

2. The remarks of the Chief of Coast Artillery in paragraph 2 of this Indorsement are concurred in.

For the Chief of Engineers:

GEORGE MAYO,
Lt. Col., Corps of Engineers,
Chief, Fortification Section.

1 Inclosure n/n.
CG of OCCA

A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., P. A.

[2] Subject: Military Roads and Trails Program, Hawaiian Department.
AG 611 (2-10-11) MC-K 9th Ind. EGA
WAR DEPARTMENT, A. G. O., July 16, 1941.
TO: Commanding General, Hawaiian Department.

1. Funds in the amount of \$300,000 for railroads and \$50,000 for roads and trails are now available from FY 1942 appropriations for construction contained in the approved Road, Trail, and Railroad Program. These funds will soon be released to the District Engineer. Additional funds in the amount of \$900,000 have been included in tentative estimates, FY 1943 for the completion of the approved Road and Trail Program. This latter amount will be requested at an earlier date in the event that further supplemental FY 1942 estimates are prepared.

2. General maintenance funds to the amount of \$173,719 are now available from FY 1942 appropriations and a substantial amount thereof has been released to the District Engineer, Honolulu. The portion of these funds to be applied to the maintenance of roads is discretionary with you. Additional general maintenance funds to the amount of \$228,000 have been included in preliminary estimates, FY 1943.

3. An additional amount of \$110,000 will be included at the first opportunity in estimates to be submitted to provide further funds for maintenance of roads and trails in your department.

By order of the Secretary of War:

Major General,
The Adjutant General.

Inc., w/d

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., P. A.

[Exhibit 1B]

Via "Clipper"
Air Mail
Engr. 600.12

COMMANDER,
Fort Shafter, T. H., 5 April '41

[EXTRACT]

Subject: Construction at Bellows Field, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to 1st Indorsement, The Adjutant General's office, file AC 370.5 (2-15-41) M-D, dated 5 March 1941 which authorized the permanent assignment of the 86th Observation Squadron and the 58th Bombardment Squadron at Bellows Field.

* * * * *

5. The improvement of the runways consist in lengthening the present runway from about 2800' to 3400' and widening from 150' to 300'. The new runway is 5000' long and 300' wide. Cross-connection the existing and the new runway is a paved taxi strip and parking strip 300' wide and 2200' long with a servicing mat 300' x 600' adjacent to the taxi strip. All runways, servicing mats and taxi strips will be asphaltic concrete. Other installations required are an airdrome control tower and an aqua-gasoling system of 600,000 gallon capacity. The necessary tanks for this gasoline system are on hand. A complete system of airport lighting and sewer, water, and power utilities will be necessary. Miscellaneous installa-

tions include man-proof fences around vital installations, improvement of the drainage of the camp area, pistol and 1000" machine gun ranges, and roads and sidewalks.

* * * * *

7. The improvements recommended are all necessary. Funds for improving the runways in particular should be expedited. The District Engineer has informed me that it is possible at this time to secure on the mainland the necessary plant and equipment for this paving but that unless contracted for in the very near future, it will not be much longer available.

* * * * *

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls:

- No. 1 Tabulation of Housing Needs
- 2 Layout Map*
- 3 Tabulation of Cost Estimates

*(Filed in Drafting Room; Bellows Field #1)

No R/S was prepared. Verbal approval of C/S and signature secured by Major Fleming, 5 April 1941.

Copy to Hawaiian Air Corps 4/8/41

Copy to District Engineer 4/17/41

A true copy:

Edward von Geldern
EDWARD VON GELDERN
2nd Lt., F. A.

Subject: Additional funds for Completion of Authorized Mobilization Housing Project, Hawaiian Department

2nd Ind. (12-P3)

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., June 26, 1941

To: The Quartermaster General.

1. Reference is made to Paragraph 1.c. of basic communication which indicates that funds in the amount of \$990,769 will be included in future estimates for the projects at Wheeler, Hickam, and Bellows Fields, as requested in Paragraph 2.a,b, and c of basic communication.

For the Chief of the Air Corps

FRANK M. KENNEDY
Colonel, Air Corps
Chief, Buildings and Grounds Division

Copied from Project Letter B-1

A true copy:

Edward von Geldern
EDWARD VON GELDERN,
2nd Lt., F.A.

[1] HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

Engr. 600.12

Subject: Construction at Barking Sands Field, Kauai, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's Office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Barking Sands Field on Kauai be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 6 officers and 107 men, and 1 National Guard company to provide local security of 4 officers and 116 men, total 10 officers and 223 men. In addition to this permanent garrison, two heavy bombardment squadrons of 37 officers and 206 men each from Hickam Field will be sent to Barking Sands for training. While these bombardment squadrons will change, two will be temporarily stationed at all times at this field. The total garrison at Barking Sands including temporary and permanent troops will be 84 officers and 635 men.

3. Some buildings have been and are being erected at this field by the WPA. Additional buildings will be necessary and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. There is inclosed as Inclosure No. 1 a tabulation showing the buildings, built and building by the WPA and the additional buildings required which include administration buildings, shops, warehouses, recreation buildings, mess halls, officers' quarters and other structures. Complete utility system should be provided for this camp. All buildings to be mobilization type.

4. Other construction recommended consists in improvement of flying conditions by the grading of two runways 5000' by 500' and the paving of a 200' strip on each runway for a length of 5000', the construction of a servicing mat and the installation of a complete airport lighting system. Storage for 450,000 gallons of gasoline will soon be installed by the District Engineer with funds now available to him; in this storage nine of the eighty [2] 50,000-gallon tanks now on hand will be utilized. These tanks are now designed for the aqua system; at this time, however, the tanks are being installed for storage only and if at a later date the necessity develops, this storage system can be readily converted into the aqua system. Also included in the cost estimates are miscellaneous items such as an airdrome control tower, pistol and 1000' ranges and man-proof fencing around vital installations. Roads within the camp area have also been included in the cost estimates; an improvement to the access road to this military reservation from the nearest point on the Kauai belt road has been the subject of discussion with the local public roads administration under the provision of Section 18 of the Federal Highway Act of 1940. Surveys of this road are now being made by the Territorial Highway Department; these surveys have not been completed. The local Public Roads Administration officials, based on a reconnaissance, estimate that this access road will cost about \$150,000. As it is doubtful whether either territorial or Federal Highway funds will be available for construction on this amount has also been included in the estimates. Telephone costs have been estimated at 2½% of building costs as directed in Chief Signal officer's radio of 11 March 1941. In determining the building costs a constructive evaluation of the work already done by the WPA based upon costs of the new buildings recommended in this letter was used to arrive at the total costs.

5. There are inclosed as Inclosures Nos. 2 and 3, a layout drawing of this field and a tabulation of cost estimates of the buildings and other improvements required. These cost estimates were prepared by the District Engineer, Honolulu, and include not only direct but also the indirect costs of the job. The total required to complete the installation is \$1,772,220.

6. It is recommended that the improvement of Barking Sands be authorized and that funds in amount of \$1,772,220.00 be released to the District Engineer, Honolulu, to initiate this construction.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls: #1—Bldg tabulation
#2—Layout drawing
#3—Cost Estimate

A true copy:
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12

Subject: Construction at Hilo Airport.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Hilo airport be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, and 2 National Guard companies to provide local security of 4 officers and 116 men each, total 12 officers and 382 men. In addition to this permanent garrison, one heavy bombardment squadron of 37 officers and 206 men from Hickam Field will be sent to this field for training. While this squadron will change, at least one will be temporarily stationed at this field a large part of the time. The total garrison at Hilo therefore will be 49 officers and 588 men.

3. Some buildings are now being erected at this field by the WPA. Additional buildings are needed and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. The buildings now being built and the additional ones required are tabulated in the cost estimates. A complete utility system is recommended. Buildings will be mobilization type.

4. The runways at the Hilo airport will be improved through a CAA contract under supervision of the District Engineer, Honolulu. Additional improvements needed are the installation of storage for 450,000 gallons of gasoline; for this 9 of the 80 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can readily be converted to the aqua system as all fittings will be available on the tanks.

[2] 5. There are inclosed as Inclosure No. 1 a tabulation of cost estimates and as Inclosure No. 2 a layout map of the field. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000 inch ranges and telephone installations. These telephone costs have been estimated at 2½ per cent of the building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the total building costs a constructive evaluation of the work now being done by the WPA was combined with the estimated costs of construction recommended in this letter. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include indirect as well as direct costs of the job.

6. It is recommended that this construction on the present military reservation at the Hilo airport be authorized and that funds in the amount of \$670,140 be allotted to the District Engineer, Honolulu, to complete the installation.

2 Incls: #1 Cost Estimates
#2 Layout map

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A true copy:
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941

In reply refer to:

Via "Clipper" Air Mail

Subject: Construction at Homestead Field, Molokai, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's Office, file AG 560 (3-7-41)M-G-M, 14 March 1941, Subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Homestead Field, Molokai, T. H., be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, and 1 National Guard Company to provide local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this permanent garrison, one pursuit squadron of 33 officers and 157 men from Wheeler Field will be sent to this field for training. While this squadron will change, at least one will be temporarily stationed at this field a large part of the time. The total garrison at Homestead Field therefore will be 41 officers and 323 men.

3. Some buildings have been and are being built at this field by the WPA. Additional buildings are needed and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. The buildings now being built and the additional ones required are tabulated in the cost estimates. A complete utility system is recommended. Buildings will be mobilization type.

4. The runways at the Homestead Field will be improved through a CAA contract under supervision of the District Engineer, Honolulu. Additional improvements needed are the installation of storage for 350,000 gallons of gasoline; for this 7 of the 30 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can readily be converted to the aqua system as all fittings will be available on the tanks.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

[2] 5. There is inclosed a tabulation of cost estimates. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000 inch ranges and telephone installations. These telephone costs have been estimated at 2½ per cent of the building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the total building costs a constructive evaluation of the work now being done by the WPA was combined with the estimated costs of construction recommended in this letter. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include indirect as well as direct costs of the job.

6. It is recommended that this construction on the present military reservation at Homestead Field be authorized and that funds in the amount of \$407,600.00 be allotted to the District Engineer, Honolulu, to complete the installation.

1 Incl: Cost Estimates.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., May 2, 1941.

Engr. 600.12

Via "Clipper" Air Mail

Subject: Construction at Morse Field, Hawaii

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating condition. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Morse Field on Hawaii be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 6 officers and 107 men, and 1 National Guard company to provide local security of 4 officers and 116 men, total 10 officers and 223 men. In addition to this permanent garrison, two heavy bombardment squadrons of 37 officers and 206 men each from Hickam Field will be sent to Morse Field for training. While these bombardment squadrons will change, two will be temporarily stationed a large part of the time at this field. The total garrison at Morse Field including temporary and permanent troops will be 84 officers and 635 men.

3. Some buildings have been built at this station by troop labor. Other buildings have been and are being built by the WPA. Additional buildings and improvements are necessary; I believe that the requirements of training preclude any extensive use of troop labor and the WPA Administrator has informed me that neither his material money nor his available labor will be sufficient to complete the required program. These additional buildings will all be of mobilization type construction for use as operations buildings, shops, administrative and supply buildings, barracks, mess halls, magazines, etc. A complete system of utilities should be provided.

4. Other construction recommended consists in improvement of flying facilities by the paving of a main runway 3400 feet long and 300 feet wide, and its extension by grading, leveling and light paving to a length of 4150 feet and width of 400 feet. Because of prevailing wind conditions, only one paved runway is considered necessary by the Commanding General, [2] Hawaiian Air Force. Necessary taxi mats, service mats and warming up aprons will be graded and paved. A complete airport lighting system will be installed. Gasoline storage for 450,000 gallons utilizing nine of the eighty 50,000-gallon tanks now on hand will be installed; because of the shortage of water at this field, this will be plain storage and not the aqua system. There is inclosed as Inclosure No. 1, a layout map of this field. It will be noted that considerable areas in the vicinity of the runway are shown for light paving. This is necessary; the soil at this field is very fine and with the prevailing high velocity wind there is a serious dust problem as this dust affects the engines of the planes. The shortage of water makes stabilization by sodding or vegetation impracticable, and the most practical way that this problem can be solved is to stabilize by light paving.

5. There is inclosed as Inclosure No. 2 a tabulation of cost estimates of the buildings and other improvements required. In addition to the items already mentioned, miscellaneous items such as roads, pistol and 1,000 inch ranges, an Airdrome Control tower, and telephone installations have been included. These telephone costs have been estimated at 2½ percent of building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the building costs a constructive evaluation of the work already done by troop labor and the WPA based upon costs of the new buildings recommended in this letter was used to arrive at the total costs. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include the indirect as well as the direct costs of the job.

6. It is recommended that the improvement of Morse Field be authorized and that funds in the amount of \$1,687,530 be allotted to the District Engineer, Honolulu, to complete the installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2. Incls: #1—Layout Map
 #2—Cost Estimates

A true copy

EDWARD VON GELDERN,
2nd Lt. F. A.

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Ft. Shafter, T. H.

Engr. 600.12

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. At present the Hawaiian Air Force has under lease an unimproved landing field located at Haleiwa, on the north shore of Oahu, about ten miles airline distance from Wheeler Field. There are no paved runways, and no installations other than boundary marking lights. No permanent detachment is quartered there. The field is used for practice landings, etc. by the pursuit aviation at Wheeler Field.

3. It is proposed that this field be improved by the grading and paving of one runway 4000' by 300' and by the installation of other facilities for flying operations. These will include an operations building and airdrome control tower and storage for 100,000 gallons of gasoline using two of the eighty 50,000 gallon tanks now on hand. This storage will utilize the aqua system. A small galvanized warehouse for oil storage will be provided.

4. The only garrison at this field will consist of a small permanent detachment to refuel and handle planes on the ground and to operate radio and control installations. For this detachment a combined barracks and mess hall will be provided.

5. It is recommended that the improvement of Haleiwa Airport be authorized as outlined above and that funds in the amount of \$450,000 be allotted to the District Engineer, Honolulu for this construction.

1 Incl: Cost Estimate

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2d Lt. F. A.

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

AG 580 (5-22-41) MC

RPM/agb-1712

1st Ind.

WAR DEPARTMENT, A. G. O., *May 27, 1941.*

To: Chief of the Air Corps and Chief of Engineers, IN TURN:

For remark and recommendation.

By order of the Secretary of War:

Adjutant General.

1 Incl. n/c

2nd Ind.

(9)

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., May 31, 1941.

To: Chief of Engineers.
Approval recommended.
For the Chief of the Air Corps:

[S] Edward P. Curtis,
EDWARD P. CURTIS,
Major, Air Corps, Executive, Plans Division.

1 Incl. n/c

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

300.1 (Haleiwa Airfield, T. H.) 1

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H. (Let. from Hawaiian Dept. H⁹, to AGO, 5/22/41)

3rd Ind.

3-N

OFFICE, C. OF E., June 10, 1941.

To the Adjutant General.

1. Approval recommended.

2. It is assumed that the District Engineer at Honolulu collaborated with the Hawaiian Department Commander in preparation of the estimate inclosed with the basic communication. Further delay in verification of this estimate is not considered advisable inasmuch as the funds required can be rectified if necessary in the future.

3. Funds for this construction at Haleiwa, Oahu, T. H. are available in this office under the Miscellaneous Construction Reserve provided this construction is of a high priority, the urgency for which is not known in this office.

4. If authorized it is requested that the amount of \$450,000 be approved for allotment from funds reserved under the Miscellaneous Construction Reserve for construction of the buildings, gasoline storage and runways as specified in the inclosed estimate.

For the Chief of Engineers:

JOHN R. HARDIN,
Major, Corps of Engineers,
Chief, Construction Section.

Inclosure: Sub 1

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

AG 580 (5-22-41) MC-D

4th Ind.

RPM/agb-1712

WAR DEPARTMENT, A. G. O., June 25, 1941.

To: Chief of Air Corps.

1. You are authorized to proceed with plans for construction of an airfield at Haleiwa, on the island of Oahu, as indicated in basic communication.

2. You are authorized to include in the next available estimates, funds for the accomplishment of this project, in the amount of \$450,000, as recommended in basic communication.

3. The allotment of Miscellaneous Construction Reserve Funds for this project, as recommended in paragraph 3, 3rd Indorsement, is not favorably considered as these funds are required for other purposes.

By order of the Secretary of War:

D. R. VAN SICKLER,
Adjutant General.

1 Incl.—n/c

Copies to:

Chief of Engrs. Ref. his 3rd Ind., 600.1 (Haleiwa Airfield, T. H.) 1.
6-10-41, to TAG.

Commanding General, Haw. Dept. Ref. his basic ltr., Engr. 600.12,
5-22-41, to TAG, w/cys. of 1, 2, & 3 Inds.

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,

22 May 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12Subject: Construction at Burns Field, Kauai, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Burns Field be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, 1 National Guard company to provide local security of 4 officers and 116 men, total 8 officers and 166 enlisted men. In addition to this garrison, one heavy reconnaissance squadron of 43 officers and 233 men will be sent to this field for training. Either this squadron or a heavy bombardment squadron will be stationed at this field a large part of the time. The total garrison at the field will therefore consist of 51 officers and 399 men.

3. Some buildings have been erected at this field by soldier labor. Other buildings are necessary and soldier labor is not available for their construction. These buildings have been tabulated in the cost estimates, Inclosure No. 1. All buildings will be of mobilization type construction. The installation of a complete system of utilities is recommended.

4. The runways at Burns Field are authorized for improvement by a CAA project. Additional improvements needed are the installation of storage for 200,000 gallons of gasoline; for this four of the eighty 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can be readily converted to the aqua system as all fittings will be available on the tanks.

[2] 5. There is inclosed as Inclosure No. 1 a tabulation of cost estimates. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000-inch range and telephone installations. These telephone costs have been estimated at 2½% of the building costs as directed by the Chief Signal Officer's radio of 11 March 1941. The estimates include direct as well as indirect costs of the job.

6. It is recommended that this construction be authorized on the present military reservation at Burns Field and that funds in the amount of \$636,163.00 be allotted to the District Engineer, Honolulu, to complete the installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

1 Incl: Cost Estimates

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H.

Via "Clipper" Air Mail
Engr. 600.12Subject: Proposed Airfield on the Island of Lanai.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, the Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective."

At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. Included in the plan for dispersion of facilities is a proposed airport on the Island of Lanai. A location has been selected and preliminary negotiations for leasing have been made. The land is owned by the Hawaiian Pineapple Company which is willing to lease it to the government on a twenty-five (25) year lease in return for one dollar a year rental and the use of the flying field. The location of the field, barracks area, and a proposed bombing range are shown on map, scale 1/62,500 inclosed as Inclosure No. 1. Project letter for the bombing range has already been submitted by letter to The Adjutant General, subject: "Construction of Night Bombing Range, Island of Lanai" file Engr. 686 dated 16 May 1941.

3. It is proposed to improve this field by the grading and paving of two 5,000' runways 300' wide and by the installation of facilities for flying operations. These will include the necessary operations buildings and shops, airdrome control tower and storage for 200,000 gallons of gasoline using four of the eighty 50,000 gallon tanks now on hand. Although these tanks were designed for the aqua system, only simple storage is proposed, although all the necessary fittings for later conversion to the aqua system will be installed.

4. The rotating garrison at this field will consist of an air base detachment of 4 officers and 50 men and a National Guard company for local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this garrison, a pursuit squadron of 33 officers and 157 men will be temporarily stationed at this field for training. While this squadron will change at least one will be temporarily stationed at this field a large part of the time. The total garrison, therefore, will be 41 officers and 323 men.

5. There is attached as Inclosure No. 2 a tabulation showing in detail the buildings and other construction proposed with estimated costs. These costs include not only direct but also indirect costs of the job. The total cost shown on this tabulation is \$1,990,000.00.

6. The following is recommended:

a. That this headquarters be authorized to proceed with negotiations for the lease of this site.

b. That construction and improvements outlined in Inclosure No. 2 be authorized.

c. That funds in the amount of \$1,990,000.00 be allotted to the District Engineer, Honolulu, to complete this installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls: #1 Map; #2 Cost Estimates.

A True Copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

Subject: Proposed Airfield on the Island of Lanai.

AG 580 (5-22-41)MC

1st Ind.

RPM/agb-1712

WAR DEPARTMENT, A. G. O., May 27, 1941.

To: Chief of the Air Corps and Chief of Engineers, *IN TURN*:

For remark and recommendation.

By order of the Secretary of War:

2 Incls. n/c

Adjutant General.

2nd Ind.

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C. June 2, 1941.

To: Chief of Engineers.

Approval recommended. Attention is invited to the Memorandum for the Chief of Staff, (WPD 2550-22), 6-10-41, Subject: Estimates for the Construction of Airports for Hawaiian Air Force.

For the Chief of the Air Corps:

EDWARD P. CURTIS,
Major, Air Corps, Executive, Plans Division.

2 Incls. n/c

A true copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

600.1 (Hawaiian Dept. Airfields) 83

Subject: Proposed Airfield on the Island of Lanai.

3d Ind.

3-N

OFFICE, C. OF E., June 16, 1941.

To the Adjutant General.

1. Approval recommended.
2. The estimate of cost as given in the basic communication was prepared by the District Engineer at Honolulu, T. H.
3. If authorized, it is requested that the amount of \$1,990,000 be approved for allotment to the District Engineer at Honolulu for the construction of buildings, utilities, runways, and other installations on the Island of Lanai, as recommended in the basic communication and inclosure thereto, from funds reserved under the Fifth Supplemental National Defense Appropriation Act (Pilot Training Schools Reserve), approved April 5, 1941.

For the Chief of Engineers:

JOHN R. HARDIN,
Major, Corps of Engineers,
Chief, Construction Section.

Inclosures: Subs 1-2

A True Copy:

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lieut. F. A.

Subject: Construction of Airfield at Lanai, T. H.

AG 580 (5-22-41) MC-G

4th Ind.

ESA

WAR DEPARTMENT, A. G. O., August 8, 1941.

To: The Commanding General, Hawaiian Department.

1. You are authorized to proceed with negotiations for the lease of the site referred to in basic communication.

2. The construction as recommended by you is authorized except that "Theatre Operations Type of Construction" be substituted for the "mobilization type" requested.

3. It is desired that funds required be included in the next budget estimates.

By order of the Secretary of War:

Major General,
The Adjutant General.

2 Incls. n/c

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

[1]

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

Via "Clipper" Air Mail
Engr. 600.12

Subject: Construction at Proposed Airport, Parker Ranch Area, Hawaii, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. There has been for some time a realization that an additional field was necessary on the Island of Hawaii, and extensive studies have been made on its location. The best location found was about four miles from the town of Waimea on land owned by the Territory of Hawaii, and at present under lease to private cattle interests. The site consists of about 1,360 acres, and it is believed that the land can be transferred to the Federal government under Section 91 of the Organic Act. Preliminary negotiations to this end have been opened with the Territory. The location of the field is shown on map, scale 1/62,500, inclosed as Inclosure No. 1.

3. It is proposed that this field be improved by the grading and paving of three 5000-foot runways and by the installation of facilities for flying operations. These will include the necessary operations buildings, and shops, airdrome control tower, and storage for 300,000 gallons of gasoline, using 6 of the eighty 50,000-gallon tanks now on hand. Although these tanks were designed for the aqua system, only simple storage is proposed, as the shortage of water will preclude use of the aqua system. There is inclosed as Inclosure No. 2 a print of Department Engineer Map No. 11-1-25D41 which shows the boundary of the land and the location of the three 5000-foot runways.

4. The rotating garrison at this field will consist of an air base detachment of 4 officers and 50 men and a National Guard company for local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this permanent garrison, a heavy bombardment squadron of 37 officers and [2] 206 men will be temporarily stationed at this field for training. While these squadrons will change at least one will be temporarily stationed at this field a large part of the time. The total garrison therefore will be 45 officers and 372 men.

5. There is attached as Inclosure No. 3 a tabulation showing in detail the buildings and other construction proposed with estimated costs. These costs include not only direct but also indirect costs of the job. The total cost shown on this tabulation is \$1,992,600.00.

6. The following is recommended:

a. That this headquarters be authorized to proceed with negotiations for the acquisition of this site.

b. That construction and improvements outlined in Inclosure No. 3 be authorized.

c. That funds in amount of \$1,992,600.00 be allotted to the District Engineer, Honolulu, to complete this installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls:

#1 Map

#2 Print, Map No. 11-1-25D41

#3 Estimated Costs

A True Copy

Edward von Geldern,

EDWARD VON GELDERN,

2nd Lieut. F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., April 14, 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12

Subject: Additional Airdrome, Hawaiian Department
To: The Adjutant General, Washington, D. C.

1. The recent and anticipated increases in the Pursuit Wing of the Hawaiian Air Force have emphasized the need of an airdrome to supplement the existing facilities at Wheeler Field. The latter field is now badly overcrowded with the planes stationed there.

2. A very thorough study has been made of the location of this additional air field by the Commanding General, Hawaiian Air Force, Department Engineer and the District Engineer. At least five separate locations were given serious consideration; one of these in the Barbers Point area was discarded first because of its proximity to the beach and second, because of objections by the Navy to interference with the new carrier aviation base in the Ewa plane area. Another location at Kahuku was discarded because of its proximity to the beach. A third on the flat ground about three miles north of Wahiawa was discarded by the Hawaiian Air Force because of bad flying conditions from turbulent air conditions. A fourth location in the general area to the east of the crossing over Kipapa Gulch by the Kamehameha Highway was discarded for similar flying reasons. The area finally selected between the Kipapa and Waikakalua Gulches and west of the Kamehameha Highway is believed to be the best possible location of this airdrome on the island of Oahu. There is inclosed a map on the scale of 1/20,000 showing the location of this field.

3. The garrison to be stationed at this field will consist of the 15th Pursuit Group of 84 officers and 729 enlisted men, an air base group (single) 28 officers and 490 men, and miscellaneous detachments of 5 officers and 75 men. Total strength 117 officers and 1,294 men. Complete construction with mobilization type facilities must be provided for the housing of this garrison. The present construction authorized for Hickam, Wheeler and Bellows Fields is insufficient for the needs of those three stations and it will be impossible to transfer any of the existing authorization to this new field.

4. It is estimated that at least 75% or 88 of the officers will be married and of this number 10% or 9 will be senior officers. Since there are no locations in this vicinity where these officers can be placed upon commutation and live in private quarters and also because of the tremendous housing shortage on Oahu, it is believed that Government quarters should be provided for these married officers. Recognizing that this [2] field must be constructed under emergency appropriations, it is proposed that these quarters not be as elaborate as usually constructed on Army Posts. With the unit costs estimated, houses similar in construction to the average in Honolulu can be provided. In addition it is also estimated that there will be 135 married noncommissioned officers in this garrison. Adequate quarters will also be provided for these married enlisted men and it is recommended that the War Department secure from the Federal Building Administration authorization for the construction of 135 low cost housing units at this field.

5. The improvement for flying operations consists of the installation of three runways each 5,000 feet long with a graded width of 400 feet and a paved width of 200 feet; the paving of taxi strip 200' x 5,000' and a servicing apron 300' x 600'. A complete installation of airport lighting is proposed. Bunkers for the protection of airplanes against hostile bombardment will be installed as part of the airport and the cost of these bunkers and necessary approaches are included in the cost estimates. It is also proposed to install storage for 900,000 gallons of gasoline with the aqua system. In this storage 18 of the 80 50,000 gallon tanks now on hand will be utilized.

6. The housing proposed will be mobilization type construction. It will include barracks, mess halls, and recreation facilities for the men, buildings for flying operations such as an airdrome control tower, Air Corps technical schools, supply rooms, and housing for maintenance facilities. In addition mobilization type construction is proposed for the necessary post overhead, buildings such as a fire station, a guard house and an infirmary and warehouses for commissaries, etc. A complete system of utilities is covered in the estimates. In designing the water supply and sewage disposal systems provision has been made for the

eventual expansion of the garrison to 4,000 men. This increase in capacity is proposed to take care of the possibility of assigning an anti aircraft regiment as part of this garrison. Shown on the map accompanying this letter are two areas shaded in blue. The area near the runway will be used for the construction of the service buildings incidental to flying operations. The 40 acre tract shown to the north of the runways will be utilized for construction of housing facilities for both officers, married noncoms, and enlisted men. The land where the runways and the adjacent blue area are located is now cultivated cane land. The area of the 40 acre tract is cultivated pineapple land; the cane land involved is about 250 acres minimum. If these sites are secured by lease it is estimated that the cane land will cost \$30.00 per acre per year and the pineapple land \$25.00 per acre per year, or a total annual rental of \$8,500. If this land is purchased the cane land will cost about \$1,000 and the pineapple land about \$500.00 per acre; a total cost of about \$270,000.

7. There is inclosed a tabulation showing the buildings which should be constructed with cost figures and cost estimates on runways and other flying facilities and on utility systems. These estimates show a total estimated cost of \$4,668,950 not including cost of land. As stated shows if the land is leased there will be a yearly rental of \$8,500. If the land is purchased the total cost is estimated at \$4,938,950.

[9] 8. It is recommended that the proposed location of this new field be approved and that funds in the amount of \$4,668,950 be allotted for construction if the War Department decides that securing the land on a lease basis is satisfactory. It is further recommended that if the War Department decides that this land should be purchased, additional funds in the amount of \$270,000 be made available.

(s) WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls:
#1 Map
#2 Tabulation

A true copy.
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[CONFIDENTIAL]

PARAPHRASE OF RADIO FROM T A G:

Fifteenth Pursuit airbase at Kipapa is disapproved Stop Base is to be located at Kahuku Stop Personal letter twenty one July (?) from General Marshall to General Short covers this subject.

ULIO.

True copy.
Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit IC];

111

[SECRET]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Post Office, T. H., April 11, 1941.

In reply refer to: Togr. 600.56

Subject: Protection of Seacoast Defense Batteries.

To: The Adjutant General, Washington, D. C.

1. Reference is made to your recent radiogram No. 708, 1 April 1941, which was on the subject of protecting for the seacoast defense batteries in this department and which suggested a conference with Mr. J. C. Jects of the Office of the Chief of Engineers during his recent visit in this department.

2. This radiogram stated that a letter covering this construction was being forwarded by mail. This letter has not as yet been received in this department. In order to save time, however, we're submitting recommendations without waiting for the arrival of this letter as its subject matter was explained in general by Mr. Jects.