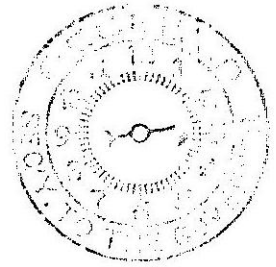


Report



AUG-6'28 AM

SECOND ANNUAL REPORT

of the

CHAIRMAN, TERRITORIAL AERONAUTICAL COMMISSION

TERRITORY OF HAWAII

July 1, 1927 - - June 30, 1928

TERRITORY OF HAWAII
AERONAUTICAL COMMISSION
NATIONAL GUARD ARMORY
HONOLULU

July 20, 1928

Honorable Wallace R. Farrington
Governor of Hawaii
Honolulu, T. H.

Your Excellency:

In compliance with the request of the Governor's letter of May 29, 1928 I have the honor to submit the second annual report of this Commission for the fiscal year ending June 30, 1928.

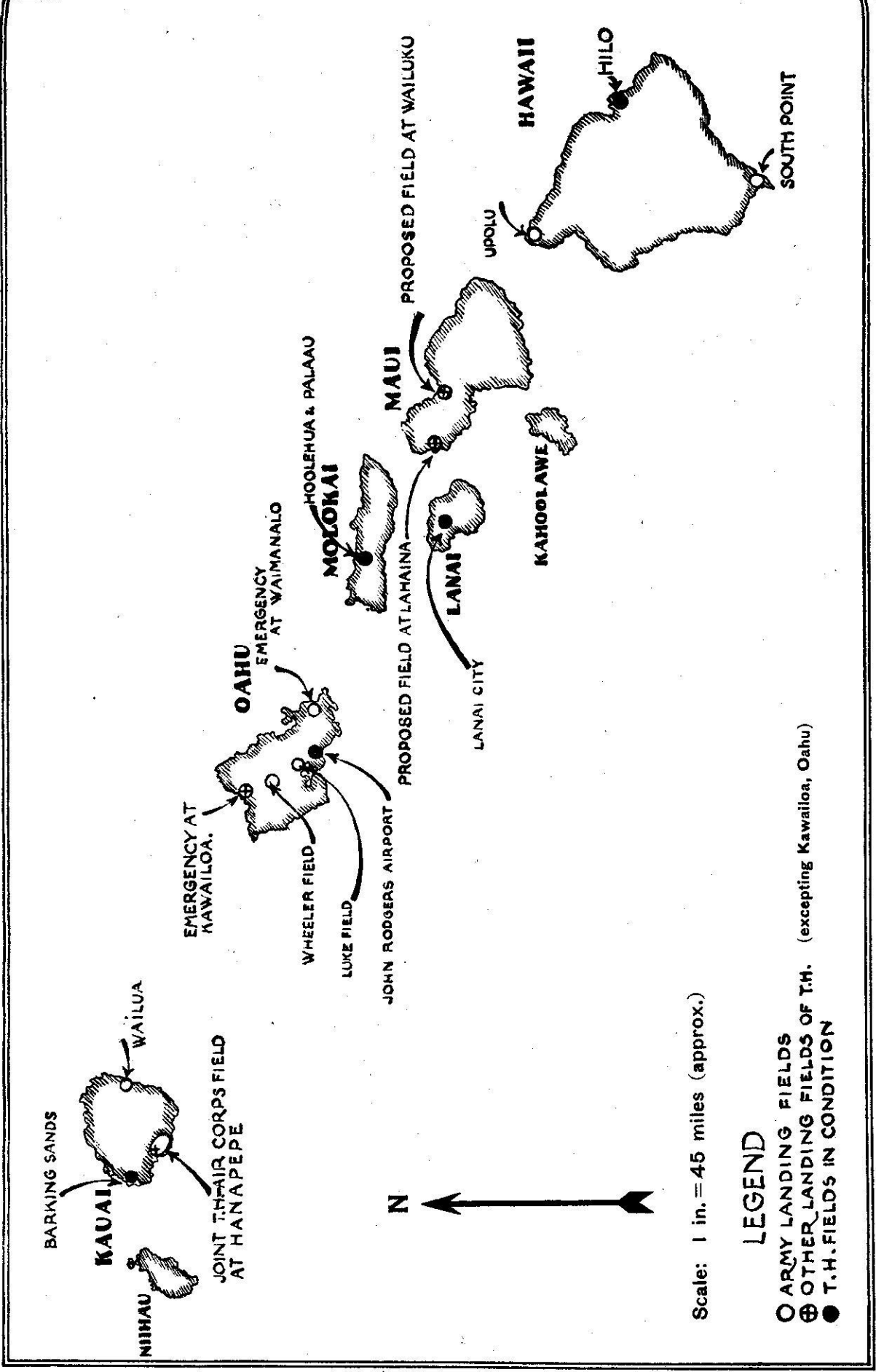
Respectfully yours,



P. M. SMOOT,
Chairman.

Inc. (Report)

Map Showing Principal Landing Fields on the Main Islands in the Territory of Hawaii, June 30, 192



REPORT OF TERRITORIAL AERONAUTICAL COMMISSION

July 1, 1927 - June 30, 1928

Commercial Aviation Progress

GENERAL REMARKS

The Territorial Aeronautical Commission was authorized by the Fourteenth Session of the Legislature of the Territory of Hawaii and became Territorial Law when the Governor signed Act 238 on April 27, 1927.

The Commission has been operating since the 9th day of May, 1927. The present personnel comprising the Commission consists of the following five citizens of this Territory:

Colonel P. M. Smoot (Chairman)
Mr. Will C. Crawford
Mr. Herbert F. Cullen
Mr. Leo G. Fehlman
Mr. A. W. Van Valkenburg

*Appropriation
totalling \$125,000. was
authorized for airport
development.*

There have not been any changes in the personnel of the Commission during this past fiscal year. There are still two vacancies at the disposal of the Governor for appointment to this Commission. The following members of the Commission are or have been aviators:

Mr. Leo G. Fehlman, 2nd Lieutenant, Air Corps Reserve, U. S. Army
Mr. Will C. Crawford, former 2nd Lieutenant, Air Corps Reserve,
U. S. Army
Mr. Herbert F. Cullen, former Pilot, Royal Air Force of Great
Britain

Mr. Cullen has made his application for a pilot's license under the regulations of the Department of Commerce of the United States as his war service in the Royal Air Force does not qualify him as one of the aviator members of this Commission. It is my interpretation of Act 238, Session Laws, 1927, that at least three of the members of the Commission shall be competent licensed aeronauts or holding commissions in some branch of the air departments of the military or naval forces.

ACTIVITIES OF THE COMMISSION

The Commission has held twenty formal meetings during the past year, all in the Honolulu Armory, Headquarters of the Commission. In addition to the above regular meetings many informal ones were held on the other islands of the group to discuss important local subjects. One of these informal meetings was held at the Hilo Airport February 11; another at Kilauea National Park, February 12; two on the Island of Kauai, February 15 and 16; and two on the Molokai landing field, February 10 and June 28. The average attendance at all meet-

ings has been most satisfactory and a member has been absent only through necessity, such as a visit to the mainland United States by three of the Commissioners. It is with pride and pleasure I have to report the positive, enthusiastic and intelligent interest at all times and places of the members of this organization and express here my great appreciation for their sincere help and loyalty.

The Aeronautical Commissioners have visited the following listed main islands of this group on several occasions during the past year on official business, both by steamships and by land and seaplanes:

Kauai	Mau
Molokai	Lanai
Hawaii	

The total hours spent in flying during this year by the various members on Territorial aviation affairs are as follows:

Colonel P. M. Smoot	13 5/6
Mr. Will C. Crawford	14
Mr. Herbert F. Cullen	12 1/3
Mr. Leo G. Fehlman	11 1/2
Mr. A. W. Van Valkenburg	21 2/15

COMMERCIAL AIR ACTIVITIES

~~The past year shows very little commercial and private flying within the Territory and I believe this condition to be primarily due to an unappreciativeness on the part of our large commercial concerns in the practicability of aero communication. However, of almost as great importance is our lack of completed Territorial or private landing fields and which condition, insofar as the Territorial Government is concerned, is rapidly being improved. At the present writing there is only one small biplane available for very short trips about the Island of Oahu. There are no commercial or private planes on the other Islands of this group. One transportation concern in Honolulu did endeavor to launch an inter-island schedule but the plane used was considered too small to operate at a profit. A few flights were made between Honolulu and Hilo, demonstrating the remarkable saving in travel time that can be made through the medium of air travel.~~

AIRPORTS AND LANDING FIELDS

There is embodied in this report a map entitled "Map Showing Principal Landing Fields on the Main Islands in the Territory of Hawaii, June 30, 1928" showing the location of all airports and landing fields in operation, under construction, and proposed under the present plans of this Commission. Under terms of existing Territorial laws the Superintendent of Public Works is

has developed during the year, but the day is not far distant when all the principal islands will have regular airplane service.

charged with the acquisition and development of suitable airports on the Islands of Kauai, Oahu, Molokai and Maui. The Attorney General, with the advice of this Commission, is charged with the construction of the Hilo Airport. Both the Attorney General and the Superintendent of Public Works are making full use of the services of this Commission in their administration of the acquisition and development of the landing fields and airports under their administrations. As soon as these projects are completed, the control and operation of these fields are conveyed to the Territorial Aeronautical Commission.

Following is the
The present situation of airport development on the various islands is as follows:

KAUAI:

Two fields ready for use, but without any service facilities:

BARKING SANDS FIELD—Now under control of this Commission by Executive Order 331, dated May 12, 1929. ⁵⁵⁰ 550 acres. 13,728 feet long and approximately 2,000 feet wide. Hard, level, sand runway. Being situated about 11 miles from the nearest large town (Waimea), it is hardly suitable as a commercial airport. Owing to its splendid long runway, it is very adaptable for landings and take-offs of heavily loaded trans-Pacific airplanes. It is recommended that no further improvements be made on this field until there are certain prospects of its being needed.

PORT ALLEN (^{field} ~~HANAPEPE~~)—This field comprises two sections: one of 67 acres under jurisdiction of the United States Army, and an adjoining section of 29.35 acres under control of this Commission by Executive Order 330, dated April 24, 1928. It is proposed eventually to combine the two fields, if desired. At present the Army portion is partially cleared and, though the ground is rough, safe landings can be made.

LIHUE DISTRICT—It is greatly desired to establish the main Kauai Airport in this locality and several locations are now under consideration. This Commission controls a 113 acre field at Wailua, adjoining the Lihue District, but owing to the dangers of approach, the great expense of improvements, and the distance from Lihue, it is not thought desirable to attempt development. This field was placed under control of this body per Executive Order 303, dated November 22, 1927.

OAHU:

The John Rodgers Airport comprising 885 acres, and located at Keahi Lagoon on the shore line of Kalihi Basin about five miles west of the center of the City of Honolulu, was placed under the jurisdiction of the Commission per Executive Order 293, dated August 2. A portion is under construction, ^{and} the Superintendent of Public Works and there has been completed a runway ^{has been completed} 250-350 feet wide and 2050 feet long, as well as considerable clearing on the balance of the area. 786 acres of this airport are at present under tide

water, the balance, or 119 acres, are available for immediate clearing and grading. This is the only Territorially owned airfield on Oahu. The United States Army operates two large improved fields and a few emergency landing fields on this island.

MOLOKAI:

A field of 204.8 acres at Hoolehna and Palaau, ^{is} was placed under our charge by Executive Order 307, dated December 15. ~~This, the only government~~ landing field on Molokai, has been suitably, though temporarily, marked and cleared so that perfectly safe landings and take-offs can be made. It is proposed to eventually fully improve this field for all commercial and military purposes. When this field is completed it should be suitable for use by the large and heavy trans-oceanic land planes expected to pass through the Territory.

MAUI:

For the past year there has not been a landing field of any description on this island and developments have been somewhat retarded by lack of appreciation of the benefits to be derived from inter-island air transportation by those most concerned on that island. Two sites have been tentatively selected by the Commission as temporary fields and one of them in the Paukukalo Basin (Wailuku) of 54.49 acres has been ~~decided to the Territory~~ by the Wailuku Sugar Company. ^{Algeria} A definite solution of the Maui landing field situation is expected shortly. ^{the}

LANAI:

Through the excellent cooperation of the Hawaiian Pineapple Company, a suitable field for emergency use has been set aside and properly marked by that concern. This field is situated at Leimukalahua, Kaa.

HAWAII:

The Hawaiian Pineapple Co.
HILO AIRPORT--Originally, Your Excellency set aside 100 acres as an airport for the City of Hilo on an excellent site at Keaukaha, Waiakea, South Hilo. Owing to the constant northeast trade winds, it was found desirable to change slightly the direction of this field so on May 16 there was added to this area 41.45 acres by Executive Order 334. Work has been slowly, but steadily, progressing upon this field for more than two years by prisoner labor under direction of the Attorney General and High Sheriff. At present there is an excellent hard and smooth sand and coral runway approximately 300 feet wide and 1675 feet long. When completed, this field will have a runway of about 4000 feet in length and 2000 feet in width.

The United States Army maintains two landing fields on this island; an improved one at Upolu Point and an unimproved, but safe, one at South Point.

This Commission greatly desires to secure an emergency field along the Hamakua Coast in the vicinity of Honokaa and to have an emergency field at the Kilauea National Park designated by the Bureau of National Parks, Department of the Interior.

LAWS AND REGULATIONS

The present Territorial laws on aeronautics are considered adequate but should be revised to omit certain requirements that are in conflict with laws of the Congress and regulations promulgated by the United States Department of Commerce. The phraseology in the law on aeronautics as passed by the Congress wherein the term "wholly within the air space over any Territory or possession or the District of Columbia" would seem to nullify any conflicting laws and regulations enacted by Territorial bodies.

Regulations governing the use and occupancy of our fields were passed by this Commission on June 8 and the approval and promulgation by Your Excellency requested on June 14. A copy of these field regulations is attached hereto as Appendix "A".

The Commission proposes to present new bills for consideration by the next session of our Legislature to better coordinate the procurement, construction, and operation of landing fields and airports. Some of these bills will be discussed more fully under the subject of "Finances" of this report.

FINANCES

The 1927 Legislature appropriated \$10,000.00 for the expenses of operation of this body for the biennial period July 1, 1927 to June 30, 1929. To June 30, 1928 expenditures from this appropriation have been made as follows:

Personal Services.....	\$653.39
Acting Secretary....	\$300.00
Clerk.....	300.00
Temporary Stenographer.....	53.39
Communication Service.....	164.18
Supplies.....	401.96
Travel Expenses.....	1,129.78
Transportation of Things (Service).....	6.75
Repairs and Alterations.....	26.07
Special & Miscellaneous (Current Expenses).....	352.61
Motor Vehicles - Upkeep.....	13.80
Equipment - Office.....	613.90
	<u>\$3,362.44</u>

In addition to the sum mentioned above to cover the operating expenses of the Commission, the following listed appropriations for the advancement and improvement of airports and landing fields were enacted by the 1927 Territorial Legislature:

Act 257 - \$100,000 - Under control of Superintendent of Public Works for acquisition, by purchase or exchange, of lands and interests in lands suitable for airports and for the improvement, development and rendering safe and accessible the same:

Kauai.....	\$15,000
Oahu (John Rodgers Airport).....	75,000
Molokai.....	5,000
Maui.....	5,000

Act 277 - \$25,000 - Under control of Attorney General to cover expenses of development and improvement of the Hilo Airport and transportation and housing prisoners detailed for labor on that Airport.

The Commissioners believe all moneys appropriated for the acquisition, construction, development and improvement of aeronautical activities should be placed under the jurisdiction of the Commission. As this organization is responsible for the ultimate completion and operation of all Territorial landing fields, we should have direct control of such funds in order to properly coordinate these large projects.

As rapidly as our fields are completed it becomes necessary they be adequately operated, i.e., service facilities, shops and hangars installed; properly policed and managed; regulations enforced, etc. It is contemplated that our fields will be operated similar to the existing custom of Territorial wharves and in such case a revolving fund should be created through which moneys collected can be deposited and disbursements for operating expenses can be paid.

HISTORICAL

Hawaii

are expected

This Territory has been brought into the limelight frequently during this past year in an aeronautical historical manner and I predict greater activities in trans-Pacific flights in the near future. It has now been demonstrated that most all trans-Pacific flights will depend on these Islands as a base for supplies, repairs and a landmark for checking their air courses. A lighter-than-air type of ship will undoubtedly make an initial cruise from the mainland to the mooring mast on Oahu during the next twelve months and we can also expect some attempts to reach North America via Hawaii from the South and West. We must be prepared to greet these pioneers of air travel not only with the lei and famous "Aloha" but with facilities and equipment to see that our part of their voyages are made as safe and sane as it is possible with the knowledge and equipment of today. It is as logical that our air ships should have safe

and convenient harbors, fields, docks and warehouses as it is to afford these same or similar facilities to ocean traffic. Of course it is not desired or expected that our air field equipment will be as elaborate as the maritime for we should adopt the beginner's caution and advance and expand with the improvement and development of the aviation industries.

Two landmarks in the historical activities of your Territorial Aeronautical Commission during this past fiscal year transpired coincidentally during the month of February, when the rapidly developing Hilo Airport was dedicated and the unveiling ceremony performed in person by Major Clarence M. Young (Air Corps Reserve), Director of the Bureau of Aeronautics, Department of Commerce, Washington, D. C. Through the courtesy of Honorable Herbert Hoover, Secretary of Commerce, and Honorable William P. MacCracken, Jr., Assistant Secretary for Aeronautics, Department of Commerce, Major Young was authorized to visit these Islands, at the invitation of the Governor and this Commission. As the Bureau of Aeronautics, Department of Commerce, is charged by Federal Law with the administration of air commerce "wholly within the air space over any Territory", this body considered it highly desirable that someone of authority from the Department of Commerce should visit this Territory and by contact and association with our conditions and problems materially assist in surmounting many petty difficulties in so new an agency of communications. Major Young's visit proved all that we could have desired and after being with us from February 7 to 17 inclusive, returned to his office in Washington, D. C., fully informed on the aviation situation in Hawaii. His written report to this Commission on his visit to the Territory is appended hereto as Appendix "B".

On April 16, 1927 Lieutenant Robert J. Brown, Jr., Air Corps, United States Army, was appointed by the Department of Commerce as its representative for aeronautics within these Islands, thus relieving this body of the responsibilities of examining and licensing aircraft, its equipment and personnel. Lieutenant Brown, with his expert knowledge of aircraft and aviation, has been of great assistance to this organization. (Note: Though this commission is dated April 16, it was not received by Lieutenant Brown until July 1)

For their remarkable achievement of being the first commercial airmen to successfully negotiate the air-route from the North American Continent to the Hawaiian Islands, this Commission awarded suitable gold medals to Pilot Ernest Smith and Navigator Emory Bronte for making a non-stop flight from the Oakland, California, Airport to the Island of Molokai. The medals were presented with appropriate remarks in person to the two airmen at a special meeting of the Oakland, California, Chamber of Commerce on September 7, by Colonel P. M. Smoot, Chairman of this Commission.

DATE

EVENT

April 16, 1927

Appointment of Lt. Robert J. Brown, Jr., Air Corps, U. S. A., as Territorial representative of the Aeronautics Branch of the Department of Commerce.

DATEEVENT

July 14-15, 1927
 August 16-17, 1927
 September 7, 1927
 February 7-17, 1928

Smith-Bronte Flight.
 "Dole Derby".
 Presentation of Smith-Bronte medals.
 Visit of Major Clarence M. Young, Director of the
 Bureau of Aeronautics, Department of Commerce.
 Dedication of Hilo Airport.
 "Southern Cross" Flight.
 Commission's visit to U. S. S. Lexington (Airplane
 Carrier). Lexington left San Francisco Satur-
 day, June 9, and arrived Tuesday, June 12.

February 11, 1928
 May 31-June 1, 1928
 June 15, 1928

The following historical and pioneer flights in which this Territory was involved occurred during the past year:

SMITH-BRONTE

A non-stop flight from Oakland Airport, California, Thursday, July 14, to Island of Molokai, in Travelair Monoplane. Owing to the shortage of fuel, these brave fliers were forced to land, after 24 hours in the air, on the southeast coast of the Island of Molokai at the town of Kamalo.

ART GOBEL

Making a non-stop flight, Pilot Art Gobel and Navigator Lieutenant W. V. Davis left the Oakland Airport noon (coast time) Tuesday, August 16, in plane "Woolaroc". Arrived at Wheeler Field, Schofield Barracks, at 12:24 p. m., (Honolulu time), Wednesday, August 17. Time: 26 hours; 18 minutes; 20 seconds. Winner of "Dole Derby".

MARTIN JENSEN

Winner of second place in "Dole Derby". Navigator, Captain Paul Schluter. Arrived at Wheeler Field, Schofield Barracks, in plane "Aloha" shortly after Art Gobel. A non-stop flight.

CAPTAIN CHARLES KINGSFORD-SMITH

Captain Charles Kingsford-Smith and three companions, after completing a non-stop flight from the Oakland Airport in monoplane "Southern Cross", landed at Wheeler Field, Schofield Barracks, at 9:49 a. m., June 1. Time: 27 hours; 27 minutes.

The following flight occurred at the close of the fiscal year 1927, but is recorded here as it established and still remains the fastest time recorded from California to Oahu:

MAITLAND-HEGENBERGER FLIGHT

This flight occurred at the close of the fiscal year 1927 is recorded here as it remains the fastest time between California and Oahu. Lieutenants Lester Maitland and A. F. Hegenberger, Army Aviators,

left Crissey Field, San Francisco, in a tri-motored Fokker at 7:10 a. m. (coast time), Tuesday, June 28, 1927; arrived at Wheeler Field, Schofield Barracks, 6:30 a. m. (Honolulu time), Wednesday, June 29. Time of flight: 25 hours; 50 minutes. Holders of the present time record for a non-stop flight from the coast of North America to ~~Oahu~~.

BUDGET FOR THE BIENNIUM JULY 1, 1929 - JUNE 30, 1931

The logical scheme in the development of our airports and fields, in the opinion of this Commission, would be that the Territory defray all expenses in their construction and operation. It seems just as logical that we should provide all necessary facilities for the care of commercial aircraft as we do in connection with water transportation. Our fields should have the same consideration as do our harbors and docks and it is upon this assumption that our budget is submitted.

BUDGET:

a. Acquisition of land and improvements thereto.....	\$290,000.00
b. Construction: Buildings and equipment.....	141,000.00
c. Salaries: Superintendents, helpers, janitors.....	15,290.00
d. Commission: Operations, expenses, salaries.....	<u>15,000.00</u>
	\$461,290.00

A revolving fund incorporating items in c above, of approximately \$25,000.00 should be authorized and it is into this fund that would be placed all moneys received as rentals, sales of certain supplies, landing and loading charges, etc.

CONCLUSION

The past year shows very little advancement in air transportation throughout Hawaii from the viewpoint of the layman. One unfortunate setback in local commercial flying occurred during the period of this report when a biplane crashed to earth on October 16 at Laie, Oahu, while piloted by one of our prominent local citizens. There were four lives lost in this accident.

Reference is made to the new Territorial laws, the experiences gained by your Commissioners and the large foundation work on acquiring and constructing airports and landing fields. The confidence of the people in air travel is rapidly being developed and I believe commercial air transportation can be successful within these Islands as soon as our fields are ready for use by aircraft. This should be within the next 12 months if adequate funds are made available.

I cannot express here too emphatically the splendid cooperation to this body of the Hawaiian Department, U. S. Army, and its Air Corps. Others who

have assisted us materially and to whom we offer our sincere appreciation are the various departments of the Territorial Government; the U. S. Department of Commerce; the Hilo Chamber of Commerce; the U. S. Naval Air Station, through the Commandant, 14th Naval District, Pearl Harbor, T. H., and the newspapers throughout the Islands. It has been a real pleasure to me to have had the expert advice, indulgence and loyalty of the members of this Commission in the discharge of our duties to promote commercial aviation within the Territory of Hawaii. The members of this Commission serve without compensation, remuneration or reimbursement for a majority of their expenses and while they are pleased and honored to so do, I believe this an injustice to them. During this past year a total of 72 4/5 flying hours were consumed by these Commissioners. For your consideration I would like to say that they are not protected by the Workmen's Compensation Act nor in any manner insured by the Territory for this somewhat hazardous employment. To my knowledge this subject has never been discussed among the Commissioners and these remarks are opinions of your Chairman.

Respectfully yours,

P. M. Smoot,

P. M. SMOOF,
Chairman.

TERRITORY OF HAWAII AIRPORT RULES

1. All aircraft, pilots and mechanics operating commercially from any field must be licensed by the United States Department of Commerce, and must comply with the Air Commerce Regulations promulgated by that Department and the laws and regulations of the Territory of Hawaii relating to aviation. The violation of any such laws or regulations will be deemed sufficient grounds or reasons for refusing further permission to use any airport or landing field.

2. Users of any airport shall assume all responsibility for any accident or damages to government or private property, and/or to any person.

3. Airport managers shall act as representatives of the Territorial Aeronautical Commission and shall have control over the activities at any airport.

4. Upon landing, a pilot shall assure himself that there is no danger of collision with other aircraft before taxiing into line. All pilots landing on any field shall report immediately to the administrative office on the port to register their names, addresses, type of equipment, license or military number of aircraft, its ownership, the time of their arrival, expected time of departure, service required, and such other information as may properly be required for record purposes.

5. No airplane will be fueled while the engine is running.

6. Blocks shall always be placed in front of the wheels before starting the engine. All blocks shall be equipped with ropes or some suitable means of pulling blocks aside.

7. No engine shall be started or run unless the pilot or other competent person shall be in the cockpit attending the controls.

8. In starting an aircraft engine, the customary procedure as outlined by the Airport Manager will be used by the person operating the starting device and the person at the engine controls. All challenges or signals between the former and the latter shall be clearly understood before action is taken by either.

9. Landings and take-offs shall be made when practical into the wind. The manager in charge of operating the airport shall designate the runway to be used, and the direction of take-off and landings. Pilots will land and take-off as far from the hangars or the parking space of aircraft as it is practicable. An aircraft will not follow in the wake of another aircraft in taking off until such aircraft has gained a safe distance. Aircraft shall not take-off over hangars, buildings, or other obstructions, unless unavoidable. An aircraft when making a landing shall not land towards another aircraft but shall land to either side of such aircraft.

10. The propellers of all aircraft when engines are not running must be in a horizontal position.
11. On test flight of aircraft, the personnel making such flights will be limited to the number necessary to properly perform the required test. At no time shall persons be carried on such flights as ballast.
12. All dangerous landing area at an airport or landing field shall be marked with red flags mounted on staffs of light material, at least four feet above the ground. The staffs shall be of such material as will not cause serious damage to aircraft if struck. The flags shall be replaced by red lights at night. All obstructions shall be marked at night with red lights.
13. All persons using in any way any airport area shall exercise due care to guard against fire and injury to persons or property. No rubbish shall be scattered about any airport area and the crews of all aircraft shall be required to keep clean the space allotted.
14. Unhoused aircraft must be parked in the space allotted and shall be properly secured by ropes and stakes, or otherwise, when left unattended over night or during weather conditions which indicate the necessity for it.
15. No plane shall remain on runways longer than it is absolutely necessary in flying operations. The runways shall be kept clear of obstructions to planes at all times, and the runways shall be used solely for the landing and taking off of airplanes.
16. Lighting of the port for night flying shall be done only to meet the requirements of the United States Department of Commerce and the Air Mail Service. If additional night lighting is desired, the Territorial Aeronautical Commission shall be duly notified.
17. No intoxicating liquor shall in any way be brought on the field. No passengers, pilots, or other persons shall be permitted to use or to ride in planes while drinking or in an intoxicated condition.
18. Automobiles shall be parked subject to the Airport Manager's directions. No automobiles shall be permitted on the landing area designated by the Airport Manager.
19. Only employees, passengers and others whose business interests require their presence shall be permitted to enter or cross any field.
20. Every pilot, mechanic, or other employed person on any field shall carry out these rules and will see that the general public uses due care and caution to prevent injury to themselves and other persons or property, and further preserve and protect the property and equipment of whatever nature on any field.
21. Airport Managers shall render accident reports in duplicate to the

Territorial Aeronautical Commission for all accidents occurring on their field, and covering a full record thereof, one copy of which shall be forwarded to the Department of Commerce. They are authorized to make any temporary rules subject to confirmation by this Commission.

APPENDIX "B"

DEPARTMENT OF COMMERCE
Office of the
DIRECTOR OF AERONAUTICS
Washington

May 3, 1928.

The Territorial Aeronautical Commission,
Honolulu, T. H.

Gentlemen:

As a result of my visit to the Territory of Hawaii at the invitation of the Governor and the Territorial Aeronautical Commission, for the purpose of advising with the Commission in aviation matters, I have the extreme pleasure of reporting as follows:

It is apparent that the most important need is the establishment of an interisland air transportation service. The possibilities for such a service seem very definite indeed. The Islands abound in natural advantages that offer real opportunities -- availability of airport sites, ideal flying weather, the over-water distances presenting slight, if any, hazard for the proper type of aircraft, yet such as to permit a reduction of present travel time by more than 75 per cent; then, too, there is a potential business awaiting development which should bring about suitable financial returns to the operating company. It seems decidedly apparent that any method of transportation that would put Hilo within $2\frac{1}{2}$ hours instead of 14, Kauai within $1\frac{1}{2}$ hours rather than 10, and do it daily, and that would permit a round trip of all the islands within a single day, could not help but hold forth very attractive possibilities. Such transportation would not do away with or replace the present inter-island boat service. Rather, it would supplement it, and would bring about an interchange of business relations that cannot now exist. Its effect upon land values alone would more than justify any expense involved, to say nothing of the manner in which it would react to the advantage of all transportation, all communication, and all business.

What has been, and is being done in the Mainland can be brought about here, and with equal or greater success because of the need for more frequent inter-island communication than is now permissible. At the present time, scheduled operations are being maintained, both day and night, over approximately 12,000 miles of airways. These routes are traversed at least twice daily making the total mileage something like 25 or 30 thousand miles. Planes are dispatched with a precision equal to the operations of the greatest railroads and arrival and departure schedules are maintained throughout the entire distance. The Post Office Department is no longer operating any mail planes. All air mail is being transported by private companies under contract with the government. During 1927 they transported over one million six hundred pounds

of mail, and they are just getting nicely under way. Business is realizing the advantages offered by it and the volume is constantly increasing. Many of the companies have contract arrangement with the American Express Company, and it is likewise developing a real source of business. A number of the companies are transporting passengers on regular schedule. Practically all of them are considering plans for it, and in the near future there will undoubtedly be a scheduled passenger service from Los Angeles and San Francisco to New York, and it will be a popular service notwithstanding the palatial transcontinental trains that are constantly available.

In the Mainland commercial aviation has become a thing of the immediate present. It must be reckoned with by every community and every industry. It has become a part of the general transportation scheme of the country and will soon be as indispensable as any other method of travel. Once adopted here in the Islands, it will become so important in your daily affairs, both business and pleasure, that surprise will be expressed as to why it was so long delayed.

Upon a comparative basis, the operating conditions and schedules in the Territory offer decided advantages over those in the Mainland. In the latter, to effect a 75 per cent reduction of travel time, a long haul service is involved; for example, from Los Angeles or San Francisco to Chicago, a twenty-four hour schedule, with its involved operating problems, such as change of planes and pilots enroute, intermediate fields, mountain ranges, night flying, weather service, extensive radio communication, etc. In the Territory, the same percentage of time saving can be accomplished with a 2½ or 3 hour schedule, no night operation, and with most of the other problems entirely removed. The operation of such a service presents a very favorable picture for consideration.

Then, too, there is the trans-Pacific travel to be taken into consideration. It is not of the immediate future, but certainly developments during the next few years are going to bring about its recognition as a practical proposition. As a matter of fact, it seems quite definite that a trans-Atlantic service will be tried out this year by England, using a large dirigible capable of providing comfortably for one hundred passengers in addition to crew and cargo. When the time comes, Hawaii must be prepared to become the "cross road of the Pacific" for air travel as well as for steamships.

The general "set up" of a proper organization for an inter-island service seems to suggest itself. It of course involves major items, as follows:

1. Capital
2. Equipment (including ground facilities)
3. Personnel

Capital: Sufficient capital would need to be paid in to supply funds with which to purchase suitable equipment and provide the necessary ground facilities, such as hangars, shop equipment, etc; also, to maintain operation of the service for a period sufficient to develop a public

confidence in it, to demonstrate its reliability, and to attract to it the existing potential business, and as well to develop new sources of business. It would seem that not less than one year should be considered for this. The amount of capital depends largely, of course, upon the number of airplanes to be purchased and the extent of the ground preparations to be made.

Equipment: Experience suggests the definite advisability of using multi-engined aircraft in an inter-island service. It not only eliminates a hazard in the channel crossings, but gives greater pay load capacity for the probable single daily trips. Whether the type of aircraft should be land, water or amphibian furnishes a question for further study and discussion. Perhaps the service between Kauai and Oahu requires flying boats or amphibians, while that between Oahu, Molokai, Maui, Lanai and Hawaii could be best handled by land type equipment. A conclusion with respect to this could be reached after suitable investigation and study.

Personnel: Comment upon the importance of qualified personnel is hardly necessary. The most airworthy aircraft built is not safe in the hands of incompetent pilots, and it will not remain airworthy long without proper maintenance. The highest type of trained operating personnel must be employed.

Given suitable aircraft and equipment and proper operating personnel, the next, and most important phase of all, is management. To operate such a service requires the most rigid supervision and control. It cannot be done by a novice, nor can it be accomplished by one not thoroughly familiar with aircraft operation, irrespective of his training and ability along other lines. It must be someone entirely conversant with all the problems involved who has at hand the experience with which to solve them in the given operation.

The order of importance of the foregoing would seem to be as follows: Capital, management, equipment, operating personnel. Provide the capital, select the management, and permit the latter to advise the former in the remainder.

The work thus far accomplished in a commercial way by the Territorial Aeronautical Commission and by other interested citizens and groups, and by the cooperation of the Army and Navy Air Services, is extremely commendable. The foresight of the Commission in proceeding with the establishment and preparation of airports and landing fields on the various islands in anticipation of the impending needs in the Territory has greatly simplified the entire situation, and has put the project many months ahead. The Commission is most certainly entitled to the confidence of the interested citizens of the Territory in its further efforts.

May I not assure you of my thorough appreciation of your many courtesies to me while in the Territory? The most gracious hospitality and sincere cooperation seems to abound universally in your "Paradise of the Pacific" and I shall hope for an opportunity to return some time to renew the many pleasant

acquaintances I made there during my entirely too brief sojourn.

Respectfully submitted:

(S@) Clarence M. Young
Clarence M. Young,
Director of Aeronautics.