



TERRITORY OF HAWAII

Hawaii Aeronautics Commission

ANNUAL REPORT

JULY 1, 1948 — JUNE 30, 1949

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

JUNE 30, 1949

ROY R. BRIGHT	<i>Acting Chairman and Member</i>
RALPH C. HONDA	<i>Secretary and Member</i>
R. ALEXANDER ANDERSON	<i>Member</i>
O. J. BURNETT	<i>Member</i>
CHARLES J. PIETSCH, JR., vice CHESTER R. CLARKE	<i>Member</i>
(Resigned March 22, 1949)	
FRANCIS K. SYLVA, D.D.S., vice E. A. BOLLES	<i>Member</i>
HAROLD W. RICE	<i>Member</i>
<hr/>	
CHESTER R. CLARKE (Until March 22, 1949)	<i>Member</i>
CHAUNCEY B. WIGHTMAN	<i>Chairman and Member</i>
(Until April 27, 1949)	

ADMINISTRATIVE STAFF

OFFICE OF THE COMMISSION

<i>Director of Aeronautics</i>	GLENN T. BELCHER
<i>First Assistant Director</i>	RICHARD B. BLACK
<i>Administrative Assistant</i>	GEO. R. SIMS
<i>Executive Secretary</i>	MAXINE RATHE' LE GURCHE'
<i>Superintendent of Safety Regulations</i>	WILLIAM S. HOLLOWAY

HONOLULU AIRPORT

<i>Airport Superintendent</i>	COIN E. PERIN
<i>Superintendent of Maintenance</i>	HENRY C. PETERS
<i>Fire Chief</i>	FRANKLIN M. METZGER

COUNTY OF HAWAII

<i>Superintendent of Airports</i>	MARK E. MARTIN
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COUNTY OF MAUI

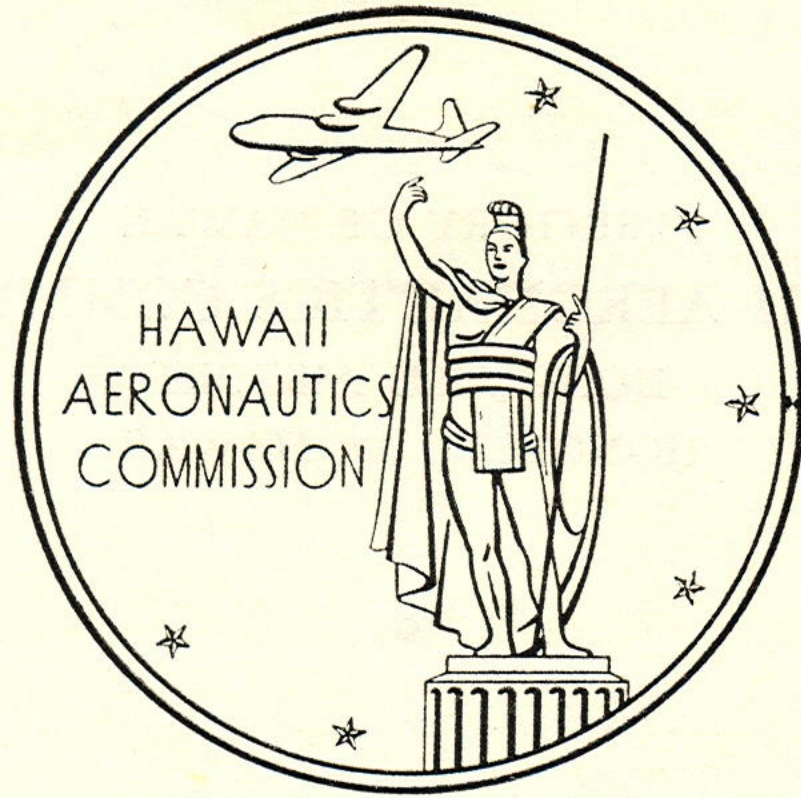
<i>Superintendent of Airports</i>	WILLIAM NEILSON
<i>Airport Superintendent—Maui Airport</i>	PATRICK J. O'SHEA

PORT ALLEN AIRPORT (KAUAI)

<i>Airport Supervisor</i>	JOHN E. BATCHELDER, JR.
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MOLOKAI AIRPORT

<i>Airport Supervisor</i>	GEORGE A. WILL
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ANNUAL REPORT

JULY 1, 1948 — JUNE 30, 1949

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 second annual report of the Hawaii Aeronautics Commission for the fiscal period commencing July 1, 1948, and ending June 30, 1949.

Respectfully submitted,

HAWAII AERONAUTICS COMMISSION

(Signed) ROY R. BRIGHT
Roy R. Bright
Chairman

GRS:mrl

Enc.

ANNUAL REPORT

HAWAII AERONAUTICS COMMISSION

Fiscal Year July 1, 1948 - June 30, 1949

FOREWORD

The Annual Report for the previous 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, 1949, marked the completion of the second year of operation of the Hawaii Aeronautics Commission. The Commission was organized and took over the administration of Territorial airports on July 1, 1947, in accordance with the provisions of said Act 32, Session Laws of Hawaii 1947.

The Hawaii Aeronautics Commission underwent some changes in membership during the fiscal year 1949. These changes are reflected in the tabulation inside the front cover of this report. Of special interest was the change dictated by Act 360 of the 1949 Legislature, which increased the membership of the Commission from seven to nine with three of the members each representing the County of Hawaii, County of Maui, and County of Kauai. As of June 30, 1949, the membership of the Commission is as follows:

Roy R. Bright.....	Acting Chairman and Member
Ralph C. Honda.....	Secretary and Member
R. Alexander Anderson.....	Member
Oscar J. Burnett.....	Member
Francis K. Sylva, D.D.S.....	Member
Charles J. Pietsch, Jr.....	Member
Harold W. Rice.....	Member, County of Maui

The fiscal year 1949 witnessed considerable progress in aeronautical matters throughout the Territory. This progress is detailed here in (1) a Chronological History of Events for the period from July 1, 1948, to June 30, 1949, and (2) a statement for each airport or airfield in the territorial airport system:

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION
CHRONOLOGICAL HISTORY OF EVENTS

Date

July 1948

- 12—New Lanai Airport officially accepted by the Hawaii Aeronautics Commission and the Civil Aeronautics Administration. It was the first airport in the Territory to be completed under the Federal airport appropriation act of 1946 and was constructed at a total cost of \$231,858.01, of which the Civil Aeronautics Administration share was \$114,947.36.
- 23—Kipapa Airstrip formally opened for use by private and student fliers on land leased from American Factors, Ltd., Agents, Oahu Sugar Co., Ltd.
- 28—Delos W. Rentzel, administrator of civil aeronautics (Civil Aeronautics Administration), arrived on a one-day visit to Honolulu during the course of his familiarization tour of the Western Civil Aeronautics Administration region. He was accompanied by his wife and left for Washington on July 29.
- 30—Northwest Airlines certification approved by President Truman for route between Honolulu and Seattle, Washington. On September 30th, Mr. Frank C. Judd, Regional Vice-President of Northwest Airlines, arrived in Honolulu to inspect facilities and make preparations for inauguration of schedule of flights direct to the Northwest.

Civil Aeronautics Administration announced that Honolulu Airport ranked 30th in volume of traffic among 143 Civil Aeronautics Administration tower controlled airports in the United States. During July, Honolulu Airport traffic totaled 17,738 operations (landings and take-offs).

August 1948

- 1—"Operation Aloha" inaugurated at Honolulu Airport under the auspices of the Hawaii Visitors Bureau with hula dancers and singers entertaining arriving and departing passengers.
- 3—Hawaii Aeronautics Commission votes to discontinue Haleiwa as a territorial airport.
- 27—Caroline Mars, Navy flying boat, leaves Keehi Lagoon, Honolulu Airport, on non-stop flight to Chicago with 25 passengers and 17 crew members. Arrives in Chicago on the following day, landing on Lake Michigan, after covering a distance of 4,748 miles in 24 hours and 13 minutes.
- 31—Hawaiian Airlines, Limited, set an all-time record by carrying 2,122 passengers on August 22, 1948, and a record of 42,793 passengers for the month of August.

Date

September 1948

- 1—Inauguration of Mainland-Hawaii and inter-island air parcel post service.
- 15—Robert L. Campbell resigns as Hawaii Aeronautics Commission director of aeronautics.
- 16—Glenn T. Belcher, formerly assistant director, assumes duties as new Hawaii Aeronautics Commission director of aeronautics.

October 1948

- 4—The Civil Aeronautics Board by direction of President Truman authorized Pan American Airways a route from Seattle-Tacoma and Portland to Honolulu.
- 5—Richard B. Black appointed as first assistant director of aeronautics.
- 10—Hawaii Aeronautics Commission appropriates \$20,162 to operate Hilo Airport control tower until June 30, 1949, thereby continuing work of army air force which was scheduled to cease tower operation October 31, 1948.
- 28—Lihue Airport ground breaking ceremony starts construction of new airport scheduled to be completed in 10 months.

November 1948

- 11—Hawaiian Airlines, Limited, begins 20th year of operations with outstanding record for safety in aviation, carrying 1,600,000 passengers thus far without fatality to passenger or crew member.
- 11—Northwest Airlines completes survey flight from Portland, Oregon, to Honolulu with 27 passengers, including Northwest Airlines and Civil Aeronautics Administration personnel. It is the first airline to be granted permission to fly scheduled operations between Portland-Seattle and Honolulu.
- 16—Hana Airport construction work awarded to Hawaiian Dredging Company, Ltd., and scheduled to be completed in seven months.
- 25—Pan American Airways completes inaugural flight from Pacific Northwest to Honolulu with 19 passengers, including a full-blooded Eskimo girl as guest of Pan American Airways. Flight continues on to the Orient.
- 27—Pan American Airways return flight from Orient to Pacific Northwest via Honolulu.

December 1948

- 2—Northwest Airlines completes inaugural flight from Portland and Seattle to Honolulu with 31 passengers, including Northwest Airlines officials.
- 3—Northwest Airlines return flight to Portland and Seattle with 30 passengers.
- 31—Bill Odom arrives to prepare for Honolulu-New York non-stop flight.

Date

December 1948—continued

- 31—Territory of Hawaii and War Assets Administration execute quit-claim deeds returning Maui Airport to the Territory of Hawaii. First DC-6 schedule by Philippine Air Lines. Philippine Air Lines put on extra flights to take care of demand for air transportation caused by unsettled conditions in China. So urgent was this travel that Philippine Air Lines transferred these passengers to United Air Lines chartered planes at Honolulu for the last leg of the flight to San Francisco.

January 1949

- 6—Spectacular eruption of Mauna Loa starts. Many charter and special flights by all sizes and types of equipment carried sight-seeing parties from Honolulu and other airports to witness the awe-inspiring spectacle. Eruption continued until early February.
- 7—China National Aviation Corporation announced the addition of Tokyo to their Hong Kong-San Francisco route.
- 12—Bill Odom leaves on Honolulu-New York non-stop flight which ends at Oakland Airport the following day after he was forced to turn back because of adverse weather conditions and dwindling fuel supply.

February 1949

- 16—British Commonwealth Pacific Airlines inaugurates DC-6 service through Honolulu from Sydney, Australia, to Victoria, British Columbia, Canada, by setting a new speed record of 18 hours, 40 minutes flying time from Sydney to Honolulu. Scheduled flying time Vancouver to Sydney 29 hours, 50 minutes.
- 21—Trans-Pacific Airlines receives Civil Aeronautics Board certification as passenger and cargo carriers for a five-year period.

March 1949

- 3—United Air Lines inaugurates first post-war sleeper service to mainland with eight berths available in the DC-6 night flights.
- 4—Bill Odom returns for second attempt of Honolulu-New York non-stop flight.
- 6—Bill Odom leaves on second Honolulu-New Jersey non-stop flight and lands at Teterboro, New Jersey, on March 8, exactly 36 hours and 1 minute after leaving Honolulu Airport, setting a new distance record of 4,957.24 miles for light airplane and longest non-stop solo flight in his converted Beech Bonanza plane which was appropriately christened "Waikiki Beech." Flight was made with only \$75 worth of gasoline.
- 6—Pan American Airways' first stratocruiser arrives at Honolulu Airport. It was placed on display for inspection by the public and the largest crowd ever to assemble at the airport stood in line for hours

Date

March 1949—continued

- to go aboard the plane for a preview of the largest passenger plane to be put in commercial operation.
- 8—The large 10-bay nose hangar formerly occupied by the Naval Air Transport Service turned over to the Hawaii Air National Guard by the Navy. In this connection, the Air National Guard is negotiating with the Air Force for several pieces of modern crash fire fighting equipment to be manned by trained personnel supplied by the Hawaii Aeronautics Commission.
- The first of the utilities to be turned over to the Territory by the Navy is the sewer system serving the airport and Camp Catlin. This facility will be operated by the City-County starting July 1, 1949, the cost of operations being shared by the Navy and the Hawaii Aeronautics Commission. This system, which was installed by the Navy, will be a great asset to the City as well as the airport.
- 10—Pan American Airways Stratocruiser leaves on test flight to Los Angeles.
- 16—Trans-Air Hawaii ferried the last of three DC-3s (C-47) to the mainland. They are replacing their DC-3s with surplus C-46 airplanes in their inter-island freight operations.
- 19—British Commonwealth Pacific Airlines inaugural flight of DC-6 "cannonball service" from Sydney, Australia, to Vancouver, British Columbia, by way of Honolulu.
- 21—Navy supervised training of Hawaii Aeronautics Commission crash crew in simulated rescue of person from a burning fuselage. Prior to deactivation of the Naval Air Facility at Honolulu Airport, an extensive Navy fire department with crash-rescue facilities was augmented by nine full-time qualified crash crewmen employed by the Hawaii Aeronautics Commission. This number was considered inadequate when the Navy withdrew and the Territorial Legislature by Act 336, Session Laws of Hawaii 1949, appropriated \$200,000 for fire fighting at Honolulu and other air fields. Thirty-one firemen were recommended as an adequate force at Honolulu, but this number was reduced to 19 as an absolute minimum. Franklin M. Metzger was selected to organize and head the new fire department at Honolulu Airport.
- 24—Chester R. Clarke presented his resignation to Governor Stainback and Chairman Chauncey B. Wightman, due to business which required his absence from the Territory.
- Mr. Francisco Coxoll of the American Red Cross conducted a course in advanced first aid at Honolulu Airport for employees of the airlines and others desiring the instruction. All members of the airport crash crew completed the course.
- Special classes were also given for the students of the aviation section of the Honolulu Vocational School which is located at the airport.

Date
April 1949

- 1—Pan American Airways Stratocruiser completes inaugural flight from San Francisco to Honolulu with 64 passengers.
- 4—Pan American Airways Stratocruiser completes inaugural flight from Los Angeles to Honolulu.
- 16—The Senate failed to confirm interim appointments of Chauncey B. Wightman (Chairman and Member) and Edward A. Bolles (Member) to the Commission.
- 30—Richard H. King resigns as manager of Trans-Air Hawaii to accept a position with Trans-Pacific Airlines. Thomas H. Cooke, who has been a captain with Western Airlines for several years, has been appointed President and General Manager of Trans-Air Hawaii.

May 1949

- 3—A chartered plane of the K.L.M. (Royal Dutch Airlines) stopped at Honolulu Airport en route from Batavia to New York with 846 animals and birds aboard, including one baby elephant.
- 16—A Friday luncheon club, appropriately named the Aeronautical Kokua Club, was formed at the airport by airline executives and department heads of the Hawaii Aeronautics Commission, Civil Aeronautics Administration and other Federal agencies to get acquainted and discuss mutual problems while enjoying the food provided by the airport Sky Room.
- 19—Trans-Pacific Airlines started renovation of a warehouse adjoining their hangar to accommodate their operational offices.
- 24—Governor Stainback signed Act 360, Session Laws of Hawaii 1949, reducing aviation fuel tax from five to four cents per gallon effective July 1, 1949, and increasing the membership of the Hawaii Aeronautics Commission from seven to nine.

June 1949

- 5—Inaugural ceremonies for Trans-Pacific Airlines accompanied by colorful Hawaiian pageantry held at the Overseas Terminal, Honolulu Airport. Upon completion of the program at Honolulu, planes took off for each of the neighbor islands where additional ceremonies were held to commemorate the beginning of scheduled service under their Civil Aeronautics Board certificate. Airplanes appropriately called "Alohaliners."
- 6—Trans-Pacific Airlines begins scheduled inter-island service following inaugural ceremonies on the preceding day. Coincident with inauguration of scheduled service by Trans-Pacific Airlines, *Time* magazine featured Ruddy F. Tongg and his organization of the airline.
- 11—Governor Stainback announces the appointment of three new members to the Hawaii Aeronautics Commission. Former Senator Harold W. Rice of Maui, Mr. Dorsey W. Edwards of Kauai, and Dr. George J. Silva of Hawaii.

Date

June 1949—continued

15—Pan American Airways announces that on June 11 and 12, twenty-three flights carried a total of 745 trans-Pacific overseas passengers for a record week end at Honolulu Airport.

K-T Flying Service suspended operations and leased its hangar at Honolulu Airport to Island Aviation, Ltd., which organization moved its operations from a private field at Kailua, Oahu, adjoining Kaneohe Naval Air Station. This move was brought about by the deactivation of the navy base there whose personnel were the principal source of revenue at Island Aviation's Kailua field.

25—Northwest Airlines took delivery of their first of ten stratocruisers and President Croil Hunter announced they would be put in Hawaiian service later in the fall.

AIRPORTS

The following named airports in the Territory are under the jurisdiction of the Hawaii Aeronautics Commission as of June 30, 1949:

NAME OF AIRPORT	LOCATION BY ISLANDS
Honolulu Airport	Oahu
Bellows Field	Oahu
Kipapa Airport	Oahu
Haleiwa Airport (Discontinued Sept. 30, 1948).....	Oahu
Port Allen Airport.....	Kauai
Kalaupapa Airport	Molokai
Molokai Airport (Homestead Field).....	Molokai
Maui Airport (Puunene)	Maui
Kahului Airport	Maui
Hamoia Airport (Hana).....	Maui
Lanai Airport	Lanai
Hilo Airport (General Lyman Field).....	Hawaii
Kamuela Airport	Hawaii
Upolu Airport	Hawaii
Morse Field (South Cape).....	Hawaii

In addition to the above, three new airports are being constructed.

- (a) *Kona Airport* is completed except for minor finishing details and will be opened for scheduled operations and miscellaneous flying early in July, 1949.
- (b) *Libue Airport* construction is progressing on schedule at the end of this reporting period. Ground was broken on October 28, 1948, and as of June 30, 1949, the work was about seventy per cent (70%) complete. At the close of this reporting period, plans for a terminal building, water supply line, airlines communications, Civil Aeronautics Administration and U. S. Weather Bureau facilities were being prepared.

- (c) *Hana Airport* construction was about eighty-five per cent (85%) complete as of June 30, 1949. When this contract is completed, the landing strip will be graded and compacted ready for the growing of a turf cover. As of the close of this reporting period, consideration is being given in some quarters to a proposal to make Hana a paved airport.
- (d) *Proposed New Site near Kamuela*. A site tentatively proposed for a new airport near Kamuela on the Island of Hawaii has been selected and weather data is being recorded and compiled.

HONOLULU AIRPORT

Honolulu Airport was returned to the Territory by the Navy on October 1, 1946, for operation and maintenance. At the close of our reporting period, negotiations are still in progress for the formal transfer of title to the Territory. Delay in the preparation of a presidential Executive Order is being occasioned by (1) difficulties encountered in reaching an agreement on the transfer of utilities (water, electricity, sewerage, and telephone) from the Navy to the Territory, and (2) by a proposal from within the Air Force to control traffic on Runway No. 8. Such control would constitute control of the entire Honolulu Airport, at the discretion of the Air Force, since Runway No. 8 intersects the three other operating runways.

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 6200 feet for the shortest one to 7650 feet for the longest. There are three seaplane runways, each 1000 feet wide with an average length of approximately 2.7 miles. The seaplane runways are used only by the Navy, who have 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 operated out of the Overseas Terminal, on a non-scheduled basis for most of the year of this report, and on a scheduled basis after June 6, 1949. 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. The passenger terminal building has been remodeled and the adjacent area landscaped.

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 Spencecliff 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 en route 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

China National Aviation Corporation

British Commonwealth Pacific Air Lines

Philippine Air Lines, Incorporated

Northwest Airlines, Incorporated

Non-Scheduled—Overseas

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

Pacific Overseas Airlines (Contract and Ferry)

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
K-T Flying Service, Limited
Hawaiian Air Transport Service, Limited
Cockett Airlines

Flying Schools

Andrew Flying Service, Limited (CAA approved)
K-T Flying Service, Limited (CAA approved)
Hawaiian School of Aeronautics (CAA approved)

Mechanic's Schools

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

Repair Shops—Light Planes

Andrew Flying Service, Limited
K-T Flying Service, Limited
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)
Hawaiian Air Transport Service, Limited
Cockett Airlines
Pan American World Airways System—Line Station
United Air Lines, Incorporated—Line Station

Government Planes

Military Air Transport Service
Utility Flight Unit (Until March 1949)
Civil Aeronautics Administration

Operational and Maintenance Notes

During the fiscal year under review, the Maintenance Department performed continuous maintenance of buildings, grounds, runways, taxiways, roadways, and the drainage system on the airport. These projects included the deepening and cleaning of approximately 2½ miles of open drainage ditch, 12½ miles of center line striping of runways, repainting of runway numbers and length markings and six miles of highway marking. In addition, considerable work was done in laying out and marking automobile parking areas.

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

A continuous program of maintenance and replacing of runway lighting cable was carried out. This was made necessary due to damage caused by termites.

The Territorial Highway Department was consulted as to proper speed limits and traffic signs for the airport. After a survey conducted by the Highway Planning Division, a complete system of traffic signs was installed. In addition, safety signs were placed to enforce airport and City and County traffic regulations.

Reflectorized markers were installed at dangerous curves and where open drainage ditches paralleled the highways.

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

Drainage catch basins in the vicinity of the terminal building were lowered to conform to sinking of adjacent paving.

During the year, a nursery building was constructed and a large supply of potted plants developed. These plants are changed frequently in the lobby, Sky Room and offices in the terminal building.

In July the Commission authorized the purchase of forty-seven pieces of furniture for the overseas terminal lobby. This furniture consists of settees, easy chairs, coffee tables, end tables, and three large center tables. These items create a friendly atmosphere in the lobby.

The certification of Trans-Pacific Airlines in June 1949 required additional space for their ticket counters in the overseas terminal. This in turn required relocating the Immigration booth for processing departing passengers. To properly locate this facility, it was necessary to move the blind vendor's stand. All this construction was performed by the Maintenance Department.

The fluorescent light fixtures attached to ceilings in all offices were found to be a fire hazard in that position. All such fixtures were suspended from the ceiling to correct this defect.

An automatic fire alarm system in the Overseas Terminal was recommended by the Territorial Fire Marshal. Designs were requested from firms selling such equipment and installation estimated at about \$7,000.00. Our Maintenance Superintendent, H. C. Peters, designed a system at an installation cost of less than half that sum. Also designed and installed at all stair landings were fire doors which close automatically when the alarm is sounded. These doors will eliminate any draft in the stair wells in case of fire. In addition the stair wells have been painted with a fire resistant paint.

Obstruction lights have been installed on all buildings on the airport where required.

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

A new building near Hawaiian Airlines Terminal was erected, and a concession let to Spencecliff Corporation to operate a coffee shop there.

A hedge of "Christmas Berry" shrubs was planted along Lagoon Drive. When grown, this hedge will effectively screen the unsightly surplus equipment storage area.

In March a flag pole was obtained from the Navy for the moving and was erected at the entrance to the "Foreign" terminal.

Considerable alterations were made by the Weather Bureau on the third floor of the terminal building to modernize the operation.

In May, the Civil Aeronautics Administration Communication Department moved from a location outside the airport to the third floor of the Overseas Terminal Building. The Civil Aeronautics Administration Air Route Traffic Center was moved earlier from Hickam Field to the terminal building. All of Civil Aeronautics Administration's air traffic control functions—other than radio range stations—are now located in the Overseas Terminal.

Due to the around-the-clock operations in the terminal building, a janitorial force of fifteen men and four women is necessary to perform the cleaning services. This work is included in office rental rates to airlines and provided to the Civil Aeronautics Administration and Weather Bureau on a contract basis.

Special mention is due our janitresses who bring flowers from their gardens and keep the lobby decorated with flower arrangements that bring complimentary remarks from visitors. Appreciation is also due Lindsey Florist and Crossley Associates, Ltd., for contributing flowers to this project. Our janitorial force has been commended by many travellers who notice the exceptional appearance of the terminal and the friendly atmosphere prevailing. In this respect, our Custodial Department are public relation representatives of the airport who are responsible in no small degree for the enviable reputation that this airport enjoys.

Fire Department

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

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

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

Immediate steps were taken to alleviate these dangerous conditions. The City and County Fire Department was approached for men and equipment but was unable to assist. Efforts were made to acquire the equipment that the Navy had been using, but it was earmarked for other stations and

these efforts were fruitless. The Hawaii Air National Guard was then approached and General Makinney stated that there was a good possibility that their equipment could be placed on loan to the Hawaii Aeronautics Commission, especially if the Hawaii Air National Guard's plans to move to Honolulu Airport were carried out. He made it clear that the Commission would have to provide fire-fighter personnel in the event this equipment was moved from Hickam Field.

Meanwhile, in early April, companion bills were introduced in the House (HB 1153) and Senate (SB 654) of the Territorial Legislature, requesting \$200,000.00 for the acquisition, installation, and operation of crash fire fighting equipment at Honolulu Airport.

During the course of legislative action on these bills, the Air Guard, in anticipation of moving to Honolulu Airport, turned over to the Hawaii Aeronautics Commission one large airport crash truck, type 155, and promised that a "Cardox" truck with a six thousand pound carbon dioxide capacity would be made available as soon as air force personnel completed repair and maintenance work on it. With this additional equipment at hand, the need for a larger fire-fighter force was felt even more strongly.

Act 336, Session Laws of Hawaii 1949, providing funds for fire-fighter personnel and crash-rescue equipment was approved late in May, 1949. Funds were never released by the Bureau of the Budget because adequate funds were available in the airport special fund account. A fire chief was appointed immediately and steps are being taken to process fire-fighter personnel. During the first weeks of July, an additional ten men will be placed on duty. This will allow for two crews, each serving 24-hour shifts. Orders have been placed for protective clothing and other miscellaneous equipment which have been sorely needed.

During the twelve-month period, July 1, 1948, to June 30, 1949, the airport fire fighters responded to a total of 114 calls, 80 of which were emergency stand-by calls. The greater percentage of those stand-by calls were for emergency landings of DC-4's and larger planes, and all were potential accidents. The remaining 34 calls were for brush, structural, automobile and other miscellaneous fires.

In addition to offering crash fire protection, the airport fire fighters are now performing fire protection inspection practices and maintaining "First-Aid" fire fighting equipment in all buildings and other installations on the airport.

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 Superintendent 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.

HILO AIRPORT (*General Lyman Field*)

The same condition exists as shown in the Annual Report for the period July 1, 1947-June 30, 1948, excepting that (1) the Army ceased operations on October 31, 1948 and (2) the Air Traffic Control Tower is being operated by Civil Aeronautics Administration personnel under funds provided by special action of the Hawaii Aeronautics Commission for the period from November 1, 1948, to June 30, 1949. (As of the close of this reporting period, it has been learned that the efforts of the Hawaii Aeronautics Commission, aided by the Delegate to Congress from Hawaii, and the Division of Territories and Island Possessions, U. S. Department of the Interior, have been rewarded by action of the Congress to provide Federal funds to carry on this most important operation from July 1, 1949.)

No major projects were undertaken at General Lyman Field because of the questionable status of the airport. The War Department holds a lease on the property and the Hawaii Aeronautics Commission uses certain facilities on a 30-day revocable permit. However, the Hawaii Aeronautics Commission performs all maintenance and operation duties. These duties, briefly, include:

1. Regular maintenance of runway lighting system, lighted tetrahedron, rotating beacon, and obstruction lighting.
2. Routine maintenance and minor repairs to paved areas. (Runways, taxiways, roads, and parking areas.)
3. Routine maintenance of buildings.
4. Routine weed control for entire perimeter of airport.
5. Painting of runway markings.
6. Police patrols of airport.
7. Coordinating the activities of all the agencies using the airport.

Developments of some interest were:

1. An agreement was made with Corps Construction Company for a quarry operation so as to accomplish excavation for the future South extension of a N-S runway.
2. Runways markings were completely repainted in July, 1948.
3. Blind Vendor's Stand and Lei Women's Stand built on Hawaiian Airlines Terminal in August, 1948.
4. A new "Taxicab" plan was placed into effect on September 1, 1948.
5. Andrew Flying Service closed its Hilo Branch in September, 1948. The restrictions placed upon the "GI Bill" flying program by the Veterans' Administration were a severe blow to all flying school operators.
6. The Air Force ceased operating the Airport Crash Station and Control Tower on November 1, 1948.

7. In November, 1948, airport policemen, under arrangement with the Hilo Police Department, were placed to aid in the security and general operational control. There were, at first, many jurisdictional problems because the Air Force operated the airport "On Paper" while Hawaii Aeronautics Commission operated the airport "In Fact."

8. Early in 1949, the old terminal building used by Hawaiian Airlines during the war was renovated and rented to Trans-Pacific Airlines.

9. Trans-Pacific Airlines started scheduled operations into Hilo on June 5, 1949.

10. Civil Aeronautics Administration almost completed installation of a VOR Range Station off approach end of Runway 26.

11. Civil Aeronautics Administration completed installation of ILS Localizer.

12. Considerable work was done on Airport Zoning because the airport is so close to the populated areas of Hilo.

13. Air traffic around Hilo Airport was particularly heavy during the second week of January, 1949, because of the eruption of the volcano, Mauna Loa, which began on January 7, 1949.

14. In May and June, 1949, all suitable buildings on the airport were rented for raw sugar storage. This was brought about by the shipping strike which started May 1, 1949.

MAUI (PUUNENE) AIRPORT

This field has two paved runways 400 feet wide and 6900 feet and 6000 feet in length respectively. It is used mainly by commercial airlines operating between the islands. Each airline has its own terminal facilities which are of a temporary nature. The portion of the airport which contains the runways and taxiways lies within the boundaries of land owned originally by the Territory. This land was returned to the Territory by the Navy (via War Assets Administration) in a Quitclaim Deed dated December 31, 1948. At the same time, by means of another Quitclaim Deed, lands acquired by the Navy under condemnation proceedings were transferred to the Territory.

Negotiations for the leasing of Kahului Naval Air Station from the Navy and its conversion into the principal field on Maui, as mentioned in the last Hawaii Aeronautics Commission Annual Report, were discontinued by the Hawaii Aeronautics Commission in February, 1949. However, in June negotiations were re-opened with the Navy on the basis of a revocable permit, and at the close of this reporting period, there were indications that a satisfactory solution could be found. Needed repairs and improvements to Puunene were deferred pending the outcome of these re-opened negotiations for the use of Kahului.

MOLOKAI AIRPORT

This airport, otherwise known as "Homestead Field," has two paved runways 200 feet wide and 4400 feet and 3200 feet in length. Hawaiian Airlines, Limited, owns and operates the only terminal facility.

The lands containing Molokai Airport belong to the Territory and the facility was leased to the Army during the recent war. The field has been declared surplus to the needs of the Army (now the Air Force) and will be returned to the Territory, but the status at the end of this reporting period is almost the same as it was a year ago.

LANAI AIRPORT

The construction of this airport, the first territorial field to be developed under joint Civil Aeronautics Administration-Hawaii Aeronautics Commission participation, was completed on July 12, 1948, at a total cost of \$236,671.00. It has a single paved runway 80 feet wide and 3700 feet long. The terminal building is owned by Hawaiian Airlines, Limited. The field enjoys daily passenger and frequent freight service.

UPOLU AIRPORT

This airport is located at Upolu Point at the north tip of the island of Hawaii. It has one paved runway 4,000 feet long and has a quonset type terminal building. Hawaiian Airlines maintains a scheduled service in this field. It is the only airport on Hawaii, with the exception of Hilo, which meets the requirements for scheduled airline operation. It is important as an alternate landing point when weather conditions at Hilo are unfavorable.

KAMUELA AIRPORT (Hawaii)

This airport is located on Parker Ranch land and was built by the U. S. Marines during World War II for their command liaison planes. It has an oil surfaced runway 3,000 feet long and, although it does not meet length or strength requirements for scheduled airline operations, it is used quite extensively by charter airlines and freight planes. Kamuela is in the heart of a beef and produce area and quantities of meat, live animals, and produce are shipped out by air.

(Elsewhere in this report, there is mention of a proposed new airport site near Kamuela.)

MORSE FIELD (Hawaii)

This is a field built by the Army on the south tip of the island of Hawaii, and presently controlled by the Hawaii Aeronautics Commission on a temporary permit basis pending final transfer. Because of its remote location, very little use is expected by commercial airlines. Because of the extremely rough character of the lava flow terrain in this portion of the Big Island, it is the desire of the Commission to preserve this field in a condition suitable for emergency landings.

HAMOA AIRPORT (Maui)

This is a small turf field near the village of Hana. It has been in operation since 1934 and was used originally by commercial air carriers (Inter-

Island Airways, the forerunner of Hawaiian Airlines, Limited), but is now used only by small charter and private planes. It is problematical whether it will be maintained after the completion of Hana Airport, a note on whose construction is carried elsewhere in this report.

PORT ALLEN AIRPORT (Kauai)

Port Allen Airport at Hanapepe, Kauai, is located on land owned by the Territory. Because of its short runways, it could not be used by the Army during the War and it was plowed up to prevent possible use by the enemy. Upon termination of hostilities, it was regraded and opened to small aircraft operation and later, using funds provided partially by the Army in lieu of restoration and partially by the Territory, a paved strip 2500 feet long was constructed. This work was completed just prior to this reporting period (May 22, 1948) and the field has enjoyed considerable use by non-scheduled and private aircraft. Its status after the opening of the new Lihue Airport, expected in a few months, has not been determined.

BELLOWS FIELD AIRPORT (Oahu)

This field, located near Waimanalo on the east coast of the island of Oahu, was developed very extensively by the Army during World War II. The Territory has a temporary right of entry to a portion of it for use by private aircraft operators and for the instruction and soloing of student pilots.

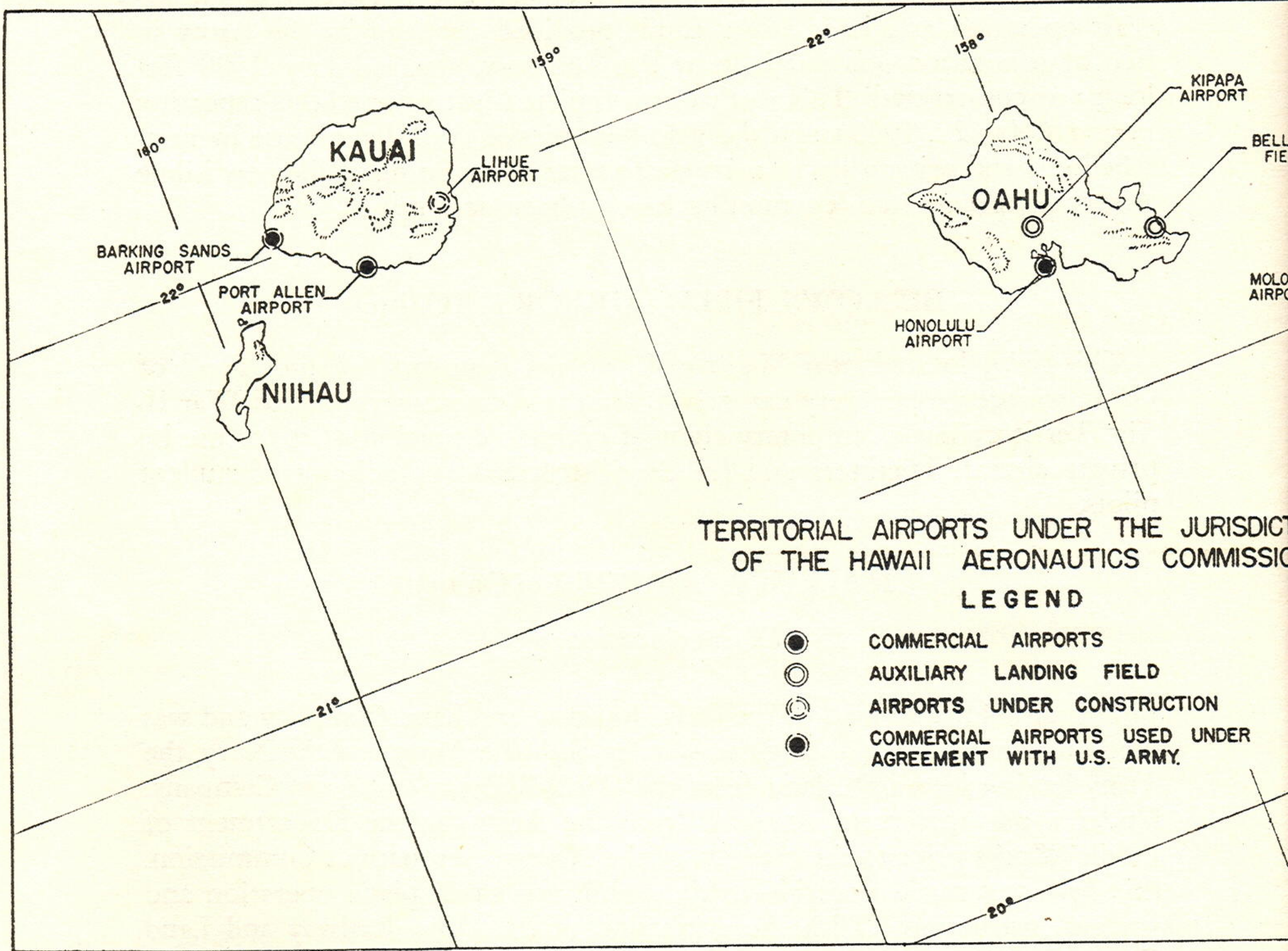
HALEIWA AIRPORT (Oahu)

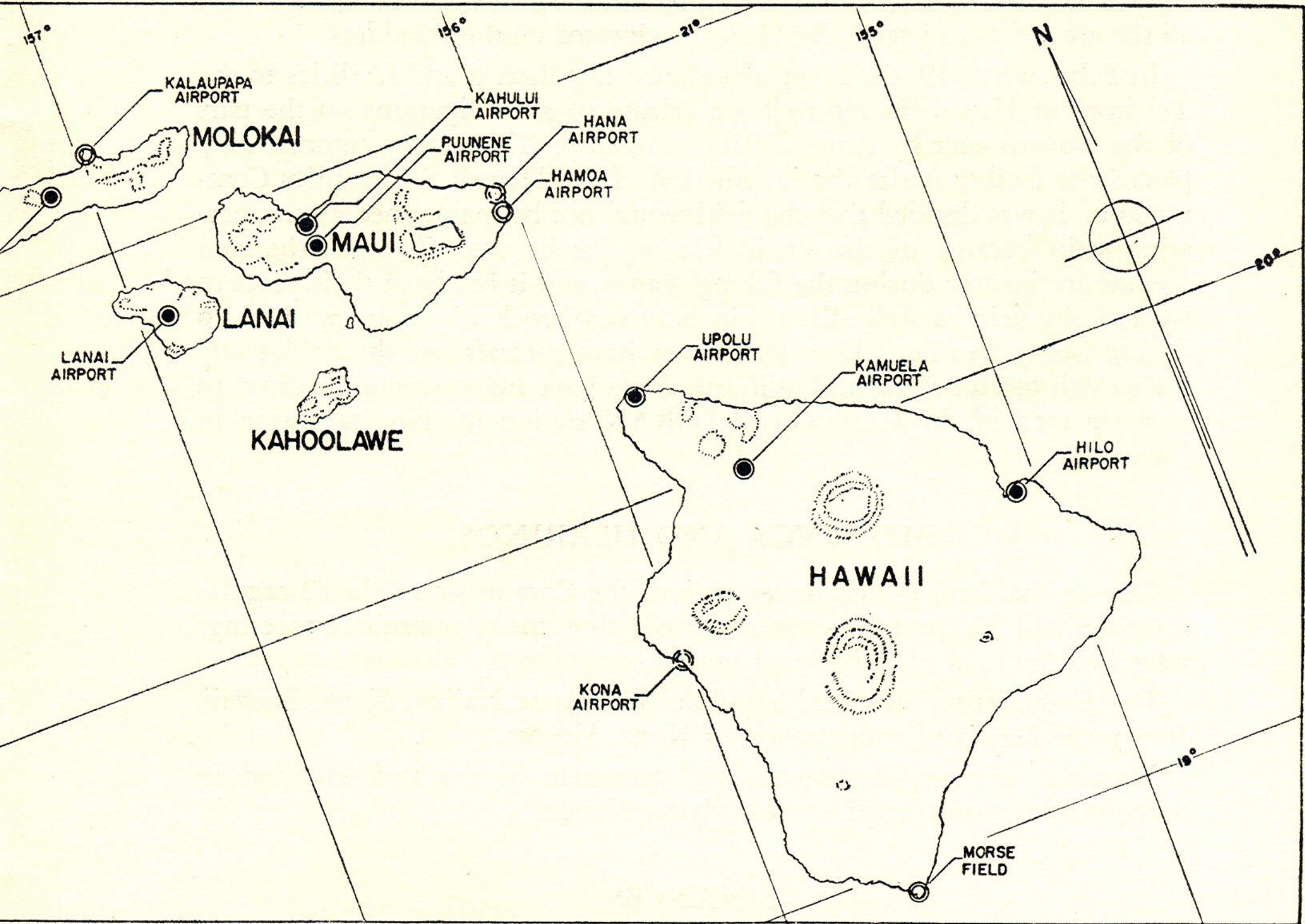
(Discontinuation of)

This airfield is on land of the Oahu Railway and Land Company and was used quite extensively during the War by both the Army and the Navy, the Army having leased the land from the Oahu Railway and Land Company. Under a use agreement acquired from the Army by the Department of Public Works prior to the creation of the Hawaii Aeronautics Commission, this field was made available to the public for small plane operation and student instruction. With the expiration of the Oahu Railway and Land Company-Army lease in September, 1948, the Hawaii Aeronautics Commission elected not to re-negotiate for further use of the field.

KALAUPAPA AIRPORT (Molokai)

This field, a turf strip at the Territorial Settlement for Hansen's Disease patients on the island of Molokai, is operated and maintained by the Hawaii Aeronautics Commission in cooperation with the administration of the Settlement. Plans for some rather extensive improvement are being considered and work will undoubtedly be accomplished during the next fiscal period, probably using a crew of inmates of the Settlement.





KIPAPA AIRPORT (Oahu)

A portion of the Army constructed Kipapa Airfield is under lease to the Territory by the Oahu Sugar Company, primarily for student pilot training and soloing of students.

AIR FACILITY AT FRENCH FRIGATE SHOALS

This wartime installation of the Navy is an airstrip on Tern Island, French Frigate Shoals, lying about 480 miles *WNW* of Honolulu. The strip is of rolled coral, 3,000 feet long by 250 feet wide and occupies almost all the area of Tern Island. Buildings are located on the shoulders.

In February, 1949, the Navy abandoned the airstrip and facilities to the Territory of Hawaii in return for a release of all obligations on the part of the Government by reason of its occupancy. This action automatically placed the facility under the jurisdiction of the Hawaii Aeronautics Commission. It was decided that the field would not be maintained as an operating strip because of the small demand for its use. Certain fishermen operate in the area during the fishing season, and it has been their practice to clear the field periodically of pieces of coral rock which are washed up during heavy weather. They sometimes have aircraft use the field to fly their catch to Honolulu, and military planes have made several landings to pick up men of the Coast Guard LORAN station for hospitalization in Honolulu.

MEETINGS AND HEARINGS

During the fiscal period under review, the Commission held 12 regular meetings and 13 special meetings. In addition, many committee meetings were held by each of the several special committees.

The Commission also held a public hearing at Kailua, Kona, Hawaii, during the period of construction of Kona Airport.

Members of the Commission and members of the staff engaged in numerous inspection trips to the outlying islands.

FINANCES

Attached herewith and made a part of this report are the following financial statements and statistical tables:

Financial Statements

1. Statement of Operating Expenses by Departments for the fiscal year July 1, 1948, to June 30, 1949.
2. Consolidated Statement of Income and Expenditures for the fiscal year July 1, 1948, to June 30, 1949.
3. Balance Sheet as at June 30, 1949.

Statistical Tables

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

TERRITORY OF HAWAII

HAWAII AERONAUTICS COMMISSION

STATEMENT OF OPERATING EXPENSES BY DEPARTMENTS

For the Fiscal Year July 1, 1948 to June 30, 1949

Symbol	CLASSIFICATION	Total	Traffic Operations	Maintenance and Repair of Fields	Maintenance of Buildings and Structures	Administration
501	Salaries and Wages.....	\$333,303.18	\$ 52,311.68	\$ 91,992.97	\$ 92,493.34	\$ 96,505.19
502	Stationery and Supplies.....	17,683.94	2,428.97	7,832.86	5,497.31	1,924.80
503	Materials (Buildings and Field).....	14,730.34	83.80	6,809.58	7,836.96	.....
504	Communication Service.....	3,499.58	505.97	128.32	137.80	2,727.49
505	Travel Expense.....	6,462.27	570.67	.....	.....	5,891.60
506	Transportation of Things (Service).....	582.04	20.00	102.95	258.07	201.02
507	Printing and Binding.....	780.48	.....	.....	.....	780.48
508	Advertising and Publications.....	183.78	.....	.....	.....	183.78
509	Furnishing Heat, Light, Power and Water.....	40,228.43	495.42	4,937.47	34,708.53	87.01
510	Rents.....	5,661.99	.....	390.85	2,950.14	2,321.00
511	Repairs and Alterations.....	34,116.95	549.48	9,778.67	23,664.80	124.00
512	Insurance Expense.....	26,857.27	20,216.21	660.03	5,724.94	256.09
513	Motor Vehicle Upkeep.....	23,087.27	5,457.49	15,479.39	96.00	2,054.39
514	Engineering Expense.....	11,331.83	.....	.....	.....	11,331.83
515	Survey and Appraisal Expense.....	8,000.00	.....	.....	.....	8,000.00
516	Cost of Dismantling Hangar.....	13,487.00	.....	.....	13,487.00	.....
	TOTAL OPERATING EXPENSES.....	\$539,996.35	\$ 82,639.69	\$138,113.09	\$186,854.89	\$132,388.68

HAWAII AERONAUTICS COMMISSION

CONSOLIDATED STATEMENT OF INCOME AND EXPENDITURES

For the Fiscal Year July 1, 1948 to June 30, 1949

INCOME

Symbol	Total All Funds	Fuel Tax Fund	Airport Revenue Fund	General Funds
301 Aviation Fuel Tax.....	\$632,841.80	\$632,841.80	\$	\$
401 Rental of Land—Paved Areas.....	20,613.56	.....	20,613.56	.....
402 Rental of Land—Unpaved Areas.....	27,356.62	.....	27,356.62	.....
403 Rental of Office Space— Administration Bldg.....	22,321.85	.....	22,321.85	.....
404 Rental of Nose Hangar Space.....	635.21	.....	635.21	.....
405 Rental of Other Hangars and Sheds...	9,436.49	.....	9,436.49	.....
406 Rental of Warehouses— Other Structures.....	93,071.44	.....	93,071.44	.....
407 Rental of Equipment.....	609.94	.....	609.94	.....
410 Landing Fees—Certified Operators....	26,853.50	.....	26,853.50	.....
411 Landing Fees—Uncertified Operators.....	5,850.51	.....	5,850.51	.....
413 Parking and Uncovered Storage of Aircraft.....	1,194.23	.....	1,194.23	.....
420 Terminal Sales— Restaurant and Cafe.....	9,650.84	.....	9,650.84	.....
421 Terminal Sales— Radio Communications.....	914.00	.....	914.00	.....
422 Terminal Sales—Florist.....	2,729.44	.....	2,729.44	.....
435 Terminal Sales—Taxi Stall Rentals...	22,357.74	.....	22,357.74	.....
440 Miscellaneous Revenues.....	10,132.76	.....	10,132.76	.....
TOTAL INCOME.....	\$886,569.93	\$632,841.80	\$253,728.13	\$

EXPENDITURES

501 Salaries and Wages.....	\$333,303.18	\$235,196.38	\$ 96,399.02	\$ 1,707.78
502 Stationery and Supplies.....	17,683.94	15,741.26	1,910.18	32.50
503 Materials (Buildings and Field).....	14,730.34	13,523.92	.....	1,206.42
504 Communication Service.....	3,499.58	962.73	2,536.85	.....
505 Travel Expense.....	6,462.27	852.14	5,167.13	443.00
506 Transportation of Things.....	582.04	519.41	62.63	.....
507 Printing and Binding.....	780.48	12.00	768.48	.....
508 Advertising and Publication.....	183.78	.....	183.78	.....
509 Furnishing Heat, Light, Power and Water.....	40,228.43	35,018.23	5,210.20	.....
510 Rents	5,661.99	3,085.45	2,339.49	237.05
511 Repairs and Alterations.....	34,116.95	30,038.22	77.75	4,000.98
512 Insurance and Miscellaneous Exp.....	26,857.27	26,631.62	225.65	.....
513 Motor Vehicle Upkeep.....	23,087.27	21,104.03	1,866.24	117.00
514 Engineering Expense.....	11,331.83	5,720.90	2,054.89	3,556.04
516 Survey and Appraisal Expenses.....	8,000.00	.....	6,500.00	1,500.00
517 Cost of Dismantling Hangar.....	13,487.00	.....	.....	13,487.00
TOTAL EXPENDITURES.....	\$539,996.35	\$388,406.29	\$125,302.29	\$ 26,287.77
Net Profit or Loss for Period.....	\$346,573.58	\$244,435.51	\$128,425.84	\$ 26,287.77
TOTALS	\$886,569.93	\$632,841.80	\$253,728.13	.....

HAWAII AERONAUTICS COMMISSION

BALANCE SHEET AS AT JUNE 30, 1949

ASSETS

CURRENT

Cash Available

Territorial Airport Fund—S7161.....		\$	535,856.68
Unencumbered Balance.....	\$		524,011.82
Encumbrances			<u>11,844.86</u>
Territorial Airport Revenue Fund—S7169.....			242,698.98
Federal Grants—Kona, Hana and Lihue Airports— S7171-72-73			53,712.08
Encumbrances	\$		<u>53,712.08</u>
General and Trust Fund Appns.—Prior Years.....			414,486.15
Unencumbered Balance	\$		337,999.69
Encumbrances			<u>76,486.46</u>
General Fund Appns.—S. L. of H. 1949.....			1,710,482.57
Various Airports—Act 368 S. L. of H. 1949.....	\$		1,641,770.00
Kona Airport—Act 103 S. L. of H. 1949.....			<u>68,712.57</u>
Unencumbered Balance.....	\$		65,198.42
Encumbrances			<u>3,514.15</u>
			<u>\$2,957,236.46</u>
Accounts Receivable—Lessees, etc.....	\$		84,344.56
Accounts Receivable—Reimbursable Services—Dr.			<u>1,442.27</u>
	\$		85,786.83
Less Accounts Receivable—Reimbursable Services—Cr.			<u>2,005.37</u>
		\$	83,781.46
Notes Receivable			<u>22,365.56</u>
			106,147.02

OTHER ASSETS

Deposits and Guarantees		\$	4,564.94
Prepaid Expenses—Insurance			4,997.00
Inventories—Materials and Supplies			<u>20,291.33</u>
			29,853.27
TOTAL CURRENT ASSETS			<u>\$3,093,236.75</u>

HAWAII AERONAUTICS COMMISSION

BALANCE SHEET AS AT JUNE 30, 1949—Continued

FIXED ASSETS		
Unimproved Land		\$ 402,942.93
Improved Land—Runways	\$ 518,399.19	
Provided by HAC Funds	\$ 385,951.83	
Provided by Federal Grants-in-Aid.....	132,447.36	
Less Reserve for Depreciation.....	45,601.89	472,797.30
Roads, Walks, Parking Areas.....	\$ 2,139.15	
Less Reserve for Depreciation.....	53.47	2,085.68
Fences	\$ 8,882.41	
Less Reserve for Depreciation.....	703.37	8,179.04
Improved Ocean Areas (Keehi Lagoon).....	\$ 25,318.65	
Less Reserve for Depreciation.....	9,000.00	16,318.65
Buildings—Terminal and Administration.....	\$ 222,976.30	
Less Reserve for Depreciation.....	42,628.41	180,347.89
Nose Hangars	\$ 23,580.00	
Less Reserve for Depreciation.....	5,259.40	18,320.60
Other Hangars and Sheds.....	\$ 159,207.35	
Less Reserve for Depreciation.....	27,195.86	132,011.49
Other Structures	\$ 293,954.17	
Less Reserve for Depreciation.....	55,915.59	238,038.58
Drainage and Water Systems.....	\$ 4,910.55	
Less Reserve for Depreciation.....	110.02	4,800.53
Field Lighting Systems	\$ 678.40	
Less Reserve for Depreciation.....	16.96	661.44
Power Supply Systems	\$ 1,300.00	
Less Reserve for Depreciation.....	21.67	1,278.33
Landscaping	\$ 5,446.70	
Less Reserve for Depreciation.....	219.43	5,227.27
Airport Equipment	\$ 10,830.11	
Less Reserve for Depreciation.....	4,005.02	6,825.09
Automotive Equipment	\$ 28,693.62	
Less Reserve for Depreciation.....	9,239.41	19,454.21
Office Equipment and Furnishings.....	\$ 21,927.47	
Less Reserve for Depreciation.....	5,384.99	16,542.48
Engineering Instruments—Construction and Other Equipment.....	\$ 13,767.61	
Less Reserve for Depreciation.....	2,260.73	11,506.88
TOTAL FIXED ASSETS.....		\$1,537,338.39
 Work in Progress		
Kona, Hana, Lihue Airports:		
Provided by HAC Funds.....		\$ 503,030.59
Provided by Federal Grants-in-Aid.....		236,406.65
Miscellaneous Jobs—Honolulu Airport.....		\$ 739,437.24
		486.20
		\$ 739,923.44
TOTAL ASSETS		\$5,370,498.58

HAWAII AERONAUTICS COMMISSION

BALANCE SHEET AS AT JUNE 30, 1949

LIABILITIES AND CAPITAL

CURRENT			
Temporary Deposits	\$ 4,564.94		
TOTAL CURRENT LIABILITIES.....		\$ 4,564.94	
OTHER LIABILITIES			
Long-Term Loans			
Due Other Territorial Funds—Inter-Dept. Loan Advancement re Paving and Improvements for Various Territorial Airports.		1,641,770.00	
Unearned Income			
Rentals, Fees, etc.		<u>104,704.75</u>	
TOTAL LIABILITIES			\$1,751,039.69
CAPITAL ACCOUNTS AND SURPLUS			
Territorial Airport Fund—S7161			
Balance taken over from Dept. of Public Works—July 1, 1947	\$ 163,720.72		
Less Transfers to Fixed Capital Surplus.....	<u>98,441.29</u>		
	\$ 65,279.43		
Add Net Profit for Period.....	<u>538,827.92</u>		
Balance in Capital Account—June 30, 1949.....		\$ 604,107.35	
Territorial Airport Revenue Fund—S7169			
Balance taken over from Dept. of Public Works—July 1, 1947	\$ 110,042.91		
Add Adjustments	<u>1,319.29</u>		
	\$ 111,362.20		
Less Transfers to Revenue Accounts	\$110,042.91		
Less Transfers to Fixed Capital Surplus	<u>16,454.24</u>	<u>126,497.15</u>	
		\$ 15,134.95	
Add Net Profit for Period.....		<u>259,597.94</u>	
Balance in Capital Account—June 30, 1949.....		244,462.99	
GENERAL FUND APPROPRIATIONS			
Balance taken over from Dept. of Public Works—July 1, 1947	\$1,135,201.23		
Additions during Period	<u>166,420.03</u>		
	\$1,301,621.26		
Less Transfers to Fixed Capital Surplus.....	<u>324,563.55</u>		
	\$ 977,057.71		
Less Net Loss for Period.....	<u>33,626.28</u>		
Balance in Capital Account—June 30, 1949.....		943,431.43	
TRUST FUND APPROPRIATIONS			
Balance taken over from Dept. of Public Works—July 1, 1949	\$ 40,000.00		
Less Transfers to Fixed Capital Surplus.....	<u>40,000.00</u>		
Balance in Capital Account—June 30, 1949.....			
FEDERAL GRANTS-IN-AID			
Contributions during Period	\$ 405,286.02		
Less Transfers to Fixed Capital Surplus.....	<u>115,167.29</u>		
Balance in Capital Account—June 30, 1949.....		<u>290,118.73</u>	
TOTAL CAPITAL ACCOUNTS.....			2,082,120.50
FIXED CAPITAL SURPLUS ACCOUNT			
Contra to Donated Assets and Capital Outlays.....		\$1,744,954.61	
Reduced by Depreciation Reserve.....		<u>207,616.22</u>	
			<u>1,537,338.39</u>
TOTAL LIABILITIES, CAPITAL AND FIXED CAPITAL SURPLUS.....			\$5,370,498.58

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

HONOLULU AIRPORT

MONTHLY LANDING TOTALS

For the Fiscal Year July 1, 1948 to June 30, 1949

		Scheduled	Non-Scheduled	Civilian	Military	Totals
1948	July	1,432	947	5,472	1,018	8,869
	August	1,448	886	5,878	956	9,168
	September	1,240	1,024	5,070	1,343	8,677
	October	1,021	931	5,567	1,193	8,712
	November	927	801	4,202	723	6,653
	December	1,147	806	4,349	483	6,785
1949	January	1,111	609	3,700	595	6,015
	February	944	554	4,033	594	6,125
	March	1,033	616	4,028	527	6,204
	April	1,078	556	3,105	98	4,837
	May	1,066	690	4,047	113	5,916
	June	1,280	661	4,400	223	6,564
	Totals	13,727	9,081	53,851	7,866	84,525

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION
HONOLULU AIRPORT

REVENUE PASSENGERS, AIR CARGO AND AIR MAIL
For the Fiscal Year July 1, 1948 to June 30, 1949

PASSENGERS

	Outgoing	Incoming	Through
Inter-Island	174,433	174,486	
Overseas	48,352	44,443	27,413
Revenue Passenger Totals	222,785	218,929	27,413

AIR CARGO

(Air Freight, Air Express Pounds Combined)

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island	8,489,299	10,845,289	
Overseas	997,104	1,576,733	1,775,265
Air Cargo Totals	9,486,403	12,422,022	1,775,265

AIR MAIL

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island	365,677	297,593*	
Overseas	1,253,247	1,248,573	881,106
Air Mail Totals	1,618,924	1,546,166	881,106

* Nine months' total.

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION
TERRITORIAL AIRPORTS

•
INTER-ISLAND REVENUE PASSENGERS, AIR FREIGHT
AND AIR EXPRESS TOTALS

For the Fiscal Year July 1, 1948 to June 30, 1949

		Passengers	Air Freight (Pounds)	Air Express (Pounds)
1948	July	40,976	1,804,607	221,818
	August	47,450	1,522,563	253,076
	September	32,321	1,672,901	217,659
	October	27,982	1,631,186	209,378
	November	26,285	1,457,729	196,783
	December	33,000	1,991,838	271,935
1949	January	30,442	1,169,974	208,040
	February	25,121	1,129,128	186,234
	March	25,800	1,344,973	204,067
	April	32,355	1,375,273	216,595
	May	29,199	1,347,227	220,112
	June	34,259	1,691,039	225,699
Totals		385,190	18,138,437	2,631,396

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

INTER-ISLAND REVENUE PASSENGERS

For the Fiscal Year July 1, 1948 to June 30, 1949

	To: Honolulu	Hilo	Upolu	Kamuela	Kona	S. Point	Maui	Kahului	Hana	Molokai	Kalaupapa	Lanai	Port Allen	Barking Sands
From: Honolulu.....	174,036	52,918	5,555	1,684	55	12	44,935	102	81	14,787	1,329	6,720	10,545	35,313
Hilo.....	54,814	.....	9	43	.....	.....	6,503	16	.....	129	27	101	17	34
Upolu.....	5,398	7	.....	.....	.....	.....	1,031	2	3	2	.....	.....	.....	.....
Kamuela.....	1,934	49	5	.....	6	.....	171	8	.....	29	.....	107	.....	.....
Kona.....	57	5	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Point.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maui.....	61,032	8,193	869	125	.....	.....	.....	.....	4	3,586	4	3,684	100	46
Kahului.....	163	5	.....	9	8	.....	.....	.....	.....	11	20	25	8	.....
Hana.....	87	2	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....
Molokai.....	19,595	107	44	36	.....	.....	4,148	4	.....	.....	85	871	73	.....
Kalaupapa.....	1,414	27	.....	.....	.....	.....	.....	51	.....	117	.....	32	11	.....
Lanai.....	11,901	380	29	136	.....	.....	3,724	19	.....	931	21	.....	16	.....
Port Allen.....	11,061	28	.....	.....	.....	.....	56	16	.....	68	4	32	.....	.....
Barking Sands.....	34,898	.....	64	.....	.....	.....	45	.....	.....	.....	.....	.....	.....	.....
Totals.....	384,318	61,721	6,575	2,036	69	12	60,625	218	88	19,660	1,490	11,572	10,770	35,393

SPECIAL FLIGHTS

	To: Honolulu	Hilo	Upolu	Kamuela	Kahului	Molokai	Lanai
From: Honolulu.....	397	.....	.....	.....	.....	.....	.....
Hilo.....	.....	405	.....	.....	.....	.....	.....
Upolu.....	.....	.....	6	.....	.....	.....	.....
Kamuela.....	.....	.....	.....	7	.....	.....	.....
Kahului.....	.....	.....	.....	.....	20	.....	.....
Molokai.....	.....	.....	.....	.....	.....	12	.....
Lanai.....	.....	.....	.....	.....	.....	.....	25
Totals.....	872	405	6	7	20	12	25

Total Revenue Passengers
385,190

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

INTER-ISLAND REVENUE AIR FREIGHT

Pounds Carried

For the Fiscal Year July 1, 1948 to June 30, 1949

	Honolulu	Hilo	Upolu	Kamuela	S. Point	Maui	Kahului	Molokai	Kalaupapa	Lanai	Port Allen	Barking Sands
From:												
Honolulu.....	6,424,375	1,705,137	157,570	240,848	1,944	779,867	1,344,046	392,343	121,227	709,072	403,485	568,836
Hilo.....	3,752,722	.....	7,392	2,870	.....	136,902	191,664	5,755	.....	141,572	555	19,000
Upolu.....	305,923	11	.....	.....	.....	7,810	24,366	2,760	.....	428	.....	525
Kamuela.....	2,652,553	.....	.....	.....	.....	.....	.....	253	.....	.....	.....	.....
South Point.....	87,251	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maui.....	1,834,410	84,057	6,599	.....	.....	.....	.....	168,936	400	104,299	.....	19,382
Kahului.....	1,997,197	142,554	1,224	15,370	.....	.....	.....	457	114	2,296	2,402	22,559
Molokai.....	400,175	7,559	1,697	4,140	.....	75,836	672	.....	73,154	7,552	.....	623
Kalaupapa.....	13,551	.....	.....	.....	.....	19,150	1,797	3,230	.....	.....	.....	.....
Lanai.....	198,630	26,403	.....	.....	.....	.....	.....	8,804	174	.....	.....	5,388
Port Allen.....	85,870	.....	.....	.....	.....	6,272	10,000	75	.....	.....	.....	.....
Barking Sands.....	355,963	4,745	198	.....	.....	.....	.....	221	.....	1,279	.....	.....
Totals.....	18,108,620	10,312,764	174,680	263,228	1,944	1,025,837	1,572,545	582,834	195,069	966,498	406,442	636,313

SPECIAL FLIGHTS

	To: Honolulu	Frigate Shoals	Canton
From:			
Honolulu.....	.....	4,700	10,000
Frigate Shoals.....	6,000	.....	.....
Canton Island.....	9,117	.....	.....
Totals.....	15,117	4,700	10,000

Total Revenue Freight Pounds

18,138,437

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

INTER-ISLAND REVENUE AIR EXPRESS
Pounds Carried

For the Fiscal Year July 1, 1948 to June 30, 1949

	To: Honolulu	Hilo	Upolu	Maui	Molokai	Lanai	Barking Sands
From: Honolulu.....	2,050,224	787,777	78,934	734,209	85,555	45,346	318,403
Hilo.....	254,310	.....	18	11,916	1,588	2,830	1,691
Upolu.....	11,262	.....	.....	581	.....	65	30
Maui.....	133,741	9,397	1,801	.....	7,428	6,934	418
Molokai.....	26,277	591	61	4,424	.....	1,686	22
Lanai.....	26,350	1,511	72	4,829	2,478	.....	404
Barking Sands.....	129,232	1,409	155	1,065	78	282	.....
Totals.....	2,631,396	800,685	81,041	757,024	97,127	57,143	320,968

Total Revenue Express Pounds
2,631,396

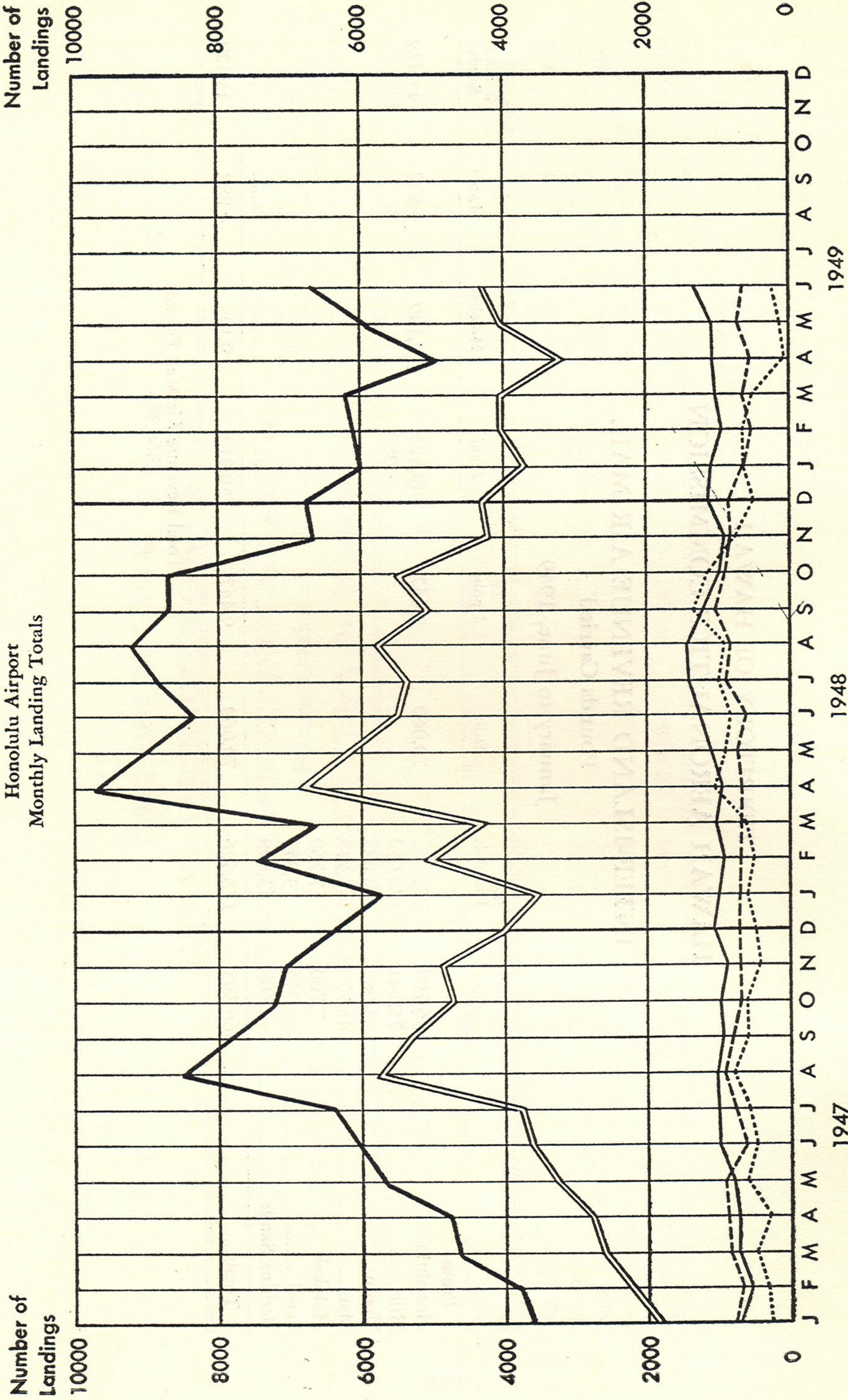
TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION

INTER-ISLAND REVENUE AIR MAIL
Pounds Carried
January to June, 1949

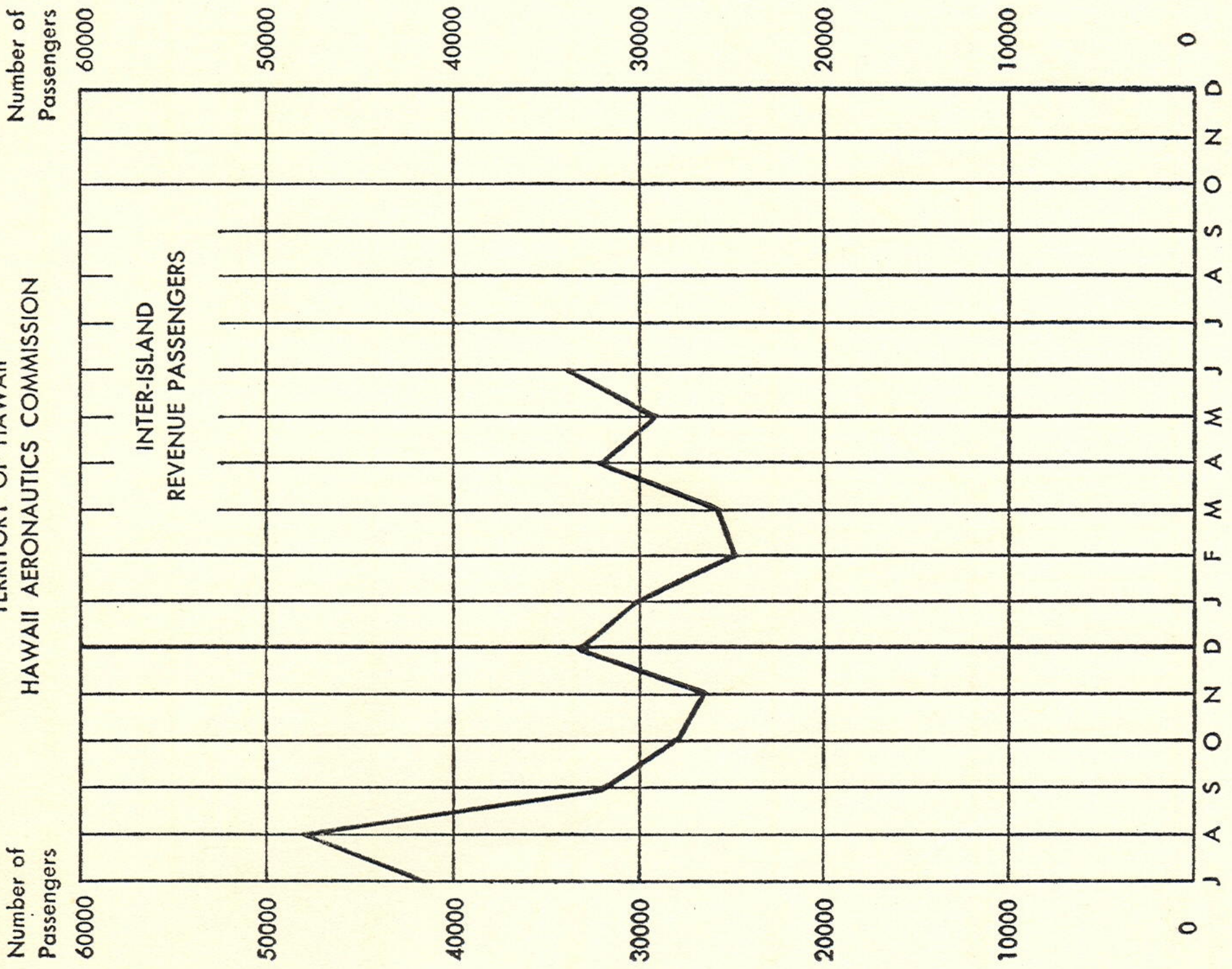
	To: Honolulu	Hilo	Upolu	Maui	Molokai	Lanai	Barking Sands
From:							
Honolulu.....	186,792	70,060	9,447	49,825	9,149	4,882	43,429
Hilo.....	74,054	.....	.....	1,087	.....	.....	.....
Upolu.....	3,082	.....	.....	.....	.....	.....	.....
Maui.....	45,778	.....	.....	.....	.....	.....	.....
Molokai.....	7,760	.....	.....	.....	.....	.....	.....
Lanai.....	3,944	.....	.....	.....	.....	.....	.....
Barking Sands.....	42,808	.....	.....	.....	.....	.....	.....
Totals.....	366,305	70,060	9,447	50,912	9,149	4,882	43,429

Total Revenue Air Mail Pounds
366,305

TERRITORY OF HAWAII
HAWAII AERONAUTICS COMMISSION



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TERRITORY OF HAWAII
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