

HAWAII AERONAUTICS COMMISSION
 Minutes of Special Meeting
 Tuesday, November 13, 1951

A special meeting of the Hawaii Aeronautics Commission was held in the Conference Room of the Commission on Tuesday, November 13, 1951, at 1:00 p.m.

Present were: Dr. F. K. Sylva, Chairman
 Mr. R. C. Honda, Secretary
 Mr. R. R. Bright, Member
 Mr. David Furtado, Member (Hawaii)
 Mr. H. W. Rice, Member (Maui)
 Mr. D. W. Edwards, Member (Kauai)

Absent were: Mr. C. J. Pietsch, Jr., Vice Chairman
 Mr. O. J. Burnett, Member
 Mr. R. A. Anderson, Member (on mainland)

Attending: Mr. Peyton Harrison, Director
 Mr. Randolph Lee, Admin. Assistant
 Mr. Cy Gillette, Supt. of Airports & Operations
 Mr. C. M. Kee, Asst. Dir. in Chge. of Engineering & Maint.
 Mr. H. C. Peters, Supt. of Maintenance
 Mr. Ezra Crane, Editor, Maui News
 Mr. Theodore Viera, Architect
 Mr. Ford Studebaker, HAL
 Dr. J. M. Hendershot, Wailuku, Maui
 Reporter from Advertiser
 Reporter from Star Bulletin
 2 Representatives from Gray Line

POSTPONEMENT OF GROUND TRANSPORTATION CONCESSION BIDS: Mr. Honda made a motion that, in view of the fact that the Attorney General's opinion regarding the proposed ground transportation concessions was not yet received, the Commission postpone putting the concessions into effect until July 1, 1952; also that this matter be referred to the Finance Committee with instructions to make further study, particularly the special and unique situations existing on various airports. Motion was seconded by Mr. Furtado and carried.

AWARD OF CONTRACT FOR HIGH INTENSITY LIGHTS - HONOLULU AIRPORT: Mr. Bright moved that the Commission award the contract for high intensity lights for Honolulu Airport, runway 8, to Okano's Electric Service, as recommended by the Department of Public Works. This firm was lowest bidder at a figure of \$145,102.78. Motion seconded by Mr. Rice and carried.

To Mr. Rice's question concerning the amount of the bid, Mr. H. C. Peters, HAC Superintendent of Maintenance, replied that if the HAC's own forces were to do this electrical work, the cost would be lower. He also stated that for an outside contractor, this price is low.

Mr. Edwards gave his opinion that it was not fair to compare the cost under HAC forces and that of the contractor's; that on big jobs, such as this, the Territorial policy is to put them out to contract.

HILO AIRPORT HIGH INTENSITY LIGHTS; HONOLULU AIRPORT MEDIUM INTENSITY LIGHTS: Mr. Rice moved to authorize the drawing up of plans for high intensity lights at Hilo Airport and medium intensity lights at Honolulu Airport, the work to be done by Law & Wilson. Mr. Bright seconded and motion was carried.

GRANT AGREEMENT, HONOLULU INTERNATIONAL AIRPORT: The following resolution was introduced by the Secretary, read in full, considered and adopted:

Resolution Adopting and Approving the Execution of a Grant Agreement between the Territory of Hawaii acting by and through the Hawaii Aeronautics Commission and the United States of America, Civil Aeronautics Administration, Providing for Federal Aid in the Development of, and the Operation and Maintenance of, the Honolulu International Airport.

Be it resolved by the members of the Hawaii Aeronautics Commission, Territory of Hawaii:

Section 1. That the Hawaii Aeronautics Commission acting on behalf of the Territory of Hawaii shall enter into a Grant Agreement for the purpose of obtaining Federal-aid in the development of the Honolulu International Airport and that such agreement shall be as set forth hereinbelow.

Section 2. That the Director is hereby authorized and directed to execute said Grant Agreement in quintuplet on behalf of the Hawaii Aeronautics Commission, and the Secretary is hereby authorized and directed to impress the official seal of this Commission, and to attest said execution.

Section 3. That the Grant Agreement referred to hereinabove shall be as follows: (See copy of Grant Agreement in HAC files.)

PURCHASE ORDERS ISSUANCE: Mr. Lee recommended that the Commission amend the previous motion to permit airport managers to issue purchase orders up to \$200 per month for normal maintenance and operation of airports.

Mr. Honda moved to adopt this recommendation. Lacking second to the motion, this motion was lost.

KAHULUI TERMINAL BUILDING: The Chairman stated that at the last special meeting, the Commission did not authorize to continue work on Kahului Terminal Building until plans showing the completed terminal were prepared and reviewed by the Commission. He added that since that time, the Commission has had unfortunate incidents in having the Maui News publish adverse criticisms regarding HAC action on the Kahului project.

Mr. Kee reported that \$20,958 would be needed, according to his plans he prepared and presented, to complete the Kahului terminal building, not including the restaurant equipment.

Four plans were shown to the Commissioners, each differing a little -- one each of Mr. Vierra and Mr. Grubb of HAL, and two of Mr. Kee. Mr. Rice moved to approve Mr. Kee's plan, dated 11-6-51, and to appropriate \$20,958 to complete the Kahului terminal building. Mr. Edwards seconded the motion. Following discussion, the Chairman called for votes and there was unanimous passage of the motion.

Mr. Rice spoke at length on the subject on the transfer of operations from Puunene to Kahului and the justification of his spending over the \$15,000 appropriated.

Mr. Edwards requested the Secretary to read the statement he prepared in reply to an article appearing in the Maui News, as follows:

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Mr. Ezra Crane, Editor
Maui News
Wailuku, Maui, T. H.

Dear Mr. Crane:

In a recent edition of the Maui News, statements were made regarding my attitude toward the Kahului Airport development. One of these particularly called attention to my objection to spending \$46,000 for installation of the permanent runway lighting requested by the Maui Commissioner. It is correct that I did object to spending money for permanent lighting at Kahului since the HAC does not have clear title to that field. The possibility of having it withdrawn by the Navy on short notice cannot be overlooked.

If and when it is possible to obtain clear title to the field, I will then be strongly in favor of making such permanent improvements. The feeling of the Commission itself regarding the permanency of its possible tenure is indicated by the fact that it authorized construction of a temporary terminal. Had the Commission felt secure in its occupancy, it would most certainly have authorized permanent improvements both in regard to the lighting and the terminal building.

Pending clarification of title to Kahului Airport, it can safely operate with the B-2 lights such as are now in use at Puunene and were used for 1½ years at Lihue prior to installation of a permanent lighting system. These lights give satisfactory service, but at somewhat higher maintenance cost.

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It has been specifically noted elsewhere in the news emanating from Maui that I voted in favor of stopping further work on the 'temporary terminal' at Kahului. In that connection also I feel you and the people of Maui are entitled to an explanation of my stand.

It was based entirely upon the belief that Maui was entitled to have a first-class terminal such as the one under consideration for construction at Hilo and that such a terminal would be built in Kahului as soon as clear title could be obtained. That this was also the consensus of opinion of the rest of the Commission is evidenced by its majority vote and authorization to build a temporary terminal at a contemplated cost of \$15,000. Your Maui Commissioner approved this sum as being sufficient for the remodeling of an existing building, and installation of restrooms, airline counter, etc. No additional funds were authorized until it was discovered in October that \$35,000 in excess of this appropriation had already been obligated by purchase orders and labor contracts. At that time the public works committee of the HAC took cognizance of these additional expenditures. It recommended that they be approved, but at the same time issued an admonition that in the future no funds should be spent unless properly authorized. It should be noted in passing that Mr. Rice is chairman of this committee, and it therefore appears to have censured such unauthorized expenditures by its own chairman.

At the regular monthly meeting of the HAC held on October 22nd, I voted, along with the others of the Commission, to appropriate the necessary funds to pay these obligations which had been already incurred.

In furtherance of his plea then being made for funds to complete the terminal building and in justification of the bills incurred and money already spent, Mr. Rice first put forth to the Commission the idea that this terminal building was a permanent one; that it was well suited to the needs of Maui, and that it represented a bargain in air-terminal construction.

At this point, I should like to quote from the official minutes of the October 22nd meeting wherein is stated, "Dr. Sylva said that in order to keep the record straight, certain items should be kept in mind. The original idea was to build \$15,000 temporary terminal, and this sum was allocated at the regular meeting of the Commission. Subsequent to this, the terminal changed without authorization to a permanent structure. In this expansion, money was spent without authorization, and there was no alternative but for the Commission to approve whatever sum had been expended."

As a result of Mr. Rice's revelation of prospective final cost and that this structure was to be the permanent terminal for Maui County, I along with the others, voted to halt further construction until plans could be prepared and subjected to the close scrutiny by means of which it was hoped to insure the presence in the finished structure of all needed facilities. Until this time, plans had not been drawn or at least have not been approved by the Commission for any except a small and definitely temporary structure.

Plans for Territorial buildings usually require approval by the Board of Health, Fire Marshal, and Public Works in addition to the agency for whom the structure is to be erected.

In voting to halt construction work, the Commission did so with the definite understanding that the interruption was of a temporary nature and that the building would be completed as soon as plans were approved.

I feel sure that Maui County will want a better terminal as soon as title to Kahului can be cleared. At that time, it is entitled to ask for a first-class terminal regardless of the commitments made by one man, of this nine-men Commission which is charged with the promotion of aviation within the Territory. It is to be regretted that the situation has developed to a point where Maui is being asked to accept as permanent, the building now nearing completion.

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It appears that Mr. Rice was carried away by his own enthusiasm for what should have been a temporary arrangement, and in justifying the expenditures which he has made, he has now confronted himself with a shotgun wedding in which he makes permanent and legal a situation which was intended to be other than a temporary one.

If the good people of Maui are willing to accept the present structure as the permanent terminal for Kahului Airport, I will gladly vote for approval of funds for its early completion. However, I feel that Maui is entitled to something very much better and if clear title is obtained in the near future, as has been intimated to be a not too distant possibility, Maui may regret this hasty marriage which has been forced upon it through no fault of its own.

Very truly yours,

(S) Dorsey W. Edwards
DORSEY W. EDWARDS
Member of Kauai
Hawaii Aeronautics Commission"

Mr. Honda read this letter and then turned it over to Mr. Ezra Crane, Editor of Maui News.

Mr. Furtado stated that it was not right for a Commissioner to expend unauthorized money and that the Commissioners should abide by the rules and regulations of the Territory. He suggested that this letter be published in all the newspapers.

KAHULUI TERMINAL SPACE REQUIREMENTS: The Secretary informed the Commission that, based on the floor space available to Trans-Pacific Airlines and Hawaiian Airlines at the new Kahului terminal, it would cost HAL approximately \$400 a month and TPA approximately \$300 a month.

Mr. Studebaker stated that Hawaiian Airlines is happy to pay \$400 per month for the space allotted to them, which is 3,106 sq. ft.

At this point, Mr. Lee called Mr. Ruddy Tongg over the telephone and Mr. Tongg consented to pay whatever is required by the floor space assigned to TPA on the plan drawn up by Mr. Kee, dated 11-6-51. TPA's floor space is 2,402 sq. ft.

The question on the distance of HAC office from the Kahului terminal building as drawn on the plan was brought up. Mr. Bright and Mr. Honda felt that the 100 yards distance from the terminal was too far.

INCREASED AIR OPERATION: Mr. Bright asked that in the event of international operation into Maui, would the planes be able to land at Kahului. Mr. Rice stated that United Airlines tested with stratocruisers and found the airport to be all right.

Mr. Vierra said that in the event of increased air travel, the Hilo terminal plan has enough room to expand as needed.

MAINTENANCE AT KAHULUI AIRPORT: Dr. J. M. Hendershot of Wailuku reported that at Kahului Airport, there is only one windsock, that nails are accumulating on the runway, and there are no toilet facilities at the private hangars. He mentioned that water and sewer are already in and asked if the Commission was in a position to install toilets.

Referring to the above condition, Mr. Gillette reported that no report was received from the Maui Airport Manager.

Mr. Rice moved that \$1200 be appropriated to build a third hangar including a toilet, and Mr. Furtado seconded. Messrs. Rice, Sylva, and Furtado were in favor of the motion and Messrs. Bright, Edwards, and Honda opposed, resulting in failure of passage of motion. The Chairman then instructed the Director to see what can be done to solve this problem of sanitation without delay. Mr. Honda moved to appropriate \$200 for the installation of toilets but the motion died due to lack of second.

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Regarding the possibility of building a third hangar, which would cost approximately \$1,000, Mr. Edwards moved that this matter be referred to the Public Works Committee. Mr. Bright seconded and motion carried by votes of Messrs. Bright, Furtado, Edwards, Sylva, Honda. Dissenting vote was by Mr. Rice.

KAHULUI RADIO NAVIGATION FACILITIES: Mr. Rice mentioned that \$12,000 had been appropriated for radio navigational facilities at Kahului and asked for reasons for the delay. Mr. Gillette stated that no bids were advertised so far on this and that specifications on drawings furnished by Hawaiian Airlines were now in his possession.

At a request of Mr. Rice, Mr. Honda read a letter of Hawaiian Airlines addressed to Mr. Rice and dated 11-7-51, regarding cost of equipment and installation totaling \$12,000. Mr. Rice stated that there are four stations already equipped with Bendix equipment and that it seemed ridiculous to purchase some other kind of equipment now.

The Director read that portion of the minutes of September 24, 1951, pertaining to Commission action on appropriation of \$12,000 for the radio equipment, authorizing him to proceed with advertisement and procurement.


Mr. Studebaker stated that after thorough investigation, HAL had gone ahead and installed four Bendix. He suggested that Bendix or its equivalent may be specified in the bids. Mr. Bright asked if the specifications should include the characteristics, voltage, etc., of equipment, to which Mr. Studebaker replied, no.

After some discussion, Mr. Rice moved that Bendix be specified in the specifications. Mr. Bright seconded and motion was carried.

To Mr. Studebaker's inquiry on improvements and drainage to their terminal, he was informed by the Chairman that this matter was referred to the Finance Committee.

ADJOURNMENT: Meeting was adjourned at 3:30 p.m.

Respectfully submitted,


Ralph C. Honda, Secretary