drive at the entrance to the airport. The construction cost was \$31,710. The Lei Stands replaced cars and trucks which previously had parked on the airport entry road. Their owners sold leis they had made from the back of their vehicles.



## Highlights

**November 11, 1954** Hawaiian Airlines celebrated the 25th anniversary of its founding. During that time, the airline had a perfect safety record, the first airline to achieve this status.

**January 1, 1955** United Air Lines inaugurated the first DC-7 passenger service to Hawaii. The new service replaced United's Boeing Stratocruiser flights and reduced flight time between California and Hawaii by more than one hour.

**February 1955** The Hawaii Aeronautics Commission published a particularly thorough annual report. It was titled *Airports at the Crossroads*. It listed the duties of the nine volunteer member Commission, executive director and assistant as:

- Maintain, operate and use the airports in full accordance with agreements with the CAA and applicable laws and regulations.
- Formulate policies to govern the operation, maintenance and management of the airports and to administer the functions in an efficient, businesslike and judicious manner.
- Use all airport revenues for paying the cost of operations and maintenance, carrying out obligations of laws, contracts or grant conditions and for the development or improvement of the airports.
- Comply with all civil air regulations of the federal government applicable to aircraft and pilots using the airports.
- Establish rules and regulations not in conflict with Federal rules for the use of the airports.
- Protect aerial approaches to the airports.
- Keep a record of all revenue and expenditures of the airports and prepare statements as required.
- Advertise the airports to the maximum interest of the various communities.
- Inaugurate necessary policies with respect to the erection of sufficient facilities to meet the requirements of aeronautical and non-aeronautical users of the airports.
- Prepare an annual report showing costs of maintenance, operation and management of the airports together with a statement of estimated revenues and funds on hand.
- Make recommendations with respect to any necessary legislative action required for the protection of the airports.

Below: A blast fence typical of the 1950s.  
Bottom: Cargo is loaded aboard a Hawaiian Airlines plane.



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**April 27, 1955** Northwest Airlines inaugurated its turbo-compound Super Constellation service, as an addition to DC-6B air tourist flights between the Pacific Northwest and Hawaii.

**April 27, 1955** Resurfacing of Runway 8-26 was completed at a cost of \$7,872.86.

**FY 1954-55** A number of construction projects were completed, including:

- Acquisition and improvements to hangars, \$124,346
- Auxiliary Power System, \$15,144;
- Fencing and Drainage, \$33,137;
- Improvements to Overseas Terminal, \$121,636;
- High Intensity Lighting System, Runway 8-26, \$151,799;
- Lei Vending Stands, \$31,710;
- Extension of Runway 8-26 to Hickam AFB, \$70,781;
- Landscaping of airport roads, \$17,664;
- Rehabilitation of temporary buildings, \$52,489;



## Hawaii Says Aloha With Flowers

As far back as the 1940s, lei makers would pick flowers from their yards and string lei. Then they'd drive to the airport on Lagoon Drive, park their cars and trucks and sell lei to those greeting arriving passengers. The scent of plumeria filled the air. Recognizing the importance of making visitors welcome in Hawaii, the Hawaii Aeronautics Commission completed construction of new Lei Stands on Lagoon Drive at the entrance to the airport on June 19, 1952. When the terminal moved to its present location in 1962, Lei Stands were built along Rodgers Boulevard at the entrance to the airport. In 1978, the lei stands were relocated again to make room for the H-1 Freeway ramps to the airport. The Lei Stand facilities were relocated to their present location in 1991 to make room for the new Interisland Terminal Complex up-ramp to the second-level roadway.







- Miscellaneous improvements, \$94,613.

**FY 1954-55** Projects under construction were:

- Private plane hangars, including taxiways, \$103,043;
- New Maintenance Baseyard, \$115,000.

**FY 1954-55** Projects in the planning stage:

- Painting Overseas Terminal Building, \$9,000;
- Painting TPA Hangar, \$4,785;
- Security Fencing, \$35,000.

**FY 1954-55** Under Section 15-11 of the Revised Laws of Hawaii, the sum of \$15,000 from the Airport Revenue Fund was mandated by the Territorial Legislature to go to the Civil Air Patrol annually.

**FY 1954-55** Honolulu International had custody of Kipapa and Bellows Fields.

## 1955-56

On December 13, 1955 Honolulu International Airport became the first civilian airport in the nation to get a preview of commercial jet aircraft operation when the British DeHavilland Comet III jet-liner arrived on a good will flight around the world. The jet aircraft remained in Honolulu for two days and gave a series of courtesy flights to ranking government officials, aviation officials and tourists. The Comet made the flight from Honolulu to Vancouver, British Columbia, in five hours and 39 minutes, a distance of 2,738 statute miles.

The announcement by most major airlines serving Hawaii of their decision to purchase jet aircraft and have them in operation between Hawaii and the Mainland by the middle of 1959 necessitated the expansion and improvement of the airport to handle this additional modern traffic.

The HAC had enough funds to undertake a major portion of the expansion and the construction of a new Terminal Building. With the addition of federal participating funds, this proposed expansion was set forth in the new master plan as approved by the HAC.

The expansion of the airport also necessitated the exchange of land between the Territory and the federal government, plus acquisition of portions of the Damon Tract area adjacent to the airport. The land exchange program was necessary to acquire land now under the direct jurisdiction of the Navy, the Air Force, and the Army

for the construction of the new Terminal buildings and the service areas, also the relocation of runways, taxiways, and aprons.

Concurrent with the decision to construct the new terminal on the mauka side of the airport, the HAC began phasing out the airport housing and industrial area in that section. Civilian and military dependent families who lived in the old apartment buildings converted from military barracks were registered and referred to the Hawaii Housing Authority and military commands for relocation.

Industrial enterprises were given notice to vacate their premises and helped in every possible way on relocation. The area was expected to be completely vacated and ready for clearing in the near future.

The expansion of the airport and the construction of the new terminal area was timed to the schedules of the major airlines starting their jet operation in late 1959 or early 1960.

### Highlights

**FY 1954-55** A new Baseyard and Maintenance Building was constructed, \$118,000.

**September 14, 1955** New small plane hangars and taxiways were completed, at a cost of \$66,334.86.

**September 15, 1955** Taxiways were paved at the small plane hangar area at a cost of \$11,308.53

**FY 1954-55** Painting of PAM Hangars was underway, \$41,000.

**FY 1954-55** The new Terminal was in the planning stage and estimated to cost \$12.1 million.

### 1956-1957

Work continued on the Master Terminal Site Plan for Honolulu International Airport embodying development of a jet age airport and a modern passenger terminal building. The HAC held several meetings with the Air Lines Technical Committee representing airlines serving Hawaii, the Department of Public Works, the Civil Aeronautics Administration, and other users to develop the plan which was approved in September 1956.

The outstanding feature of the terminal site plan was the proposed passenger terminal building which would be constructed on the north side of the field near the area then occupied by Hawaiian Airlines, Ltd.

Designed by architect Theodore A. Vierra, the new terminal would be made up of four separate units. The main unit consisted of the overseas departure section and an administration building. The Administration Building would provide office spaces for the Commission, the CAA, Weather Bureau, various overseas airlines, and other users.

The Airport Control Tower was located on the two top floors. The ground floor areas were for the overseas departure section. The restaurant and the public lobby were also located in this section. The other three units were a domestic overseas arrival section, a foreign arrival section, and an interisland section.

Opposite: U.S. air mail is loaded onto a plane.

Below: British DeHavilland Comet was the first jet to call in Hawaii.

Bottom: Ample parking was available at the Terminal.







Above: Aloha Airlines ticket lobby.

The terminal site plan provided space for other facilities, such as cargo and freight buildings, aircraft servicing and maintenance areas, aeronautical school, automobile service station, auto parking area for 4,200 cars, lei stands, and a heliport.

The development of the new terminal site was financed through Airport Revenue Bonds, Territorial General Obligation Bonds, and federal funds.

The HAC contracted the services of Lockheed Air Terminal, Inc. for a study on the financial structure of the airport, and to recommend changes in rates and charges for the use of airport facilities so that future revenues would be adequate for the refunding of the obligations incurred in the construction and development of the new airport.

The Territorial Legislature enacted three joint resolutions to implement the development and expansion of Honolulu Airport. These resolutions went before Congress and when enacted would authorize certain land exchanges between the Territory, the U.S. Navy and the U.S. Air Force for the development of the Honolulu International Airport complex (comprised of the Master Plan development of Honolulu International Airport by the Territory, Hickam Air Force Base by the U.S. Air Force and Keehi Lagoon by the U.S. Navy), the issuance of \$14 million aviation revenue bonds by the Commission and would allow the HAC to lease land for a maximum period of 65 years.

In 1956 an agreement was reached with the military services and called for mutual transfer of real estate. It was signed by the Army, Navy, Air Force, Territory of Hawaii and the CAA. It set up the only major joint-use airport in the United States with Hickam, HNAS, Fort Kamehameha and Honolulu International Airport to be used as a single airport complex. The Hawaii Aeronautics Commission approved a new Master Terminal Site Plan for HNL in September 1956. Land for new jet terminal was acquired in 1958 at a cost of \$5 million.

The Federal Government granted a 25 year lease for 248 acres while the Territory granted 25 year leases on 172 acres of land and 344 acres of submerged land for Naval aviation purposes. Sixty-seven acres of land was also acquired from the Damon Tract by eminent domain.

### Highlights

**FY 1956-57** Appraisal of the Damon Tract area needed for the expansion of the airport was completed. Condemnation proceedings to acquire the land were initiated by the Attorney General.

**FY 1956-57** Preliminary work for the site preparation of the proposed terminal building was undertaken with the stockpiling of coral to be used for fill and grading.

**FY 1956-57** Demolition of buildings in the Naval Air Facility area was completed in preparation for work on the new terminal.

**FY 1956-57** Runway 14-32 was permanently closed in order to permit the U.S. Navy to utilize the south end of the runway and the adjacent area for the repair and maintenance of Navy radar planes by Lockheed Aircraft Service. This was one of the existing runways to be phased out in the development of the jet age airport and its closing did not curtail aircraft operations.

**FY 1956-57** Emory B. Bronte, prominent local businessman and pioneer airman who made the first civilian plane flight with Ernest Smith from California to Hawaii in 1927, was appointed to the HAC.

**FY 1956-57** Aircraft operations at Honolulu increased 26 percent over the preceding year, to a total of 245,046 takeoffs and landings.

**FY 1956-57** For the first time, Honolulu International Airport was ranked with those on the mainland United States by the CAA in its Federal Airways Air Traffic Activity report for 1956 and placed 18th in this category. At the end of the FY, Honolulu was in 14th place.

**FY 1956-57** The Master Plan agreed upon by the Territory, the U.S. Air Force and the U.S. Navy called for a jet take-off runway to be constructed by the military.

**FY 1956-57** The planning for the New Terminal Building continued in the planning stage with the estimated cost rising to \$21,817,570. The cost included allied facilities including land acquisition.

**March 26, 1956** The painting of Hangar No. 9 was completed at a cost of \$8,493.

**June 6, 1956** The Baseyard Building, made of pre-fabricated steel and steel-frame construction, was completed at a cost of \$104,300.

## 1957-1958

The Territory was awarded possession of 67.288 acres of Damon Tract land required by the HAC for the site of the proposed terminal building and allied facilities at Honolulu International Airport. The land parcel, located on the north side of the airport, was condemned by the Commission through eminent domain proceedings and the amount paid for just compensation was determined by a jury trial in the Circuit Court. The Commission deposited \$3,586,000 with the clerk of the court as fair valuation for the land.

Earlier, the Territory and the federal government exchanged land parcels whereby the Territory was granted 25-year leases for 248 acres required for the master plan development of the jet-age airport. In return, the Territory granted 25-year leases on 172 acres of land and 344 acres of submerged land to the federal government for Naval aviation purposes.

In preparation for the construction of the proposed Terminal Building, allied facilities and master plan development of Honolulu International Airport, the Commission engaged the services of Eastman Dillon Union Securities and Co. to handle the marketing of the \$14 million in aviation revenue bond issue, authorized by Joint Resolution 32, Session Laws of Hawaii 1957. Before the Commission could proceed with the sale of the bonds, Congressional authorization was required to exclude the bonds from the limitation imposed by the Organic Act upon the general obligation bond indebtedness of the Territory. This was accomplished by Congressional bill P.L. 85-534 authorizing the issuance of aviation revenue bonds, the land exchange and leasing of land to air carriers for 55 years. P.L. 85-534 was signed by the President on July 18, 1958.

The HAC hired Quinton Engineers to conduct an engineering feasibility study to determine the adequacy of the specifications of the proposed Terminal Building, allied facilities and the over-all airport development project to accomplish the intended purpose and to analyze the cost estimates for the master plan development of the airport.

An economic feasibility study to determine the adequacy of estimated net revenue from the Aviation Fuel Tax and the operation of the Territorial airport system to repay the proposed bond issue was conducted for the HAC by Coverdale and Colpitts, consulting engineers.

The engineering and economic feasibility studies were requested by Eastman Dillon Union Securities and Co. and the reports were used in connection with the sale of the aviation revenue bonds.

## Highlights

**December 12, 1957** Pavement rehabilitation of Runway 8-26 was completed at a cost of \$18,158.98.

**FY 1957-58** Aircraft operations at Honolulu totaled 279,515 takeoffs and landings for an increase of 14.1 percent over the preceding fiscal year.



Above: Multiple airlines share a hanger in the 50s.



**FY 1957-58** With acquisition of necessary land areas accomplished by a land exchange agreement between the Federal government and the Territory and by condemnation of private land, site preparation and construction of the new terminal building for Honolulu International Airport was expected to proceed as follows:

Site Preparation: Final Plans, August 1958; Call for Bids, November 1958; Start of Work, January 1959.

Terminal Building: Preliminary Plans Completed; Call for Bids, February 1959; Start of Work, March 1959; Opening of Terminal, February 1961.

**FY 1957-58** The firm of Wood, King and Dawson, attorneys and counselors at law, was engaged by the HAC to act as bond counsel and provide legal advice in the marketing of the bonds for construction of the new terminal.

**FY 1957-58** Lockheed Air Terminal, Inc. airport consultant, prepared a schedule of rates and charges to be applied to the new Terminal facilities. The Commission adopted the proposed schedule and copies of the rates and charges were sent to all air carriers and tenants so that they could get an idea of what they would be charged for the use of the new terminal facilities.

**1958** During 1958 HNL began stockpiling 700,000 cubic yards of coral fill for the future new Terminal.

**February 1, 1958** United Airlines set a record in a Honolulu to Los Angeles flight of 6 hours and 21 minutes.

**February 25, 1958** United Airlines set a record in a Honolulu to San Francisco flight of 5 hours and 43 minutes.

**1958** Trans-Pacific Airlines was purchased locally and renamed Aloha Airlines.

## 1958-1959

Construction of the jet-age facilities for Honolulu International Airport was started by the HAC on February 11, 1959. Work progressed on the Site Preparation Stage 1 of the project for \$1,079,150.

On February 5, 1959, a groundbreaking ceremony was held to mark construction of this long-awaited construction project which will implement the Master Plan development of this airport. Following the blessing of the ground by the Reverend Abraham K. Akaka, pastor of Kawaiahao Church, a small charge of dynamite was set off by William F. Quinn, Governor of Hawaii, to blast Honolulu into the commercial jet age.



Governor Quinn stated that this new "jet age facility is the first of our major public improvements when Hawaii becomes a state" and "a facility which Hawaii will be proud of."

Voicing the sentiment of the people of Hawaii, Dr. Francis K. Sylva, chairman of the HAC, declared, "This is the day we have been waiting for, for a long, long time." He added that the delay until now in starting construction was a "blessing in disguise" in that the Commission "has been able to avoid making mistakes of other airports. . . The new terminal facilities will be the first in the nation to be built for the commercial jet-age from the ground up."

Land required for the site of the new terminal facilities on the north side of the airport was acquired by condemnation of 67.288 acres of Damon Tract land. Eminent domain proceedings in this condemnation suit were settled by an out-of-court compromise by the Attorney General's Office. Price paid for the land was \$4,950,000, exclusive of appraisal, legal, court fees, and other costs. Deed to this land was received by the Commission in October 1958.

Construction of the jet-age facilities was financed by the proceeds from the sale of \$15 million Aviation Revenue Bonds and a \$2,875,000 grant from the Federal Aviation Agency as federal aid participation. The aviation revenue bonds were sold in New York on March 31, 1959.

The site preparation work included clearing, excavating, grading and getting the area ready for the construction of the interisland unit of the new terminal facilities.

Final plans for the next several stages of undertaking were completed by the Commission and transmitted to the Federal Aviation Agency for their approval. These stages are:

- Site Preparation, Stage 2
- Interisland and Foreign Arrivals Section, Stage 3
- Drainage and Underground Utilities, Stage 4
- Administration and Overseas Departure Section, Stage 5

Meanwhile, in preparation for the imminent advent of commercial jet aircraft operation to Hawaii, the HAC authorized and completed certain improvements at the airport.

There was a sharp rise in foreign arrivals, both by commercial and military charter airlines. This resulted in a slow

Opposite top: Hawaiian Air planes line the gates to load passengers.  
Opposite bottom: A plane is towed into the hangar.  
Below left: Construction begins for the new jet-age airport terminal.  
Below right: Pan American celebrated its 50,000th flight on April 29, 1959.





Top: United flight crew gets behind the effort to make Hawaii the 49th state.

Above: The Interisland Terminal in 1959.

down of U.S. Public Health, Immigration and Customs inspection because of inadequate space. In order to remedy this situation and speed up the processing of foreign arrivals, the Commission undertook the expansion and modernization of this area. As a result, planeloads of foreign arrivals were processed with less delay and in about half the time required previously.

The aircraft parking apron and taxiway in front of the Terminal Building were widened to provide essential room for jet aircraft parking and taxiing, and to prevent ingestion of harmful materials by the jet engines.

### Highlights

**FY 1959** Runway 4R-22L underwent pavement rehabilitation.

**FY 1959** The HAC discontinued operation of the metered auto parking facility in front of the terminal building and replaced it with an enclosed facility which was let out as a concession. Constructing the enclosed auto parking facility also included realignment of the road in front of the Terminal Building. Airport Parking Co. began operating this new parking system as a concession with a minimum guarantee of \$75,000 per year. For the benefit of employees at the airport, the HAC provided a free parking area near the Terminal Building.

**FY 1959** The FAA completed installation of an instrument landing system (ILS) on the northeast end of the 13,104-foot Runway 8-26 as an aid to aircraft operational safety.

**FY 1959** Act 132, Session Laws of Hawaii 1959, increased the HAC to 10 members by the addition of the Superintendent of Public Works as ex-officio voting member.

**December 1958** Canadian Pacific Airlines introduced its Bristol Britannia jet-prop aircraft for service between Vancouver, B.C. and Australia, via Hawaii.

**March 31, 1959** The \$14 million Aviation Revenue Bonds, Series A, were sold on March 31, 1959, to finance construction of the new terminal building complex. Sale of the bonds was handled by Eastman Dillon, Union Securities and Co. Wood, King and Dawson, attorneys, acted as bond counsel. The entire issue was purchased by C. J. Devine and Co. and Associates, and later sold to the public. The bonds carried an interest rate of 4.30 percent per annum, payable semi-annually beginning January 1, 1960, and matured on July 1, 1984, unless recalled earlier by the HAC.

**June 1959** Aloha Airlines introduced jet-prop Fairchild F-27s for service between the islands. The aircraft's high wing design gave each passenger an unobstructed view of Hawaii's beauty.

**June 30, 1959** The HAC terminated the services of Lockheed Air Terminal by mutual consent. Lockheed conducted a study of the HAC's operation of the Territorial Airport System. The study found that the expansion program was soundly formulated, the planned facilities of the Terminal Building complex were adequate to handle the increase in passenger traffic and aircraft movements, the entire design had reasonable expansion capabilities, immediate action was urgently needed to handle jet aircraft service, and projected revenues over expenditures were sufficient to finance this expansion program. Lockheed also prepared a schedule of rates and charges to be applied to the new Terminal Building complex, and rules and regulations for the operation of the airport. Lockheed also provided consultant and guidance services relating to the planning, operation and maintenance of the Territorial Airport System, in negotiations with airlines and other users of airport facilities, in legislative matters, and in the sale of the aviation revenue bonds.

### 1959-1960

Construction of the jet age terminal facilities for Honolulu International Airport proceeded according to schedule. Stage 1, which included site preparation and rough grading work on the north side of the airport where the new terminal facilities will be located, was completed in December 1959. Work was immediately started on the next stage for building site development and construction of taxiways leading to the new terminal.

The HAC awarded contracts for the next succeeding construction stages. These included construction of all electrical, water, drainage, sewer systems and communications ducts; electrical distribution systems; the terminal buildings, and grading and paving of aprons and installation of related utilities.

Work was started in February 1960 for the construction of all electrical, water, drainage, sewer systems and communication ducts.

Construction of the new Terminal Buildings was started in March 1960, and the Interisland Terminal was expected to be completed by the end of November 1960. The Foreign Arrivals building was expected to be completed by the end of June 1961. Construction work on the remaining two units of the terminal facilities, the Domestic Arrivals and Overseas Departure-Administration buildings, were underway and completion of these buildings was expected by the end of August 1961. While all the construction activity was going on on the north side and a portion of the south side of the airport, aircraft activity, passenger traffic and related activities continued to increase, over-taxing the present inadequate terminal facilities.

### Highlights

**August 1959** Qantas Empire Airways landed a Boeing 707 aircraft at Honolulu enroute to Sydney, Australia. The flight from San Francisco had taken 4 hours and 50 minutes. Qantas intended to purchase seven B707 to fly the route through Honolulu.

**August 5-6, 1959** Hickam AFB runways were cleared of all aircraft—an unprecedented situation—when the Hawaiian Islands were alerted to the approach of Hurricane Dot. Aircraft for which there was no hangar space were evacuated to Maui and Hawaii.

**August 17, 1959** Hawaii was admitted to the Union as the 50th State.

**September 1959** Pan American Airways inaugurated Boeing 707 jet service between the mainland United States and Hawaii.

**December 31, 1959** Under the Government Reorganization Act of 1959, the Hawaii Aeronautics Commission became part of the Department of Transportation and the Commissioners' terms expired on December 31, 1959. The Reorganization Act abolished the Hawaii Aeronautics Commission as of July 1, 1961 when its functions were taken over by the Department of Transportation. To bridge the gap from 1959 to 1961, temporary commissioners were appointed.

**December 1959** Stage 1 for the new terminal at Honolulu International Airport was completed. Stage two was begun immediately.

**March 1960** United Air Lines began its DC-8 jet service between the Mainland and Honolulu.

**FY 1960** Aircraft operations at the airport totaled 266,254 landings and takeoffs, for an increase of 1.4 percent over the preceding year.

**FY 1960** Commercial passenger traffic increased 33.3 percent over the preceding year. This increase was attributed to the effect of Statehood for Hawaii in August 1959 and the inauguration of jet aircraft service. Interisland passenger traffic increased by 32.6 percent due to more visitors coming to Hawaii and traveling to the Neighbor Islands.

**1959** Canadian Pacific Airlines initiated jet prop service to Australia from Vancouver via Hawaii in Bristol Britannia aircraft.



Top: United Airlines celebrated the start of its DC-8 jet service.  
Above: Honolulu was a stop on Qantas' around the world flight in 1959.





Above: Aloha Airlines first F-27 arrives in 1961.

Opposite: The new terminal building under construction in 1961.

**1959** A contract with Lockheed Air Terminal, Inc. was terminated at their request. Lockheed had helped with planning and financing of the new Honolulu Terminal but because they would be an operator at the airport they also wished to avoid any apparent conflict of interest.

### 1959-61

#### Highlights

**May 4, 1960** Ground breaking was held for the Hawaii Air National Guard fighter complex at Hickam AFB. Completion was expected in July 1961 at a cost of \$1.847 million.

**May 22, 1960** The entire Hawaiian Island chain was put on alert for a possible tsunami. Bellows was evacuated, aircraft moved to higher ground north of Runway 8 or to Wheeler. Hickam received the full force of the tsunami.

**1960** There was a flurry of construction activity at Honolulu International and an overtaking of the old facilities on the South Ramp. There were a total of 262,596 operations. Total passengers handled: 1,535,262.

**December 31, 1960** Commercial passenger traffic increased 33.3 percent in 1960.

**January 13, 1961** Use of Dillingham AFB by privately owned aircraft was the subject of a meeting due to concerns about the increasing hazards of air traffic at HNL. When the privately owned Kipapa airstrip was converted to housing, the military was approached for use of Wheeler or Bellows. This was not considered feasible by the military so Dillingham AFB was offered instead and a proposed lease negotiated.

**April 1, 1962** The Naval Station at Ford Island was decommissioned.

### 1962-1963

The new John Rodgers Terminal was sufficiently completed to be dedicated August 22, 1962, during the annual conference of the Airport Operators Council, held in Honolulu August 19-25, 1962. Several members of the Legislature, as well as aviation officials, participated in the dedication program. Keynote speakers were Najeeb Halaby, Federal Aviation Administration, and W. A. Patterson, United Air Lines president.

On the day of the dedication, Pan American World Airways delayed its Flight No. 843 from San Francisco for 50 minutes to preface the formal program with the first commercial jet arrival at the new Terminal.

All operations ceased at the old Terminal at midnight, October 14, 1962, and the first passengers from the new Terminal departed for Japan shortly after midnight the following day.

The new airport, more than 14 years in the planning and building, was regarded as a \$34 million investment. With its opening, Honolulu had caught up with the Jet Age.

The roofed area of the new passenger buildings covered about 550,000 square feet, or roughly five times the area of the old buildings they replaced. The *Crossroads of the Pacific* at last had a facility that was appropriate to its rating as the nation's ninth busiest airport.

The rating had been bestowed on Honolulu International Airport by the FAA on the basis of figures for the calendar year 1962. Aircraft movements, including arrivals and departures of all types of aircraft, totaled 266,561 for that period.

Travelers expressed concerns about the new airport, including: the access road system confused motorists; the system of signs and maps for the guidance of pedestrians was inadequate; and inter-line connecting passengers needed more frequent and more easily accessible ground transportation between the various arrival and departure terminals. The airport was studying solutions to these problems.

Concessionaires within the overseas waiting lobby complained that foot traffic bypassed them because the design of the terminal took Mainland foreign arrivals and persons greeting them through separate arrival buildings.

The problem of providing a seaward jet runway to alleviate noise to neighborhoods surrounding the airport was still