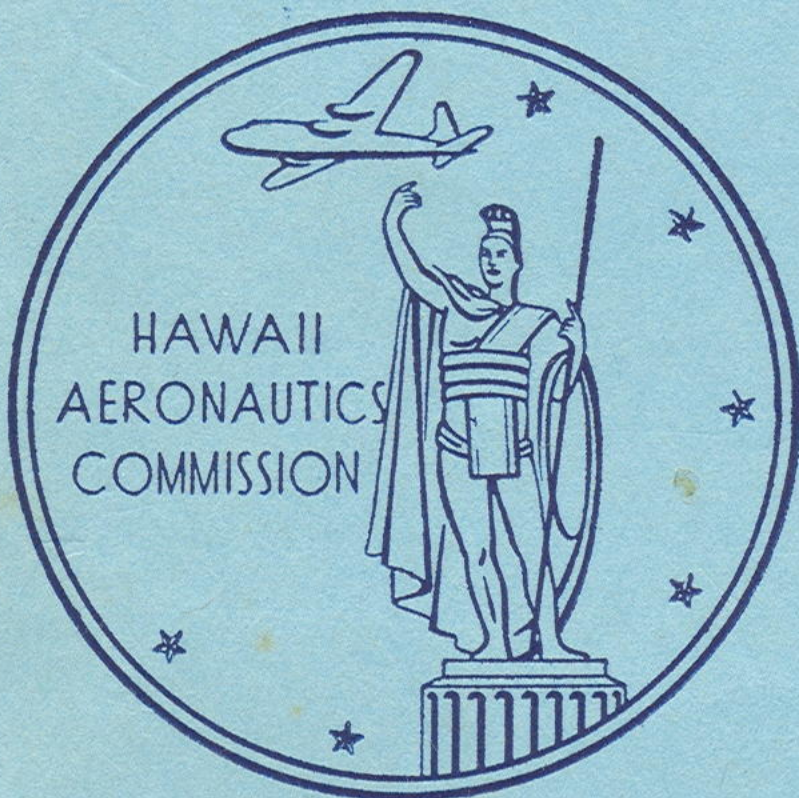


TERRITORY OF HAWAII  
**HAWAII AERONAUTICS COMMISSION**



**ANNUAL REPORT**  
**JULY 1, 1949 - JUNE 30, 1950**



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION

JUNE 30, 1950

ROY R. BRIGHT . . . . . *Chairman*  
FRANCIS K. SYLVA, D.D.S. . . . . *Vice Chairman*  
RALPH C. HONDA . . . . . *Secretary*  
CHARLES J. PIETSCH, JR. . . . . *Member—Oahu*  
R. ALEXANDER ANDERSON . . . . . *Member—Oahu*  
O. J. BURNETT . . . . . *Member—Oahu*  
DORSEY W. EDWARDS . . . . . *Member—Kauai*  
HAROLD W. RICE . . . . . *Member—Maui*  
GEORGE J. SILVA, D.D.S. . . . . *Member—Hawaii*

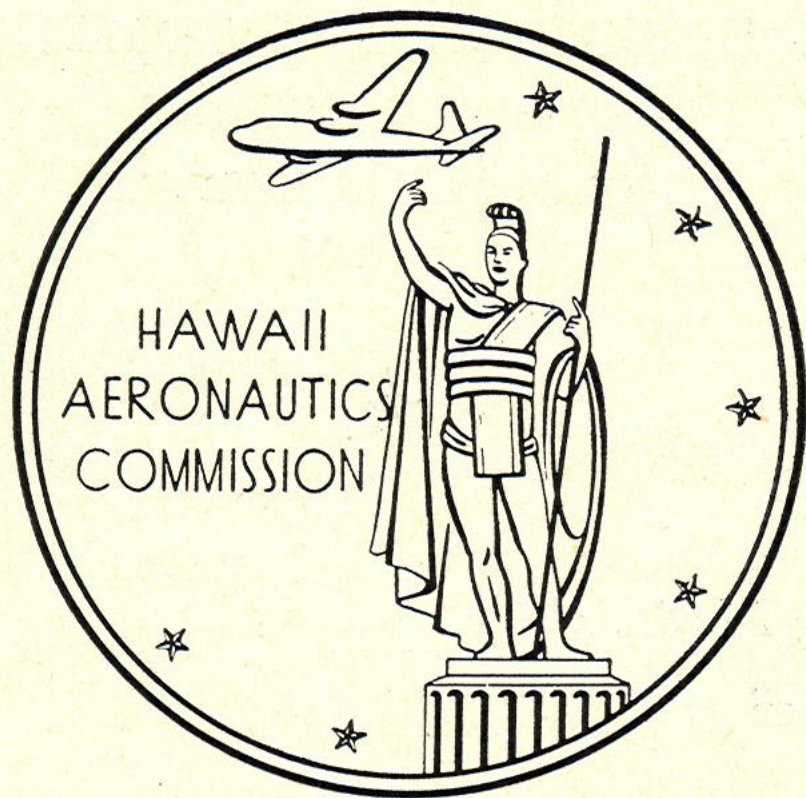


ADMINISTRATIVE STAFF

OFFICE OF THE COMMISSION

*Director of Aeronautics* . . . . . PEYTON HARRISON  
*Secretary to Director* . . . . . MAXINE RATHE' LE GURCHE'  
*Assistant Director* . . . . . GLENN T. BELCHER  
*Supt. Airports & Operations* . . . . . CY GILLETTE  
*Administrative Assistant* . . . . . GEORGE R. SIMS  
*Safety Engineer* . . . . . WILLIAM S. HOLLOWAY  
*Manager Hawaii County Airports* . . . . . MARK E. MARTIN  
*Manager Honolulu Airport* . . . . . COIN E. PERIN  
*Manager Maui County Airports* . . . . . WILLIAM NEILSON  
*Manager Kauai County Airports* . . . . . JOHN E. BATCHELDER, JR.  
*Superintendent of Maintenance* . . . . . HENRY C. PETERS  
*Fire Chief* . . . . . FRANKLIN M. METZGER





**TERRITORY OF HAWAII**

# **Hawaii Aeronautics Commission**

## **ANNUAL REPORT**

**JULY 1, 1949 — JUNE 30, 1950**



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION  
HONOLULU AIRPORT  
HONOLULU 17, HAWAII



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

*Dear Governor Stainback:*

*As required by Act 32, Session Laws of Hawaii 1947, as amended by Acts 360 and 374, Session Laws of Hawaii 1949, we are pleased to transmit herewith the third annual report of the Hawaii Aeronautics Commission for the fiscal period commencing July 1, 1949, and ending June 30, 1950.*

*Respectfully submitted,*

HAWAII AERONAUTICS COMMISSION  
FRANCIS K. SYLVA  
*Chairman*

GRS:mrl  
Enc.



# ANNUAL REPORT

## HAWAII AERONAUTICS COMMISSION

Fiscal Year July 1, 1949 – June 30, 1950



### FOREWORD

The Annual Report for the fiscal year (July 1, 1947 – June 30, 1948) which covered the first year of operation by the Hawaii Aeronautics Commission, created by Act 32 of the Session Laws of Hawaii 1947, started with a "History of Trans-Pacific Flying," and continued with sections captioned "Aviation Development in the Territory," "War Years," and "Post War Expansion." The reader is referred to that report for a coverage of those items.

### General Statement

The fiscal year ending June 30, 1950 marked the completion of three years of operation of the Hawaii Aeronautics Commission.

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

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

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

This year witnessed the opening of the first modern airport terminal in the Territory at Lihue, Kauai.

A chronological History of Events for the fiscal year follows.



TERRITORY OF HAWAII  
**HAWAII AERONAUTICS COMMISSION**  
CHRONOLOGICAL HISTORY OF EVENTS

*Date*  
*July 1949*

- 9—Roy R. Bright elected chairman of the Hawaii Aeronautics Commission at a meeting held in Kona. Other officers elected are Dr. Francis K. Sylva, vice chairman, and Ralph C. Honda, re-elected secretary.
- 10—Kona Airport officially opened with a ceremony attended by 3,000 to 4,000 people. Speakers included Oren E. Long, acting governor of Hawaii; Stanley C. Kennedy, president of Hawaiian Airlines; Ruddy Tongg, president of Trans-Pacific Airlines; Glenn T. Belcher, director of the Hawaii Aeronautics Commission; Roy R. Bright, chairman of the Hawaii Aeronautics Commission; Rear Admiral M. R. Greer, commander of Naval Air Force in Hawaii; Lt. Col. R. A. Ballweg, Jr., deputy commander of the Civil Air Patrol in Hawaii; Thomas Flaherty, chief of the airports division of the Civil Aeronautics Administration in Hawaii, and James Kealoha, chairman of the Hawaii county board of supervisors. Henry Greenwell, of the Kailua Rotary club, was master of ceremonies. Approximately 50 Navy, Military Air Transport Service, private and commercial planes flew to Kona for the opening ceremonies.
- 10—Canadian Pacific Airlines' Canadair IV arrives at Honolulu Airport on its inaugural flight from Vancouver, B. C., to Sydney, Australia, by way of San Francisco and Honolulu. There were 36 passengers, including G. W. G. McConachie, president of Canadian Pacific Airlines; James A. McKinnon, Canadian minister of mines and resources, and J. G. Thurgeon, member of the Canadian senate.

*August 1949*

- 1—Hawaii Aeronautics Commission accepts Kahului Airport lease from the U. S. Navy on a revocable permit basis and votes to draw up a master plan for the airport.
- 6—Associated Airways, Inc., inaugurates irregular flight service between San Francisco and Honolulu with DC-4 Skymaster planes.
- 9—Bids opened for construction of Lihue Airport terminal building and contract awarded to Veteran Home Builders.

*September 1949*

- 1—Lihue Airport inspected and accepted by the Civil Aeronautics Administration and the Hawaii Aeronautics Commission. Inspection trip was made by Thomas Flaherty, H. A. Kircher, R.



*Date*

*September 1949 —continued*

K. Hoefener, Guy A. Murray and E. M. Williams, of the Civil Aeronautics Administration, and Richard B. Black, assistant director of the Hawaii Aeronautics Commission. They were met at the airport by Dorsey Edwards, Kauai member of the Hawaii Aeronautics Commission; Fred Schumacher, territorial highway engineer on Kauai, and members of the Kauai chamber of commerce airport committee.

- 2—Lihue Airport opened for charter and non-scheduled flights only.
- 23—Pan American Airways' stratocruiser arrives at Honolulu Airport on a survey flight from San Francisco to Tokyo, Japan, with 23 passengers, including company officials and newspaper representatives. Flight continues with local newspaper representatives joining the other passengers.
- 28—Pan American Airways' stratocruiser arrives on return trip of survey flight to Tokyo.

*October 1949*

- 5—Hana Airport inspected and accepted, but paving work will be continued. Inspection trip made by Civil Aeronautics Administration, Hawaii Aeronautics Commission and territorial officials. Airport is opened for charter flights only.
- 17—Pan American Airways begins commercial flights from San Francisco to Tokyo by way of Honolulu.
- 18—Governor Ingram M. Stainback signs Act 18, of the Special Session of Hawaii 1949, appropriating \$1,641,770 out of territorial funds for airport purposes as follows: Honolulu Airport, \$442,570; Maui and Kalawao county airports, \$251,050; Hawaii county airports, \$546,925, and Kauai county airports, \$401,225.
- 28—Canadian Pacific Airlines authorized by the Civil Aeronautics Board to give passenger service at Honolulu under provisions of U. S.-Canadian air transport agreement. This means Canadian Pacific Airlines can book passengers to and from Honolulu.

*November 1949*

- 2—Trans-Air Hawaii begins scheduled freight service to Lihue Airport.
- 6—Northwest Airlines begins stratocruiser service between Seattle-Tacoma and Honolulu. Arrival of stratocruiser which was christened "Honolulu" also marks the inauguration of Northwest Airlines' overnight service between New York and Hawaii.
- 10—China National Aviation Corporation announces suspension of service because of Communist victory in China. Last CNAC flight through Honolulu was on November 5.
- 11—Hawaiian Airlines, Ltd. observes the 20th anniversary of its



*Date*

*November 1949—continued*

inter-island service which was inaugurated on November 11, 1929, with two 8-passenger Sikorsky amphibian planes. Hawaiian Airlines now operates its service with a fleet of DC-3 planes.

*December 1949*

- 19—United Airlines' stratocruiser arrives at Honolulu Airport on initial familiarization flight from San Francisco.  
24—Lihue Airport terminal building completed and is the first modern terminal building in the islands.

*January 1950*

- 2—J. M. Beardslee, Civil Aeronautics Administration's Ninth Region administrator, leaves for Washington, D. C., for new assignment. He was Civil Aeronautics Administration administrator in Hawaii since 1942.  
3—Pan American Airways' stratocruiser completes 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. Stratocruiser continues flight to Los Angeles, completing the Tokyo-Honolulu-Los Angeles trip in an elapsed time of 19 hours and 48 minutes, as compared to the previous record of 23 hours and 40 minutes. The Tokyo-Honolulu record was later broken by another Pan American Airways' stratocruiser which flew non-stop in 10 hours and 55 minutes.  
6—Harold W. Rice, Maui member of the Hawaii Aeronautics Commission, leaves for Washington, D.C., on official business, including discussions with Federal Government officials regarding ownership of territorial airports.  
6—Clark M. Kee, nationally known airport designer and engineer, begins work as consulting engineer of the Hawaii Aeronautics Commission to design master plan for the territorial airport system.  
7—W. A. Patterson, president of United Air Lines, Inc., arrives to take part in stratocruiser christening ceremony.  
8—Lihue Airport officially opened for regular airline service. Elaborate ceremony planned for the occasion was curtailed because of heavy rain.  
14—United Air Lines' stratocruiser christened "Waipahu" at Honolulu Airport ceremony by Mrs. Hans L'Orange, wife of the manager of Oahu Sugar company.  
15—United Air Lines begins stratocruiser service between San Francisco and Honolulu.



*Date*

*February 1950*

- 7—Cockett Airlines' bid accepted by U. S. Post Office Department for air mail star route service between Honolulu and Kalaupapa, Molokai.
- 9—Bids opened for construction of fence around a portion of Kona Airport and contract awarded to James W. Glover, Ltd.
- 16—W. E. Kline, new Civil Aeronautics Administration's Ninth Region administrator, arrives to assume duties, succeeding J. M. Beardslee.
- 21—Nineteen Pan American Airways directors and officials arrive for annual board of directors meeting to be held in Honolulu for the first time. They include Juan T. Trippe, president since the organization of Pan American Airways; Gen. George C. Marshall, former chief of staff of the U. S. Army, former ambassador to China, former secretary of state and author of the Marshall Plan for Europe; Adm. William H. Standley, former chief of naval operations and former ambassador to the Soviet Union; Adm. John H. Towers, former commander of the Pacific Fleet; David S. Ingalls, former assistant secretary of the Navy; Howard B. Dean, Samuel F. Pryor, Prescott F. Bush, Robert Lehman, Harold E. Gray, Harold M. Bixby, Henry J. Friendly, Franklin Gledhill, Sherman M. Fairchild, John W. Hanes, E. C. McDonnell, Mark T. McKee, Vernon F. Taylor and H. Preston Morris. Group leaves on the 24th after a four-day visit.
- 28—Richard B. Black resigns as assistant director of the Hawaii Aeronautics Commission.

*March 1950*

- 1—Cockett Airlines begins air mail star route service between Honolulu and Kalaupapa, Molokai. Air mail will be flown daily, except Sundays.
- 1—Rear Admiral Peyton Harrison, retired, assumes duties as new director of the Hawaii Aeronautics Commission, succeeding Glenn T. Belcher who becomes assistant director in charge of engineering and maintenance.
- 21—Cyrenus L. Gillette appointed superintendent of airports and operations by the Hawaii Aeronautics Commission.
- 24—U. S. Air Coach Line begins irregular passenger service between Oakland and Honolulu.
- 29—Canadian Pacific Airlines announces that Canadians flying to Honolulu from Canada will not need passports or visas in the future. Non-Canadians and persons traveling beyond Honolulu are still required to have passports or visas.
- 30—Bids for additional paving work at Lihue Airport opened and contract awarded to Waimea Quarry. Work includes paving of taxiway, freight plane parking area and car parking lot.

*April 1950*

- 5—The Marshall Mars, Navy's 72-ton flying boat, burns and sinks



*Date*

*April 1950—continued*

- off Keehi Lagoon, Honolulu Airport, following fire which broke out from No. 3 engine while on a test flight. Seven crewmen escape uninjured.
- 6—Bids opened for paving of Hana Airport and contract awarded to Hawaiian Dredging Company.
- 8—Lihue Airport lights approved by Civil Aeronautics Administration for night operations. Obstacle lights and rotating beacon were installed a few days earlier to permit night operations at Lihue Airport.
- 9—Pan American Airways' stratocruiser flies to Hilo for opening of the Hilo Tribune-Herald's new printing plant. Trip made in 49 minutes and 49 seconds and return flight in 55 minutes.
- 12—Honolulu Airport ownership transferred from the Navy to the Territory of Hawaii in an executive order signed by President Truman.
- 15—United Air Lines' stratocruiser flies to Hilo for the Hawaii County Fair. Trip made in 47 minutes and 35 seconds.
- 17—Harold Jones, Civil Aeronautics Board member, arrives for a week's visit on the first leg of a round the world air tour.
- 25—Hawaiian Air Transport Service announces it is going out of business as a result of Civil Aeronautics Board's ruling limiting the number of flights of irregular air carriers.
- 29—United Air Lines' stratocruiser flies to Kahului to hold open house for the people on Maui.

*May 1950*

- 3—Trans-Pacific Airlines inaugurates "family fare" plan for travel between the islands.
- 5—China National Aviation Corporation closes its Honolulu office after suspending its service last November.
- 11—Bids opened for improvement work at Kona Airport and contract awarded to J. M. Tanaka.
- 15—Trans-Air Hawaii, Hawaiian Airlines and Trans-Pacific Airlines are ranked 15th, 16th and 32nd, respectively, among the 32 certificated domestic air cargo carriers in the United States in 1949 by the American Aviation magazine.

*June 1950*

- 14—Hawaiian Airlines, Ltd. is named recipient of the first 20 year aviation safety award of the National Safety Council for having the all-time record for safe flying. Hawaiian Airlines is the first airlines to become eligible for this award.
- 20—Field survey for the location of the new Kamuela Airport which will replace the present airfield, started by the territorial department of public works.



## AIRPORTS

The following named airports in the Territory are under the jurisdiction of the Hawaii Aeronautics Commission as of June 30, 1950:

NAME OF AIRPORT	LOCATION BY ISLANDS
Honolulu Airport .....	Oahu
Bellows Field .....	Oahu
Kipapa Airport .....	Oahu
Lihue Airport .....	Kauai
Port Allen Airport .....	Kauai
Kalaupapa Airport .....	Molokai
Molokai Airport (Homestead Field).....	Molokai
Maui Airport (Puunene) .....	Maui
Kahului Airport .....	Maui
Hamoia Airport (Hana) .....	Maui
Hana Airport (Under Construction) .....	Maui
Lanai Airport .....	Lanai
Hilo Airport (General Lyman Field) .....	Hawaii
Kamuela Airport .....	Hawaii
Upolu Airport .....	Hawaii
Morse Field (South Cape) .....	Hawaii
Kona Airport .....	Hawaii

### HONOLULU AIRPORT

This airport is one of the largest in the United States and comprises a total area of 4,019.476 acres. It has four (4) paved landplane runways 200 feet wide and with lengths varying from 6,200 feet for the shortest one to 7,650 feet for the longest. There are three seaplane runways, each 1,000 feet wide with an average length of approximately 2.7 miles. The seaplane runways are used only by the Navy, who has about five flights per week with Mars type seaplanes between Honolulu and California.

At the present time, all commercial overseas flights between the West Coast of the United States, Australia, New Zealand, the Philippines, and East Asia are operating from the Overseas Terminal on the south side of the Airport. Trans-Pacific Airlines, engaged in inter-island service, also operates out of the Overseas Terminal. Hawaiian Airlines, scheduled passenger and freight, Trans-Air Hawaii, scheduled freight, and several irregular lines operate from their own terminals on the north side of the field.

#### *Overseas Terminal Facilities*

The buildings and other facilities used by the Territory and located on the south side of the airport are all of temporary nature, having been constructed by the Navy during the War.



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

A restaurant known as the "Sky Room" is operated on a 24-hour basis in the terminal by the Spancecliff Corporation of Honolulu.

#### *Air Traffic Control*

The Airport air traffic control is handled by the Civil Aeronautics Administration which furnishes the personnel and equipment to man the control tower, which is maintained and furnished rent free by the Hawaii Aeronautics Commission.

The air route traffic control and flight assistance service are Civil Aeronautics Administration functions entirely, but are housed in the Overseas Terminal Building in offices, radio and maintenance rooms, which are furnished and maintained gratis by the Aeronautics Commission.

#### *U. S. Weather Bureau*

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

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

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

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

#### *Airlines—Schools and Other Aeronautical Activities*

##### *Scheduled Airlines—Overseas*

Pan American World Airways System  
United Airlines, Incorporated  
British Commonwealth Pacific Air Lines  
Philippine Air Lines, Incorporated  
Northwest Airlines, Incorporated  
Canadian Pacific Airlines

##### *Non-Scheduled—Overseas*

Transocean Air Lines (Guam-USA, China-USA)



*Scheduled Inter-Island*

Hawaiian Airlines, Limited (Passenger and Freight)  
Trans-Pacific Airlines, Limited (Passenger and Freight)  
Trans-Air Hawaii, Limited (Freight only)

*Irregular Carriers—Inter-Island*

Andrew Flying Service, Limited  
Cockett Airlines  
Island Aviation, Limited

*Flying Schools*

Andrew Flying Service, Limited (CAA approved)  
Hawaiian School of Aeronautics (CAA approved)  
Island Aviation, Limited (CAA approved)

*Mechanic's Schools*

Honolulu Vocational School (CAA approved)  
Hawaiian School of Aeronautics (CAA approved)

*Repair Shops—Light Planes*

Hawaiian School of Aeronautics  
Aviation Radio Maintenance Company

*Repair Shops—Heavy Planes*

Hawaiian Airlines, Limited (CAA approved, complete)  
Trans-Pacific Airlines, Limited (CAA approved)  
Trans-Air Hawaii, Limited (CAA approved)  
Cockett Airlines  
Pan American World Airways System—Line Station  
United Air Lines, Incorporated—Line Station

*Government Planes*

Military Air Transport Service  
Civil Aeronautics Administration

*Maintenance Notes*

For the past fiscal year maintenance has been performed on buildings, grounds, runways, taxiways, roadways and the drainage system to the airport. These projects include cleaning of 2½ miles of open drainage ditch, 12½ miles of center line striping of runways and 6 miles of highway markings.

The continued program of maintenance and replacing of runway lighting cable was carried out to keep abreast of the damages caused by termites.

Shelter has been erected over 20 car parking stalls which are available to any employees at the airport for a nominal fee. The acceptance has been so good it is planned to erect more shelters for car parking.

The expansion and paving of the car parking area for inter-island travelers was completed during this fiscal period.

The proper drainage of low paved areas has been a continuing project and has been accomplished by the construction of dry walls about the airport.



During this fiscal period 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, the maintenance and upkeep problems were increased and additional personnel were hired to meet the increased load.

### *Fire Department*

The Airport fire department, comprised of nineteen men and five pieces of mobile apparatus, has been trained into an organization which can 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, is continuing.

During the period covered by this report, airport emergency crews responded to a total of 228 alarms, 125 of which were stand-by calls for aircraft making emergency landings. In addition, response was made to 4 aircraft crashes, 3 aircraft fires and 14 other aircraft emergencies on the ground. Structural fires caused 8 alarms; 45 calls were to investigate smoke in various airport areas; 5 were to mop up gasoline spills. The remaining 17 alarms were for brush, rubbish, boat, automotive and electrical fires.

In addition to offering crash-rescue and structural fire protection, the airport fire fighters are performing regular fire prevention inspections and maintaining "First-Aid" fire fighting equipment in all airport buildings and installations. A number of other services are performed by the emergency crews which, though not of emergency nature, are quite valuable.

### *Airport Police*

Police supervision at the airport is provided by five uniformed officers under an arrangement with the Honolulu Police Department.

The policy under which all police activities at the airport are conducted is one of public relations and to assist any visitor or other person at the airport who may have a question or complaint.

These police are under the general direction of the Airport Manager and perform such duties as supervision of the public at the terminal, control of crowds at loading gates, enforcing no-smoking rules, assisting Honolulu Police in apprehending wanted persons, handling automobile traffic at the terminal and on the airport roads, issuance of citations for traffic on parking violations, investigating thefts and accidents, and any other work normally falling in a police category.

### GENERAL LYMAN FIELD (*Hilo Airport*)

Hilo Airport is still under lease to the War Department. However, the Hawaii Aeronautics Commission continues to perform all maintenance and operational duties. Operational control of the aircraft operating areas has been granted to Hawaii Aeronautics Commission by the Military authorities.



Probably the most important development pertaining to Hilo Airport during the year was the Hawaii Aeronautics Commission's decision to proceed with permanent improvements even though the airport is still under the legal jurisdiction of the War Department. It became evident that there was nothing to be gained by further delay; even after its formal return to the Territory, as the airport would still be subject to absorption by the Military in case of emergency.

A new and detailed Master Plan has been prepared by our consulting engineer and has been approved. The present program gives high priority to the construction of a new joint passenger terminal.

The basic maintenance and operational duties have been performed by a small Hawaii Aeronautics Commission staff. All special projects have been accomplished by outside contracts. It is recognized that, with the beginning of a permanent improvement program, an enlarged maintenance and custodial staff will be necessary. Present general duties include:

1. Routine maintenance and repairs to runways, taxiways, roads, and parking areas.
2. Routine maintenance of runway lighting system, rotating beacon, lighted tetrahedron, and obstruction lighting.
3. Routine maintenance of buildings.
4. Overall administration, operation, and security of the entire facility.

Developments of interest were:

1. The Hawaii Aeronautics Commission approved the expenditure of \$15,000 for fencing of certain hazardous open areas around the airport.
2. Early in the year a plant nursery was started to provide potted plants for the terminal building and slips for an outside beautification program.
3. The Civil Aeronautics Administration started operating the Hilo Control Tower (with Federal Funds) on a permanent basis, beginning July 1, 1949. This service is a great asset to the airport and has increased the safety factor tremendously.
4. A new Flower Shop concession started operation in December, 1949.
5. A new airport restaurant concession started operation in December, 1949.
6. A new automobile parking lot was graded and paved to accommodate airport employees and airport restaurant customers. Project was completed in December, 1949.
7. A power driven poison spray unit was purchased and put into service in December, 1949.
8. The U. S. Weather Bureau completed a new building at the airport in January, 1950. Limited operation was started immediately and by March, 1950, they were conducting a full scale observation and reporting program.



9. The new VOR (Visual Omni-Directional VHF Range) Station was completed and commissioned by Civil Aeronautics Administration in January, 1950.
10. A 45,000 barrel fuel tank was rented to the Flintkote (Canec Division) Company in March, 1950.
11. All buildings under Hawaii Aeronautics Commission's jurisdiction were re-roofed. Project was completed in March, 1950.
12. Pan American Airways brought one of their Stratocruisers to Hilo for public inspection on April 9, 1950.
13. United Airlines brought one of their Stratocruisers to Hilo for public inspection on April 15, 1950.
14. In May, 1950, the Air Force and Navy brought in special type planes for public inspection; this was in recognition of Armed Forces Day. There were Neptune Patrol Bombers and a Strato-freighter.
15. Two-way VHF radios were installed in three vehicles to enhance safety and coordination on the airport. These were licensed and put in use in May, 1950.
16. Air traffic increased sharply in June, 1950, because of sight-seeing flights over Mauna Loa. The volcano erupted on June 2 and was active for several days.
17. All buildings under the Hawaii Aeronautics Commission's jurisdiction were repainted to conform to standard requirements. Project was completed in June, 1950.
18. Extensive repairs and modifications were made on the Hilo Control Tower so as to meet Civil Aeronautics Administration requirements. Project was completed in June, 1950.

### KONA AIRPORT (*Hawaii*)

Kona Airport is a completely new facility located one mile west of Kailua, Kona, Hawaii. It was constructed under joint Civil Aeronautics Administration-Hawaii Aeronautics Commission participation. Included are a 3,500 feet by 100 feet paved runway, 100 feet graded shoulders on both sides, a large paved aircraft parking area and taxiway, a joint passenger terminal, and a paved access road.

Judging from this first year of operation, Kona Airport will more than justify its existence. It has natural advantages from the standpoint of air passenger business because of the many tourist attractions in the Kona district. Also, it has generated an impressive amount of air freight business. The airport is now served regularly by all of the scheduled airlines in the Territory.

The routine maintenance and custodial duties are performed by a full time Hawaii Aeronautics Commission employee. Some larger tasks require assistance from the Hilo staff and others are accomplished by private contract.

As of the closing date of this report, a new improvement project is beginning at Kona Airport. Under the contract, the runway will be lengthened to 3,800 feet, shoulders will be paved for a width of 50 feet on each side of the runway, a freight handling area will be graded



and paved, and the auto parking lot will be enlarged. The project is scheduled for completion in January of 1951. Also, plans are being prepared for a freight terminal building and for additional fencing in the terminal area.

Developments of interest were:

1. Opening ceremonies for the new Kona Airport were conducted on July 10, 1949. All scheduled and non-scheduled airlines in the Territory participated as well as the Air Force, Navy, Civil Air Patrol, and many private plane owners. Acting Governor Oren E. Long dedicated the airport. The entire Kona community, civic and service clubs, and staff members of the Hawaii Aeronautics Commission combined efforts to make the occasion a pronounced success. Others represented were the Civil Aeronautics Administration, Territorial Public Works Department, and several of the leading overseas airlines. Also present were many of the Territorial Legislators who were responsible for the appropriation of funds with which the airport was constructed.
2. The Kona Outdoor Circle and the Hawaii Aeronautics Commission employees have worked together on a beautification program for the airport.
3. Attractive concrete curbing was constructed around the planting areas adjacent to the terminal building. Project was completed in November, 1949.
4. Standard runway center-lane markings were painted and marker blocks along edges of runway were painted.
5. The property line of the airport was fenced to keep cattle off the operating areas. Approximately 5,000 linear feet of fencing was involved. The project was accomplished by contract through the Territorial Public Works Department and was completed in May, 1950.
6. Air traffic increased sharply in June, 1950, because of sight-seeing flights over the June 2 eruption of Mauna Loa. During this peak period the Kona runway was lighted all night for several nights with emergency flares to make it safe for possible emergency landings.
7. Bids were opened on May 11, 1950, by the Superintendent of Public Works for the new grading and paving project at Kona Airport. The low bidder was J. M. Tanaka; the figure was \$137,170.00. Actual work started on June 21, 1950.

#### UPOLU AIRPORT (*Hawaii*)

This airport is served by both the scheduled passenger airlines operating in the Territory. The field facilities are maintained by the Hawaii Aeronautics Commission; this includes the runway, landing ramps, lighting system, and water system. The work is accomplished by members of the Hilo staff or by private contract. Routine vegetation



control is conducted by the Hilo staff. Hawaiian Airlines and Trans-Pacific Airlines each maintain their own terminal facilities.

Developments of interest were:

1. The Civil Aeronautics Administration completed the installation of a VOR Station. The station was commissioned in January, 1950, and has operated continuously since.
2. The Hawaii Aeronautics Commission completed the installation of a standard airport rotating beacon light in June, 1950. The light was commissioned on June 26 and will operate nightly hereafter.
3. The Hawaii Aeronautics Commission's Hilo staff installed new electrical cable and runway light fixtures in June, 1950. The runway lights will be operated all night.

### KAMUELA AIRPORT (*Hawaii*)

This airport is operated and maintained by the Hawaii Aeronautics Commission; it is on land leased from Parker Ranch. One Hawaii Aeronautics Commission employee performs the routine maintenance and custodial duties. This airport is served by charter and freight plane operators; it does not meet the requirements for scheduled passenger service.

Developments of interest were:

1. The terminal building was repainted.
2. Wind direction and velocity recordings were taken for a one-year period ending in January, 1950. This datum was accumulated in connection with the proposed new airport site near Kamuela.
3. Ceiling and visibility observations have been taken at the proposed new site since September, 1949. This will be continued until September, 1950.
4. A detailed survey of the proposed new site is being conducted by the Territorial Department of Public Works. The survey is scheduled for completion in August, 1950.

### MORSE FIELD (*Hawaii*)

This ex-Army field is still operated and maintained on a limited basis by the Hawaii Aeronautics Commission although it has not been formally transferred to the Commission.

Only the minimum amount of work required to keep the field safe for emergency landings and occasional freight flights has been done. Members of the Hilo staff made four trips to Morse field during the fiscal year to perform minor maintenance and repair work.

### MAUI (PUUNENE) AIRPORT

This airport is still the principal airport on the Island of Maui and is served by all scheduled and non-scheduled operators. It is equipped



with lighting facilities for night operations and is a designated International-Alternate for most of the over-seas operators. There are two paved runways 400 feet wide and 6,900 feet and 6,000 feet in length respectively.

During this report period, a crash and rescue crew was formed with personnel of Hawaiian Airlines and Trans-Pacific participating. During periods of actual drill or fire fighting, these men are under contract to the Aeronautics Commission. Drills have been held on the average of once a month and a fair degree of efficiency has been obtained. We are glad to report that since December, 1949, when the crew came into being, they have not been called to serve at any crashes or airplane fires but have assisted in extinguishing several grass fires at the airport. Two fire trucks were obtained from the U. S. Navy for this purpose. Additional equipment such as protective clothing, fog nozzles, etc., were purchased by the Aeronautics Commission.

An intensive program of using surplus property to the best advantage was inaugurated. All property, buildings and equipment necessary for proper operation of a civilian airport were segregated and reserved for the use of the Aeronautics Commission. With Civil Aeronautics Administration's approval all non-essential property is gradually being disposed of through sales to the general public. Some buildings have been razed, the lumber and materials stockpiled and sold at pre-arranged prices. Since such materials are scarce on Maui, this program has been of benefit to the general public. Other buildings have been sold at auction to the highest bidder who must raze the building and remove it from the premises at his own expense. The Maui A.J.A. Veterans Club occupies the gymnasium and swimming pool area, and two buildings have been turned over to the Civil Air Patrol for their use. Items of much needed equipment have been loaned to other territorial departments who were unable to obtain them from other sources.

The program has been of great benefit to the community as a whole.

#### HAMOA AIRPORT (*Maui*)

This small turf field is now used by small charter and private planes. It will probably be discontinued after completion of Hana Airport.

#### HANA AIRPORT (*Maui*)

At the completion of the grading of the 100 feet wide by 3,600 feet long runway of this new airport it was decided that Hana Airport should be paved so it could be served by scheduled operators. The paving contract was awarded on May 11, 1950. A small passenger terminal and a separate freight terminal plus necessary water and power lines and cesspool have been constructed out of surplus materials taken from Maui Airport. This work was performed at comparatively small cost by the maintenance crew from Maui Airport.

#### KAHULUI AIRPORT (*Maui*)

Negotiations with the U. S. Navy for declaring the Naval Air Sta-



tion, Kahului, surplus so that it can be used as the chief civilian airport on the Island of Maui are still being carried on. In the meantime the Hawaii Aeronautics Commission has continued to operate the field. Kahului is used by Trans-Air Hawaii in its scheduled freight service and is one of the principal air freight ports in the territory. It is also serviced by Valley Isle Aviation which renders charter and instruction services, supplies fuel and oil to transients and files special "fish spotting patrols" for local fisherman.

Maintenance performed has been the bare minimum to keep the field open during daylight hours.

In April, 1950, Kahului was visited by United Air Lines' strato-cruiser "Hana-Maui." The plane was inspected by an estimated 5,000 persons and after a luncheon sponsored by the Maui County Chamber of Commerce returned to Honolulu with a full load of invited guests.

Runway strength tests were taken before the event to insure safe operation of a heavy plane from this field.

### MOLOKAI AIRPORT (*Homestead Field*)

This airport, otherwise known as "Homestead Field," has two paved runways 200 feet wide and 4,400 feet and 3,200 feet in length.

There are three scheduled operators supplying service to this field. Hawaiian Airlines operates two passenger flights daily in each direction from Molokai. In addition Hawaiian serves the field with twice weekly freight service.

Trans-Pacific Airlines operates one passenger flight daily in each direction.

Trans-Air Hawaii, a scheduled air freight line operates three flights weekly into Molokai.

In March, 1950, a full-time attendant was employed for this field, and a comprehensive program of improvements was mapped out. Time clocks were installed so that beacon, runway and obstruction lights are operated automatically so that the field is now kept lighted for night operations. Improvement was made in general routine maintenance and the field is now well kept. A program of revetment removal and grading to improve flying conditions and visibility at the airport as well as installation of additional obstruction lights was planned but not completed at the end of the period involved.

The Hawaii Aeronautics Commission has accepted custody from the USED of surplus Army and Air Force buildings. Some of these buildings have been made into much needed housing facilities and some five families are now making their homes at the airport.

### KALAUAPAPA AIRPORT (*Molokai*)

This field, a turf strip 400 feet wide and 1,800 feet long, at the Kalauapapa Settlement, is operated and maintained by the Hawaii Aeronautics Commission in cooperation with the administration of the Settlement.

One of the few star air mail routes operated under contract by the U. S. Post Office Department was inaugurated this period by Cockett



Airlines. This marked a great step forward for the Kalaupapa Settlement on the Island of Molokai, as the only mail service formerly supplied was by small surface craft operating on a weekly basis. In addition to the air mail service other operators have daily flights for delivery of newspapers, fresh milk, produce, etc.

### LIHUE AIRPORT (*Kauai*)

This airport is located one and one half miles from the town of Lihue, on land purchased by the Territory from the Lihue Plantation Company, Ltd. This installation consists of one paved runway 3,750 feet long by 100 feet wide, and a modern cement brick type terminal building. The runway and terminal building were developed under a joint Civil Aeronautics Administration-Hawaii Aeronautics Commission participation program.

Ground breaking ceremonies were held October 28, 1948, and actual construction began November 4, 1948. The runway contract was finished October 25, 1949, and final inspection completed October 27, 1949. The airport was opened to non-scheduled air carrier and air freight operators from this date, pending completion of radio and terminal facilities necessary for the operation of scheduled air carriers.

Construction on the terminal building was started September 26, 1949, and completed December 30, 1949, with final inspection and acceptance being finished by January 5, 1950.

Official opening day ceremonies were planned for January 8, 1950. These plans included inaugural flights by Hawaiian Airlines, Trans-Pacific Airlines, Trans-Air Hawaii, and several non-scheduled operators; to be followed by an air show put on jointly by Hawaii Air National Guard and the Civil Air Patrol. Due to extremely adverse weather conditions, it was necessary to cancel all flights and other outside activities. Brief opening ceremonies were held inside the terminal building, followed by a luncheon at the Kauai Inn. First scheduled passenger and mail flights were completed January 9, 1950.

Negotiations were begun immediately for the installation of an airport rotating beacon on the airport proper, a flashing red obstruction light on Carter's Point mountain, and a similar obstruction light on the Kalepa ridge. These projects were completed and the airport was ready for scheduled night flights by April 1, 1950, a temporary runway lighting system having already been installed prior to opening day. The first scheduled night flights were conducted by Hawaiian Airlines on April 9, 1950.

Terminal facilities are as follows: Located in the lobby are the airline ticket offices, taxi and u-drive desks, companies offering tour services; and free space has been provided for a blind vendor's stand.

A restaurant and bar known as the "Flight Lounge" is located in the south wing of the building. The larger north wing space has been provided for the Civil Aeronautics Administration offices, communication operations room, maintenance room, and the United States Weather Bureau. The United States Weather Bureau has been supplying continuous 24-hour service since January 6, 1950. The Civil Aeronautics



Administrations' remote transmitting station is nearing completion, and it is anticipated that they will move from their Port Allen station to their new quarters at Lihue in the very near future. The Civil Aeronautics Administration also completed the installation of a VOR station off the south end of the proposed second runway.

This airport has rendered continuous service, with the loss of only a very few flights due to adverse weather conditions, since its opening day, January 8, 1950.

Projects under construction at the present include: Paving of parallel taxi-ways, additional aircraft parking apron, auto-park area, and relocation of Ahukini road. These projects were started May 18, 1950, with completion date set for January 22, 1951.

Projects already in the planning stage include permanent runway lights, air freight terminal building, extension of the present passenger terminal, extension of the present runway, and landscaping.

### PORT ALLEN AIRPORT (*Kauai*)

Port Allen Airport at Hanapepe, Kauai, is located on land owned by the Territory. It consists of two runways, one paved runway 2,500 feet long and 60 feet wide with a turf extension of 450 feet on the east end and one turf runway 2,590 feet long and 100 feet wide. Because the runways are short, this airport is only used by the small non-scheduled air carriers and private aircraft.

The following installations occupy space on this airport at present:

Civil Aeronautics Commission communications station (to be moved to the Lihue Airport in the near future)

Offices, shops, and hanger of the Pacific Skyways, Ltd.

Offices of the Cockett Airlines

One small privately owned hangar

One small Territory owned comfort station.

Routine maintenance and repairs to the building and paved area was performed throughout the year, but no major projects were undertaken during this period.

### LANAI AIRPORT

This airport, with a single paved runway 80 feet wide and 3,700 feet long, on the "Pineapple Isle," is served regularly by Hawaiian Airlines with twice daily passenger service in two directions and twice weekly freight service. Air mail service is also supplied. Trans-Air Hawaii also supplies twice weekly air freight service. Additional and non-scheduled flights are made into Lanai by the charter air services.

The Koele Flying Club owns and operates, for the use of about ten members, a small personal plane. There is also one other plane based at the field.

Maintenance work has been performed by the Hawaiian Pineapple Company upon request.



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION  
HONOLULU AIRPORT  
HONOLULU 17, HAWAII

*List of Statistical Tables and Charts*

1. Honolulu Airport—Monthly Landing Totals for the Fiscal Year July 1, 1949 to June 30, 1950.
2. Honolulu Airport—Revenue Passengers, Cargo and Air Mail for the Fiscal Year July 1, 1949 to June 30, 1950.
3. Territorial Airports—Inter-Island Revenue Passengers, Freight, Express and Air Mail Totals by Months for the Fiscal Year July 1, 1949 to June 30, 1950.
4. Table showing Inter-Island Revenue Passengers for the Fiscal Year July 1, 1949 to June 30, 1950.
5. Table showing Inter-Island Revenue Freight for the Fiscal Year July 1, 1949 to June 30, 1950.
6. Table showing Inter-Island Revenue Express for the Fiscal Year July 1, 1949 to June 30, 1950.
7. Table showing Inter-Island Air Mail for the Fiscal Year July 1, 1949 to June 30, 1950.
8. Chart showing Monthly Landing Totals at Honolulu Airport from January 1948 to June 1950.
9. Chart showing Inter-Island Passengers from July 1948 to June 1950.
10. Chart showing Inter-Island Freight and Express (Combined Totals) from July 1948 to June 1950.



TERRITORY OF HAWAII  
HONOLULU AIRPORT

MONTHLY LANDING TOTALS  
Fiscal Year July 1, 1949 to June 30, 1950

		Scheduled	Non-Scheduled	Civilian	Military	Totals
1949	July .....	1,540	687	4,447	159	6,833
	August .....	1,625	569	4,298	214	6,706
	September .....	1,426	572	5,041	291	7,330
	October .....	1,352	691	6,203	191	8,437
	November .....	1,231	616	4,313	199	6,359
	December .....	1,327	785	4,240	177	6,529
1950	January .....	1,227	455	4,204	274	6,158
	February .....	1,066	249	3,606	199	5,120
	March .....	1,112	414	3,812	233	5,571
	April .....	1,326	509	5,198	397	7,430
	May .....	1,309	473	5,035	446	7,263
	June .....	1,625	409	4,276	521	6,831
Totals .....		16,166	6,429	54,671	3,301	80,567



TERRITORY OF HAWAII  
HONOLULU AIRPORT

REVENUE PASSENGERS, CARGO AND AIR MAIL

Fiscal Year July 1, 1949 to June 30, 1950

PASSENGERS

	Outgoing	Incoming	Through
Inter-Island .....	188,678	190,425	
Overseas .....	49,606	43,569	21,763
Total Revenue Passengers .....	238,284	233,994	21,763

CARGO

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island .....	9,098,118	9,123,066	
Overseas .....	1,143,693	1,935,034	1,388,997
Total Revenue Cargo .....	10,241,811	11,058,100	1,388,997

AIR MAIL

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island .....	417,866	445,576	
Overseas .....	1,214,339	1,230,156	1,121,190
Total Revenue Air Mail .....	1,632,205	1,675,732	1,121,190



TERRITORY OF HAWAII  
TERRITORIAL AIRPORTS

INTER-ISLAND PASSENGER, FREIGHT, EXPRESS AND MAIL TOTALS  
Fiscal Year July 1, 1949 to June 30, 1950

	Passengers	Freight Pounds	Express Pounds	Mail Pounds
1949 July .....	41,607	1,461,469	204,758	74,856
August .....	44,374	1,836,617	217,310	66,263
September .....	32,512	1,613,517	193,179	61,282
October .....	28,393	1,771,359	190,439	61,511
November .....	29,769	1,424,819	188,424	58,147
December .....	35,396	1,430,703	233,383	136,168
1950 January .....	30,968	1,149,453	187,157	53,821
February .....	26,317	1,119,087	171,115	57,093
March .....	28,932	1,218,014	189,094	67,303
April .....	38,306	1,298,618	213,410	70,433
May .....	32,242	1,291,098	200,872	82,959
June .....	51,366	1,511,025	217,370	73,608
Totals .....	420,182	17,125,779	2,406,511	863,444



**TERRITORY OF HAWAII**  
**INTER-ISLAND REVENUE PASSENGERS**

Fiscal Year July 1, 1949 to June 30, 1950

	Honolulu	Hilo	Upolu	Kamuela	Kona	S. Point	Maui	Kahului	Hana	Molokai	Kalaupapa	Lanai	Lihue	Port Allen	Barking Sands	
From:																
Honolulu.....	188,678	49,170	5,112	1,288	8,857	12	48,110	61	54	14,508	1,473	7,526	27,967	2,500	20,208	
Hilo.....	48,549	*1305	11	11	23	...	7,388	6	...	131	...	94	129	...	1,425	
Upolu.....	6,241	30	...	...	36	...	1,187	...	...	18	...	24	...	...	...	
Kamuela.....	1,508	9	5	*3	5	...	83	10	...	14	2	124	...	...	...	
Kona.....	12,597	25	5	12	...	...	354	1	6	58	...	6	20	3	...	
South Point.....	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Maui.....	65,817	9,405	1,128	67	338	...	*228	...	...	4,112	12	3,488	239	27	83	
Kahului.....	120	8	...	11	...	...	...	...	...	5	26	18	9	...	...	
Hana.....	85	...	...	...	8	...	...	...	...	...	3	...	...	3	...	
Molokai.....	19,757	202	38	10	39	...	4,407	3	...	...	98	895	26	...	...	
Kalaupapa.....	1,381	...	...	2	4	...	23	24	...	96	*6	7	...	...	...	
Lanai.....	12,519	90	33	91	15	...	3,495	27	...	989	7	...	24	2	26	
Lihue.....	27,765	63	...	...	...	...	111	15	...	...	...	24	...	...	3	
Port Allen.....	2,323	...	...	...	...	...	27	...	...	...	...	...	...	...	...	
Barking Sands.....	22,311	23	28	...	...	...	114	...	...	16	...	27	...	...	...	
Totals.....	420,182	60,330	6,360	1,495	9,325	12	65,527	147	60	19,947	1,627	12,233	28,414	2,535	21,745	

\* Round trip passengers.



TERRITORY OF HAWAII  
INTER-ISLAND REVENUE AIR FREIGHT

Pounds Carried

Fiscal Year July 1, 1949 to June 30, 1950

From:	Honolulu	Hilo	Upolu	Kamuela	Kona	S. Point	Mau	Kahului	Molokai	Kalaupapa	Lanai	Lihue	Port Allen	Barking Sands
Honolulu.....	7,258,914	1,723,784	154,133	124,491	281,575	172	613,886	1,713,365	490,947	114,624	672,973	853,180	205,488	310,296
Hilo.....	2,742,098	.....	8	1,403	631	.....	134,037	121,645	10,196	.....	83,267	10,308	.....	15,523
Upolu.....	332,751	.....	.....	.....	2,313	.....	8,448	64	718	.....	500	524	.....	383
Kamuela.....	1,914,299	1,487	.....	.....	133	.....	.....	24,967	1,035	.....	25	42	.....	8
Kona.....	855,733	70	13	.....	.....	.....	13,599	43,333	753	.....	1,550	1,159	.....	407
South Point.....	297,980	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mau.....	1,393,043	96,056	7,134	.....	4,446	.....	.....	.....	77,988	880	97,527	1,490	.....	588
Kahului.....	1,438,767	174,823	.....	15,538	9,117	.....	.....	.....	9,821	1,150	3,333	256	.....	.....
Hana.....	110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molokai.....	356,293	7,277	1,428	.....	1,652	.....	44,707	3,648	.....	78,316	10,922	4,578	.....	342
Kalaupapa.....	14,694	.....	.....	.....	.....	.....	200	.....	411	.....	50	.....	.....	.....
Lanai.....	191,020	20,549	1,258	.....	6,448	.....	13,556	22,016	4,222	.....	.....	176	.....	28
Lihue.....	192,099	21,590	2,830	.....	91	.....	2,725	4,240	698	.....	164	.....	.....	.....
Port Allen.....	7,082	.....	.....	.....	.....	.....	.....	.....	.....	105	.....	.....	.....	.....
Barking Sands.....	130,896	2,516	75	.....	2,580	.....	1,478	.....	621	.....	456	.....	.....	.....
Totals.....	17,125,779	2,048,152	166,879	141,432	308,986	172	832,636	1,933,278	597,440	195,075	870,767	871,713	205,488	327,575



TERRITORY OF HAWAII  
INTER-ISLAND REVENUE AIR EXPRESS

Pounds Carried

Fiscal Year July 1, 1949 to June 30, 1950

	To: Honolulu	Hilo	Upolu	Kona	Maui	Molokai	Lanai	Lihue	Port Allen	Barking Sands
From: Honolulu.....	1,839,204	681,682	64,428	72,585	611,903	79,176	39,027	143,654	320	146,429
Hilo.....	213,421	.....	.....	.....	14,841	3,530	372	1,318	.....	1,719
Upolu.....	13,424	.....	.....	1,682	1,196	195	417	92	.....	41
Kona.....	23,928	.....	.....	.....	370	112	90	17	.....	38
Maui.....	131,631	10,439	1,553	740	.....	7,314	6,795	693	.....	599
Molokai.....	19,685	337	274	.....	3,400	90	1,167	29	.....	7
Lanai.....	22,309	1,410	236	515	3,343	1,124	.....	113	.....	188
Lihue.....	54,704	771	90	186	640	143	82	.....	.....	.....
Port Allen.....	659	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barking Sands.....	87,546	1,012	49	111	493	402	52	.....	.....	.....
Totals.....	2,406,511	695,651	66,630	75,819	636,186	92,086	48,002	145,916	320	149,021



TERRITORY OF HAWAII  
INTER-ISLAND REVENUE AIR MAIL

Pounds Carried

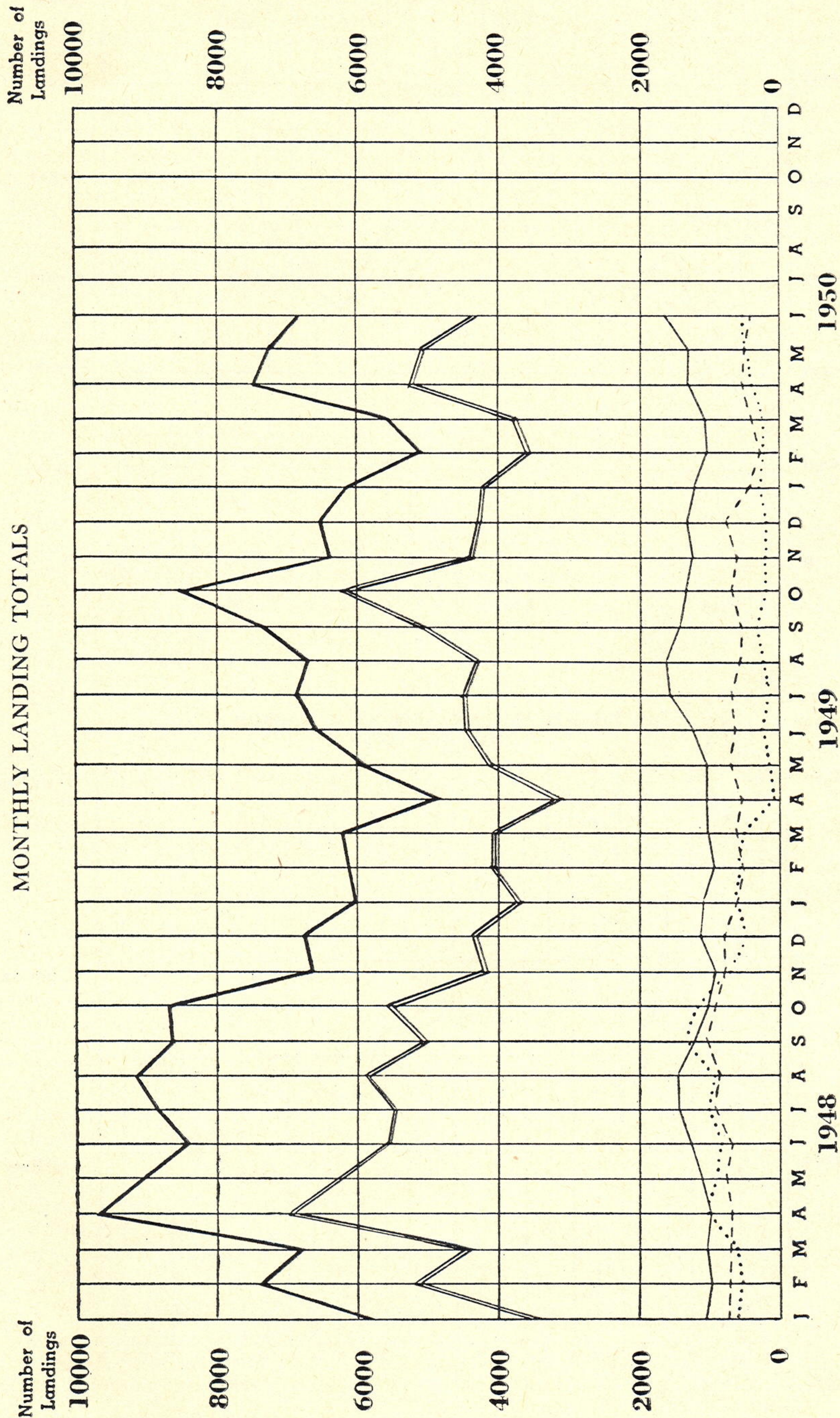
Fiscal Year July 1, 1949 to June 30, 1950

	To: Honolulu	Hilo	Upolu	Kona	Maui	Molokai	Kalaupapa	Lanai	Lihue	Barking Sands
<b>From:</b>										
Honolulu.....	417,866	138,207	17,526	13,842	110,962	20,214	11,872	11,202	43,909	50,132
Hilo.....	152,374	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upolu.....	8,327	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kona.....	18,497	.....	.....	.....	.....	2	.....	.....	.....	.....
Maui.....	120,068	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molokai.....	17,114	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kalaupapa.....	3,955	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lanai.....	8,465	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lihue.....	50,128	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barking Sands.....	66,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Totals.....</b>	<b>863,444</b>	<b>138,207</b>	<b>17,526</b>	<b>13,842</b>	<b>110,962</b>	<b>20,216</b>	<b>11,872</b>	<b>11,202</b>	<b>43,909</b>	<b>50,132</b>



TERRITORY OF HAWAII  
 HAWAII AERONAUTICS COMMISSION  
 HONOLULU AIRPORT

MONTHLY LANDING TOTALS



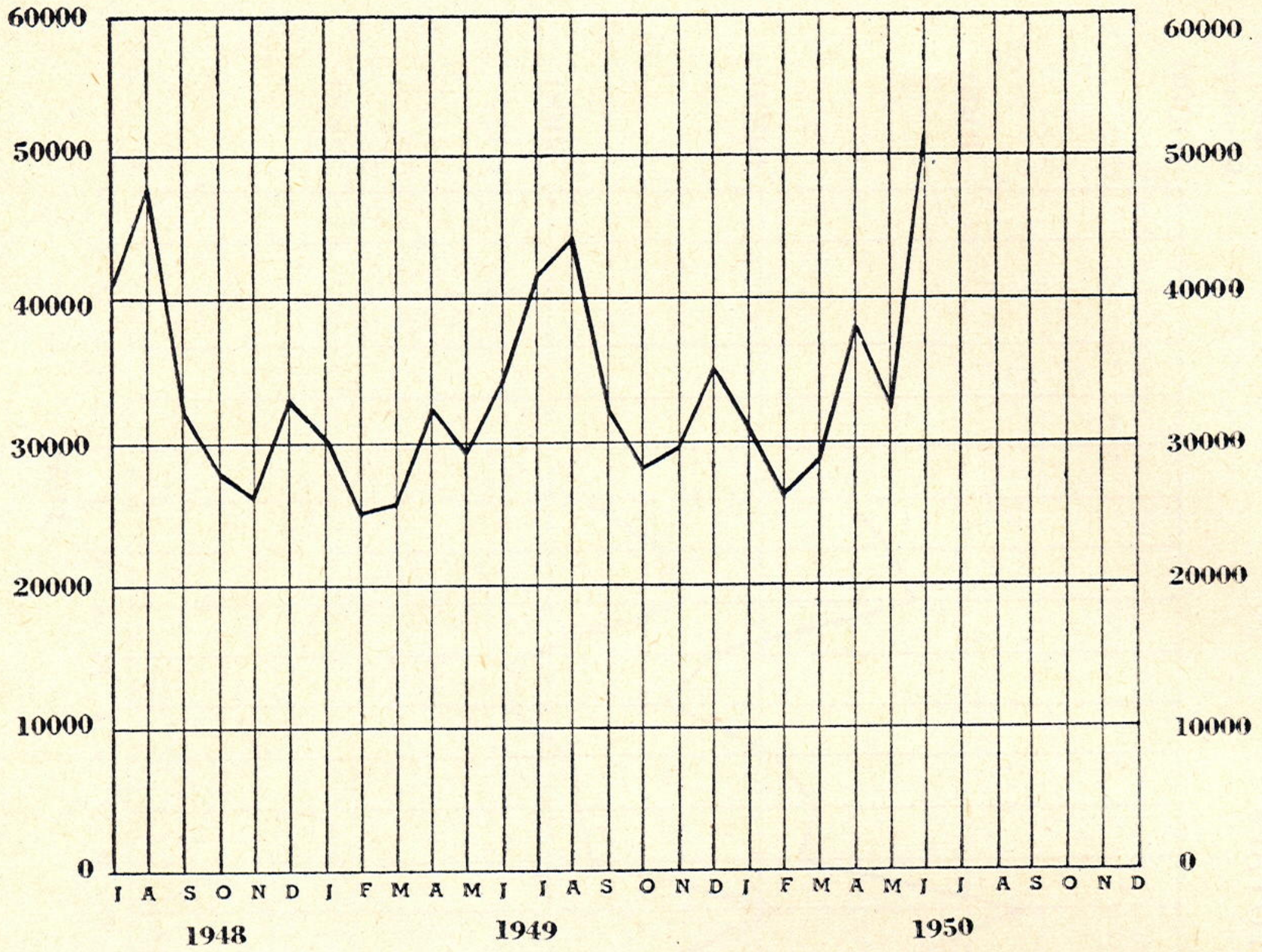
Total Landings of All Aircraft ..... ———  
 Scheduled Air Carrier Landings ..... - - - - -  
 Non-Scheduled Air Carrier Landings ..... ———  
 Civilian Aircraft Landings ..... - - - - -  
 Military Aircraft Landings ..... - - - - -



Number of Passengers

### INTER-ISLAND PASSENGERS

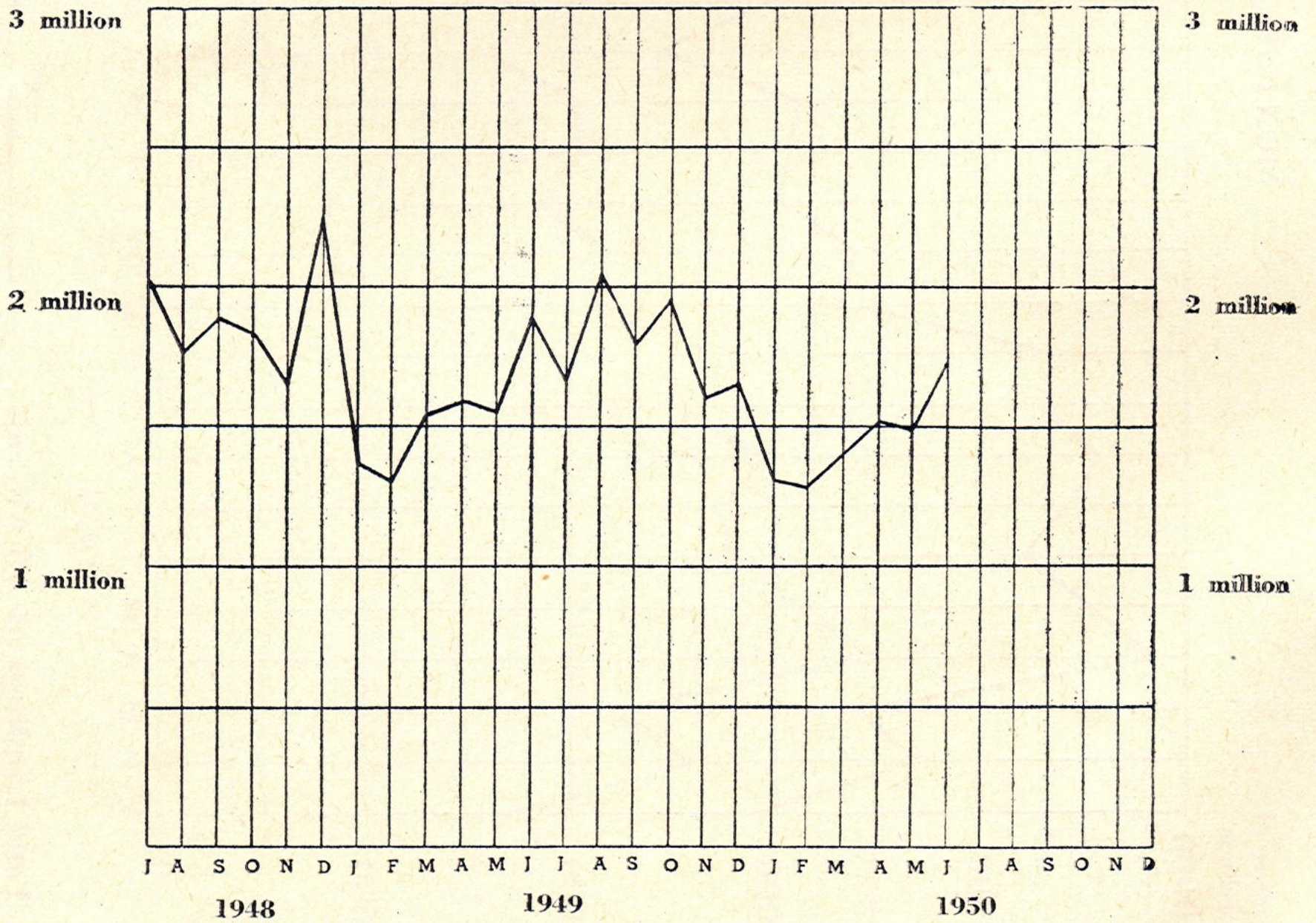
Number of Passengers



### INTER-ISLAND AIR FREIGHT & EXPRESS (Combined Totals)

Pounds

Pounds





TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION

STATEMENT OF PROFIT AND LOSS  
For the Fiscal Year July 1, 1949 to June 30, 1950

Symbol	INCOME	Total All Funds	Fuel Tax Fund	Airport Revenue Fund	General Funds
445	Aviation Fuel Tax.....	\$586,188.26	\$586,188.26	\$ .....	\$ .....
401	Rental of Land—Paved Area.....	9,612.98	.....	9,612.98	.....
402	Rental of Land—Unpaved Areas	33,034.04	.....	33,034.04	.....
403	Rental of Space— Administration Building.....	20,647.92	.....	20,647.92	.....
404	Rental of Nose Hangar Space.....	714.63Cr.	.....	714.63Cr.	.....
405	Rental of Other Hangars & Sheds	5,484.74	.....	5,484.74	.....
406	Rental of Warehouses and Other Structures.....	81,085.98	.....	81,085.98	.....
407	Rental of Equipment.....	1,485.00	.....	1,485.00	.....
410	Landing Fees— Certified Operators.....	26,736.00	.....	26,736.00	.....
411	Landing Fees— Uncertified Operators.....	3,945.44	.....	3,945.44	.....
413	Parking and Uncovered Storage of Aircraft.....	398.00	.....	398.00	.....
420	Terminal Sales— Restaurant—Cafe .....	20,708.24	.....	20,708.24	.....
421	Terminal Sales— Radio Communications.....	712.50	.....	712.50	.....
422	Terminal Sales—Florist.....	1,551.72	.....	1,551.72	.....
435	Terminal Sales— Taxi Stall Rentals.....	13,050.00	.....	13,050.00	.....
440	<i>Miscellaneous Income:</i> Taxi Permits.....	1,248.00	.....	1,248.00	.....
	Sale of Materials— B.O.Q. Maui.....	16,228.55	.....	16,228.55	.....
	Sale of Buildings.....	18,362.50	.....	18,362.50	.....
	Sale of Materials—Other.....	11,370.75	.....	11,370.75	.....
	Other Income.....	21,020.63	.....	21,020.63	.....
441	Interest Income.....	279.81	.....	279.81	.....
	<b>TOTAL INCOME</b> .....	<b>\$872,436.43</b>	<b>\$586,188.26</b>	<b>\$286,248.17</b>	<b>\$ .....</b>
<b>EXPENDITURES</b>					
501	Salaries and Wages.....	\$432,825.35	\$303,818.83	\$114,729.58	\$ 14,276.94
502	Stationery and Supplies.....	11,296.37	7,234.36	3,871.43	190.58
503	Materials (Buildings and Fields)	2,414.30	2,228.47	.....	185.83
504	Communication Service.....	4,456.08	1,136.44	3,287.22	32.42
505	Travel Expense.....	12,464.05	2,060.92	10,403.13	.....
506	Transportation of Things.....	1,233.78	906.18	100.78	226.82
507	Printing and Binding.....	95.40	.....	95.40	.....
508	Advertising and Publishing.....	1,003.31	.....	568.16	435.15
509	Furnishing Heat, Light, Power and Water.....	42,293.17	42,293.17	.....	.....
510	Rents .....	5,785.92	3,224.37	2,561.55	.....
511	Repairs and Alterations.....	40,300.19	38,047.96	167.06	2,085.17
512	Insurance and Miscellaneous Expenses .....	6,606.53	5,254.10	1,275.61	76.82
513	Motor Vehicle Upkeep.....	28,844.64	26,995.51	1,849.13	.....
514	Engineering Expenses.....	4,894.65	3,592.09	8.64	1,293.92
	<b>TOTAL EXPENDITURES</b> .....	<b>\$594,513.74</b>	<b>\$436,792.40</b>	<b>\$138,917.69</b>	<b>\$ 18,803.65</b>
	Net Operating Profit or "Loss" before Depreciation.....	\$277,922.69	\$149,395.86	\$147,330.48	—18,803.65
	<i>Less Depreciation (Memo only)</i> .....	<i>\$120,915.71</i>			
	<b>Net Profit for Year</b> .....	<b>\$157,006.98</b>			



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION

BALANCE SHEET AS AT JUNE 30, 1950

ASSETS

CURRENT

*Cash Available*

Territorial Airport Fund—S7161.....		\$ 562,785.12	
Unencumbered Balance.....	\$ 547,030.39		
Encumbrances .....	15,754.73		
Territorial Airport Revenue Fund—S7169.....		379,976.89	
Federal Grants—Kona—Liue Airport— S7171—S7173 .....		24,133.89	
Encumbrances .....	\$ 24,133.89		
General Fund Appropriations—Prior Years.....		216,511.86	
Unencumbered Balance.....	\$ 189,963.51		
Encumbrances .....	26,548.35		
<del>General Fund Appropriations—S. L. of H. 1949—</del> <i>Loan</i> Various Airports—Act 368 S.S.L. of H 1949.....		1,585,251.30	
Unencumbered Balance.....	\$1,414,193.91		
Encumbrances .....	171,057.39		
Kona Airport—Act 103 S. L. of H. 1949.....		64,487.26	
Unencumbered Balance.....	\$ 487.26		
Encumbrances .....	64,000.00		\$2,833,146.32
Accounts Receivable—Lessees.....		\$ 131,754.92	
Accounts Receivable—Reimbursable Services.....		7,009.96	
		\$ 138,764.88	
Notes Receivable.....		20,071.32	158,836.20
<b>OTHER ASSETS</b>			
Deposits and Guarantees.....		\$ 30,395.82	
Paid Expenses—Insurance, Water, Salaries.....		1,725.37	
Inventories—Office Supplies, Materials (Field).....		25,933.95	58,055.14
<b>TOTAL CURRENT ASSETS.....</b>			<b>\$3,050,037.66</b>



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION  
BALANCE SHEET AS AT JUNE 30, 1950—*Continued*

**FIXED ASSETS**

Unimproved Land.....		\$ 402,888.42
Improved Land—Runways.....	\$ 519,249.19	
Provided by H.A.C. Funds.....	\$ 386,801.83	
Provided by Federal Grants-in-Aid.....	132,447.36	
<i>Less Reserve for Depreciation</i> .....	71,302.26	447,946.93
Roads, Walks, Parking Areas.....	\$ 5,808.67	
<i>Less Reserve for Depreciation</i> .....	167.07	5,641.60
Fences.....	\$ 9,528.16	
<i>Less Reserve for Depreciation</i> .....	1,154.72	8,373.44
Improved Ocean Areas (Keehi Lagoon).....	\$ 25,318.65	
<i>Less Reserve for Depreciation</i> .....	15,191.19	10,127.46
Buildings—Terminal and Administration.....	265,346.92	
<i>Less Reserve for Depreciation</i> .....	67,427.93	197,918.99
Nose Hangars.....	\$ 23,580.00	
<i>Less Reserve for Depreciation</i> .....	7,889.10	15,690.90
Other Hangars and Sheds.....	\$ 159,207.35	
<i>Less Reserve for Depreciation</i> .....	40,793.79	118,413.56
Other Structures.....	\$ 304,229.86	
<i>Less Reserve for Depreciation</i> .....	86,817.47	217,412.39
Drainage and Water Systems.....	\$ 6,439.30	
<i>Less Reserve for Depreciation</i> .....	321.98	6,117.32
Field Lighting Systems.....	\$ 678.40	
<i>Less Reserve for Depreciation</i> .....	33.92	644.48
Power Supply Systems.....	\$ 3,378.66	
<i>Less Reserve for Depreciation</i> .....	86.67	3,291.99
Landscaping.....	\$ 5,446.70	
<i>Less Reserve for Depreciation</i> .....	437.30	5,009.40
Airport Equipment.....	\$ 11,403.65	
<i>Less Reserve for Depreciation</i> .....	6,638.96	4,764.69
Automotive Equipment.....	\$ 38,104.74	
<i>Less Reserve for Depreciation</i> .....	15,159.95	22,944.79
Office Equipment Furnishings.....	\$ 27,146.17	
<i>Less Reserve for Depreciation</i> .....	9,103.06	18,043.11
Engineering Instruments, Repair and Other.....	\$ 31,126.00	
<i>Less Reserve for Depreciation</i> .....	5,499.26	25,626.74
<b>TOTAL FIXED ASSETS</b> .....		<b>\$1,510,856.21</b>
 <i>Work in Progress</i>		
Kona, Hana, Lihue Airports & Miscellaneous Jobs		\$1,173,868.45
Provided by H.A.C. Funds.....	\$ 707,953.18	
Provided by Federal Grants-in-Aid.....	465,915.27	
<b>TOTAL ASSETS</b> .....		<b>\$5,734,762.32</b>



TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION  
BALANCE SHEET AS OF JUNE 30 1950  
LIABILITIES AND CAPITAL

<b>CURRENT</b>			
Temporary Deposits.....		\$ 30,395.82	
<b>TOTAL CURRENT LIABILITIES.....</b>		<u>30,395.82</u>	\$ 30,395.82
<b>OTHER LIABILITIES</b>			
Long-Term Loans			
Due Other Territorial Funds—Inter-Dept. Loan.....			1,641,770.00
Advancement re Paving and Improvements for Various Territorial Airports			
Unearned Income			
Rentals, Fees, etc.....			151,826.24
<b>TOTAL LIABILITIES.....</b>			<u>\$1,823,992.06</u>
<b>CAPITAL ACCOUNTS AND SURPLUS</b>			
Territorial Airport Fund—S7161.....	\$ 520,639.97		
Add Net Profit for Period.....	149,395.86		
Balance in Capital Account—June 30, 1950.....		\$ 670,035.83	
Territorial Airport Revenue Fund.....	\$ 236,658.13		
Add Net Profit for Period.....	147,330.48		
Balance in Capital Account—June 30, 1950.....		\$ 383,988.61	
<b>GENERAL FUND APPROPRIATIONS.....</b>	<b>\$ 851,691.01</b>		
Less Net Loss for Period.....	—18,803.65		
Balance in Capital Account—June 30, 1950.....		\$ 832,887.36	
<b>FEDERAL GRANTS-IN-AID CAPITAL ACCOUNT</b>		<u>\$ 515,049.16</u>	
<b>TOTAL CAPITAL ACCOUNTS.....</b>			<b>\$2,401,960.96</b>
<b>FIXED CAPITAL SURPLUS ACCOUNT</b>			
Contra to Donated Assets and Capital Outlays.....		\$1,836,833.93	
Reduced by Depreciation Reserve.....		<u>328,024.63</u>	
			<u>\$1,508,809.30</u>
<b>TOTAL LIABILITIES, CAPITAL AND FIXED CAPITAL SURPLUS.....</b>			<u><u>\$5,734,762.32</u></u>



TERRITORY OF HAWAII

HAWAII AERONAUTICS COMMISSION

STATEMENT OF OPERATING EXPENSES (ALL FUNDS) BY DEPARTMENTS

For the Fiscal Year July 1, 1949 to June 30, 1950

Symbol	CLASSIFICATION	Total	Traffic Operations	Maintenance and Repair of Fields	Maintenance of Buildings and Structures	Administration
501	Salaries and Wages.....	\$432,825.35	\$ 84,032.38	\$101,022.82	\$133,055.82	\$114,714.33
502	Stationery and Supplies.....	11,296.37	1,883.43	3,665.57	1,832.79	3,914.58
503	Materials (Buildings and Field).....	2,414.30	402.38	804.76	1,207.16	.....
504	Communication Service.....	4,456.08	995.79	24.42	140.65	3,295.22
505	Travel Expense.....	12,464.05	749.43	1,250.49	51.00	10,413.13
506	Transportation of Things (Service).....	1,233.78	17.84	934.52	180.64	100.78
507	Printing and Binding.....	95.40	.....	.....	.....	95.40
508	Advertising and Publications.....	1,003.31	.....	.....	62.23	941.08
509	Furnishing Heat, Light, Power and Water.....	42,293.17	738.70	20,283.17	21,271.30	.....
510	Rents.....	5,785.92	.....	291.78	2,932.59	2,561.55
511	Repairs and Alterations.....	40,300.19	697.40	21,073.02	18,362.71	167.06
512	Insurance and Miscellaneous Expenses.....	6,606.53	74.30	629.52	4,483.08	1,419.63
513	Motor Vehicle Upkeep.....	28,844.64	8,979.17	17,984.63	31.71	1,849.13
514	Engineering.....	4,894.65	.....	3,596.04	274.92	1,023.69
TOTAL OPERATING EXPENSES.....		\$594,513.74	\$ 98,570.82	\$171,560.74	\$183,886.60	\$140,495.58



