

PUBLIC ARCHIVES OF HAWAII

REPORT

TO THE

GOVERNOR

TERRITORY OF HAWAII

BY THE

SUPERINTENDENT OF PUBLIC WORKS

FOR THE

Year Ending June 30, 1938

PUBLIC ARCHIVES OF HAWAII



A V I A T I O N

In January, 1938, Mr. E. L. Yuravich, Chief Inspector, Bureau of Air Commerce, Washington, D. C., visited the airports throughout the Territory, going over the work accomplished and the projected work, which he approved with some minor changes, his recommendations having been carried out in the construction of the different airports.

During this tour of inspection, Mr. Yuravich expressed the opinion that the Wailua Airport, in the District of Lihue, Island of Kauai, was entirely inadequate and dangerous for planes and, therefore, ordered its abandonment.

The Maalaea Airport on Maui, due to its close proximity to the mountains and the shortness of its runways, was restricted to the use of S38 Inter-Island Airways Amphibian Sikorsky but condemned for the use of S43.

On the completion of the Maui Airport, about December, 1938, the Maalaea Airport will be abandoned and turned back to the Hawaiian Commercial and Sugar Company, Limited, in exchange for the site of the new Maui Airport, and all air traffic at this airport will cease.

The 1937 session of the Legislature allocated the gas tax from aircraft for use in improving airports. This amounted to \$2,529.30 up to June 30, 1937, and during the fiscal year of 1937-1938, amounted to \$9,801.26, making a total of \$12,330.56, which will be expended for the improvement of the fields along with \$200,000.00 in bonds which were allocated to airport construction. A tabulation of these expenditures is embodied in this report as Financial Statements Nos. 4, 6 and 7.

The Works Progress Administration during the fiscal year has expended in airport construction, the following:

EXPENDITURES ON AIRPORTS
by the
WORKS PROGRESS ADMINISTRATION,
July 1, 1937, to June 30, 1938

Island	Airport	Payrolls	Materials & Equipment	Total
Kauai	Port Allen	\$ 42,263.86	\$ 1,369.69	\$ 43,633.55
Molokai	Molokai	30,961.48	9,459.43	40,420.91
Maui	Maui	12,260.45	208.19	12,468.64
Hawaii	Upolu Point	28,667.52	184.26	28,851.78
"	Hilo	51,571.07	14,147.43	65,718.50
Total		\$165,724.38	\$25,369.00	\$191,093.38

the south side of the field to prevent flooding of the field in wet weather. Also, a drain should be constructed on the north side of the field to collect the water rising on the field and lead it down to the ocean to prevent the washing of the filled section. Additional paving in the shape of an hour glass 300 feet wide at the ends and tapering to 200 feet wide in the center should be laid to afford greater safety.

HILO AIRPORT

Approximately 60,000 cubic yards of lava rock material has been moved on this airport, to accomplish the following results:

No. 1 runway, graded 3,600 feet long by 300 feet wide.

" 2 " " 1,900 " " " 300 " "

This runway has considerable work done thereon west of the Inter-Island Airways office and hangar and, on completion, will give a graded strip 2,600 feet long by 300 feet wide.

No. 3 runway, an additional 800 by 300 feet roughly graded south of the No. 1 runway, which gives a length of approximately 2,800 feet.

No. 1 runway: paving 2,550 feet by 100 feet.

RECOMMENDATIONS

The grading of No. 2 runway to be completed to 2,600 feet long.

Paving of No. 2 runway 2,500 x 100 feet wide.

Extend paving No. 1 runway 300 feet to meet paving on No. 2 runway.

That the grading of No. 3 runway be extended to give a total length of 3,000 feet.

That the prison camp be moved from its present location to a location south of the Hawaii Tuna Packers and the Hilo Fertilizer Company lands, and, on the moving of these buildings, that the Inter-Island Airways office and hangar be temporarily moved south to clear the Nos. 1 and 2 runways.

On the moving of the Puumale Home about December, 1939, this section of land will be acquired for the enlargement of the Hilo Airport and trees should be cut and the No. 2 runway extended approximately 900 feet.

ADDITIONAL FINANCES

Request should be made to the 1939 Legislature for additional funds to the amount of at least \$250,000.00 for continuing work on the airports throughout the Territory, a major portion of which should be spent on John Rodgers Airport.

Additional funds should also be obtained to provide maintenance and upkeep in addition to the \$10,000.00 a year derived from the gasoline tax on aircraft, either by charging a toll on passengers carried