



Annual Report

of the Chairman,

Territorial Aeronautical Commission

Territory of Hawaii

July 1, 1928---June 30, 1929

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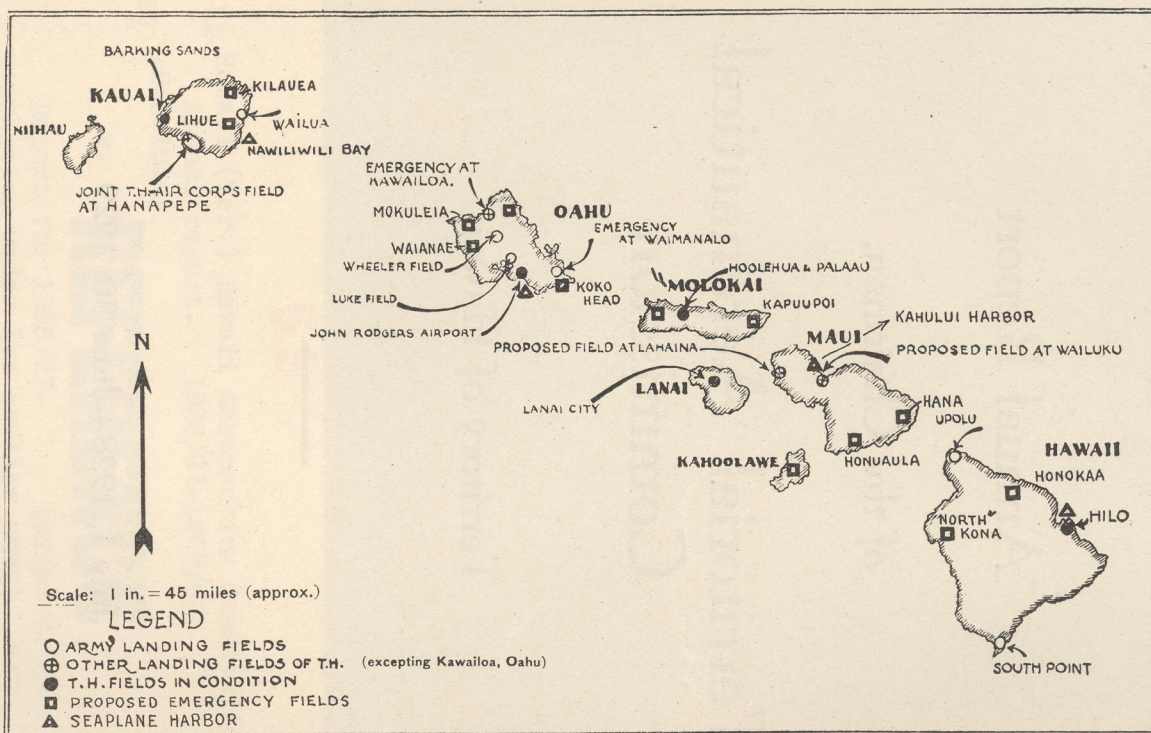
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387.71 Hawaii (Ter.) Hawaii Aeronautics Commission
H31 Annual report. 1926/27-1959/60.
1928/29 [Honolulu]

v. **REFERENCE**

Report for 1926/27- issued by the
commission under its earlier name: Territorial
Aeronautics Commission.

1. Airports - Hawaii. I. Title. ul

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MAP SHOWING PRINCIPAL LANDING FIELDS ON THE MAIN ISLANDS IN THE TERRITORY OF HAWAII, JUNE 30, 1929

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M. acc.

LETTER OF TRANSMITTAL

August 15, 1929.

To His Excellency,
Lawrence M. Judd,
Governor of Hawaii,
Honolulu, T. H.

Your Excellency:

In compliance with the request of the letter of Your Excellency's predecessor, Ex-Governor Wallace R. Farrington, of May 21, 1929, I have the honor to submit the third annual report of this Commission for the fiscal year ending June 30, 1929.

Respectfully yours,

P. M. SMOOT, CHAIRMAN.

Incl. (Report)

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#31
1928/29

ANNUAL REPORT
OF THE
AERONAUTICAL COMMISSION
TERRITORY OF HAWAII

1928 - 1929

GENERAL REMARKS

Commercial aviation is moving forward with an unprecedented speed. The past year has seen equipment considered modern one day become obsolete the next, so rapid are the strides of improvements and advancements.

It is obvious that in order to provide for the working and ground facilities of such an especial industry as our present commercial flying activities, a body of highly specialized or technical men trained in this new art of transportation should have unhampered control in directing the Territorial portion of commercial flying. As is done in all sections of the world where aviation is progressing, men closely associated and familiar with all the intricate branches of aviation are employed to supervise that new industry. The same procedure should apply here as in any other of our air-minded communities. It has been the view of the Commission members that their duties as such covered, principally, the following listed subjects relating to aviation and have therefore so governed their actions while conducting Territorial aviation matters:

(1) The examination and rating of all pleasure and noncommercial aircraft, not licensed by the Federal Government, as to their airworthiness and ability to properly fly over the lands of this Territory. A license from the Federal Government is not required of aircraft unless flying for commercial purposes.

(2) The examination and rating of all persons desiring to become pilots who do not secure a license from

the Federal Government. A license from the Federal Government is not required of pilots unless flying for commercial purposes.

(3) The examination and regulation of all aviation ground schools, two of which are operating on the Island of Oahu.

(4) The size and condition or specifications of all private, commercial and municipal landing fields or airports that such may be safe to persons and property.

(5) The supervision of restricted areas for flying over important military and naval reservations.

(6) The preparation, promulgation and enforcement of rules and regulations for the operation and conduct of private, commercial and municipal landing fields, airports and air waterways, including the subjects of fire protection; first-aid; radio; meteorological data; etc.

(7) The leasing or renting of concessions on Territorial fields and airports for the sales of gasoline, oils and airplane supplies.

(8) The setting of charges and fees for use of Territorial fields, including rents of hangars or hangar space, and the services of air mechanics.

(9) The connection of airports and landing fields with communication facilities, such as roads, railroads, telephones, telegraphs, etc.

(10) The bringing to trial and securing proper punishment of persons violating air navigation and field rules of the Territory.

(11) The collection and recording, preparation and report of all data on aviation and aeronautics throughout the Territory, including an annual report to the Governor on this important subject.

The Territorial Aeronautical Commission has been operating as such since the 9th day of May, 1927, when commissions were signed by the Governor of Hawaii appointing five members under the authority of Act 238 of the 1927 Session of the Territorial Legislature.

During the past fiscal year the following changes in the personnel of the Commission transpired:

Gains:

2nd Lieutenant Chester R. Clarke, U. S. Army
Air Corps Reserve, appointed October 2,
1928.

Commander Victor D. Herbster, Commanding
Officer of the Naval Air Station, Pearl Har-
bor, appointed October 2, 1928.

Mr. Charles H. Dolan, Jr., appointed December
31, 1928.

Loss:

Mr. A. W. Van Valkenburg, resigned November
27, 1928.

Membership of the Commission as of June 30, 1929 is as follows:

Colonel P. M. Smoot (Chairman)

Mr. Will C. Crawford

Mr. Herbert F. Cullen

Mr. Leo G. Fehlman

Mr. Chester R. Clarke

Commander Victor D. Herbster, U. S. N.

Mr. Charles H. Dolan, Jr.

The following six of the above commissioners are, or have been, qualified licensed or military pilots:

Mr. Will C. Crawford

Mr. Herbert F. Cullen

Mr. Leo G. Fehlman

Mr. Chester R. Clarke

Commander Victor D. Herbster, U. S. N.

Mr. Charles H. Dolan, Jr.

The remaining member of the Commission, Colonel Smoot, Chairman, obtained a student pilot's license during February, 1929, and has taken several lessons in operating and piloting land type planes.

The appointments of the members of the Commission were not confirmed by the Senate at the Fiftieth Session of the Territorial Legislature. These appointments ex-

pired May 1, 1929. However, on May 2, 1929, the Governor reappointed these same members for a term to expire July 5, 1929, which latter date was the inauguration of a new Governor for the Territory.

ACTIVITIES OF THE COMMISSION

The Commissioners held thirteen meetings during the past year and made many visits to the various islands of the Hawaiian group where conditions for successful commercial flying and landing field sites were thoroughly investigated and studied. The Chairman was authorized on December 14, 1928, to make a trip to the mainland to investigate the entire subject of landing fields and airports, with particular reference to governmentally and municipally owned and operated fields. The Chairman was on the mainland United States from January 4th to February 9th, 1929. During the above mentioned five weeks, 18 fields were visited and inspected, of which 10 were municipal airports, 4 were large private air terminals, and 4 were Army or Navy fields. Twenty-five hours and fifty minutes were spent in the air in this investigation, covering approximately 2,200 miles over California and Arizona. Much valuable data to the Commission were obtained through this mainland investigation.

The total hours spent in flying this fiscal year by each member of the Commission on Territorial business are as follows:

Colonel P. M. Smoot	29-2/3
Mr. Will C. Crawford	13
Mr. Herbert F. Cullen	0
Mr. Leo G. Fehlman	8
Mr. Chester R. Clarke	12
Commander Victor D. Herbster ..	25
Mr. Charles H. Dolan, Jr.	10

At a meeting of the Commission on February 18, 1929, the Chairman was authorized to appoint certain commit-

tees as needed, from among its members, for the more efficient operation of this body. On February 23, 1929, the following committee appointments were made:

- (1) ENTERTAINMENT—Mr. Cullen, Chairman; Mr. Dolan, Commander Herbster.
- (2) EXAMINATIONS AND RATINGS OF PRIVATE FLYING FIELDS—Mr. Crawford, Chairman; Mr. Cullen, Mr. Clarke.
- (3) LAWS, LEGISLATION, RULES AND REGULATIONS—Colonel Smoot, Chairman; Mr. Dolan, Mr. Fehlman.
- (4) LOCATION OF FLYING FIELDS AND AIRWAYS—Colonel Smoot, Chairman; Mr. Crawford, Commander Herbster.
- (5) DEVELOPING, DESIGNING; EQUIPMENT OF AIRPORTS AND EMERGENCY FIELDS—Mr. Dolan, Chairman; Mr. Cullen, Commander Herbster.
- (6) FIELD OPERATIONS—Mr. Fehlman, Chairman; Mr. Clarke, Mr. Cullen.

This scheme of the Commission's operating as committees proved most efficient, and much constructive work has been done by the various committees.

COMMERCIAL AIR ACTIVITIES

The fiscal year July 1, 1928 to June 30, 1929, has witnessed the inauguration of commercial aviation in Hawaii on a larger scale than any previous such period. Several new concerns were organized and incorporated to conduct flying activities within the Territory as follows:

Hawaiian Aeronautical Industries, Limited, incorporated November 5, 1928. Operations Field, John Rodgers Airport, Honolulu. Pilot and mechanic instruction; general flying activities such as sightseeing and aerial photography. Flying equipment: Three land biplanes; an American Eagle, a Swallow and a J N 4.

Western Pacific Air Transport, Limited, incorporated

February 20, 1929. Operations Field, Ward Airport, Ala Moana Boulevard, Honolulu. Pilots' and mechanics' schools; general flying services, special inter-island flights. Flying equipment: Two Travel Air land biplanes.

Inter-Island Airways, Limited, incorporated January 30, 1929, with an authorized capital stock of \$2,000,000, of which \$500,000 has been subscribed, to conduct regularly scheduled inter-island passenger and express transportation. Equipment reported ordered for early delivery.

Hawaiian Airways, Limited, incorporated June, 1929, with authorized capital stock of \$1,050,500, to conduct regularly scheduled inter-island passenger and express transportation. Equipment reported ordered for early delivery.

AIRPORTS AND LANDING FIELDS

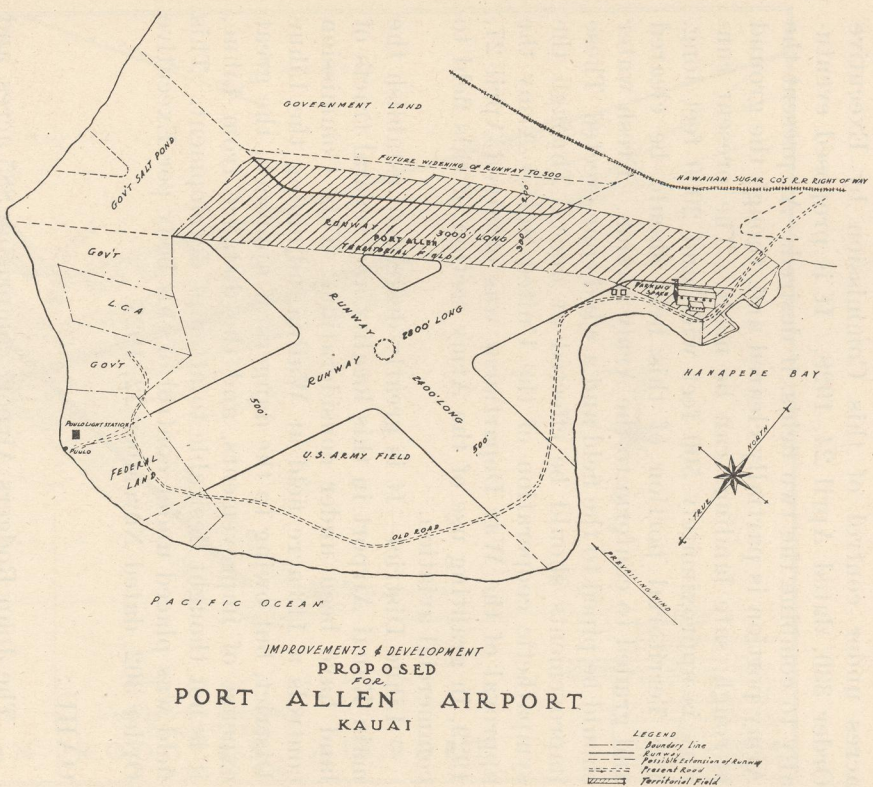
There is embodied in this report a map showing principal landing fields on the main islands in the Territory of Hawaii, June 30, 1929. The location of all airports and landing fields in operation, under construction, and proposed under the present plans of this Commission, are shown on this map. Under terms of existing Territorial laws the Superintendent of Public Works is 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. As soon as these projects are completed, the control and operation of these fields are conveyed to the Territorial Aeronautical Commission.

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, 1928.



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.

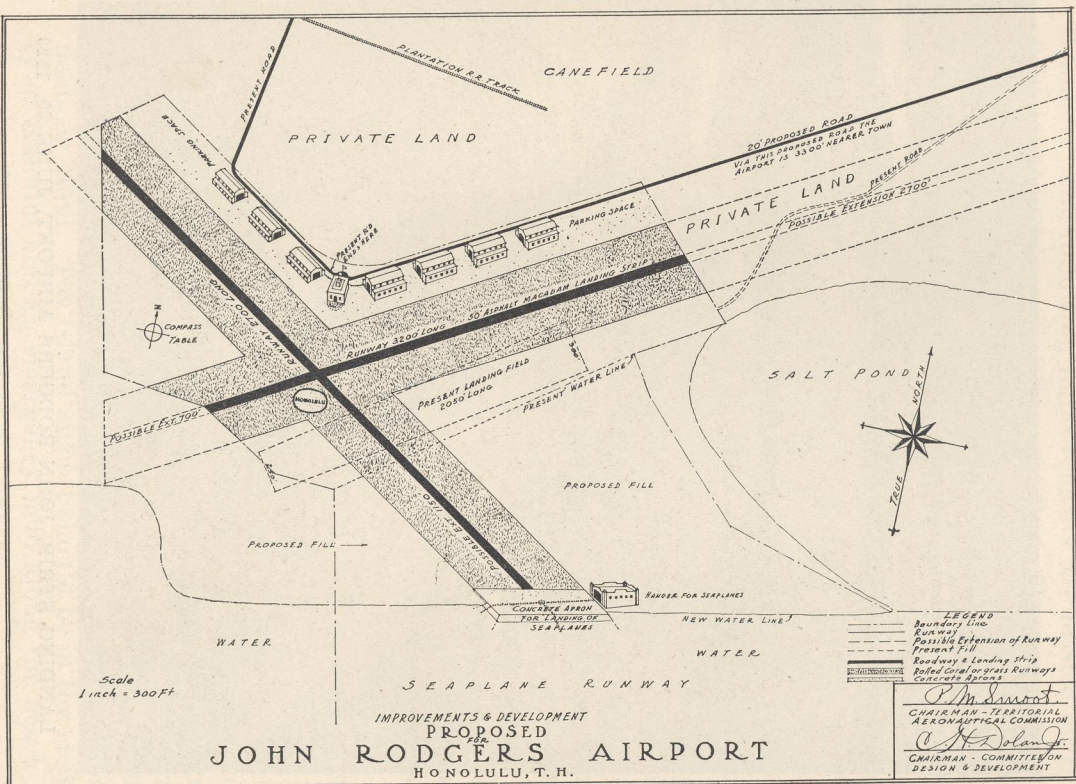
Port Allen (Hanapepe)—This field comprises two sections: one of 67 acres under the jurisdiction of the United States Army, and an adjoining section of 29.35

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. The present runway is approximately 500 feet wide and 2000 feet long. The Territorial portion of this field should be cleared and graded to conform to the Army section. Fresh water should be piped to the field and a wind cone erected. These improvements should be effected at once. Through the sympathetic cooperation of the United States Army the approval of the War Department was obtained April 27, 1929, in granting use of the Army section of this field to commercial aviation.

Lihue District—It is greatly desired to establish the main Kanai Airport in this locality and several tracts of land have been 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 302, dated November 22, 1927.

OAHU:

The John Rodgers Airport comprising 885 acres, and located at Keehi Lagoon on the shore line of Kalihii Basin about five miles west of the center of the City of Honolulu, was placed under the jurisdiction of the Commission by Executive Order 293, dated August 2, 1927. A portion is under construction by the Superintendent of Public Works and there has been completed a runway 250-300 feet wide and 2050 feet long as well as considerable clearing on the balance of the area. 766 acres of this airport are at present under tide water. The balance, or 119 acres, are available for immediate clearing and grading. There has been too much delay in getting this airport prepared for use, such delay being a practical





LANDING STRIP, JOHN RODGERS AIRPORT, JUNE 30, 1929

demonstration of divided responsibility—plus a lack of sufficient funds to attack the enterprise in an aggressive manner. The following improvements are needed on this field immediately: clearing, grading, filling, roadways, runways, landing strips, aprons, water service, hangars, administration building, telephone and electric light and power service and fencing. 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.

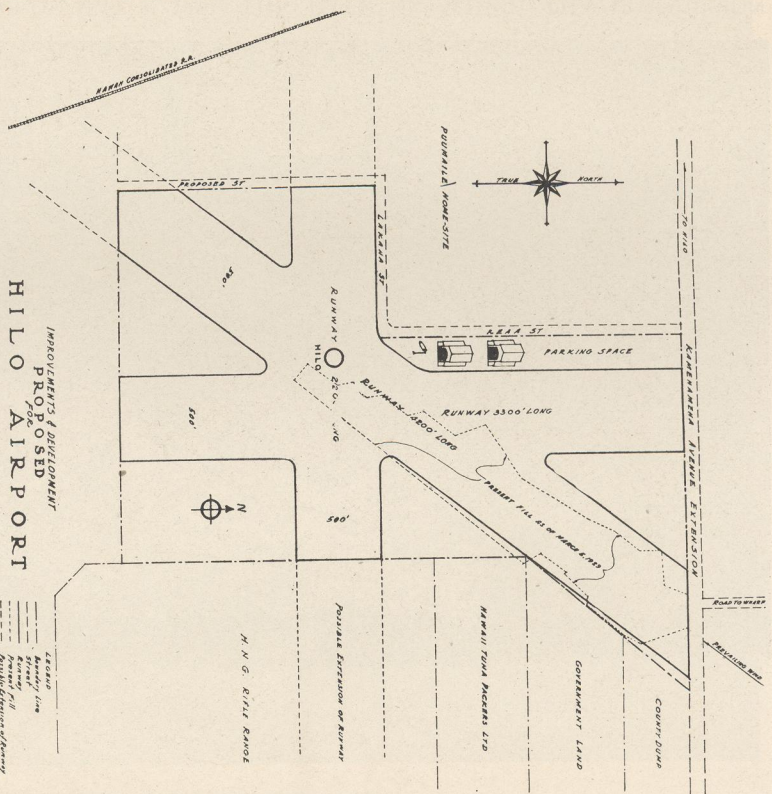
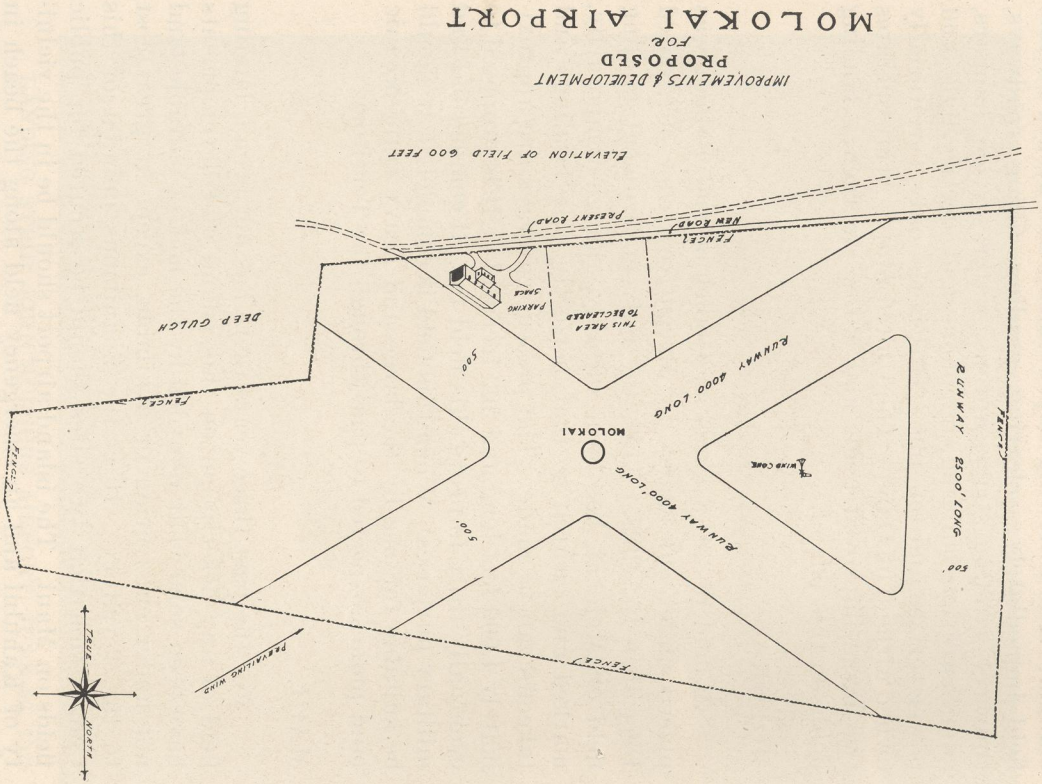
MOLOKAI:

A field of 204.8 acres at Hoolehua and Palaau was placed under our charge by Executive Order 307, dated December 15, 1927. This, the only government landing field on Molokai, has been suitably, though temporarily, marked and cleared so that perfectly safe landings and takeoffs can be made. The present runways are approximately 4,000 feet long and 500 feet wide. 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 three years there has not been a landing field of any description on this island and developments have been somewhat retarded by the lack of suitable land not under cultivation or available, except at great cost to the Territory. It is the unanimous opinion of this Commission that two sites should be secured for public fields on Maui. The island airport should be in the vicinity of Kahului and an emergency field along the beach in the immediate neighborhood of Lahaina.

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 Leinukalahua, Kaa.

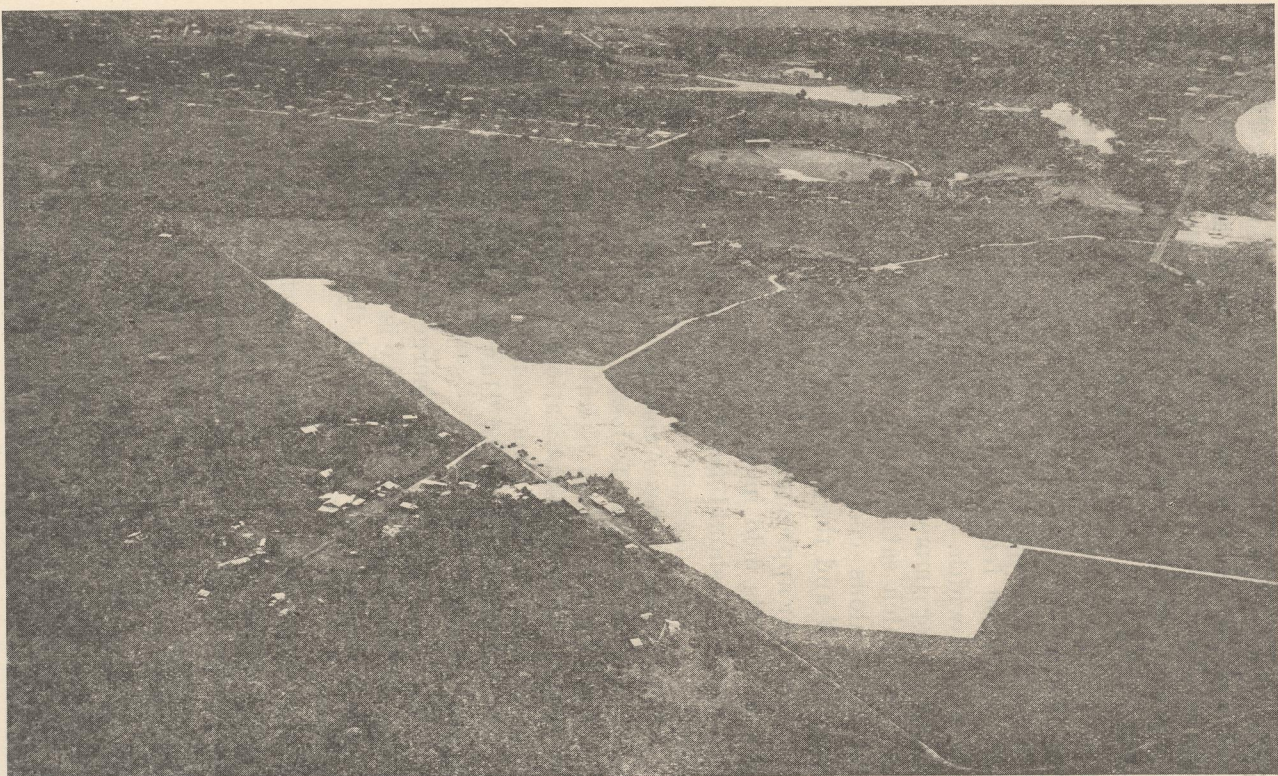
HAWAII:

Hilo Airport—Originally, the Governor 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, 1927, there were added to this area 41.45 acres by Executive Order 334. Deeming it advisable to enlarge this field that eventually runways may be extended and a mooring mast for dirigibles might be erected, an additional 86 acres were incorporated in this airport on January 16,



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CONDITION OF HILO AIRPORT RUNWAY AS OF MAY 9, 1927, THE DATE ON WHICH THE COMMISSION ASSUMED THE DEVELOPMENT OF FIELDS THROUGHOUT THE TERRITORY



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AERIAL VIEW OF HILO AIRPORT, MAY, 1929

1929, by Executive Order 350 of the Governor. This airport now comprises 227.45 acres. Work has been slowly, but steadily, progressing upon this field for more than three 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 400 feet wide and 2,800 feet long. When completed, this field should have three runways, one 2,200 feet, one 3,300 feet and one 4,000 feet in length and all 500 feet in width. At the present this field is in better condition for immediate use than any other Territorial Airport, which satisfactory condition is probably due to the harmonious cooperation of the Attorney General, High Sheriff and the Commission.

A hangar approximately 100 feet by 100 feet should be erected on this field immediately. A lighter-than-aircraft mooring mast should be erected eventually on this airport.

The United States Army now controls three landing fields on this island as follows:

Upolu Point, North Kohala. An improved field with buildings, radio communications, caretaker and operations personnel of the Army constantly on duty.

South Point, Kaalualu, Hawaii. An unimproved emergency field.

Kilauea Volcano. An emergency field adjoining the crater of Kilauea. This property is under the jurisdiction of the National Parks Bureau of the Department of the Interior.

It is considered of major importance that an emergency landing field be secured immediately by the Territory in the vicinity of Honokaa, Hamakua Coast.

GENERAL:

In addition to the fields described above, Your Excellency's Commission urgently recommends the acquisition of certain emergency fields of moderate size and sea-plane harbors that are considered indispensable for safe-

guarding the logical air routes throughout these islands. The most important of these emergency fields would be those located on the coast lines on the shores of the channels separating the various major islands. Priority of developing such fields and harbors should be as follows:

EMERGENCY FIELDS:

Honuaula, southeast coast of Maui.

Mokuleia, north coast of Oahu.

Lihue, east coast of Kauai.

Kalunakoi, west coast of Molokai (vicinity of Ka Lae

O Ka Iho Point).

Hana, northeast coast of Maui.

Kahoolawe Island.

Koko Head, east coast of Oahu.

Kahuku, north coast of Oahu.

Kilauea, north coast of Kauai.

North Kona, west coast of Hawaii.

Kapunupoi Cape, northeast point of Molokai.

Waianae, southwest coast of Oahu.

SEAPLANE HARBORS AND RUNWAYS:

Nawiliwili Bay, east coast of Kauai.

Kahului Harbor, north coast of Maui.

Hilo Harbor, east coast of Hawaii.

John Rodgers Airport, south coast of Oahu.

LAWS AND REGULATIONS

Several important opinions have been rendered the Commission during this past fiscal year which have considerable bearing on our Territorial Laws and on the regulations to be promulgated by the Commission. The Aeronautics Bureau of the Department of Commerce, Washington, D. C., rendered us an opinion on the 27th of December, 1928 as follows:

(a) "Flights over Hawaii for pleasure would not be Interstate Air Commerce and could be regulated as

regards licensing by the Territory but would be subject to the Federal Air Traffic Rules.”

(b) “Territorial Aeronautical Commission can regulate the establishment of airports within the Territory whether the same be private or commercial as it is an allied activity.”

An opinion from the Attorney General of Hawaii dated October 24, 1928 states “that aircraft used solely for pleasure and non-commercial purposes may require licensing by this Commission.”

Our Territorial laws relating to aeronautics should be revised, amplified and brought to date, in order to eliminate certain conflicting provisions with the Federal Statutes on this subject and to incorporate the latest desirable developments of aviation.

The Commission does not believe in hampering the development of this new means of transportation with many provisions of legislation, and recommends authority be retained by such Commission to make rules and regulations until the new industry has fully developed, when it will be ample time to enact into laws the desirable features of such rules and regulations. At the 1929 Session of the Territorial Legislature, this body endeavored to have our Territorial Statutes governing the operation of commercial aviation revised and brought to date, and presented House Bill No. 311 to our Legislature. This Bill was tabled in the Senate on May 1, 1929. It is considered unfortunate that this Bill was not enacted into law, and that our Legislature should have refused to accept the recommendations of a body of airmen whose duty it was to supervise Territorial commercial aviation and recommend to our Legislature the necessary laws to carry out the ideas and conclusions of its aeronautical commission.

It was found desirable to change the regulations of the Territorial Aeronautical Commission to some small extent, and on May 29, 1929 at a meeting of the Commission a few minor changes were made in our Air Commerce

Regulations. These changes were so minor in character that they do not affect the general operation of commercial aircraft throughout the Territory, and after two years of operation under our rules and regulations it is evident that our original ones were satisfactory.

On the 9th day of July, 1928, the Governor approved our first set of Airport Rules for the operation of territorially owned and controlled airports and landing fields. Copies of Territorial Air Commerce Regulations and these Airport Rules will be found in Appendix “A” attached to this report.

FINANCE

The 1927 Legislature appropriated \$10,000 for the operating expenses of this body for the biennial period July 1, 1927 to June 30, 1929. From July 1, 1927 to June 30, 1928, there was expended by the Commission \$3,362.44. During the fiscal year July 1, 1928 to June 30, 1929 the following sums were expended:

G2881A—Other Personal Services	\$2,196.11
G2881B—Other Current Expenses	3,793.41
G2881C—Equipment	304.25
Total	\$6,293.77

Of the \$10,000 originally appropriated to cover the following items: Personal Services; Communication Service; Supplies; Travel Expenses; Transportation; Repairs and Alterations; Current Expenses; Upkeep of Motor Vehicles; and Office Equipment, there is an unexpended balance of \$343.79 being returned to the Territorial Treasurer. The above mentioned moneys were all that had been allotted to the Commission under their control.

The 1927 Session of the Legislature placed the following sums of money under the control of other departments of the Territorial Government for use in the development of aviation: Superintendent of Public Works, \$100,000; Attorney General, \$25,000. For the accounting or expenditure of the above mentioned sums, Your

Excellency is referred to the annual report of those two departments.

The subject of securing sufficient moneys for the normal development of commercial aviation by the Territorial Government has been a source of considerable study by this Commission. Like all new enterprises, aviation suffers from a lack of sympathetic understanding by the average layman, and particularly those Government officials charged with the development of our Territory. Several budgets were presented to the Fifteenth Session of the Territorial Legislature, convened on February 16, 1929, to cover the appropriations for Territorial support of commercial aeronautics for the biennium July 1, 1929 to June 30, 1931, and though these budgets were reduced to the bare necessities as determined by the Commission after much investigation and study, the final appropriations are but one quarter of our recommendations. As finally appropriated by the Legislature, Territorial aviation will have the following amounts for its promotion and development within the next two years: \$100,000.00 for the development of Territorial airports; Department of Aeronautics, \$25,000.00; Waikaka Airport, \$7,000.00; Attorney General, \$10,000.00. Your Excellency's attention is earnestly invited to the item for the development of Territorial fields for the next two years. A conservative estimate would be that we should spend at least an average of \$100,000 on each airport and about \$25,000 on the development of intermediate and emergency fields. These figures do not include the acquisition or purchase of private lands, which would add perhaps \$200,000.00 more to the cost of Territorial aviation. Our investigations prove that a city airport on the mainland when developed to date costs not less than \$500,000 and more often \$1,000,000. Therefore, the problem before our Commission during the ensuing two years is how to stretch this meager sum of \$142,000 to approximately \$1,000,000. We can only hope that the public will not expect any marvelous development in our local preparation for commercial flying during the next two years. That the matter

of acquiring the necessary funds for the normal development of our local airports is a difficult one has been proved herewith in a letter to the Chairman of the Finance Committee, House of Representatives, dated March 18, 1929 in replying to request of March 11th for an itemized budget from the Aeronautical Commission. A copy of this letter follows:

TERRITORIAL AERONAUTICAL COMMISSION
NATIONAL GUARD ARMORY
HONOLULU

March 18, 1929

The Chairman, Finance Committee, House of Representatives
Territorial Legislature
Honolulu, T. H.

Dear Sir:

Pursuant to your verbal instructions of Monday, March 11th, I am submitting to your Finance Committee for the Territorial Aeronautical Commission two (2) proposed budgets for the administration and operation of territorial aviation activities for the biennium July 1, 1929 - June 30, 1931.

Budget No. 1 is that submitted to the Legislature by the Governor and carries a total of \$273,000 and is the one to which the Governor refers in his Loan Fund Message as follows: "Air port construction and permanent equipment are included in an item of \$173,000. This budget was prepared at a time when no commercial aviation company had been organized, but it was apparent that air ports must be constructed to provide for the future. Two companies are now in progress of organization. Air ports are of first consideration for successful operation of airships between the islands. Possibly this appropriation should be increased under supplementary estimates to be presented at a later date." This budget differs from the one submitted by the Territorial Aeronautical Commission to the Governor for incorporation in the budget by the amount of \$194,290.

Budget No. 2 is a revised one of the original budget of this Commission reducing the figures from \$467,290 to \$416,490, a reduction of \$50,800. It is this budget that you have requested be submitted and it is the one believed by the members of this Commission to be necessary for the normal and healthful development and aids to commercial aviation by the Territory for the ensuing two years.

In regards to the manner in which any moneys might be spent that are appropriated for the development of commercial aviation, this Commission is unable to present any specific data unless all funds appropriated for this purpose, other than for the transportation and housing of prisoners on the Hilo Airport, are placed directly under the control of this body. Like all new inventions and enterprises, the general public is keenly interested and becomes unduly concerned with its development, regardless of their patent knowledge of the subject, and are very prone to form exaggerated opinions and to impress upon others their ignorant ideas on the subject. It is my personal belief

that the development of aviation within the territory has been harmed and retarded more by the actions and machinations of such persons interested but uninformed on the subject than all other causes combined. I cannot impress too greatly upon those concerned the great importance of placing the development funds for territorial aeronautics under the exclusive control of this experienced Aviation Commission. Repeatedly has it been said to me by members of the Commission that we can produce more with the money appropriated under our control than should there be divided responsibilities and which being the case would seem to justify that all appropriations made, with the exception of the Hilo Airport prisoners, be placed under the jurisdiction of this Commission.

As to the progressive development of territorial aids to civil aeronautics, the most that can be said authoritatively by us at present writing would be that it is the announced opinion of the Committee on Airways and Landing Fields of the Territorial Aeronautical Commission that developments should proceed along the lines of establishing an airway for the Island of Kauai in the southeasterly direction to the Island of Hawaii. Bearing this in mind, the development of airports should proceed in the following order:

- (1) Procurement of the required airports or main landing fields.
- (2) Development of runways.
- (3) Development of approaches or connecting roadways to runways.
- (4) Fencing of fields where necessary.
- (5) Procurement, clearing, grading and fencing of intermediate emergency landing fields on the coast lines near the water gaps between the islands.
- (6) Water supply for each field.
- (7) Installation of aprons (concrete, macadam, coral, etc.).
- (8) Hangars.
- (9) Servicing buildings on intermediate and emergency fields.
- (10) Administration buildings.
- (11) Auto parking space and public utilities.
- (12) Further development of runways.
- (13) Weather reporting (aerological stations).
- (14) Radio equipment.
- (15) Additional hangars where deemed necessary.

In order to make proper reply to your verbal question as to the sum required to complete the John Rodgers Airport, Honolulu, I would say that such a question could only be authoritatively answered by a general discussion of this subject at a meeting of the Commission and I therefore am unable to give you any definite figures on such project. While this answer may seem inconsistent with our request for funds, it should be borne in mind that this Commission has no desire to propose elaborate airports for our cities or recommend any large development in advance of the rapid progress and development being made in aviation. For example, one of the large problems facing this Commission at the present moment is the recorded operations of three different types of airships to be used in connection with our fields within the ensuing two years. I refer to large transport land planes between the Pacific Coast and these islands; large transport land planes and large amphibians operating within the Territory. Each type of ship mentioned would need special considerations, and I do not believe that we should ignore the present wonderful development of air transportation throughout the leading nations of the world by

not providing the bare necessities for their reception and operation. The general plan used by this Commission as a background for the development of territorial flying fields has been to keep pace with the amount of air traffic developing within the Territory so that there is quite a possibility that some of the funds asked in either of the attached budgets may not be expended and would revert to the treasury. However, I submit herewith the estimates of the Airport Committee of this Commission for the expenditure of \$316,000 of Budget No. 2. This estimate calls for the following approximated amounts to be spent on each of the following islands:

Oahu	\$195,200.00
Hawaii	29,100.00
Maui	50,000.00
Kauai	30,000.00
Molokai	5,000.00
Lanai	4,750.00
Kahooolawe	1,950.00

It is hoped that with these essential points your Committee will be able to understand and appreciate the attitude which this Commission holds while endeavoring to keep pace with the development of aviation within our islands and not to unnecessarily expend Territorial funds.

Respectfully yours,

(Signed) P. M. Smoot
P. M. SMOOT,
Chairman.

PRELIMINARY BUDGET ESTIMATES OF APPROPRIATIONS

July 1, 1929 - June 30, 1931

Symbol	Title	Budget No. 1 Governor's Budget	Budget No. 2 Commission's Budget (Revised)
G2881—A	Other Personal Services	\$25,400.00	30,000.00
G2881—B	Other Current Expenses	24,250.00	25,090.00
G2881—C	Equipment: & Other Equipment	50,350.00	88,400.00
		\$100,000.00	\$143,490.00
C2881—E	Structures and Permanent Imp'ts to Land	173,000.00	273,000.00
	TOTAL	\$273,000.00	\$416,490.00
G2881—A	OTHER PERSONAL SERVICES:		
	Secretary	\$4,200.00	\$4,200.00
	Stenographer-Clerk	3,600.00	3,000.00
	Engineer	4,800.00	7,200.00
	1 Superintendent	4,200.00	3,600.00
	1 Junior Superintendent		3,000.00
	3 Caretakers	7,200.00	4,320.00
	Temporary Assistants	1,400.00	4,680.00
	TOTAL	\$25,400.00	\$30,000.00

Symbol Title Budget No. 1 Governor's Budget Budget No. 2 Commissioner's Budget (Revised)

G2881—B OTHER CURRENT EXPENSES:

O2 Supplies:			
0210 Cleaning and Toilet Supplies	.....	\$1,000.00	
0230 Medical and Hospital Supplies	.....	500.00	
0260 Educational and Recreational; Photos, pictures, books, text, athletic supplies	.....	500.00	650.00
0270 Office and Stationery: Paper, envelopes, etc.	.....	4,000.00	2,500.00
0280 Clothing	.....	200.00	240.00
0290 Other: Engineers' drafting, ice, drinking water, etc.	.....	2,100.00	1,200.00
TOTAL		\$6,800.00	\$6,090.00

G2881—C EQUIPMENT: AND OTHER EQUIPMENT:

3010 Office Equipment and Furnishings: Office and Administration Buildings	.....	\$4,400.00	\$11,100.00
3020 Educational, Scientific and Recreational Equipment (Meteorological instruments, moving picture equipment, etc.)	.....	1,000.00	3,500.00
3040 Construction and Repair Equipment: Machine shops (tools, etc.); Field upkeep and Repairs equipment	.....	5,850.00	19,850.00
3050 Marine Equipment: Seaplane stages (floats) and gangways	.....	4,500.00	4,500.00

3060 Hospital and Institutional Equipment: Medical emergency	.....	500.00	2,000.00
3070 Furniture, Furnishings and Fixtures: Caretakers' and Pilots' quarters	.....	2,600.00	2,600.00
3090 Other Equipment: Flying, draughting, photographic, maps; hangars (lockers, benches, cranes, etc.); toilets and comfort stations; field lighting and marking; fire extinguishing; servicing (fueling oil, gas and water); seaplane runways; lighting buildings; radio; storage and service buildings (mail rooms)	.....	31,500	44,850.00
TOTAL		\$50,350.00	\$88,400.00

G2881—E STRUCTURES AND PERMANENT IMPPTS TO LAND:

3200 Administration buildings	.....	20,000.00	\$20,000.00
3200 Storage buildings	.....	60,000.00	120,000.00
3200 Hangars	.....	6,200.00	6,250.00
3200 Service buildings	.....	
TOTAL		\$86,200.00	\$156,250.00

ACQUISITION OF LAND:

Kauai	.....	\$15,000.00	\$15,000.00
Lanai	.....	2,500.00	20,500.00
Mau	20,500.00	6,000.00
Hawaii	6,000.00	
TOTAL		\$44,000.00	\$44,000.00

FORWARDED		\$130,200.00	\$200,250.00
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CONSTRUCTION OF AND ADDITIONS TO AIRPORTS AND LANDING FIELDS:

Kauai	5,000.00	5,000.00
Oahu	.....	16,000.00	33,950.00
Molokai	.....	5,000.00	5,000.00
Mau	.....	10,200.00	10,200.00
Lanai	.....	2,250.00	2,250.00
Kahoolawe	.....	1,950.00	1,950.00
Hawaii (other than Hilo Airport)	.....	2,400.00	2,400.00
6 Emergency fields @ \$2,000.00	.....		12,000.00
TOTAL		\$173,000.00	\$273,000.00

As Your Excellency can understand from the above, we endeavored to furnish the Legislature with a budget of figures that they deem adequate, and are not the true

recommendations of this Commission. Our original budget submitted to the Governor for the biennium July 1, 1929 to June 30, 1931 was \$467,290 and it is still believed the approximate sum necessary to properly provide for the normal progress of aviation within the next two years. The Commissioners are unanimously agreed that all moneys appropriated for the development of commercial aviation and allied activities within the Territory should be placed under the jurisdiction of the Territorial Aeronautical Commission. The Commissioners fail to understand why appropriations with which we are so vitally concerned should be placed under the authority of the various departments of the Government not concerned with the development of the business of flying. If appropriations for the development of our harbors are placed at the disposal of the Harbor Board, why would not the same courtesy be accorded other commissions or boards of our Territorial Government? 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, and the past two years have amply demonstrated the right of this contention. 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 that 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.

In an endeavor to obtain more desirable facilities for our various airports than will be possible with the small amount of moneys appropriated May 3, 1929, letters were addressed to the various Chambers of Commerce through-

out the Territory requesting their financial support in providing a facility of a suitable type at the airport on their island. They were requested to sponsor a project such as an ambulance, first aid station, administration building or a hangar. No concrete results were obtained from these applications, which brings forcefully to mind the lethargy of the business public to the wonderful strides in commercial aviation that are being made throughout the world.

HISTORICAL

There were no flights of note-worthy comment during this past year between the islands of the group or between the Territory and other countries. It is anticipated that shortly an endeavor will be made to span the Pacific in an easterly direction from these islands to Continental United States.

After more than two years of faithful and constructive service to those persons interested in aviation, Lieutenant Robert J. Brown, Jr., Air Corps, United States Army, Territorial Representative of the Aeronautics Branch of the Department of Commerce, was transferred to duty on the Mainland United States. While the transfer of Lieutenant Brown was a distinct loss to the airmen of this Territory, there is much compensation in knowing that in the appointment of Lieutenant Reuben C. Moffat, Air Corps, United States Army, on January 12, 1929, as the Hawaii Representative of the Aeronautics Branch of the Department of Commerce, the Territory is again fortunate in securing the advices and services of a most capable and interested aviator.

The Annual Dinner of this Commission, given in the interest of aviation, was held Saturday, April 27, 1929 at the Pacific Club in Honolulu. Invitations were sent to all persons and organizations interested or connected with the operation or development of commercial, military or naval aviation throughout the Territory.

The Second Annual Junior Territorial Airplane

Model Contest was held during May, 1929, throughout the Territory under the auspices of the Honolulu Star-Bulletin. The members of the Commission donated a silver cup to the young man winning the Junior Endurance Flight. Master Ray Shepherd won this event by keeping his model plane in the air three minutes and forty seconds, breaking last year's record of one minute and twenty-six seconds. These contests have the indorsement of this body and the enthusiasm displayed by the juveniles throughout these islands shows the constructive interest the next generation will take in the development of aviation.

CONCLUSION

In the past year there has been a large advancement towards the perfection of air transportation throughout Hawaii. At the present, prospects are this development will increase manifold during the ensuing fiscal year.

The splendid cooperation furnished this body by the Navy Department, War Department and Department of Commerce, through their respective representatives in this Territory, has been greatly appreciated and has been of immense assistance to this Commission.

Investigation by this Commission has developed that throughout the Mainland the construction and operation of airports are either in the hands of private individuals or are conducted by various municipalities. Perhaps we could make greater progress throughout the Territory in developing suitable ground facilities for flying should we transfer to the various counties or islands the work of constructing and operating all our airports and landing fields. The rivalry thus created by the various localities might stimulate more constructive help by the various municipalities and civic bodies and undoubtedly hasten the perfection of our various fields. It is my recommendation that this be given serious thought and presented to the next session of our Territorial Legislature for consideration.

It has been a real pleasure to me to have the expert advice, indulgence and loyalty of the members of the Commission in the discharge of our duties to promote commercial aviation throughout the Territory of Hawaii.

Respectfully yours,

P. M. SMOOT, CHAIRMAN.

APPENDIX "A"

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 an airport area

shall exercise due care to guard against fire and injury to persons and 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 field manager 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 direction. 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.

AIR COMMERCE REGULATIONS TERRITORY OF HAWAII

Extracts from Revised Laws of Hawaii, 1927:

“Sec. 3894. Lawfulness of flight. Flight in aircraft over the lands and waters of the Territory is lawful, unless at such a low altitude as to interfere with the then existing use to which the land or water, or the space over the land or water, is put by the owner, or unless so conducted as to be imminently dangerous to persons or property lawfully on the land or water beneath, or unless in violation of the rules and regulations promulgated by the Territorial Aeronautical Commission pursuant to Section 3900. The landing of an aircraft on the lands or waters of another, without his consent, is unlawful, except in the case of a forced landing. For damages caused by a forced landing, however, the owner or lessee of the aircraft or the aeronaut shall be liable, as provided in Section 3895.”

“Sec. 3900. Territorial Aeronautical Commission; powers and duties. There is hereby created the Territorial Aeronautical Commission, to consist of not less than five nor more than seven members, to be appointed by the Governor and to serve without pay, one of whom shall be designated by the Governor to act as chairman. At least three of the members of said Commission shall be competent licensed aeronauts, or aeronauts holding commissions as such in the aviation service of some branch of the United States Army, Navy, Marine Corps or Coast Guard, including the Hawaii National Guard, the Naval Militia and Reserve Corps. The Chairman shall approve all vouchers for the necessary expenses of the Commission, including necessary travel expenses of the commissioners while in the performance of their duties as such commis-

sioners. The Commission shall have power, provided the necessary funds are available, to employ a secretary as well as stenographic and clerical assistants.

The powers and duties of said Commission shall be as follows:

(1) The preparation, promulgation and enforcement of rules and regulations governing aviation and allied activities within the Territory of Hawaii, which rules and regulations, when approved by the Governor and promulgated, shall have the effect of law;

(2) Examination and licensing of commercial aeronauts, mechanics, aircraft and flying equipment, including the right of access to and inspection of all such aircraft and flying equipment at all times;

(3) The establishment and chartering of airways, and areas over which flying shall be prohibited, throughout the Territory;

(4) The exclusive control and operation of all territorially owned or leased airports.

Nothing herein contained shall be construed as applying to aeronauts, mechanics, aircraft or equipment employed by the United States Army, Navy, Marine Corps, or Coast Guard, the Hawaii National Guard, Naval Militia of Hawaii or the Reserve Corps.”

“Sec. 3901. Penalties. It shall be unlawful for any person to operate any aircraft within, across or above the Territory of Hawaii, unless such person and his mechanic or mechanics, aircraft and flying equipment have been duly licensed pursuant to Section 3900, and any person so doing, and any person violating any rule or regulation duly promulgated by the Commission, shall be punished by a fine of not more than one thousand dollars (\$1,000.00), or by imprisonment for not more than one year, or by both such fine and imprisonment.”

Extracts from The Air Commerce Act of The Congress of the United States:

“The Secretary of Commerce shall, by regulation . . .

provide for the granting of registration to aircraft eligible for registration, if the owner requests such registration . . ." (Sec. 3 (a).)

"It shall be unlawful . . . to navigate any aircraft . . . in interstate or foreign air commerce unless such aircraft is registered as an aircraft of the United States." (Sec. 11 (a) (2).)

"To navigate any aircraft registered as an aircraft of the United States . . . without an aircraft certificate, or in violation of the terms of any such certificate." (Sec. 11 (a) (3).)

"Any person who (1) violates any provision of subdivision (a) of this section . . . shall be subject to a civil penalty of \$500 . . ." (Sec. 11 (b).)

"Aircraft means 'any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air, except a parachute or other contrivance designed for such navigation but used primarily as safety equipment.'" (Sec. 9 (c).)

"Aircraft of the United States means 'any aircraft registered under the air commerce act.'" (Sec. 9. (f).)

REGULATIONS OF THE TERRITORIAL AERONAUTICAL COMMISSION.

Sec. 1. EQUIPMENT

(a) Inter-island traffic.

All inter-island flights within the Territory shall be construed as flying over large bodies of water as defined in Air Commerce Regulations, Department of Commerce, and all aircraft shall therefore be equipped with an operating compass and suitable charts or maps of the Territory of Hawaii and such other equipment and supplies as required by Air Commerce Regulations, Department of Commerce.

Sec. 2. EXPLOSIVES

(a) Carrying prohibited.

The transporting of any explosives other than the

necessary shells for signalling apparatus; fuel for such aircraft while in flight; and materials for industrial and agricultural spraying (dusting) is prohibited, except upon authority obtained from this Commission.

Sec. 3. RESTRICTED AREAS

(a) No flying over fortifications.

Private and commercial aircraft are prohibited from flying over or crossing any part thereof, of the following described areas except when it is necessary to fly across any such prohibited area in order to make either a safe landing or safe take-off:

(1) Diamond Head and a circular area of a radius of 1,000 yards from the rim of the crater of Diamond Head and extending perpendicular in the air thereabove.

(2) The fortifications, naval station, and waters of Pearl Harbor, including Fort Kamehameha and Fort Weaver and the area thereabouts from a point $\frac{1}{2}$ mile due south of Ahua Point to a point $1\frac{1}{10}$ miles due north; to a point $\frac{1}{2}$ mile due west; to the town of Aiea four miles due north; thence a line in a general westerly direction to the village of Kalanau; thence to the village of Waiuan; thence to the village of Pearl City; thence round the northern boundary of the Middle Loch of Pearl Harbor to the village of Waipio; thence following the coast line of the West Loch of Pearl Harbor to its junction on its southern shore with the 158th meridian; thence to a point $3\frac{1}{2}$ miles due south; thence due east five miles to a point $\frac{1}{2}$ mile due south of Ahua Point; and extending perpendicular in the air thereabove.

Map showing these restricted areas is open to inspection in the office of this Commission.

Sec. 4. LANDING FIELDS

(a) Use of airports and landing fields.

(1) Territorially owned, leased or operated airports and landing fields are for use by all licensed aeronauts and aircraft.

(2) No buildings, structures or construction work

of any type shall be placed upon a landing field or airport unless their erection has been approved by the Commission. Applications for the erection of hangars, shops, service facilities, etc. must be addressed to the Territorial Aeronautical Commission, Honolulu Armory. The use of all landing fields, airports, etc. is contingent upon the compliance with rules and regulations of this Commission; the orders of its members, caretakers, janitors, watchmen and other employees.

Sec. 5. AERO PHOTOGRAPHY

(a) No cameras, sketching apparatus or instruments shall be carried or transported in any aircraft, or be permitted or allowed to be taken by any person or persons in any aircraft, nor pictures, photographs or sketches of any kind or nature whatsoever taken or made from aircraft while in motion or otherwise over (or above) the Island of Oahu except as provided for in subparagraph (b).

(b) Persons desiring to make photographs, moving pictures or sketches of any kind of the Island of Oahu, or objects thereon, shall first obtain a license for such purpose from this Commission. All negatives and one print of each sketch of whatsoever nature, pictures, etc. must be submitted to this Commission for inspection and approval before such pictures, sketches, etc. are released for distribution or publication. All such negatives, pictures and sketches approved for release by this Commission shall bear a stamp signifying that they have been inspected and approved. Under no circumstances shall any picture or sketch of any nature be made of any military or naval fortification.

Sec. 6. PENALTY

Any person violating any rule or regulation duly promulgated by this Commission, shall be guilty of a misdemeanor and upon conviction shall be punished by a fine of not more than one thousand dollars (\$1,000.00), or by imprisonment for not more than one year, or by both such fine and imprisonment.