

REPORT
TO THE
GOVERNOR
TERRITORY OF HAWAII
BY THE
SUPERINTENDENT OF
PUBLIC WORKS

FOR THE
Year Ending June 30, 1941

DIVISION OF AIRPORTS

Considerable activity has taken place on Territorial airports during the past year largely due to the cooperation of the Works Progress Administration and the Civil Aeronautics Administration.

During the year the W.P.A. expended for labor and materials \$352,000.00 on outside Island ports, as shown in table below.

During November of 1940, in the advice of C.A.A., plans for the improvement as first-class airports of existing ports at Hilo, Upolu Point, Maui, Molokai, John Rodgers and Port Allen; and plans for a new port at Kailua, Hawaii, were prepared and forwarded to Washington.

In December, 1940, an allocation of \$1,800,000.00 was made for Hilo, Upolu, Maui, Molokai and John Rodgers Airports; this amount was later cut to \$1,234,000.00, and the supervision of the work was transferred to the U. S. District Engineer.

Detailed plans and specifications have been prepared and a contract let for the abovementioned ports and work will be started in July, 1941.

This Department has been advised that additional funds will be provided by the C.A.A. to complete the work as originally planned under the first allotment.

Advice has been received that Kailua and Port Allen fields have been approved and that funds will be allocated immediately.

Plans and estimates for emergency landing fields at Honokaa, Hana, Lahaina, Kalaupapa and Kaunakakai, were prepared and forwarded to the C.A.A. office in Washington in December, 1940. Of this list, Hana has been approved and funds should be allocated in August, 1941.

During the year final approval of the Keehi Lagoon Seaplane basin was given by the Chief of Engineers, U. S. A., and a contract for the dredging in the amount of \$3,300,000.00 was awarded to Standard Dredging Company, Central Building, Los Angeles, California, in May. At this time a change in one of the runways is being considered, which will probably increase the

cost \$500,000.00. Actual construction should start in August, 1941.

A vast amount of work by the Survey Division of the Territorial Highway Department was necessary on this project as the rights-of-way involved 1,621 different ownerships.

In this connection, the Department of Public Works has applied to the Civil Aeronautics Authority for funds to initiate a survey to determine the feasibility of building land runways at the same time the seaplane runways are being dredged as well as developing a final plan for a complete airport at this site. The Hawaiian Department, the U. S. Engineer and the local Civil Aeronautics Authority office have approved this request and it appears probable that such funds will be allotted. Immediately on completion of the survey, the Territory will apply to the Civil Aeronautics Authority for the necessary funds to construct the airport.

The Works Progress Administration, the U. S. Engineer and the Civil Aeronautics Administration, during the fiscal year, have expended or have under contract the following:

Airport	Island	W.P.A.	C.A.A.	U.S. Engr.	TOTAL
Hilo	Hawaii	\$127,319.00	\$ 314,000.00	\$	\$ 441,319.00
Upolu	Hawaii	—	210,000.00		210,000.00
Maui	Maui	\$161,456.00	458,000.00		619,456.00
Molokai	Molokai	33,407.00	199,000.00		232,407.00
John Rodgers	Oahu	—	53,000.00		53,000.00
Keehi Lagoon	Oahu	—	—	3,300,000.00	3,300,000.00
Pt. Allen	Kauai	29,688.00	—	—	29,688.00
Totals		\$351,870.00	\$1,287,000.00	\$3,300,000.00	\$4,885,872.00

During the year, the Territory collected \$18,076.08 in aviation gasoline tax, which amount was expended in maintenance and operation of airports.

To date, approximately \$48,500.00 in gasoline tax has been collected from the Pan-American Airways. However, this amount was paid under protest and has been in litigation. During the year a decision in favor of the Territory was handed down but the Pan-American Airways immediately appealed the case to the Supreme Court. A final decision is expected in October, 1941.

During the year the Inter-Island Airways, Limited, made 3,419 flights from Territorial Airports, flying 540,162 miles carrying 35,134 passengers 4,991,907 passenger miles.

The Inter-Island Airways expended \$1,535.00 for airport station improvements, as follows:

John Rodgers Airport	\$1,350.00
Maui	120.00
Hilo	65.00

The Civil Aeronautics Administration has completed radio range beacons and weather stations at Hilo and Port Allen airports; and has under construction a radio range beacon and weather station at Maui and a weather station at John Rodgers Airport.

The Pan-American Airways for the year ending June 30, carried passengers to and through Honolulu as follows:

From San Francisco to Honolulu	382
" " " " Orient	460
" Orient to Honolulu	324
" " " San Francisco	432
" Honolulu to San Francisco	367

During the year Mr. Perin, Superintendent of Airports, was called into service with the U. S. Navy. He is, however, still working part-time as Superintendent with the Territory. In proof of the increased public interest in flying, Mr. Perin offers the following statement:

On July 1, 1940, there were twenty-eight private planes registered in the Territory. On July 1, 1941, there were forty-three private planes registered—an increase of 54%. These planes are all operated commercially either by the established operators or are owned by flying clubs. Three such clubs have been organized within the past year.

A total of 18,950 hours were flown by these airplanes. Of this total 17,085 hours were logged by planes operating at John Rodgers Airport. All of this flying, which consisted mostly of student instruction and solo flying, has been done without injury.

A few landing and taxi-ing accidents have occurred during the year, but all were minor and no injuries were incurred by personnel. Four of these accidents were caused by high winds upsetting light aircraft while taxi-ing. The unusually strong

and gusty winds prevailing in Hawaii are somewhat of a hazard to light airplanes. However, this condition also makes for a better degree of training and experience.

There has been an increase of approximately 100% in flying activities at John Rodgers Airport during the past year. On Sunday, November 10, 1940, 517 take-offs were made. On Sunday, June 29, 1941, 720 take-offs were made. Each take-off represents a landing; therefore, on an average week-end or holiday there are approximately 1400 landings or take-offs, making an average of more than two operations throughout the entire day. A conservative estimate would indicate a 50% increase in flying in the next six months. In view of the foregoing, a control tower is urgently needed at this airport.

The flying services operating at John Rodgers Airport have made substantial improvements to their plant and facilities during the past year. The Andrew Flying Service has built an extension on its hangar for an office. The K-T Flying Service has built a new all-steel hangar 90 by 100 feet. The Standard Oil Company has installed an additional gasoline service, consisting of a 1,000-gallon underground tank and service pit at the K-T hangar.

The Gambo Flying Service was organized during the year. A 40 x 60 foot hangar was erected and has since been extended to 60 x 80 feet to provide for two classrooms and two offices.

The Honolulu Junior Chamber of Commerce sponsored a C.A.A. Non-College Civilian Pilot Training Project. The ground school was conducted by the University of Hawaii and the flight contractor is the Andrew Flying Service.

Due to the present National Emergency and the public interest in aviation, there should be a vast increase in Territorial airport facilities in the next two years.