

# 1980: State government: Legislature: House of Representatives

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(ROBERTA?vqbf)

RCv state house 3-2/

May 22, 1980

Mr. George M. Takane  
Clerk  
House of Representatives  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I appreciate your sharing with me House Resolution No. 523, extending aloha in welcoming Livingston Biddle, Jr., to Hawaii.

I know you made him feel more welcome.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:vqbf

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

May 13, 1980



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Second District  
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KATSUYA YAMADA  
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Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

†Minority Leader  
††Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 523, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 523

## HOUSE RESOLUTION

EXTENDING ALOHA IN WELCOMING LIVINGSTON BIDDLE, JR. TO HAWAII

WHEREAS, Mr. Livingston L. Biddle, Jr., chairman of the National Endowment for the Arts, a \$165 million federal arts program in the nation, is making a field study trip to Hawaii and American Samoa in April 1980; and

WHEREAS, in 1965, when the U.S. Congress created the National Foundation on the Arts and the Humanities as an independent agency with its own chairman, Livingston Biddle, Jr. was one of the drafters of the legislation creating the National Foundation and maintained legislative liaison with the U.S. Congress to assure successful establishment and service of the National Foundation, thereby establishing himself as one of the founding fathers of the nation's wide-ranging support services to the creative activities of individual artists and cultural organizations; and

WHEREAS, a vital link in the development of culture and the arts for all of Hawaii's people lies in the relationship between the federal National Endowment for the Arts and Hawaii's State Foundation on Culture and the Arts; and

WHEREAS, since the inception of partnership between the state and national programs, Mr. Biddle has made a cornerstone of his endeavors to expand availability of all the arts beginning with the broadening of access to the National Endowment; and

WHEREAS, Mr. Biddle in his field study trip will have had the opportunity to view wide-ranging cultural and artistic efforts on Oahu, Maui, and the Big Island of Hawaii, which are being jointly assisted by federal, state, county, and private organizations and individuals; and

WHEREAS, in his trip to these cultural and artistic efforts, including that of the Merrie Monarch Festival on the Big Island of Hawaii, Mr. Biddle will have been stimulated to observe the fullest potential of cultural and artistic programs accessible in Hawaii's heritage and to assist Hawaii's people in their striving to maintain and improve quality of culture and the arts; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that the honorable Livingston L. Biddle, Jr. be welcomed to Hawaii and be extended our aloha in commendation for his dedication to our joint state and federal efforts in culture and the arts; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the U.S. Senators Daniel K. Inouye and Spark M. Matsunaga; U.S. Representatives Daniel K. Akaka and Cecil Heftel; the Honorary Chairman of the National Endowment's advisory National Council on the Arts, Ms. Joan Mondale; the Chairman of the Board of Directors for the State Foundation on Culture and the Arts, Ms. Beatrice Ranis; the President of the Arts Council of Hawaii, Emery A. Grantham; and the honorable Livingston L. Biddle, Jr.

OFFERED BY:

Barbara Maramoto  
Donald T. Masutani  
Jack Lee  
Brend Khyari  
Marshall K.  
Anthony J. Ikin  
Quincey J. Sabam  
Cynthia  
Cynthia W. Kuyumjian  
T. K.  
Charles Foguchi

Calvin K. K. Say  
Richard H. Sutton  
Herbert Ferguson  
M. I. I.  
Carol J. Kamehaha  
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Gregory  
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Kathleen Stanley

APR 14 1980

PTj

STATE COURT  
House of Representatives

July 14, 1980

The Honorable Gerald de Heer  
House of Representatives  
The Tenth Legislature  
State of Hawaii  
Honolulu, Hawaii 96813

Dear Representative de Heer: *Gerry*

This will acknowledge your recent communication transmitting a copy of the final version of the Study on the Viability of Lighter-than-Air (LTA) Airships, prepared by your staff.

Although I am not familiar with the LTA Airship and its capabilities, the Study you have enclosed shall provide me with an initial in-depth look at LTA Airships.

Your thoughtfulness in sharing a copy of this Study with me is most appreciated.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:jmpl

HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



July 3, 1980

The Honorable Daniel K. Inouye  
U.S. Senator  
105 Russell Senate Office Building  
Washington, D.C. 20510

Dear Senator Inouye,

Enclosed is the final version of the STUDY  
ON THE VIABILITY OF LIGHTER-THAN-AIR (LTA) AIRSHIPS.  
I look forward to hearing your reactions.

I hope this study is of interest to you. Your  
office has been of valuable assistance to me and my  
staff.

Best regards.

Yours truly,

Gerald de Heer  
State Representative  
Thirteenth District

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

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\*Minority Leader  
++Minority Floor Leader



STUDY ON THE VIABILITY  
OF  
LIGHTER-THAN-AIR (LTA)  
AIRSHIPS  
IN  
HAWAII'S INTERISLE AND MAINLAND  
MISSION

MAY 1980

LETTER OF TRANSMITTAL

Dear Ladies and Gentlemen,

Almost two years ago, when I was first elected to the House of Representatives from Manoa-Makiki, one of the most pressing problems facing Hawaii was that of the announced intention of Young Brothers Barge Company to withdraw from the provision of interisland freight service if not deregulated.

While I represent only a small district on Oahu, I felt that this problem was one of paramount importance to the State, its economy and the neighbor islands. At the time I asked my staff to examine the issues surrounding both Young Brothers' claim, and the overall transportation bottleneck that so delicately balances the survivability of neighbor island economies, and the State's ambition for diversified agriculture and dispersed growth.

While the interisland freight problem has been temporarily resolved, in the spirit which I offer as my watchwords, I have and will continue to pursue a constructive and positive approach toward this larger transportation issue. In the following study prepared by my staff, we offer a glimpse at the historical and future impact of Hawaii's transportation systems and propose an additional alternative, namely, Lighter-Than-Air Airship vehicles (LTA).

As we hope you will see, transportation as the support system for other economic developments has and continues to be one, if not the primary, factor in determining the direction and viability of Hawaii's diverse economy. Further, that these past transportation developments continue to have a discriminatory effect on travel by Hawaii's residents. Combining all of this with the general economic and energy-related malaise that our society must overcome in the eighties, the time has arrived to re-examine what is possible and desirable.

I have in the course of both the 1979 and 1980 legislative sessions introduced measures requesting the study of LTAs, only to have them pass the House and get stalled in the Senate. I believe that the following study will go a long way in pointing up the viability and desirability of LTAs in Hawaii. Further, I believe that the longer and harder you look at the LTA airship in detail, the more likely you are to join me in a love affair with a "Fat Lady".

Sincerely,

*Gerald de Heer*

Gerald de Heer  
State Representative  
Thirteenth District

## ACKNOWLEDGEMENTS

Special thanks are due to the following staff persons who worked so hard and made significant contributions or aided in the development of this study over the past two years. They are, in alphabetical order, Paul Higashi, Jan-Wayne Huston, Lei Ihara, Dr. Teruo Ihara, Matilda Molina, Rosalind Rodrigues, and Willa Tanaka.

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## Summary of Findings

The primary purpose of this study was to examine the interisland practicality and economic feasibility of utilizing Lighter-Than-Air Airships, sometimes referred to as balloons, blimps, dirigibles or zeppelins.

In initiating the study, we felt it necessary and relevant to examine both the past and present overall transportation systems and their respective implications. It probably will come as no surprise to anyone that the single most significant reason for the economic and population concentration on Oahu was, and is, the structure and development of the transportation infrastructure.

Consequently, in exploring the possibility of using LTA airships, we felt that such a proposed system must be capable of providing the wide ranges of services that are now available at lower cost, at least equal in service frequency, and flexible enough to meet future demands.

Prior to our economic analysis, we assumed that for such an airship transportation system to be viable that it might require an annual subsidy and/or operate as a quasi-public organization. We no longer believe this to be the situation. While our analysis is hypothetical and arbitrary in design and configuration selection, it is nonetheless obvious that the flexibility of LTA components and the overall economics indicate that LTA airships are an attractive economic investment for entrepreneurs.

It should be noted that while all of the components of modern LTA airships are essentially improvements upon established technology, there remains research and development that would be required for the size and applications our scenarios indicate; especially in the area of hovering stability for loading and unloading, along with time involved in our tradewinds. This, it would appear, is a proper place and role for government to enter in the diffusing of this risk by the sharing of the cost of LTA application specific R & D by the State, the federal government, and other geographic areas that have expressed interest, such as Alaska. Further, there might be an additional role for government in guaranteed or secured loans for the substantial initial LTA airship acquisition costs. But that should be the extent of government involvement as we have now come to see it.

To make this point more succinctly, our scenario indicates low-priced passenger fares alone would suffice to offset both direct and indirect operating cost and still return a handsome profit. This we will demonstrate to be one of the principal benefits of the LTA airship system because of the obvious stimulation it provides to neighbor island economies and growth.

As an afterthought, we have also included a similar LTA airship scenario from Hawaii to the Mainland. Once again the results are overwhelmingly advantageous for both consumer and operator alike.

We find that with increases in fuel prices pushing LTA airship economies over and beyond the breakeven threshold, combined with all the other tangible and intangible benefits, that to not pursue LTA airships for Hawaii's transportation needs would be a regrettable disservice to Hawaii's future in general, and the viability of the neighbor islands in particular.

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## I. Hawaii's Transportation History

Historically, access to adequate and reasonable transportation, or the lack of same, has been a fundamental, if not the primary factor shaping the pattern of population growth and economic distribution in Hawaii. From 1850 to the present there has been a significant and continuous population shift that has left Honolulu as the major transportation crossroad and metropolitan area in this State.

The two original and most central factors that have established Honolulu as this center are the existence of two good harbors: Honolulu and Pearl. Honolulu Harbor is a natural harbor, that, because of its deepwaters and protection from adverse weather was the only harbor able to adequately service the Pacific whaling industry's ships within a 2,000 mile radius. With the signing of the Reciprocity Treaty of 1875, the United States of America began the developmental dredging that would eventually turn the mouth of the Pearl River into one of the major military harbors in the Pacific Basin. By the time of the outbreak of World War I an extensive coastal defense system had been created on the island of Oahu. Honolulu thus became the Defense Department's central staging base for all of our nation's Pacific area operations.<sup>1</sup>

Of further note is the similar emphasis on centralized activity on Oahu as seen through aviation's history in Hawaii. Specifically, that Honolulu Airport was the first civilian airport opened in Hawaii in 1922 and remained the only airport servicing overseas carriers from 1938 to 1968.<sup>2</sup>

A chronology of major transportation events and corresponding shifts in population concentration is illustrated in the following Figure 1 and the Hawaii Transportation Timeline (pp. 2-4).

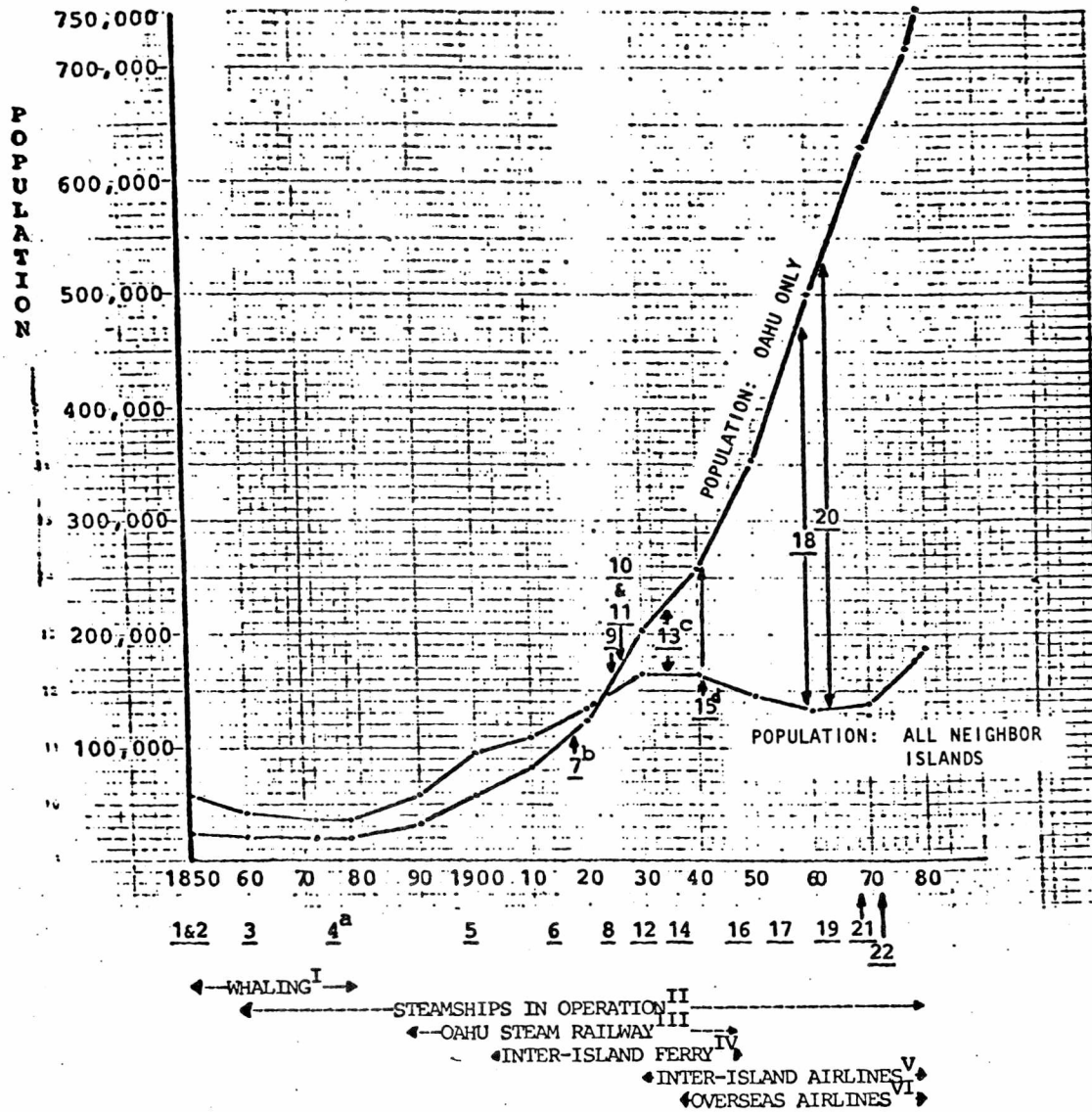
Speaking generally, it was the whaling port that led to the proliferation of trade at Honolulu. This in turn led to the U.S. government's development of Pearl Harbor in an effort to protect their interests in Hawaii by the building of their major military establishments here. The military, which is still a primary source of income for our state, in turn aided in the facilitation of the infrastructure for a desirable visitor destination. As the visitor population grew, air transport facilities brought visitors to where the visitor economy was prepared to accommodate it accordingly. This then created the basis for the superconcentrated development of the area called Waikiki, in metropolitan Honolulu.

### The Impact of Laissez-Faire Transportation Development in Hawaii

A quick examination of Table A, "Population by Island - 1850 to 2000" clearly illustrates the impact that transportation

Figure 1

OAHU TO NEIGHBOR ISLAND POPULATION COMPARISON



- a) With the signing of the Reciprocity Treaty in 1875 commerce between the U.S. and Hawaii increased. This spurred the growth of the major port in the islands, Honolulu.
- b) With the completion of Pearl Harbor there was a tremendous business growth potential on the island of Oahu in servicing the military population there.
- c) Honolulu International Airport was the only airport in the State that accommodated overseas carriers from 1936 to 1968.
- d) During WW-II the federal government took over nearly all transportation functions and thus highly constrained businesses based on the neighbor islands.

## HAWAII TRANSPORTATION TIMELINE

<u>REF.#</u>	<u>DATES</u>	
1	1850	<b>HONOLULU ESTABLISHED AS A CITY:</b> Resulting from the use of the only good harbor in the proximity of the Pacific Whaling grounds.
I	1800 to 1880	<b>WHALING INDUSTRY:</b> Serviced basically in Honolulu. Most whaling ended operations in or around the year 1880.
2	1850	<b>FIRST INTERISLAND STEAMSHIP:</b> Arrived from San Francisco and commenced operations in the year 1850. The ship was found to be too large for efficient use in interisland trade.
3&II	1860	<b>KILAUEA STEAMSHIP:</b> First successful interisland steamship brought into operation in 1860. It marks the beginning of the steamship era in Hawaii.
4	1875	<b>RECIPROCITY TREATY SIGNED:</b> Eliminated tariffs on Hawaiian sugar and other agricultural products shipped from Hawaii to the U.S. In return the U.S. could also ship products free of tariffs and they were given the use of the mouth of the Pearl River. Also, population started to grow due to the increased Hawaii-U.S. commercial activity especially at the port of Honolulu.
III	1888	<b>OAHU STEAM RAILWAY:</b> Created for the transport of sugar and pineapple on the island of Oahu. Established in 1888 and operated until replaced by trucks in 1947.
5	1899	<b>TERRITORY OF HAWAII:</b> Annexed to the U.S.
IV	1905	<b>INTERISLAND STEAM NAVIGATION COMPANY:</b> The interisland ferry system was incorporated in 1905 and continued operations until 1950.
6	1914	<b>WW-I:</b> Signaled the full-scale development of Pearl Harbor and better trade relations with the U.S. mainland.
7	1918	<b>PEARL HARBOR COMPLETED:</b> The completion of Pearl Harbor signaled the development of the extensive defense system on the island of Oahu.
8	1923	<b>HAWAII'S BILL OF RIGHTS:</b> Gave Hawaii comparably equal treatment for all acts of Congress. These included defense spending, highways, etc.
9	1925	<b>FIRST FLIGHT FROM THE U.S. MAINLAND TO HAWAII:</b> Done by the Navy.

<u>REF.#</u>	<u>DATES</u>	
10&11	1927	DEDICATION OF HONOLULU INTERNATIONAL AIRPORT: FIRST CIVILIAN FLIGHT TO HAWAII: In conjunction with the "Dole Derby".
12&V	1929	INTERISLAND AIRLINES: Started service in 1929. Since that time it has developed into the dominant force in passenger travel in this State.
13	1935	FIRST OVERSEAS COMMERCIAL FLIGHT: Pan American's "China Clipper".
14&VI	1936	SCHEDULED COMMERCIAL OVERSEAS AIRLINES: Pan American starts its scheduled service.
15	1941	WW-II: Cut off all tourist travel to Hawaii and the federal government took over most of the transportation functions. This was followed by a tremendous influx of military personnel to Oahu and the subsequent development of military institutions and the expanded support services of the military on Oahu.
16	1946	ALOHA AIRLINES: Began interisland air service.
17	1955	KOREAN WAR: More military personnel and support facilities on Oahu.
18	1959	STATEHOOD: Signaled the further development of Hawaii to commercial enterprise. Since the bulk of the population was and still is situated on the island of Oahu, it became the primary center for industry, marketing and tourist visits in the State. Thus, even with the advent of statehood there was very little settling on the neighbor islands.
19	1962	THE NEW AIRPORT DEDICATED: Signals the beginning of jet transport from mainland to Hawaii in less than 5 hours and was the time of rapid expansion for the visitor industry.
20	1963	VIETNAM CONFLICT: Hawaii became the main R&R stop for the military in the Pacific.
21	1968	UNITED AIRLINES BEGINS SERVICE TO HILO: Ending exclusive service of Honolulu by the major overseas carriers.
22	1971	BOEING 747 BROUGHT INTO SERVICE: Signaled an expansion of the tourist trade in Hawaii by making more seats available per flight.

Table A  
POPULATION BY ISLAND<sup>3</sup>

1850 to 2000

	<u>1850</u>		<u>1860</u>		<u>1872</u>	
STATE TOTAL	84,165		69,800		56,897	
Oahu	25,440	30.2%	21,275	30.5%	20,671	36.3%
Hawaii	25,864		21,481		16,001	
Mauï	25,191	69.8%	13,910	69.5%	15,031	63.7%
Kauai	7,670		7,134		5,194	
	<u>1878</u>		<u>1890</u>		<u>1900</u>	
STATE TOTAL	57,985		88,990		154,001	
Oahu	20,236	34.9%	31,194	35.1%	58,504	38.0%
Hawaii	17,034		26,754		46,843	
Mauï	14,904	65.1%	20,383	64.9%	27,920	62.0%
Kauai	5,811		11,859		20,734	
	<u>1910</u>		<u>1920</u>		<u>1930</u>	
STATE TOTAL	191,874		255,881		368,300	
Oahu	81,993	42.7%	123,496	48.3%	202,887	55.1%
Hawaii	55,382		64,895		73,325	
Mauï	30,547	57.3%	38,052	51.7%	56,145	44.9%
Kauai	23,952		29,438		35,942	
	<u>1940</u>		<u>1950</u>		<u>1960</u>	
STATE TOTAL	422,770		499,794		632,772	
Oahu	257,698	61.0%	353,020	70.6%	500,409	79.1%
Hawaii	73,276		68,350		61,332	
Mauï	55,980	39.0%	48,519	29.4%	42,855	20.9%
Kauai	35,818		29,905		28,176	
	<u>1970<sup>4</sup></u>		<u>1980</u>		<u>1985</u>	
STATE TOTAL	769,913		942,300		1,016,900	
Oahu	630,528	81.9%	753,700	80.0%	803,800	78.7%
Hawaii	63,468		84,700		94,900	
Mauï	46,156	18.1%	67,400	20.0%	81,150	21.3%
Kauai	29,761		36,500		41,500	
	<u>1990</u>		<u>2000</u>			
STATE TOTAL	1,091,500		1,225,900			
Oahu	845,000	77.4%	917,400	74.8%		
Hawaii	105,100		123,300			
Mauï	94,900	22.6%	124,700	25.2%		
Kauai	46,500		60,400			

has played with the distribution of population. Further, it points out the sort of blind faith of planners that this trend will reverse itself in an era of economic and energy-related dislocations.

Consequently, this centering of the bulk of the population on the island of Oahu has today left it with more than 80% of the State's total population.<sup>5</sup> Moreover, Oahu being one of the smaller islands has a highly constrained urban sprawl, due to the structure of the zoning on this island (this is also a transportation issue not addressed in this study). What this translates into is that the bulk of the population of the State is concentrated in a single, highly constrained, urban area. The effect of this high concentration is that the Honolulu Metropolitan District (defined as land area designated as residential and commercial between Aiea and Hawaii Kai, 1970 census tracts 1 to 77) now has a population density of 7,500 people per square mile.<sup>6</sup> For other cities in the U.S. with roughly similar populations the average density is 712 people per square mile.<sup>7</sup> Keeping these figures in mind, and the relative abundance of land on the larger neighbor islands, the position of the State Government has been to advocate a program of population dispersal in an effort to strengthen the economic base of the State. In this situation the transportation bottleneck becomes even more critically central.

Thus, the natural fragmentation of Hawaii as a group of islands, and the resulting centering of both the population and most of the economic activity in this State on one island, the island of Oahu, can be substantially credited to the existing inabilities of the past and present transportation systems to make the larger neighbor islands of this State equal partners. Moreover, that the continuation or disruption of this trend, and thus the growth and stability of neighbor island populations and economies, are therefore still directly related to the accessibility to adequate and reasonable transportation for passengers and goods.

Therefore, it is our contention that our proposed Lighter-Than-Air transport systems could potentially provide the necessary catalyst to facilitate freer, more economical travel and transport. Thus, we feel that our proposed system could make possible the stated goals of population dispersal, visitor industry diffusion, diversified agriculture, and overall balanced economic distribution to all of the islands that comprise this State.

#### Survey of Proposed Ferry Systems<sup>8</sup>

Since the Inter-Island Steam Navigation Co. terminated operations in 1950 there have been numerous studies and

proposals for a new interisland ferry service. Starting in 1955 with the Richardson proposal for a luxury type of ferry to air ferries as proposed by both the Law & Wilson and the Parson studies, every study done on the subject has determined that these ferry systems in Hawaii would not be able to effectively compete with the existing air and water transportation systems. Therefore, in summary, an airplane or water ferry system would not be able to sustain itself without substantial government subsidies and deficit spending.

## II. An Overview of the Present Transportation Systems

It certainly comes as no surprise to anyone that Hawaii's physical geography has fostered an interisland transportation system that is increasingly proving to be unsatisfactory. Presently there are two primary modes of transporting passengers and freight cargo in the State, respectively they are: (1) fast, but high cost air travel; and (2) moderate cost, slow and occasionally inadequately scheduled barge services.

### Passengers - Air Transport

Virtually all interisland passenger travel is by air. Further, more than 90% of the passengers are carried by the two major airlines that service our State: Aloha and Hawaiian Airlines.<sup>9</sup> The remaining 10% is carried by smaller commuter-type airlines.<sup>10</sup>

#### ALOHA & HAWAIIAN AIRLINES<sup>11</sup> TOTAL PASSENGERS AND MARKET SHARE

	ALOHA	HAWAIIAN
<u>1974</u>		
TOTAL PASSENGERS.....	2,023,066	2,898,757
MARKET SHARE.....	39.1%	56%
<u>1975</u>		
TOTAL PASSENGERS.....	2,119,972	2,919,788
MARKET SHARE.....	39.9%	55%
<u>1976</u>		
TOTAL PASSENGERS.....	2,404,590	3,116,457
MARKET SHARE.....	40.9%	53%
<u>1977</u>		
TOTAL PASSENGERS.....	2,589,280	3,424,425
MARKET SHARE.....	40.3%	53.4%
<u>1978</u>		
TOTAL PASSENGERS.....	2,872,631	3,898,079
MARKET SHARE.....	39.1%	53.1%

The interisland airlines' market size amounted to a total of 7.5 million passenger trips in 1978. (As a reference, each time a passenger steps onto an airplane constitutes a trip. Therefore, the number of trips is higher than the number of travelers.)<sup>12</sup> Of this amount only 270,000, or about 3.6% of the total number of interisland trips were taken in 1978 by residents of the State of Hawaii (Figure 2). This amounts to an annual travel tendency of 27.3% of the State's total resident population, compared to 55.3% for mainlanders.<sup>13</sup>

The main reason we discovered for this significantly lower travel tendency for the residents of our State is that the airline prices here are almost 3 times higher than the primary mode of transportation available to the mainland traveler; which is the use of the family car and the public highways.<sup>14</sup> Therefore, to achieve a comparable travel tendency, for the sake of argument, you must imagine a highway that could connect all of the islands. Thus using this highway, you could project the cost of actually driving to each of the islands. With the average auto in Hawaii getting 17 miles per gallon,<sup>15</sup> in 1980, the average mileage cost of operating an auto is 44 cents per mile including gas, insurance, maintenance, etc.<sup>16</sup> We then projected the 1985 average mileage cost would be 48 cents per mile of operation. The resulting one-way cost of driving to Hilo would be \$102.48 and to Kahului \$48.00. When the comparison is made with air travel, then you can graphically see the effect of the price of travel on the resident Hawaii traveler (Figure 3).

Certainly after viewing Figure 3 you can only conclude that the primary constraining factor in neighbor island development and resident travel is the price of interisland travel. In addition, one should note that this price does not include the extra expenses incurred by resident families that are not able to drive on their vacations, principally car rentals. Of course Hawaii's interisland airlines never claimed to be a form of mass transit, and their rates are not designed, nor sufficiently flexible, for the facilitation of cheap, convenient, interisland resident transportation. However, viewing the following cost/revenue data and Figure 4 will show you the basic dilemma in air transportation.

Figure 2

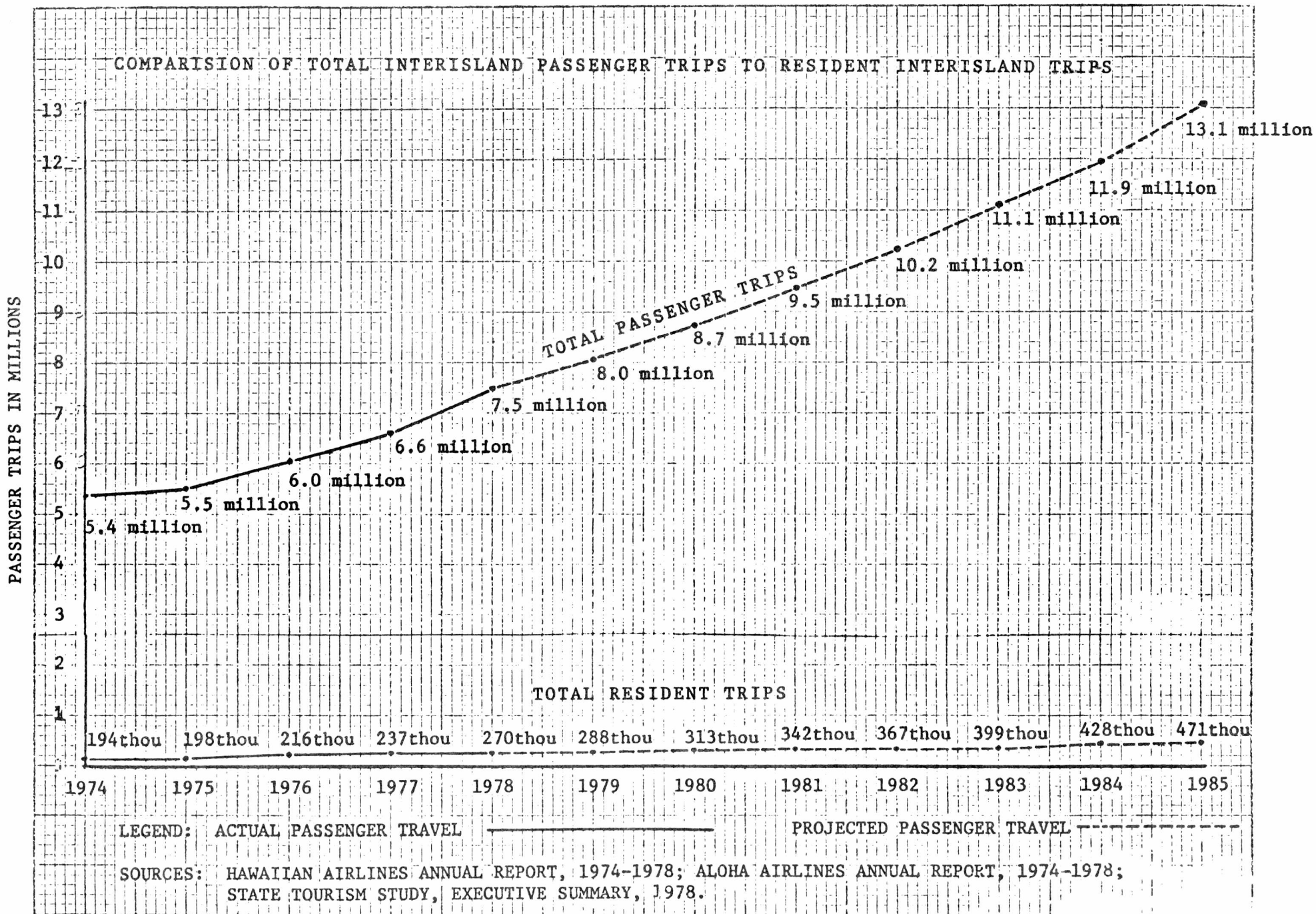
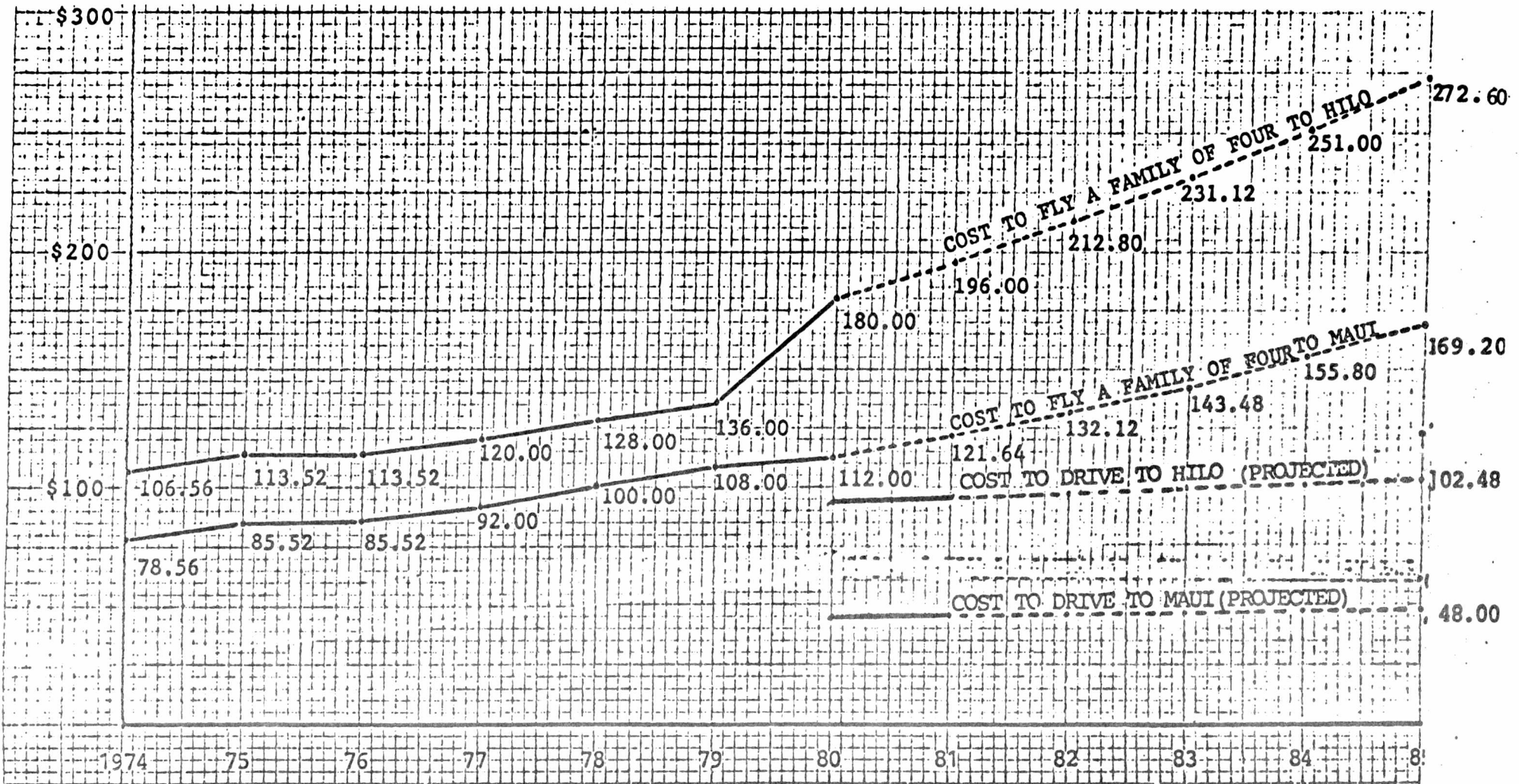


FIGURE 3

COMPARISON OF INTERISLAND FLIGHT TRAVEL COSTS  
TO AUTOMOBILE TRAVEL COST

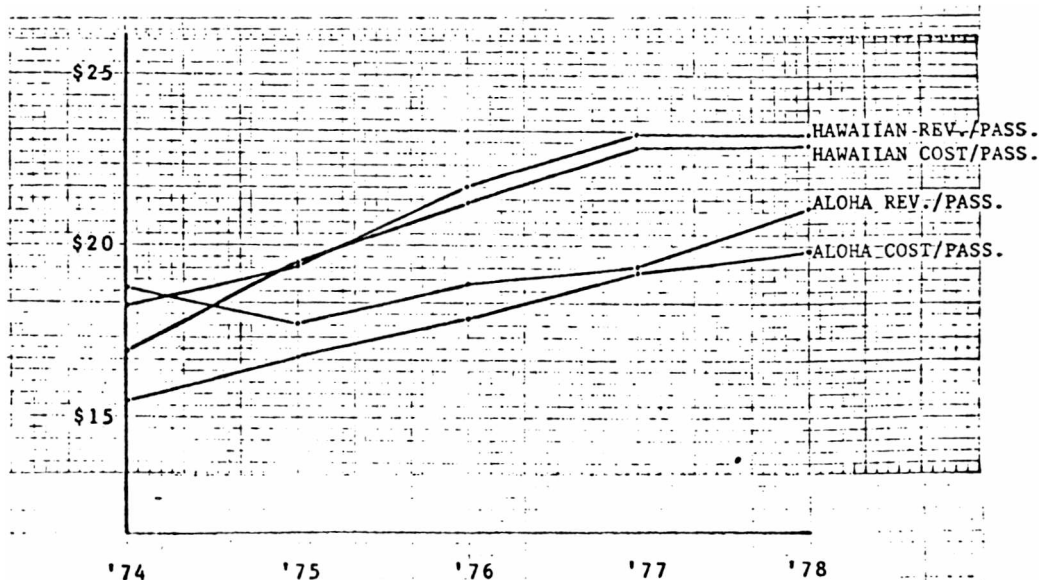


ALOHA & HAWAIIAN AIRLINES<sup>17</sup>

COST - REVENUES PER PASSENGER

	ALOHA	HAWAIIAN
<u>1974</u>		
REVENUES PER PASSENGER.....	18.72	18.31
COST PER PASSENGER.....	15.44	16.99
PROFIT MARGIN.....	17.5%	7.2%
<u>1975</u>		
REVENUES PER PASSENGER.....	17.76	19.44
COST PER PASSENGER.....	16.78	19.47
PROFIT MARGIN.....	5.5%	-.2%
<u>1976</u>		
REVENUES PER PASSENGER.....	18.86	21.67
COST PER PASSENGER.....	17.82	21.19
PROFIT MARGIN.....	5.5%	2.2%
<u>1977</u>		
REVENUES PER PASSENGER.....	19.39	23.21
COST PER PASSENGER.....	19.30	22.86
PROFIT MARGIN.....	.46%	1.5%
<u>1978</u>		
REVENUES PER PASSENGER.....	21.12	23.20
COST PER PASSENGER.....	19.87	22.96
PROFIT MARGIN.....	1.2%	1.0%

Figure 4  
COMPARATIVE REVENUE TO COST PER PASSENGER  
FOR THE 2 MAJOR INTERISLAND CARRIERS



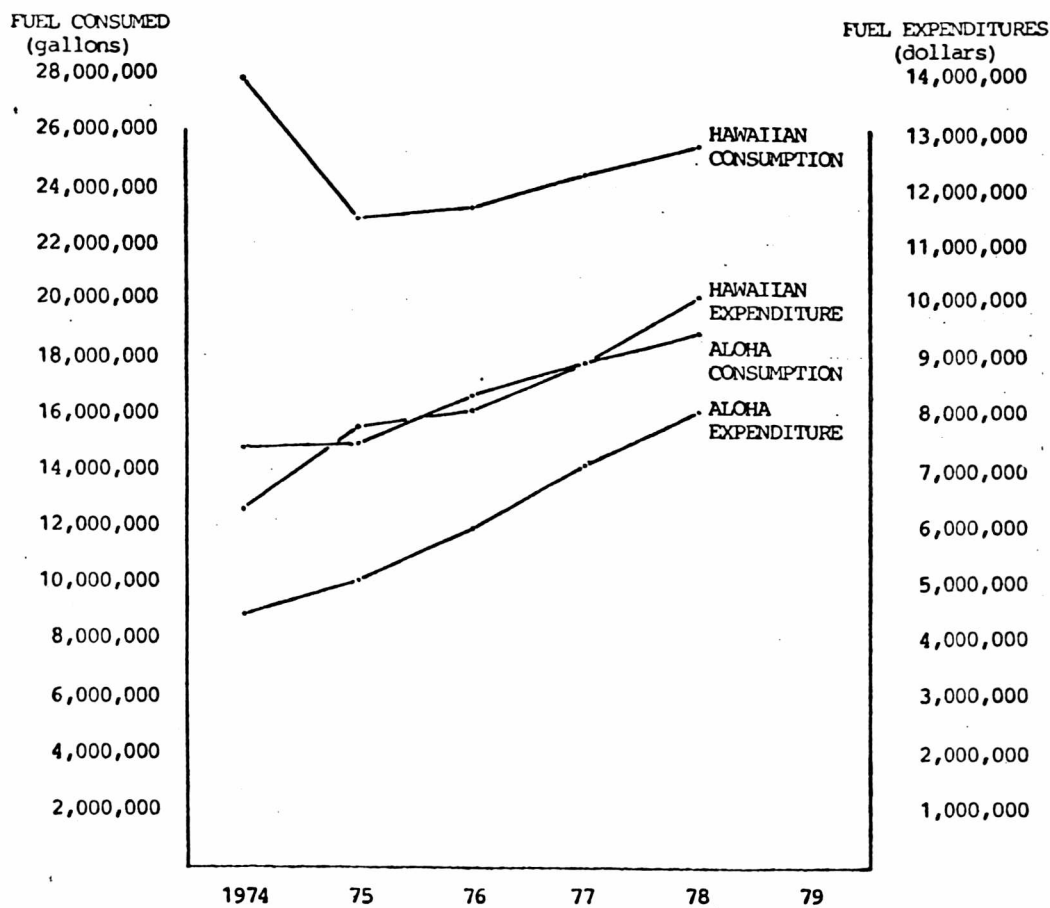
As indicated, the airplane is a relatively expensive mode of transportation to operate. Thus, they are not conducive to lower fares especially in the era of rising fuel prices (Figure 5).

**ALOHA & HAWAIIAN AIRLINES 18**  
**FUEL CONSUMPTION - FUEL EXPENSES**

	ALOHA	HAWAIIAN
<u>1974</u>		
FUEL CONSUMED	14,715,081	27,726,726
FUEL EXPENSE	\$4,436,571	\$6,327,000
<u>1975</u>		
FUEL CONSUMED	14,960,626	22,837,022
FUEL EXPENSE	\$5,047,149	\$7,735,000
<u>1976</u>		
FUEL CONSUMED	16,667,035	23,233,930
FUEL EXPENSE	\$5,978,350	\$8,037,000
<u>1977</u>		
FUEL CONSUMED	17,723,679	24,419,208
FUEL EXPENSE	\$7,087,929	\$8,915,000
<u>1978</u>		
FUEL CONSUMED	18,765,389	25,421,135
FUEL EXPENSE	\$8,003,946	\$10,088,000

Figure 5

ALOHA AND HAWAIIAN AIRLINES FUEL CONSUMPTION AND EXPENDITURES



The inherent shortcomings of airline travel such as high fuel consumption, noise level, airport congestion and safety, and the necessity of extensive take-off and landing areas have all come to be considered necessary evils of a primary transportation system that affects the economy and quality of life for the entire State.

NOISE LEVELS GENERATED BY HAWAIIAN & ALOHA AIRLINES <sup>19</sup>

SITE OF RECORDING	HAWAIIAN	ALOHA
	DC-9	B-737
CATLIN PARK	88.61 dBA	83.68 dBA
SAND ISLAND	93.5	92.2
POHUKAINA SCHOOL	73.89	73.16
KEWALO BASIN	75.03	77.88

\*CORRECTED SCALE ACCORDING TO PNdB (Percieved Noise dB)

CATLIN PARK	101.61	96.68
SAND ISLAND	106.5	105.2
POHUKAINA SCHOOL	86.89	86.17
KEWALO BASIN	88.03	90.88

\*It should be noted that the scale is the designated noise level indicator used by the FAA. To get an idea of what these figures mean in terms of focused human hearing you must know that for every 10 dB increase in the noise level the intensity of the sound doubles. For a comparison in noise levels note the table below:

SOME TYPICAL SOUND LEVELS <sup>20</sup>  
In Decibels

	-130-	
JET TAKE-OFF (200 ft.)	-120-	THRESHHOLD OF PAIN
	-110-	
UNMUFFLED DIESEL TRUCK (50 ft.)	-100-	
LOUD MOTORCYCLE (50 ft.)	--90-	
	--80-	USAF RECOMENDED MAXIMUM
	--70-	STREET CORNER IN A LARGE CITY
NORMAL SPEECH (1 ft.)	--60-	ACCOUNTING OFFICE

Finally, under the "Airport and Airways Development Program Act of 1979" as passed by the U.S. Senate, Honolulu International Airport, which subsidizes neighbor island airports, may well be deregulated. Thus, the smaller interisland airports will have to support themselves through the levying of higher landing charges or taxes rather than having these costs defrayed throughout the system and substantially covered by the larger international carriers as is now the case. This extra cost, although not taken into account in this study, is sure to have an inflationary effect on the current ticket prices. This is further seen as having another depressing effect on both the future resident interisland travel and the overall economic outlook of the neighbor islands.

#### Passengers - Surface Transport

Seaflite was an interisland Hydrofoil service that operated from June 1975 to February 1978 and piled up losses of \$11.2 million. The primary reasons given for the failure of the company were mechanical failures and lack of sufficient patronage. The mechanical failures were attributed to two factors: (a) lack of proper pre-delivery testing and (b) local ocean and use conditions. These mechanical failures were found to be extremely excessive for a system that consumed \$24 million in initial capital investment and the supporting cost of 180 employees' salaries plus terminal facilities. Essentially, the failure to attract passengers was attributed to the inability to provide the use of common fare prices equal to that of air travel; loss of confidence in Seaflite's ability to keep its schedules due to repeated mechanical problems; and the long travel times (averaging 5 hours) between destinations which could only be justified in terms of the experience and not cost, convenience or comfort.<sup>21</sup>

A company by the name of American Hawaii Cruises is planning to introduce weeklong interisland cruises for up to 750 passengers at prices ranging from \$645 to \$1,750 excluding onshore sightseeing. The average passenger is expected to be over 35, in the middle- to high-income bracket, and most likely not local residents. There will be no port to port travel allowed. Fares are sensitive to fuel costs which represent 23% of total operating cost at \$160 a ton and are projected to rise to \$200 by 1981. The cost of the ship and renovation was said to be in the tens of millions.<sup>22</sup>

#### Freight Cargo - Air Transport

Airline cargo operations are basically limited to high value, low weight, perishable or urgent-need types of products. These include items such as newspapers, fruits, flowers, and pharmaceuticals. Consequently, due to the relatively high cost and limited space for air cargo services, the total tonnage constitutes only a small part (approximately 2.4%) of the total interisland freight market by weight.<sup>23</sup>

Also affecting the freight market of note was the termination of air freight services by Hawaiian Air and the subsequent terminations of freight services by smaller freight oriented airlines.

Specifically, Hawaiian Air recently had sustained severe economic losses and in an effort to relieve the high operating costs, eliminated their air freight services. The smaller all-freight airlines have recently been affected by several other factors:

- (1) More stringent standards for training and equipment maintenance,
- (2) Recent rises in the cost of fuels for the airlines have made it harder for the smaller airlines to keep prices competitive with the larger airlines that use lower priced jet fuel.<sup>24</sup>

Yet, the amount being shipped via air freight cargo as measured both by dollar value and volume, has increased steadily in recent years despite the rapidly increasing prices for these services (Figure 6). What this means to the producer or distributor that uses interisland air freight services, especially in the hard economic times that lie ahead is that the prices they charge to their consumers for the goods that are transported in this manner most likely will not be able to keep up with the accelerating prices they are being charged to ship goods to market. Therefore, they will not be receiving a sufficiently equitable return on each dollar they are using in the shipment of goods; further reinforcing the destabilization, if not decline, of both the neighbor island economies and service airlines.

#### Freight Cargo - Surface Transport

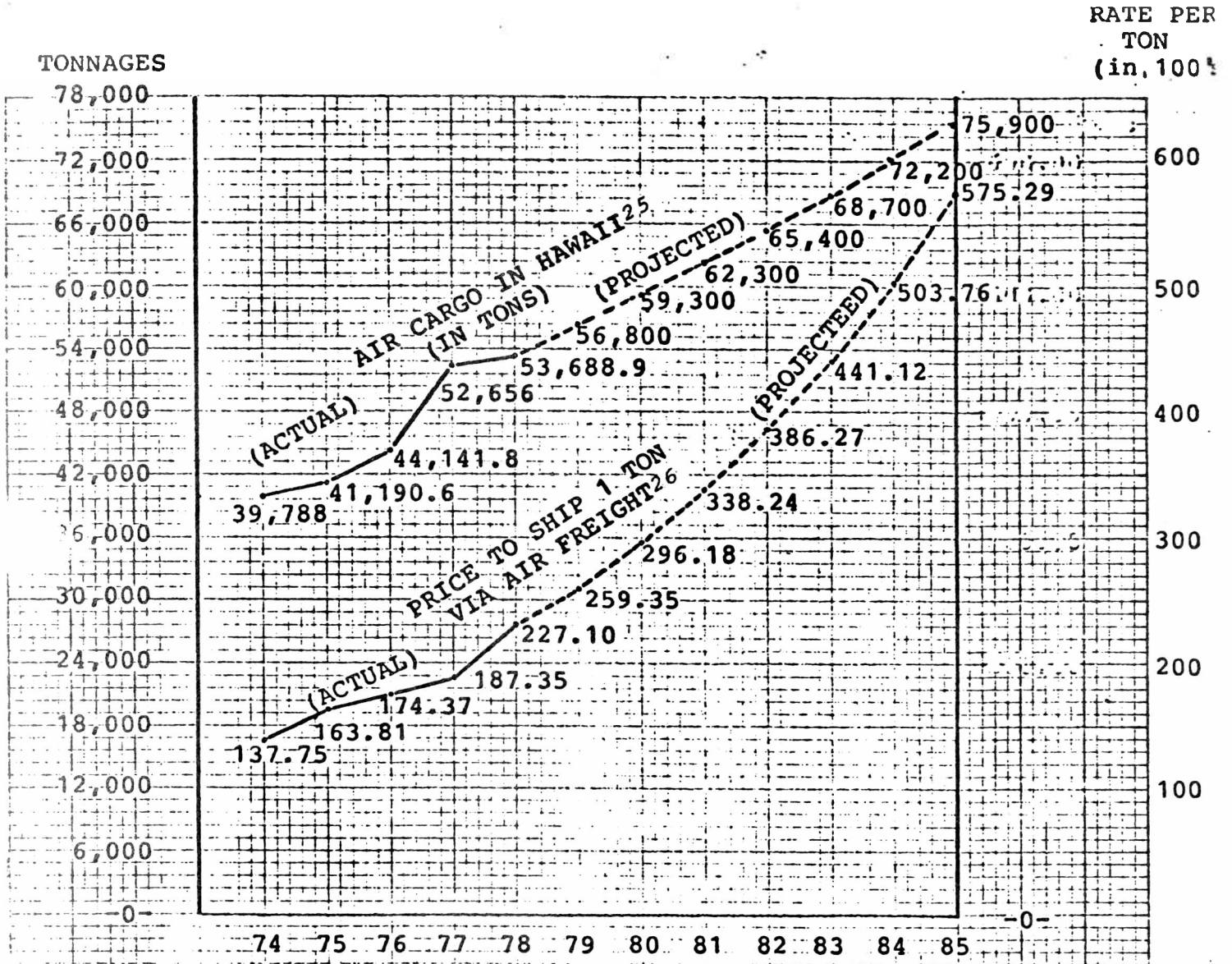
The geography of Hawaii being a set of islands has historically made us highly dependent on water-bound surface transportation for the economic well-being and the support of our whole economy; particularly the diversified agriculture on the neighbor islands. The islands of this State are serviced by three principal surface transportation services. They are:

- (1) Young Brothers Barge
- (2) Matson
- (3) Private contracted freight carriers

Private and contract carriers account for the bulk of the freight that currently moves between the islands. They are generally regarded as a service where little competition is possible. Usually the user of the vessel is either the

Figure 6

COMPARISON OF INTERISLAND FREIGHT RATES  
AND AMOUNT SHIPPED



owner, or the user and the owner are closely associated, or it's the only means of transport that makes sufficient amount of service available with the highest amount of efficiency. Matson, on the other hand, is under a directive from the Federal Maritime Commission, that requires them to maintain an interisland service that constitutes direct shipment between the mainland and the neighbor islands for bulk (full container) orders only.

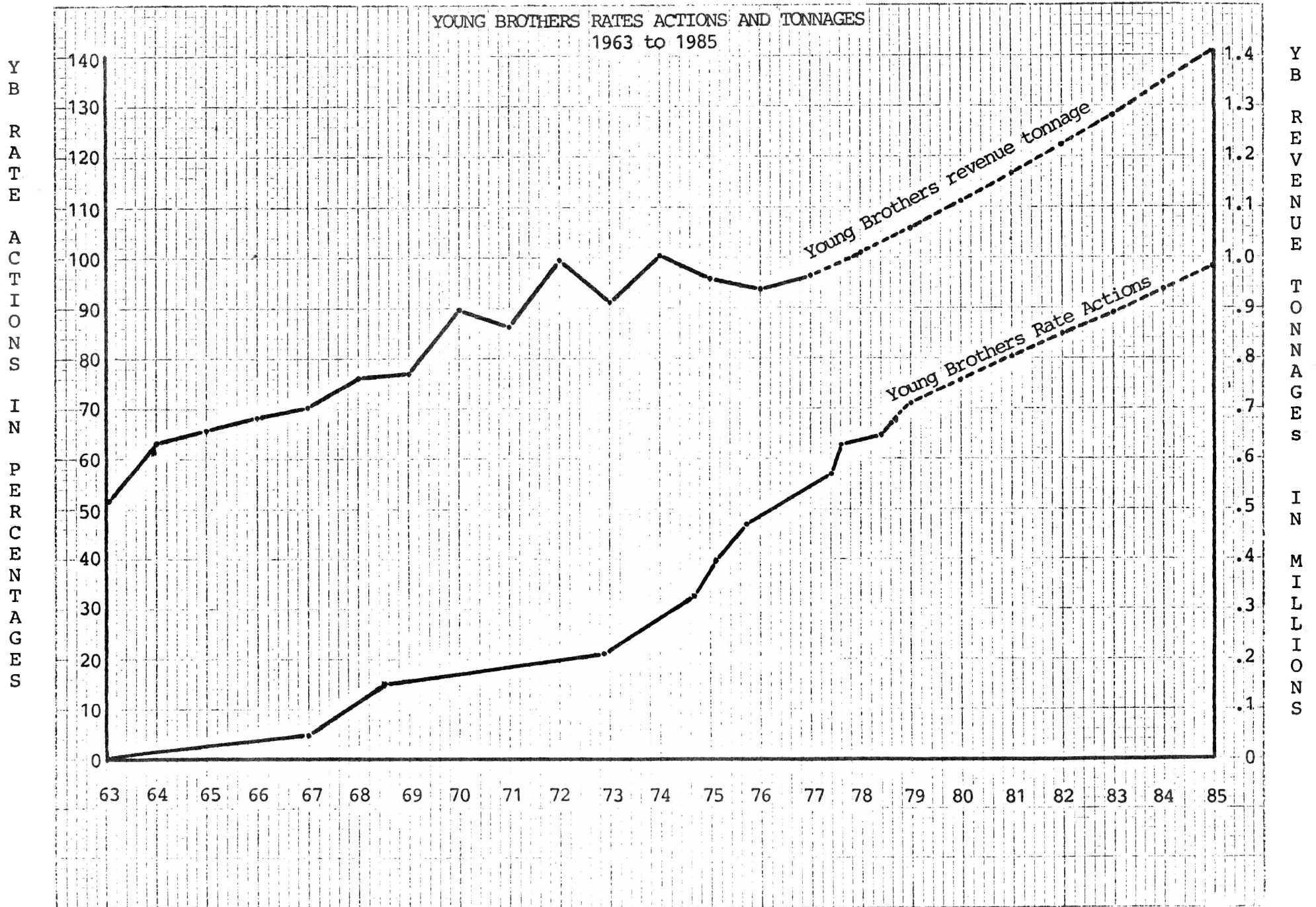
Finally, Young Brothers Barge is the only regularly scheduled barge service and the only one servicing partial container loads. It is a P.U.C. regulated and licensed common carrier. That is, it must accept all cargo offered for interisland transport and operates in what is essentially a monopolistic environment. As the sole remaining general service, Young Brothers services most of the small- and medium-sized businesses on the neighbor islands. Therefore, the service and rate actions of Young Brothers has a direct effect on any business that exists that is dependent on interisland freight services for part or all of its market. Moreover, despite a tapering off of frequency and locations of service, Young Brothers has been able to show an increase in revenues each year sufficient enough for them to reconsider ideas of discontinuance of service.

Significant, is that despite repeated rate hikes, Young Brothers' total tonnage remains stable.<sup>27</sup> At this point, our projections indicate an increase in tonnage carried by Young Brothers. It should be noted that we justified our projections by first pointing out the overall growth of the freight market over the past 15 years and extrapolated to conform to other estimates for the expanding economies and populations projected for the neighbor islands over the next five years (Figure 7). However, we find these projections suspect given previously mentioned factors destabilizing neighbor island economies and populations.

#### Summary of Present Transportation Systems

As it now stands, anyone doing business to or from the neighbor islands has to withstand the infrequent transportation services presently available to them; dock and warehouse costs; unpredictable shipping requirements; slow service; damage to goods and weight loss to livestock due to pitch and roll; advance shipping demands; greater environmental hazards; more inter-modal transportation changes and handling; penalties for density, odd sizes and break bulk loads. On the other hand, airplane transshipment is more expensive, fuel consumptive, and extremely limited in weight and size of loads.

Figure 7

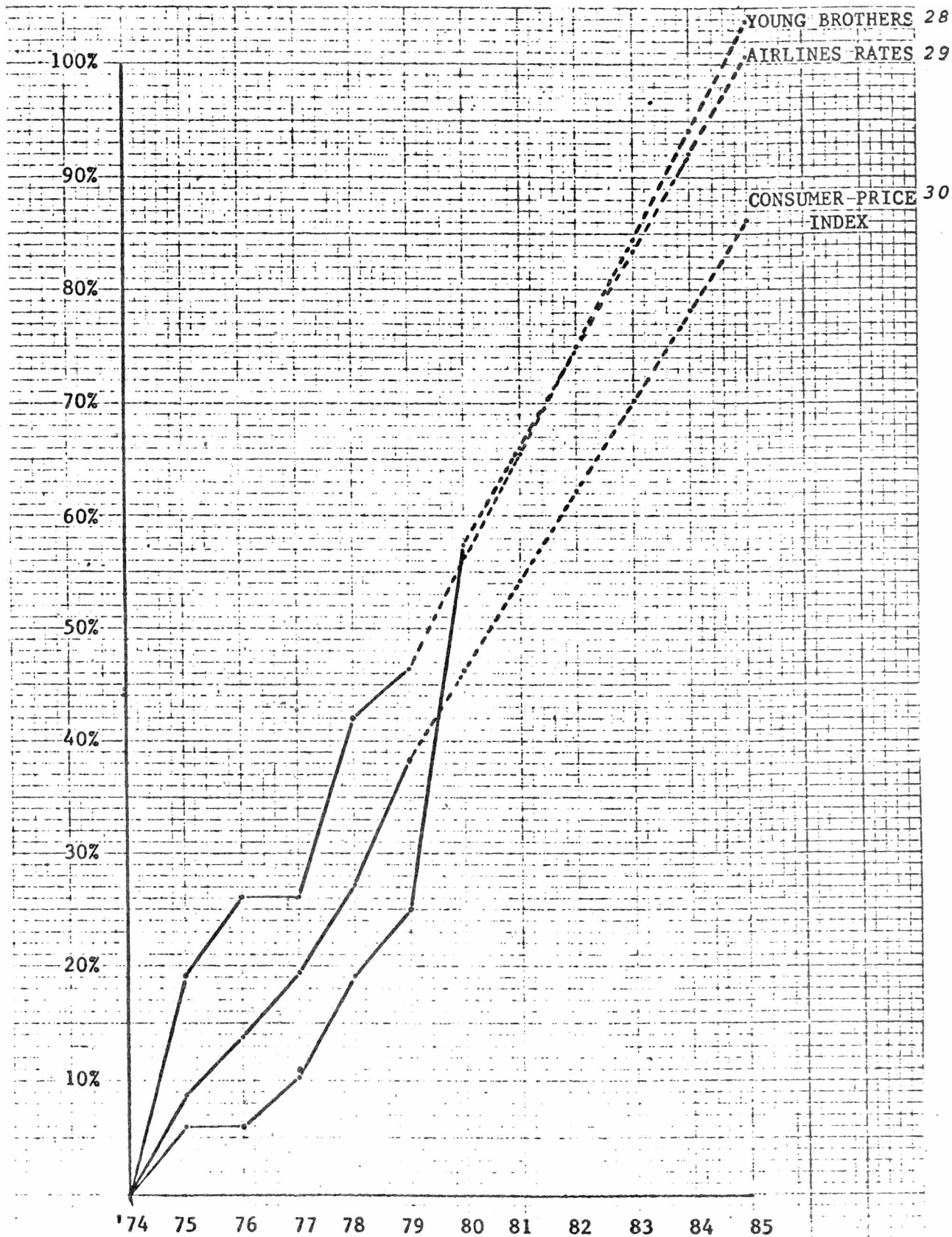


The rate actions of both Young Brothers surface transport and the airlines have been accelerating at a rate faster than the rate of increase for the Consumer Price Index since 1974 (Figure 8).

What this means to the neighbor island business people is that, transportation costs are increasing at a higher rate than they are able to absorb and/or pass along in their selling prices. This factor is very important when viewed because it points out the economic hardship and undesirability of operating a business whose operations are related to the neighbor islands when over 80% of the market for goods in this State is on the island of Oahu.

What this means to the average resident in Hawaii is that there is no immediate basis for optimism regarding expanded economies, increased job opportunities, diversified agriculture or dispersed population growth. Further, it appears that Hawaii's residents will continue to be discriminated against in intra-state travel by prices and modes of available travel when visiting friends and relatives, considering workplace options or exploring our own neighbor islands.

FIGURE 8  
 RATE INCREASES BY PERCENTAGES  
 (1974 = \$1.00)



### III. LTA Airships: An Alternative Transportation System

#### Introduction

On the evening of May 6, 1937 at Lakehurst, New Jersey, the great and majestic airship Hindenburg came to a fiery end after completing a beautiful cruise from Europe. Thirty-five lives were lost and taps were played for the airship industry. The industry was young, and the political problems surrounding it turned the crash into an all-consuming holocaust.

In 1979, an American Airlines DC-10, out of Chicago's O'hare Airport crashed, killing 233 people. This was the single greatest disaster in American aviation history, but instead of playing taps for the airline industry, a multitude of experts began corrective procedures to preclude further accidents.

The holocaust in Chicago did not produce cries to abandon the aircraft industry, the way the commercial airship industry was knocked out by the Hindenburg disaster. The airship industry has been dormant for 40 years, but today there are signs that the airship will rise again, providing the answer to some of our most perplexing problems. The plans are already well underway, but to understand where the airship is heading, an appreciation of some background and history is in order.

The word "airship" doesn't have an air of romance or excitement for most people. It doesn't bring a vivid picture to mind. But say the word "blimp" and the average person thinks of the distinctive shape of the Goodyear blimp hanging as if by magic in the sky overhead. The word "dirigible" or "zeppelin" brings to mind images of a huge metal-hulled ship soaring over the German countryside.

Yet the general term for the blimps and zeppelins of the past and the shapes and sizes of the future is Airship, "a form of mechanically driven aircraft, lighter-than-air, having a means of controlling the direction of its motion" as defined in Webster's International Dictionary. The field of lighter-than-air flight is basically divided into two categories, the balloons and the airships. Often the shapes and materials are similar, but an airship can move when and where it is needed, while a balloon is at the mercy of the winds. Dirigible is another commonly used name for lighter-than-air craft, having virtually the same meaning as "airship".<sup>31</sup>

In the course of our study we determined that there were several specific parameters that had to be met by any alternative interisland transport systems to be considered. These were:

- (1) The transportation system must be able to accommodate interisland passenger travel at rates significantly low enough to make such travel more attractive to residents as well as visitors.
- (2) To provide transportation services capable of carrying residents' personal autos at reasonable rates. Thus allowing families, in effect, to "drive" to a neighbor island.
- (3) The transportation system must be able to accommodate all general and time sensitive interisland surface and air freight cargo.
- (4) To provide these services in a schedule that would be reasonably efficient, convenient for users, inexpensive, and capable of expansion.

With these 4 specific parameters in mind we now present one approach, namely, a four vehicle Lighter-Than-Air (LTA) airship system for interisland transportation, commencing operations in 1985.

#### Interisland Airship Parameters

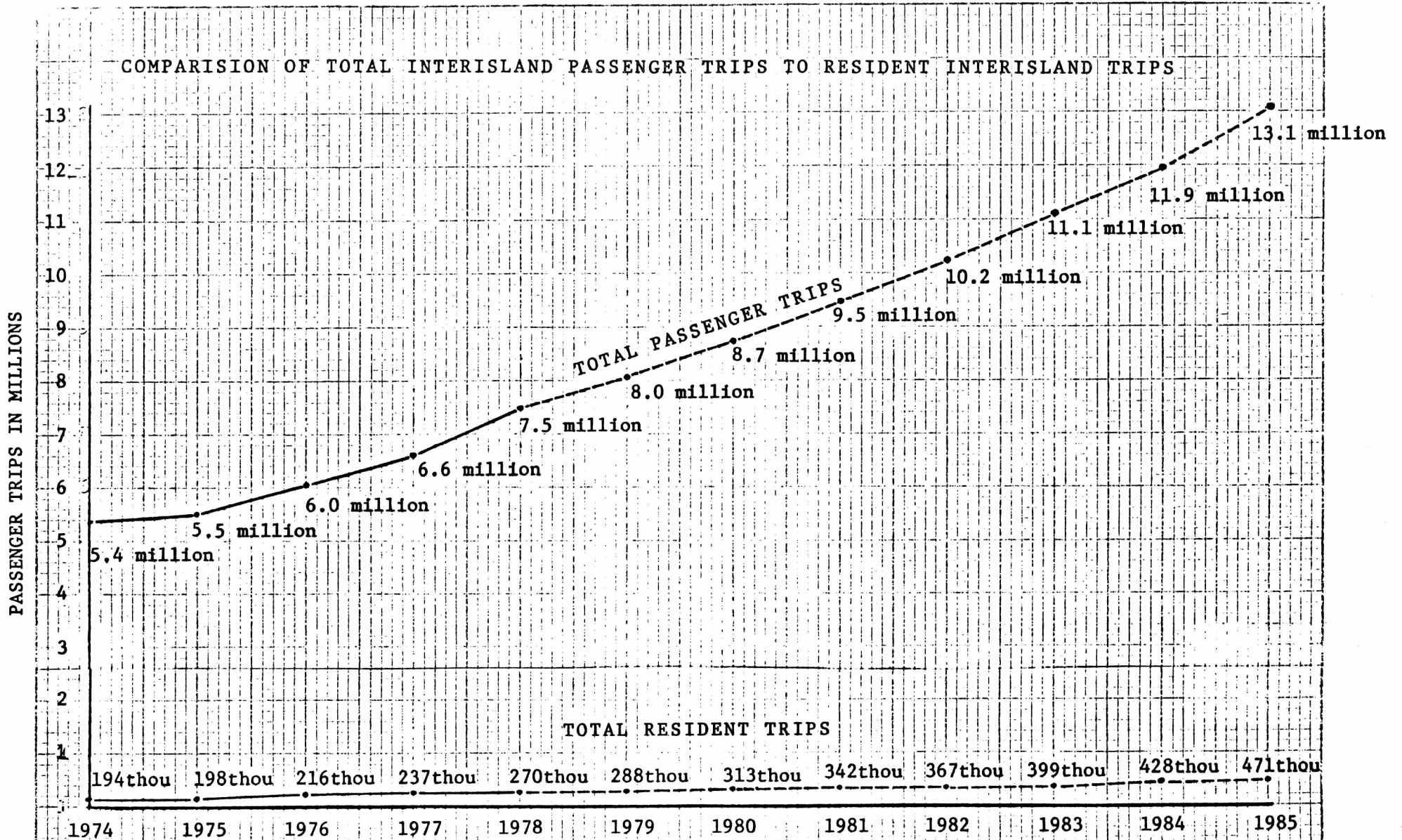
1. Passengers: The total interisland passenger demand was taken to be the sum of several sources. First, we took 50% of all travel projected for the year 1985 on the interisland airlines, less resident interisland trips. Second, to this amount was added the total mainland equivalent of unconstrained local resident travel trips. This was earlier defined as a percentage equal to the normal mainland travel tendency of 55.3% of the total population annually. The 1985 estimates for interisland passenger travel trips (excluding potential effects of energy shortages or disproportionate price hikes) was projected to be 13,056,572 trips (Figure 9).

The state resident population is projected to be 1,016,900 in 1985.<sup>32</sup> Therefore, total travel demand would be:

13,056,572	
- 470,037	(3.6% resident average interisland trips)
<u>12,586,535</u>	x 0.5 = 6,293,268 non-resident 1985 interisland trips
1,016,900	x 0.553 = 562,346 resident 1985 interisland trips
TOTAL TRAVEL DEMAND	<u>6,855,614</u> trips annually 1985

If the total number of interisland passengers in 1985 is assumed to be 6,855,614, then dividing this number by 52.1 (the number of weeks in a year) the weekly passenger trip total would be 131,586. Assuming then that each traveler has to take at least 2 trips, one outbound and one inbound,

Figure 9



LEGEND: ACTUAL PASSENGER TRAVEL

PROJECTED PASSENGER TRAVEL

SOURCES: HAWAIIAN AIRLINES ANNUAL REPORT, 1974-1978; ALOHA AIRLINES ANNUAL REPORT, 1974-1978;  
STATE TOURISM STUDY, EXECUTIVE SUMMARY, 1978.

this number is divided by 2 producing the number 65,793. The weight allowance we projected per passenger (which includes baggage) is 300 lbs. The total passenger related tonnage required per week would be  $65,793 \times 300 = 19,737,900$  divided by 2,000 = 9,869 tons per week. This tonnage is then divided by four LTA vehicles and seven days to arrive at the number of tons per day per vehicle of 352 tons. The proposed four vehicle system could provide 8 trips per day per vehicle for a total of passenger related tonnage per trip of 44 tons. Assuming a 60% passenger load factor,<sup>33</sup> the passenger allowance per vehicle would be 73.3 tons or 146,600 pounds per trip. When this is divided by 300 pounds, the passenger allowance, the passenger seat count is 488 seats per LTA vehicle.

#### INTERISLAND LTA MISSION PASSENGER REQUIREMENTS

Total Passenger Trips 1985	6,855,614
Weekly = Total divided by 52.1	131,586
Capacity = In or Out, weekly x 0.5	65,793
Allowance of 300 lbs. for all Pass. weight	19,737,900
Tonnage = Lbs. divided by 2,000	9,869/Wk.
Daily Tonnage divided by (4x7) =	
Tons per Vehicle per Day	352
Vehicle Daily Tons divided by 8	
(Ave. No. of Trips per Day)	44
Assume 60% Load Factor (39.8 = 60%)	73.3
Tons x 2000 = Passenger Lbs.	144,600
Lbs. divided by 300 = Vehicle	
Passenger Capacity	488

2. Resident Personal Autos: The resident personal auto demand tonnage is projected to be based on two assumptions. First, is that the average size of all travel groups in Hawaii is approximately 2 people.<sup>34</sup> Therefore, we assume you must provide space for 1 auto per every 2 resident passengers. Second, is that the basic assumed weight charge is 1.75 tons per auto.<sup>35</sup>

To arrive at a number for personal autos per trip, 488 seats is multiplied by the percentage amount of seats that could be taken by residents, 8.7%. This totals 42 passengers. Assuming that the auto count is 1 for every two resident passengers, the auto allowance is 21 autos per LTA. We have allowed for a 100% flexibility for 21 additional cars per LTA for a total auto allowance per LTA of 42 personal autos. 42 autos x 1.75 tons, the assumed weight allowance per auto, makes the total tonnage allowance for personal autos per trip 73.5 tons per LTA vehicle.

INTERISLAND LTA MISSION PERSONAL AUTO REQUIREMENTS

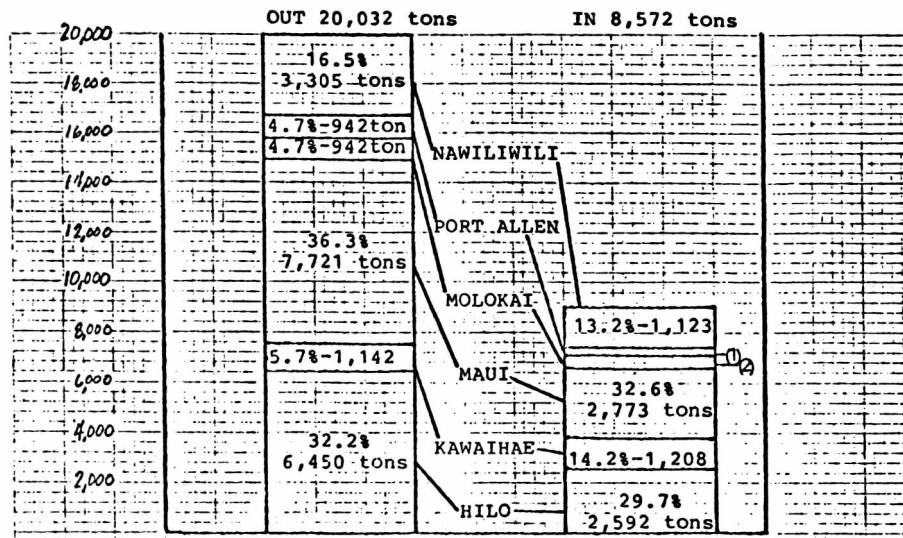
Local Resident Use 1985	562,346
% of Total Users	8.7%
Residents per trip	42
Residents divided by 2 = Autos per trip	21
100% Auto allowance	42
20 x 1.75 tons	73.5 tons

3. Freight Cargo: Interisland cargo tonnages in the years 1963 to 1978, increased from 518,000 tons to 1,010,000 tons for Young Brothers.<sup>36</sup> When broken down by port in/out of Honolulu, the percentage breakdown by port as follows:

	IN	OUT
HILO	32.2%	29.7%
KAWAIHAE	5.7%	14.2%
MAUI	36.3%	32.6%
MOLOKAI	4.7%	6.3%
PORT ALLEN	4.7%	4.0%
NAWILIWILI	16.5%	13.2%

Neighbor island ports receive approximately 70% of the total cargo tonnage moving between islands and ships approximately 30% of the cargo to Honolulu. Using a straight-line projection of Young Brothers cargo, by 1985, 1,411,000 tons are projected. Air cargo has increased from about 40,000 tons to nearly 54,000 tons from 1974 to 1978.<sup>37</sup> The projected demand for air cargo services in 1985 would be 75,900 tons. Therefore, the total projected cargo demand for 1985 would be 1,490,268 tons in the interisland market. This breaks down to 124,189 tons per month, or 28,604 per week. Therefore, outshipments to neighbor islands per week = 20,032 tons; in shipments from the neighbor islands per week = 8,572 tons.

Figure 10  
WEEKLY FREIGHT TONNAGE PROJECTED 1985  
AIRLINES & YOUNG BROTHERS  
IN/OUT HONOLULU



(1) PORT ALLEN: out tonnage = 4% or 340 tons  
(2) MOLOKAI : out tonnage - 6.3% or 536 tons

4. Service Schedule: Perhaps more than any other information provided in this study, the service schedules we are going to present are arbitrary. However, the basis for such arbitrary assumptions are grounded in four premises. They are: (a) the optimum fuel efficient speed for an LTA is 90 m.p.h.;<sup>38</sup> (b) the optimizing of services to all major island ports, as now serviced by Young Brothers<sup>39</sup> and the airlines;<sup>40</sup> and (c) to have 4 LTA vehicles operating no more than 20 hours per day with 40 minute stopovers at each site; and (d) diverse types of pay-loads (passengers, personal autos, and freight) can be modularized so as to be interchangeable making each trip more efficient; especially regarding backhaul.

The following charts represent our assumptions for service times and routing schedules.

#### SCHEDULES--SERVICE TIME AND ROUTING

VEHICLE I--KAUAI BASED LTA						
Day 1: 4x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL	
Sunday,	1) Kauai-Oahu	102	70 mins.	5:30AM	6:40AM	
Tuesday,	2) Oahu-Maui	100	70	7:20	8:30	
Thursday,	3) Maui-Oahu	100	70	9:10	10:20	
Saturday.	4) Oahu-Hilo	213.5	145	11:00	1:25PM	
	5) Hilo-Kawaihae	52	35	2:05PM	2:40	
	6) Kawaihae-Oahu	164.7	110	3:20	5:10	
	7) Oahu-Maui	100	70	5:50	7:00	
	8) Maui-Oahu	100	70	7:40	8:50	
	9) Oahu-Kauai	102	70	9:30	10:40	
		<u>1,034.2</u>	<u>11 hours</u>			
		miles	50 mins.			

SCHEDULES---SERVICE TIME AND ROUTING

VEHICLE I---KAUAI BASED LTA

Day 2: 2x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Monday, Friday.	1) Kauai-Oahu	102	70	5:30AM	6:40AM
	2) Oahu-Maui	100	70	7:20	8:30
	3) Maui-Oahu	100	70	9:10	10:20
	4) Oahu-Kawaihae	164.7	110	11:00	12:50PM
	5) Kawaihae-Hilo	52	35	1:30PM	2:05
	6) Hilo-Oahu	213.5	145	2:45	5:10
	7) Oahu-Molokai	58	40	5:50	6:30
	8) Molokai-Lanai	21.4	15	7:10	7:25
	9) Lanai-Kauai	173.9	120	8:05	10:05
		<u>985.5</u> miles	<u>11 hours</u> 15 mins.		

VEHICLE I---KAUAI BASED LTA

Day 3: 1x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Wednesday	1) Kauai-Oahu	102	70	5:30AM	6:40AM
	2) Oahu-Maui	100	70	7:20	8:30
	3) Maui-Oahu	100	70	9:10	10:20
	4) Oahu-Hilo	213.5	145	11:00	1:25PM
	5) Hilo-Oahu	213.5	145	2:05PM	4:30
	6) Oahu-Maui	100	70	5:10	6:20
	7) Maui-Molokai	42.7	30	7:00	7:30
	8) Molokai-Oahu	58	40	8:10	8:50
	9) Oahu-Kauai	102	70	9:30	10:40
		<u>1,031.7</u> miles	<u>11 hours</u> 50 mins.		

VEHICLE II---HILO BASED LTA

Day 1: 4x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Sunday,	1) Hilo-Oahu	213.5	145	6:00AM	8:25AM
Tuesday,	2) Oahu-Hilo	213.5	145	9:05	11:30
Thursday,	3) Hilo-Kawaihae	52	35	12:10PM	12:45PM
Saturday.	4) Kawaihae-Oahu	164.7	110	1:25	3:15
	5) Oahu-Kawaihae	164.7	110	3:55	5:45
	6) Kawaihae-Maui	73.2	50	6:25	7:15
	7) Maui-Oahu	100	70	7:55	9:05
	8) Oahu-Hilo	213.5	145	9:45	12:10
		<u>1,195.1</u> miles	<u>13 hours</u> 30 mins.		

SCHEDULES--SERVICE TIME AND ROUTING

VEHICLE II--HILO BASED LTA

Day 2: 3x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Monday,	1) Hilo-Oahu	213.5	145	6:00AM	8:25AM
Wednesday,	2) Oahu-Hilo	213.5	145	9:05	11:30
Friday.	3) Hilo-Maui	119	80	12:10PM	1:30PM
	4) Maui-Oahu	100	70	2:10	3:20
	5) Oahu-Maui	100	70	4:00	5:10
	6) Maui-Molokai	42.7	30	5:50	6:20
	7) Molokai-Oahu	58	40	7:00	7:40
	8) Oahu-Hilo	213.5	145	8:20	10:35
		<u>1,060.2</u> miles	<u>12 hours</u> 5 mins.		

VEHICLE III--OAHU BASED LTA

Day 1: 4x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Sunday,	1) Oahu-Maui	100	70	5:30AM	6:40AM
Tuesday,	2) Maui-Oahu	100	70	7:20	8:30
Thursday,	3) Oahu-Kauai	102	70	9:10	10:20
Saturday.	4) Kauai-Oahu	102	70	11:00	12:10PM
	5) Oahu-Hilo	213.5	145	12:50PM	3:15
	6) Hilo-Oahu	213.5	145	3:55	6:20
	7) Oahu-Maui	100	70	7:00	8:10
	8) Maui-Hilo	119	80	8:50	10:10
	9) Hilo-Oahu	213.5	145	10:50	1:15
		<u>1,263.5</u> miles	<u>13 hours</u> 15 mins.		

VEHICLE III--OAHU BASED LTA

Day 2: 3x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Monday,	1) Oahu-Hilo	213.5	145	5:30AM	7:55AM
Wednesday,	2) Hilo-Oahu	213.5	145	8:35	11:00
Friday.	3) Oahu-Kauai	102	70	11:40	12:50PM
	4) Kauai-Oahu	102	70	1:30PM	2:40
	5) Oahu-Maui	100	70	3:20	4:30
	6) Maui-Oahu	100	70	5:10	6:20
	7) Oahu-Hilo	213.5	145	7:00	9:25
	8) Hilo-Oahu	213.5	145	10:05	12:30
		<u>1,258.0</u> miles	<u>14 hours</u> 20 mins.		

SCHEDULES--SERVICE TIME AND ROUTING

VEHICLE IV---OAHU BASED LTA

Day 1: 4x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Sunday,	1) Oahu-Maui	100	70	6:30AM	7:40AM
Tuesday,	2) Maui-Molokai	42.7	30	8:20	8:50
Thursday,	3) Molokai-Oahu	58	40	9:30	10:10
Saturday.	4) Oahu-Kauai	102	70	10:50	12:00PM
	5) Kauai-Oahu	102	70	12:40PM	1:50
	6) Oahu-Hilo	213.5	145	2:30	4:55
	7) Hilo-Oahu	213.5	145	5:35	8:00
	8) Oahu-Kauai	102	70	8:40	9:50
	9) Kauai-Oahu	102	70	10:30	11:40
		<u>1,035.7</u> miles	<u>11 hours</u> <u>50 mins.</u>		

VEHICLE IV---OAHU BASED LTA

Day 2: 2x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Wednesday,	1) Oahu-Hilo	213.5	145	6:30AM	8:55AM
Friday.	2) Hilo-Kawaihae	52	35	9:35	10:10
	3) Kawaihae-Oahu	164.7	110	10:50	12:40PM
	4) Oahu-Kauai	102	70	1:20PM	2:30
	5) Kauai-Oahu	102	70	3:10	4:20
	6) Oahu-Maui	100	70	5:00	6:10
	7) Maui-Oahu	100	70	6:50	8:00
	8) Oahu-Lanai	72	50	8:40	9:30
	9) Lanai-Kauai	173.9	120	10:10	12:10AM
	10) Kauai-Oahu	102	70	12:50AM	2:00AM
		<u>1,182.1</u> miles	<u>13 hours</u> <u>30 mins.</u>		

VEHICLE IV--OAHU BASED LTA

Day 3: 1x/wk	ORIGIN-DESTINATION	FLIGHT MILES	FLIGHT TIME	DEPARTURE	ARRIVAL
Monday	1) Oahu-Hilo	213.5	145	6:30AM	8:55AM
	2) Hilo-Kawaihae	52	35	9:35	10:10
	3) Kawaihae-Oahu	164.7	110	10:50	12:40PM
	4) Oahu-Kauai	102	70	1:20PM	2:30
	5) Kauai-Oahu	102	70	3:10	4:20
	6) Oahu-Maui	100	70	5:00	6:10
	7) Maui-Oahu	100	70	6:50	8:00
	8) Oahu-Kauai	102	70	8:40	9:50
	9) Kauai-Oahu	102	70	10:30	11:40
		<u>1,038.2</u> miles	<u>11 hours</u> <u>50 mins.</u>		

#### IV. Four Vehicle LTA Airship System Design Requirements

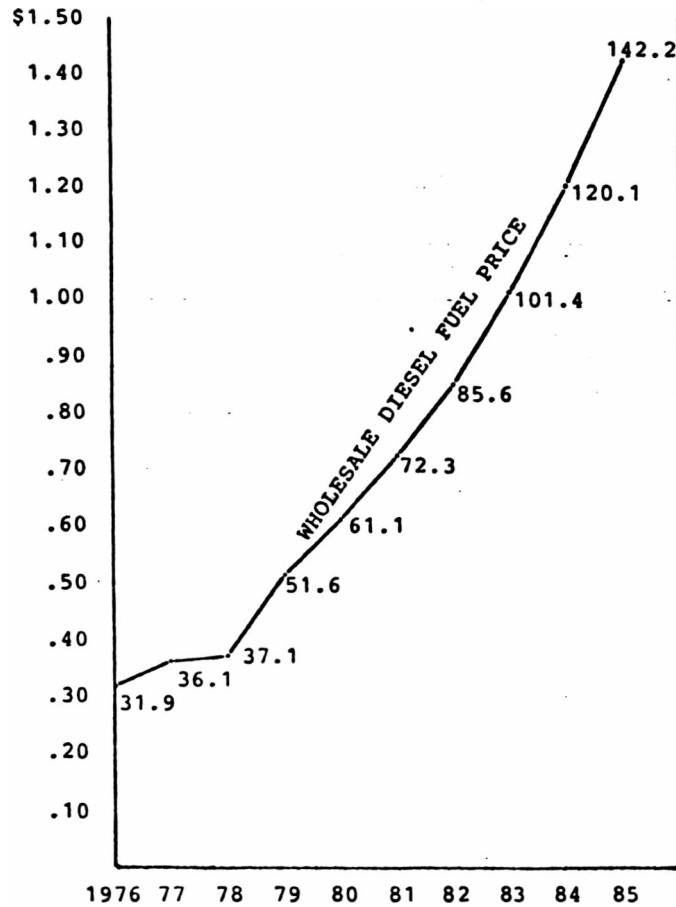
LTAs are operated on a different principle from that of airplanes. As the volume of gas or the size of the LTA increases, it becomes more and more efficient in lifting capacity. In other words, LTAs are one mode of transportation where bigger is better. If the helium volume is increased, the useful payload capacity increases at a proportionately higher rate. In regard to ease of propulsion, it must be remembered that this system uses vehicles that are "lighter-than-air". They are not significantly hindered by, or have to work against, gravity. The only negative factor the engines encounter is the drag produced by working against the air for controlled movement. But, this factor is encountered by all moving objects.

Consequently, the 4 vehicle LTA airship transportation system with the previously mentioned projected payloads, service schedules and route configurations we are considering, would be approximately 1,025 feet in length and 205 feet in height. These specifications would make each vehicle approximately the size of the Queen Elizabeth II or an oil super-tanker. Each LTA would have a helium volume of 22,000,000 cubic feet. As we have conceived of it, each LTA would be able to carry 253.2 tons of freight cargo, 42 personal autos, and 488 passengers on each trip plus 20 tons of additional unused capacity. Because of the interchangeability of modular loads possible with an airship this size, any mix with approximately the same ultimate weighting could be carried simultaneously at the optimum (determined by fuel efficiency with turboprop engine) cruising speed of 90 miles per hour.<sup>41</sup> Each LTA could carry as much as 2,340 interisland passengers per day. This means, for example, that a trip to Hilo would take about 2-1/2 hours, compared to a jet plane's 40 minutes, or the 5 hours required by Seaflite, or the 25 to 26 hours for a barge.

The LTA vehicles we are proposing could be powered, for instance, by four to eight turboprop engines that put out a total of 9,000 horsepower and would consume a total of 229 gallons of fuel per hour. The turboprop-type engine was chosen because of its substantial fuel and power efficiency compared to jet engines functioning at the lower altitudes and speeds that LTAs would be operating at. Also, because of its relatively simple technology it is felt that further technological advances are possible. These would include uses of alternate fuels, lighter weight materials, improved efficiency, dependability, and ease of maintenance.<sup>42</sup> Using these figures the LTA system, as we are proposing it, would burn about 1/5 the fuel presently consumed by the major interisland airlines.<sup>43</sup> Further, we have estimated a fuel

price of \$1.40 a gallon in 1985 for diesel fuel used in the turboprop engines.

Figure 11  
DIESEL FUEL PRICES (Wholesale)  
Price per Gallon<sup>44</sup>



Also of great significance would be the LTA's possible modular interchangeable payload capability that was spoken of earlier. This system would allow for total payload integration even with such diverse payloads as passengers, autos, cattle, pineapples, etc. One of the major points of this is that the problem of a lack of backhaul tonnage, as with the present barge system, could be substantially alleviated by supplementing additional passengers and autos.

The capability of the airship to hover like a helicopter is particularly relevant to us in Hawaii because it allows payloads to be winched on and off without the need for permanent or elaborate ground facilities. Thus, LTAs open up previously difficult, inaccessible, and undeveloped areas, as well as freeing up congested and scarce air and sea ports, docking areas, and warehouse space and facilities. This would be ideal for establishing new foreign trade zones.

It should be noted that before going ahead with any LTA system, that there are many manufacturers and users of LTAs that have computer modeling capabilities, such as the Navy, Goodyear, and Boeing. All of these organizations have the capability to synthesize airship designs through the use of specific computer programs. These programs use design parameters and staged scenarios to arrive at an optimum LTA design for the purpose and mission specified.

## V. The Economics of our Proposed LTA Airship System

There were two basic texts that we used as our sources for the economic estimate we are now presenting: (1) the Alberta Modern Airship Study prepared by Goodyear Aerospace in 1978, and (2) the Economic Tables For Airships by Richard D. Neumann of the LTA Committee, Southern California Aviation Council, Inc., Lighter Than Air Task Force, 1975. Based on the information found within these texts, the following economic analysis was prepared.

We started with an 8% annual inflation rate for acquisition costs and a 10% rate for operating costs, so that all costs and estimates are projected to 1985 levels. In all cases wherever more than one estimate was available, the higher estimate was used as to produce the most conservative or expensive projections possible. Wherever estimates were not available, what we considered to be a very liberal allowance was made and then inflated to maintain this conservative posture.

The projected use of LTA vehicles, as stated before, was conceived of so as to be capable of accommodating: (a) all of the general surface and air cargo that is projected to be demanded for the year 1985; (b) half of all the inter-island air traffic by visitors plus 55.3% of the projected local resident population for 1985. The resident travel projection is based upon the travel tendency prevalent on the mainland where 55.3% of the population tends to travel at least 200 miles from home each year; (c) an allowance of space for 1 car for every 2 resident travelers on board.

### INTERISLAND LTA MISSIONS - VEHICLE SPECIFICATIONS

Length	1,025 feet
Diameter	205 feet
Helium Volume	22,000,000 feet <sup>3</sup>
Engine Horsepower	9,000
Fuel Consumed per Hour	229 gals. 1,374 lbs.
Fuel Costs	\$1.40 per gal.
Total Fuel Consumed per Week	81,085 gals.
Total Fuel Cost per Week	\$113,518.00
Fuel Capacity per Vehicle	3,435 gals.
Useful Payload	420 tons
Freight Capacity	253.2 tons
Passenger Capacity	73.3 tons
Personal Auto Capacity	73.5 tons
Fuel Capacity	10 tons
Excess Payload	20 tons
Time Aloft per Week	354 hrs. 5 mins.
Cruising Speed	90 m.p.h.

At this time our proposed 4 vehicle LTA system has a projected base cost of \$563,268,408 for the acquisition of the 4 airships and \$40,530,736 for ground facilities and vehicle insurance. Just as a reference, Hawaiian Airlines has recently purchased six new DC-9 Super 80 jets plus parts, costing a total of \$100 million.<sup>45</sup>

Landing and mooring sites have been determined arbitrarily at or near the major business population centers of each island. Also, it must be remembered that an LTA does not have to land for payload handling, refueling or even light maintenance. Most of these procedures can be carried out in flight and/or while hovering. Also, the pickup and delivery port areas can be anywhere the payload modules can be loaded and unloaded while the LTA is hovering. Finally, the mooring facility requires only a circle with a diameter that is the length of the LTA and thus much smaller than any harbor or airport-type facility.

Airship Capital Investment

	4 Vehicle System 1985
Hull Cost at \$1.75/cu. ft.	\$60,060,000
Gas Valves	67,735
Misc. Valves and Hull Parts	561,132
Misc. Hull Structures	1,556,141
Corridor Structures	652,233
Axial Girder	520,269
Control Car	872,826
Landing Gear	6,579,347
Module Structures	4,201,192
Flight Controls	1,572,324
Navigation Instruments	38,158
Engine, Trans., Hydraulics	359,518
Auto Pilot	39,874
Misc. Instruments	717,600
Electronics	54,007
Subtotal	\$ 77,852,356
Helium	2,552,000
Engines	6,925,273
Engine Installation	835,598
Auxiliary Propulsion	4,073,690
Subtotal	\$ 92,238,917

4 Vehicle System  
1985

---

Assembly	\$32,295,685
R and D	9,750,000
Certification	3,900,000
Manufacturing Facilities	1,950,000
Ground Support Equipment	682,500
Total Cost per Vehicle	\$140,817,102

Total System Cost	\$563,268,408
Operations Buildings )	
Operations Equipment ) -	18,000,000
Shop Equipment )	
Handling and Mooring )	
Insurance - 4% of Cost	22,530,736
Total Capital Investment	\$603,799,144

Amortization

10 Years	\$ 60,379,914
20 Years	30,189,957
30 Years	20,126,638

As indicated, when amortized over 20 years, the acquisition cost becomes an annual cost of \$30,189,957. The projected annual operating expenses would be approximately \$16,822,056 for salaries, maintenance, office rentals, liability insurance, and interest on loans at 10% for 100% financing plus \$15,417,247 for advertising and marketing. Consequently, the total operating cost would be \$62,429,287 for all 4 LTA vehicles.

INTER-ISLAND MISSION  
1985 OPERATING COSTS  
(dollars)

	ANNUAL	MONTHLY	WEEKLY
TOTAL CAPITAL INVESTMENT	\$30,189,957	\$2,515,830	\$579,462
FLIGHT CREW			
Pilots	452,400	37,700	8,683
Co-Pilots	377,000	31,417	7,236
Flight Engineers	332,760	27,647	6,368
Info.-Security	678,600	56,550	13,025
GROUND CREW			
Mechanics	271,440	22,620	5,210
Riggers	271,440	22,620	5,210
Others	1,160,000	96,667	22,265
RENT (Offices)	52,618	4,385	1,010
FUEL			
Expense @1.40/gallon	5,194,288	492,857	113,518
Tax @8.5%	441,514	41,893	9,649
HELIUM REPLENISHMENT	2,552,000	212,667	48,988
LIABILITY INSURANCE	1,300,000	108,333	24,952
ADVERTISING AND MARKETING	15,417,274	1,284,773	295,917
INTEREST ON LOAN @10%	3,018,996	251,583	57,946
TOTAL OPERATING COSTS	62,429,287	5,207,542	1,199,439

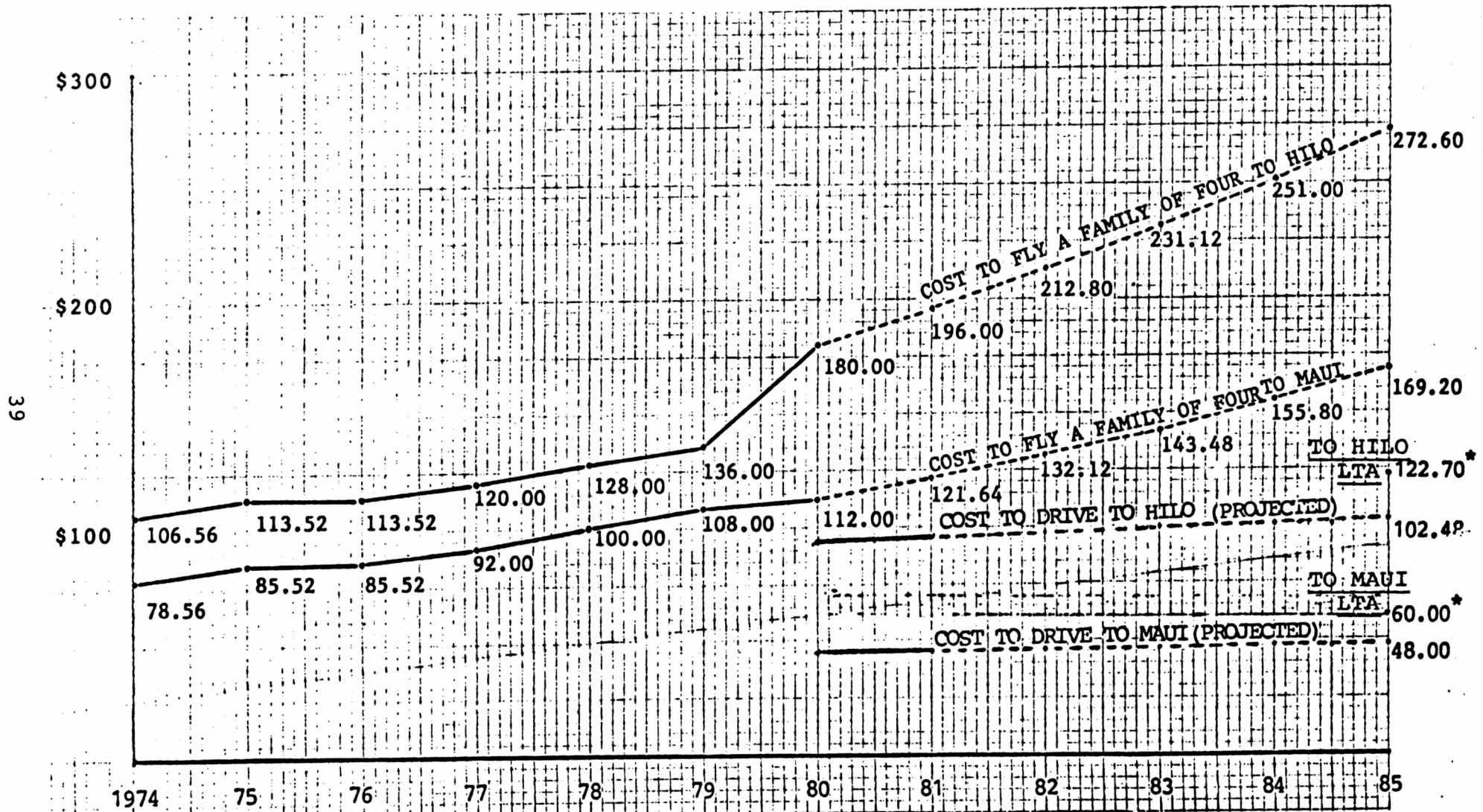
We concluded that direct operating costs per ton-mile, (ton-mile being the miles of service multiplied by the number of tons being transported) works out to be 9.5 cents per ton-mile for 4 LTA vehicles traveling a total of 31,617.5 miles and carrying 115,200 tons per week plus excess capacity. When we pro-rated the cost of services offered, in terms of weight capacity for each type of payload, the cost to ship freight cargo, which comprises 63.3% of the projected payload weight allowed, costs 13 cents per ton-mile in 1985 dollars. Resident personal autos would cost 26.5 cents per auto-mile while they are allowed 18.4% of the payload capacity. Passengers weight allowance accounts for 18.3% of the payload, but cost only 2.4 cents per passenger mile of travel.

We arbitrarily set our formula for Honolulu to Hilo passenger fare at \$20 to be an amount that would be sandwiched between the cost of air transportation and driving a personal automobile. Further, \$20 would be a fare that could be seen as being very reasonable, making all islands accessible to the residents of our State in 1985 (Figure 12).

Our pricing formula is based initially on a charge of \$20 for a trip from Honolulu to Hilo or a cost to the passenger of 9.37 cents per mile of travel. We found that the average interisland trip length is approximately 137.8 miles. This works out to be an average charge of \$12.62 for each person that steps on board an LTA vehicle. The projected passenger use of the LTA system was previously set at 6,855,614 trips in 1985, which breaks down to a weekly demand of 131,586 trips. Therefore, expected gross weekly revenues is projected to be \$1,660,615 per week. Total weekly operating expenses is projected to be \$1,199,439 per week. Based on these projections, passengers alone would provide a gross weekly profit of \$461,176 in fares, thereby covering all operational costs for the entire 4 vehicle LTA system independently. What this means is that for all freight cargo and personal autos transported, the revenues obtained could be considered profit even when carried at cost or below!

Thus, we have set a per ton-mile price to ship cargo that would be approximately one-half the projected Young Brothers rate for 1985.<sup>46</sup> The price we have projected at this level then would be 7.5 cents per ton-mile, thereby favoring growing neighbor island economies. We projected freight cargo demand at 28,604 tons per week as stated before. With the average trip length set at 137.8 miles, the average charge for each cargo ton would be \$10.34 which becomes \$295,765 of gross revenue per week. When we projected resident autos transported, charged at 20 cents per mile, at the average trip length, the average charge would be \$27.56 per auto. The demand for auto transport is projected to be 1/2 the number of resident passengers per week or 10,794 divided by 2 or 5,397 autos transported

Figure 12  
 COMPARISON OF INTERISLAND FLIGHT TRAVEL COSTS  
 TO AUTOMOBILE TRAVEL COSTS



\*COST TO FLY A FAMILY OF FOUR ON AN LTA  
 122.70 TO HILO (includes family automobile transport)  
 60.00 TO MAUI

per week. This volume of autos would generate a weekly gross revenue of \$148,741. When these projections are annualized, our proposed system would generate a gross profit of \$47,247,517 per year. Therefore, the system would be able to pay for itself in 13 years or less; assuming operating cost and rates are indexed.

INTERISLAND LTA MISSIONS  
1985 COSTS - REVENUE

Operating Cost Per Week.....	\$ 1,199,439.00
Miles of Operation Per Week.....	31,617.50
Cost Per Mile.....	37.94
Usable Tons Per Week Available.....	12,647,000
Cost Per Available Ton-Mile.....	.095
Projected Used Ton-Miles Per Week.....	7,654,597
Cost Per Projected Ton-Mile of Service.....	.157
Weekly Ton-Miles Freight Cargo (63.3% of Cap.)..	5,842,914
Cost Per Ton-Mile Cargo.....	.13
Weekly Personal Auto-Miles (18.4% of Cap.).....	632,350
Cost Per Personal Auto-Mile.....	.265
Weekly Passenger-Miles (18.3% of Cap.).....	9,307,999
Cost Per Passenger-Mile.....	.024
Trips Per Week.....	244
Cost Per Trip.....	4,916.00
Projected Passengers Per Week.....	131,586
Average Fare (@.0937/mile x 137.8*).....	12.62
Total Passenger Revenues Per Week.....	\$ 1,660,615.00
Projected Autos Per Week.....	5,397
Average Charge Per Auto (@.20/mile x 137.8*).....	27.56
Total Auto Revenues Per Week.....	\$ 148,741.00
Projected Cargo Tons Per Week.....	28,604
Average Charge (@.075/mile x 137.8*).....	10.34
Total Cargo Revenues Per Week.....	\$ 295,765.00
Total Revenues Per Week.....	\$ 2,105,121.00
Annual Revenues.....	\$109,676,804.00
Less Annual Operating Costs.....	\$ 62,429,287.00
ANNUAL GROSS PROFITS.....	\$ 47,247,517.00

\*137.8 is projected average trip length for entire system.

## VI. Additional Economic Considerations

Perhaps the largest question mark in the overall economic picture is the size of initial R & D and acquisition for the start-up of the LTA system.

The following are areas we have discovered that would substantially aid in the diffusion of these costs and risks.

To start with, tax credits available for lost revenues would be applicable to this system. By claiming the revenues lost on carrying cargo and automobiles rather than passengers, the difference in taxes for carrying passengers only and the taxes currently being paid on the system, would be a tax credit. That is to say, autos displace 492,072 tons or 3,280,480 passengers annually, and auto revenues annually amount to only \$7,749,431, while passenger revenues would amount to \$41,399,658, the potential revenue loss would be \$33,650,227 annually. Further, if cargo tons annually displace 1,490,268 tons or 9,935,123 passengers annually, and cargo revenues annually amount to only \$15,409,357 whereas passenger revenues would amount to \$125,381,252, the potential revenue loss would be \$109,971,895 annually.

TOTAL POTENTIAL REVENUE LOSS IS THEREFORE \$143,622,122.

When this figure is compared to actual revenues of \$109,676,804, you can see that the tax credit is larger than the taxes owed on the system. This implies that all incomes received would be retained by the company. Therefore, the cash flow is the revenue figure and the return on investment is the gross income. With gross profits of \$47,247,517, the system would pay for itself in 13 years and still retain more than 50% of its value.

It is also quite important to consider the potential mix of financing funds that are available from federal departments and agencies for such an LTA system. First, NASA and the Department of Defense are already funding studies in the area of LTAs for many purposes, ranging from coastal defense to heavy-lift freight missions, and should be supportive of this application. Next, under the Federal Aid Highway Act (FHA), Title 23, U.S. Code, there is a provision for a ferry system for Hawaii that would provide the public with the best system of highways obtainable for operation between the islands of this State. Because of the large payloads available, limited space required for loading/unloading capability, and the mobility this system provides, LTAs can be utilized as a defense highway system by increasing cargo and troop-carrying capability in the event of disaster or emergency. This would probably make our system eligible for use of funds from the Federal Highway Administration earmarked for such defense inter- and intra-state highways.

Another set of possible funds are available through the Urban Mass Transit Administration, where planning and capital funds are available on an 80/20 basis (80% federal--20% state). Finally, with inquiries from Alaska, Puerto Rico, the Virgin Islands, and other Trust Territories that are also eligible for FHA funds for such ferry systems, there is the additional possibility of further defraying and diffusing the research and development costs and risks, thus substantially lowering the start-up costs of such an LTA system.

In addition, as was previously done under the Federal Aviation Act of 1958, where subsidies are available to "...eligible air carriers to promote their development in the public interest...to have a reservoir of pilots, aircraft and personnel for national defense purposes and to advance the commerce of the U.S., particularly for its smaller communities"<sup>47</sup> LTAs should also qualify. Under this program, the two major local interisland airlines have already received over 7 million dollars each.

CAB SUBSIDY AMOUNTS FOR ALOHA AND HAWAIIAN AIRLINES  
(in thousands)

DATE	54 <sup>a</sup>	55	56	57	58	59	60	61	62	63	64	65	66 <sup>b</sup>	73 <sup>c</sup>
ALOHA SUBSIDY	233	49	50	12	109	--	--	293	157	230	391	639	639	789
HAWAIIAN SUBSIDY	361	242	238	60	--	--	109	404	198	486	487	486	486	--

Sources: For the years 1954, 1955, 1956 -- U.S., Civil Aeronautics Board, Handbook of Airline Statistics, 1961 (Washington: 1961), pp. IV-66 & IV-65.

For the years 1957 through 1966 -- U.S., Civil Aeronautics Board, Handbook of Airline Statistics, 1967 (Washington: 1967), pp. 273 & 274.

For the year 1973 -- U.S., Civil Aeronautics Board, Handbook of Airline Statistics, 1973 (Washington: 1973), pp. 268 & 269.

<sup>a</sup>CAB figures for these years do not differentiate between federal mail payments and direct subsidies.

<sup>b</sup>Subsidies for both airlines were terminated effective January 1, 1967.

<sup>c</sup>According to newspaper accounts, a subsidy was provided to Aloha because it was in extreme financial difficulty and engaged in merger discussions with Hawaiian.

Additional potential sources for funds are available from the federal Department of Energy and special purpose revenue bonds. There is also the possibility of advertising write-offs using the LTAs. Advertising write-offs can be foreseen by the present use of the Goodyear blimps in advertising. The sides of the four airships could constitute advertising space. Therefore, based on the hours in flight, advertising costs can be claimed to be in excess of \$5 million per year based on 18,500 hours flight time.

There are numerous other special origin to destinations uses of LTAs beyond those we have mentioned. One would be in relation to the Hilo Land Reclamation Project. As the project now stands, it is intended to build a fixed pipeline over 20 miles long, from Pepekeo to Panaewa area, to pump soil and sugarcane waste for land reclamation. The cost of the pipeline, which has no planned utility beyond the application, is \$15.4 million and an operating cost of \$.8 million annually.

Another use might be for the manganese nodule project. Certainly an LTA would be a cheap and efficient means of moving the nodules from the mining site to the processing plant. The LTA could then be used to transport tailing after processing.

One other application that comes to mind, would be for cattle. As it now stands, cattle have to be shipped to feed lots on the neighbor islands, then trucked to docks for loading on to barges. Due to the pitch and roll on the barge, cattle lose weight. On arrival at Honolulu they have to be trucked to another feed lot prior to going to the slaughterhouse. With an LTA, cattle could be picked up at the ranch and delivered to the slaughterhouse. There would be no weight loss because of no pitch and roll, and shorter delivery time. There would also be less handling cost.

## VII. LTA Airship Safety Considerations

Explosions or Punctures: Perhaps most importantly, the LTA system would be safe. There is traditionally among the unacquainted an automatic, sort of knee-jerk, response in almost anyone regarding the safety of an LTA vehicle. Foremost in this respect is the accepted use of a non-flammable gas, namely helium, as opposed to the highly flammable hydrogen, which was blamed as the primary reason for the tragedy of the Hindenburg.

Helium is a colorless, odorless, tasteless, nonpoisonous, noncombustible gaseous element. It belongs to a family of rare gases, and is found in the atmosphere, in gases from mineral springs, in mines, volcanoes and sea water. Since helium is second only to hydrogen in lifting power, the U.S. began volume production in 1917 for use in observation balloons. The method used for extracting the helium from natural gas is liquefaction. Carbon dioxide and water vapor (which solidifies in the process) are first removed chemically, then the gas is cooled to a temperature below that at which all its constituents except helium are liquefied.

The sale and export of government-produced helium are controlled by U.S. law, especially the Helium Act of 1937 which limits the sale of helium to "only such airships as operate in or between the United States and its Territories and possessions...."<sup>48</sup>

Regarding concern for the possibility of punctures, it must be noted that the gas in the envelope or shell of an LTA is not pressurized as in a balloon, but rather is just trapped within several balloonets housed within the hull. The important implication of this feature has been demonstrated in the case of a Goodyear blimp that flew for two hours with a two-foot diameter puncture in its side that eventually landed safely almost 120 miles from the place where the puncture occurred.<sup>49</sup>

It has been learned, from the experiences of the Goodyear blimps that the main problem with punctures is not the escape of helium, but rather helium contamination resulting from air rushing in. Also in this regard, given the modern advances made in cellular design and with the development of stronger containing materials the likelihood of a serious puncture occurring is negligible.<sup>50</sup> To be more specific, recent developments in technology have made possible the synthesis of new materials, such as polyurethanes, special strength nylons and other synthetic fiber materials that are stronger and more retentive of lifting gases than materials previously available for past LTAs.

Weather and Winds: In regard to any questions on how an LTA would handle in the winds of Hawaii, this question was put forth to Mr. Norman J. Mayer, head of LTA programs for NASA. His response was that, the wind velocities mentioned (10-15 miles per hour over 70% of the year) present no problems for airships either in flight or for ground handling.<sup>51</sup> This is due to the fact that slight, steady breezes such as those prevailing in Hawaii are, oddly enough, the most ideal operating conditions for LTAs. Furthermore, due to the size of the vehicles being proposed, any breeze under 35 miles per hour is considered to be slight.<sup>52</sup> The fact is that handling becomes much more stable and simpler because, in a slight wind all the operator has to do is face the vehicle directly into the wind and use his engines as a neutralizing force against them.

Second, the current level of design, control, and construction advances in areas such as computerized flight controls, sophisticated weather forecasting and communications, makes modern LTAs virtually immune to the problems directly related to these past weather related concerns. Further, LTAs are more durable in adverse weather conditions than airplanes, because they are large enough to be resistant to bad storms, strong winds, and clear air turbulence.<sup>53</sup>

General Maintenance: Because of the strength of new materials, new construction methods, the mild weather conditions prevalent here in Hawaii and the low operating speeds, there are few factors that would cause any severe stresses for the vehicle. This is combined again with the factors of modern highly developed flight controls and communications. Therefore, this system is utilizing only flight-proven technologies. Finally, because of the size and stability of the flight platform, the vehicles could have most servicing done in flight. This would significantly reduce down-time to only occasional major overhauls and servicings.

Environmental Impact: All these attributes, along with a minimal impact on the environment such as the low noise, low fuel consumption, and the low possibility of damage to the environment through these means reinforces LTA desirability. LTAs do not, as was the case with Seaflite, constitute a hazard to the surface-living ocean animals.

The noise generated by an LTA is so low, that when flying at only 1,000 feet (the normal cruising altitude) you would most likely be unable to notice its presence by engine noise alone.<sup>54</sup>

Energy Consumption and Emissions: LTAs can be compared to Seaflite which consumed as much fuel as an interisland airplane or 5 times more than our proposed LTAs.

The airship, unlike the airplane, does not depend on the expenditure of fuel to get its lift. This leads to a great saving in fuel consumption when compared with a DC-8, for instance, which requires the consumption of approximately 60,000 pounds (27,250 kilograms) of fuel for a 5-hour flight. During the first 30 minutes (which is about equal to the average interisland flight), the time it takes to reach cruising altitude, the plane will burn 10,000 pounds (4,550 kilograms) of fuel. That is, almost 17 per cent of the fuel is consumed during the lifting portion of the flight, comprising only 10 per cent of the time in the air and an even smaller percentage of the distance traveled. By avoiding the battle with gravity, the airship saves tremendous quantities of expensive fuel, and thus reduces emissions proportionally.<sup>55</sup>

Passenger Comfort: Due to the size of our proposed LTA vehicles, their lifting capacities, and stability due to the aerostatic principle, that as the size of an LTA increases, the gross weight to lift capacity improves, and the factors therein, such as wind and weather decrease in importance, and the inherent versatility of a large payload area, means practically anything is possible for the interior design and use. For example, the proposed airships could include a full-service restaurant, recreation areas, a sight-seeing deck, entertainment facilities, all these and more to accommodate the passengers in full comfort, and yet not reduce the freight handling capabilities.

Further, you must combine these technical and operational features with the fact that on an LTA vehicle you experience much greater comfort with less than 1/10 the g-forces produced by an airplane.<sup>56</sup> This means a much more comfortable ride that is more relaxing and one where you do not have to struggle against the speed of the vehicle whenever you try to move around. And unlike a boat or barge on which pitch and roll is always a constant source of problems, such as damage or weight loss to payload, on an LTA vehicle with a seating area 200 feet long and 150 feet wide, the maximum pitch and roll has been found to be less than 5° or + 2-1/2° to each side.<sup>57</sup> With the many types of special suspension systems now available, the payload could be further isolated so as to not even notice any of the pitch and roll motions. This would render the ride as comfortable and stable as desired by anyone's standards. According to our assessment, the space provided per passenger could be as much as 115 square feet each. Obviously, the creature comfort possibilities become virtually limitless. Also, the speed and altitude airships would provide would prove to be an excellent platform for viewing the islands with a sense of intimacy not possible with any existing airplane or surface vehicle.

These are some of the very salient points that make the LTA airships look very attractive as a mode of transportation that also makes a lot of practical sense. But, as with other proposed transportation alternatives of the past, the real question is the one of economics. However, as demonstrated herein lies the greatest beauty of the whole system.

In summary then, the proposed LTA airship system would be more durable, economical, and profitable to operate than any other existing or proposed interisland transportation system.

### VIII. A Passenger Only - Mainland to Hawaii LTA Airship System

In the course of our research we have been contacted and discussed our work with many individuals. In particular, we have spoken to local people in the visitor industry and some private entrepreneurs who have fallen in love with our "Fat Lady". At their constructive urging, we are also including an approach to the larger airship mission of Hawaii to the mainland. However, the routes, schedules and even the choice of mission to the mainland, as opposed to Japan or elsewhere, is arbitrary. Nevertheless, the economics are similarly remarkably attractive and flexible.

Consequently, in a separate set of projections for a mainland to Hawaii LTA mission, we have proposed the utilization of a 4 vehicle LTA system with essentially the same structure and size with 2 major differences. The first would be that added fuel capacity would be necessary for the longer trip. Second, there would have to be modifications in the modules to allow for sleeping space, more and larger recreation areas such as game rooms, flight decks, theatres, restaurants, etc. (These facilities were not costed out in our projections because they could be leased out as concessions. Thus, this approach could produce additional revenue without operator cost.) In many ways the trip would more closely resemble a luxury cruise ship than an airplane. However, due to the economics involved, the cost to take this mode of transportation would be many times cheaper than any other now available.

Further, such an LTA mission's fares and options fits nicely in the psychology surrounding passenger cruise ships which were given a new lease on life in the Hawaiian waters through congressional legislation passed in 1979. The rationale for the legislation was to revive the domestic cruise ship market, boost tourism, and help national security and emergency relief by increasing cargo and troop carrying capability.<sup>58</sup> One can easily extend this rationale to our proposed LTAs.

Inasmuch as the world-wide cruise trade generates \$20 billion annually, doubling in the last 10 years, carrying 1.2 million passengers in 1978, and is projected to increase 35% within 4 years, this seems to auger well for LTAs. Incidentally, one such cruise ship, the S.S. United States, costs \$5 million to acquire, \$30 million for refurbishment, another \$5 million in start-up working capital, with fares ranging from \$120 to \$300 per person per day for up to 1200 passengers.<sup>59</sup>

MAINLAND LTA MISSIONS - VEHICLE SPECIFICATIONS

Length	1,025 feet
Diameter	205 feet
Helium Volume	22,000,000 feet <sup>3</sup>
Engine Horsepower	9,000
Fuel Consumed per Hour	229 gals. 1,374 lbs.
Fuel Costs	\$1.40 per gal.
Total Fuel Consumed per Week	126,221 gals.
Total Fuel Cost per Week	\$176,709.00
Fuel Capacity per Vehicle	6,870 gals.
Useful Payload	420 tons
Freight Capacity	-0-
Passenger Capacity	380 tons
Personal Auto Capacity	-0-
Fuel Capacity	20 tons
Excess Payload	20 tons
Time Aloft per Week	551 hrs. 11 mins.
Cruising Speed	90 m.p.h.

As stated, this proposed LTA mission would be designed to have 4 vehicles in operation. 2 LTAs would be based in Los Angeles, and the other 2 would be based in San Francisco. Each LTA would be able to accommodate 1,900 passengers per trip with seats and sleeping quarters that would have room for all passengers for the average 28-hour trip. The projected operating costs per week would be \$1,423,330.

MAINLAND MISSION  
1985 OPERATING COSTS  
(dollars)

	ANNUAL	MONTHLY	WEEKLY
Total Capital Investment	\$30,189,957	\$2,515,830	\$597,462
FLIGHT CREW			
Pilots	696,000	58,000	13,359
Co-Pilots	580,000	48,333	11,132
Flight Engineers	510,400	42,533	9,797
Information - Security	9,256,800	771,400	177,674
GROUND CREW			
Mechanics	250,560	20,880	4,809
Riggers	250,560	20,880	4,809
Others	580,000	48,333	11,132
RENT (Offices)	26,309	2,192	505
FUEL			
Expense @1.40/gallon	9,206,539	767,212	176,709
Tax @ 8.5%	782,556	65,213	15,020
Helium Replenishment	2,552,000	212,667	48,988
Liability Insurance	2,000,000	166,667	38,388
ADVERTISING & MARKETING	14,254,560	1,187,880	273,600
Interest on Loan @10%	3,018,996	251,583	57,946
<u>TOTAL OPERATING COSTS</u>	<u>\$74,155,237</u>	<u>\$6,179,603</u>	<u>\$1,423,330</u>

The normal operating capacity of passengers for major airlines is currently 60% per flight.<sup>60</sup> Estimating 60% of the LTA's capacity, we project an average flight use of 1,140 passengers per flight. If the price of a round trip was set at \$150 dollars or \$75 one way, the weekly gross revenues would be \$1,710,000 with gross profits of \$286,670 per week. Operators of such a system would realize an annual profit of \$14,935,763 with the \$150 round trip fare. We feel that this could be a very attractive business opportunity.

MAINLAND MISSION  
1985 COST-REVENUES  
(dollars)

OPERATING COSTS PER WEEK	\$1,423,330
Miles of Operation per Week	49,580
Cost per Mile	\$ 28.71
Usable Tons per Week Available	18,840,400
Cost per Available Ton-Mile	\$ .076
Projected Used Ton-Miles per Week	11,304,240
Cost per Projected Used Ton-Mile	\$ .126
Weekly Ton-Miles Freight Cargo	-0-
Weekly Personal Auto-Miles	-0-
Weekly Passenger Miles	56,521,200
Cost per Passenger-Mile	\$ .025
Trips per Week	20
Cost per Trip	\$ 56,736.00
Projected Passengers per Week	22,800
Average Fare	\$ 75.00
Total Passenger Revenues per Week	\$1,710,000.00
Projected Autos per Week	-0-
Projected Cargo Tons per Week	-0-
Total Revenues per Week	\$1,710,000.00
Annual Revenues	<u>\$89,091,000.00</u>
Less Operating Costs	less <u>(74,155,237.00)</u>
ANNUAL GROSS PROFITS	<u><u>14,935,763.00</u></u>

This proposed LTA system would serve several functions that could be very beneficial to the State of Hawaii. First, it would promote more visitor travel to the islands by providing much more affordable transportation, a novel, attractive, very comfortable, and relaxed mode of travel. Second, it would make the mainland more accessible to the people of Hawaii. Providing greater mobility, our state

would come to be even less isolated from the rest of the country so that in the future we may be considered more favorably for many things, such as perhaps major sports.

With the recent relative decline, concern and general economic malaise in the Hawaii visitor industry and the U.S. economy in general, the LTA vehicles could potentially provide a stabilization in the visitor growth rate. It would be supplying nearly 2 million available seats annually starting in 1985 that are more inexpensive than even the lowest present airline rates available today.

## IX. Conclusions

With this study now completed, we must now state that prior to starting this project, we held a very skeptical opinion of the ability of such a proposed LTA airship system being able to be fully self-supporting, even if it did get capitalized. Now upon completion of our study, we can see LTA airships as a transportation mode with an advantageous short- and long-range future under diverse missions. Now, with so much attention aimed at fuel and energy conservation, LTA airships are absolutely the most fuel efficient and cost effective mode of transportation of any vehicle type we have studied. Further, they exhibit low maintenance costs and with a reasonably expectable life span of 30 years<sup>61</sup> the LTA airships can have a very definitive, positive and constructive role in Hawaii's future.

Furthermore, when you take into account that Hawaii uses 55% of its total energy consumption on transportation and that two-thirds of this amount is jet fuel, then, cutting half of the fuel used by interisland airlines to one-fifth of the present level, the large energy savings possible by the use of this system becomes obvious. Also, this would have a very positive effect on our whole economy by substantially reducing our State's negative trade balance and therefore making our State less reliant on energy resources and strengthening our economy overall.<sup>62</sup>

Finally, when you consider that there are no companies presently manufacturing LTA vehicles of our proposed size due to lack of demand, there has already been one developing manufacturer that has indicated that they would be interested in the design and construction of such LTA vehicles in Hawaii. This could also prove to be a large advantage, especially now with the current state of the economy, an LTA plant might prove to be a much appreciated additional shot in the arm for our State as another clean growth industry which could be exported.

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(KIRK/vqbf)

KCv state house of representatives  
3-2/

(DUTY\_FREE MONEY CENTER CITIES)

June 13, 1980

Honorable Gerald de Heer  
House of Representatives  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear Gerry:

I wish to acknowledge receipt of the Hawaii House of Representatives' resolution in support of establishing duty-free money center cities in the United States.

I share your interest in this matter and clearly understand the great benefits ~~this~~ a concept offers *such a* city as Honolulu. This concept complements the goal of establishing Honolulu as a business center for multinational companies.

Please be assured that I will look into this matter further.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:vqbf

(KIRK/vqbf)

KCv state house of representatives/3-2

(duty-free money center cities)

June 13, 1980

Mr. George M. Takane  
Clerk, House of Representatives  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I wish to acknowledge receipt of the Hawaii House of Representative's resolution in support of establishing duty-free money center cities in the United States.

I share your interest in this matter and clearly understand the great benefits ~~this~~ a concept offers *such* a city as Honolulu. This concept complements the goal of establishing Honolulu as a business center for multinational companies.

Please be assured that I will look into this matter further.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:vqbf

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



June 2, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
+KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAINA  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
MITSUO SHITO  
Twenty-First District  
JAMES AKI  
HENRY HAALILIO PETERS  
Twenty-Second District  
OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
++ FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

+Minority Leader  
++Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 260, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

JUN 10 PM 1:33

## HOUSE RESOLUTION

REQUESTING THAT CONGRESS CONSIDER AMENDING THE FEDERAL LAWS RELATING TO BANKING AND THE TAXATION OF BANKS TO ALLOW CERTAIN CITIES TO BE DESIGNATED AS DUTY-FREE MONEY CENTER CITIES.

WHEREAS, Hawaii has a recognized potential for becoming the financial center of the Pacific Basin community; and

WHEREAS, in order to fulfill this potential, the State must encourage financial institutions which engage in international lending activities to locate in Hawaii; and

WHEREAS, many of the world's existing international financial centers have achieved this status by providing that the interest earned on international loans shall be taxed at token rates; and

WHEREAS, among the cities utilizing this mechanism to attract international banking institutions are London, Brussels, Singapore, Hong Kong, Panama, the Cayman Islands, and the Bahamas; and

WHEREAS, cities in the United States such as New York have indicated an interest in being allowed to compete with the world's major financial centers by offering competitive tax rates on international loan interest income; and

WHEREAS, the decision to locate in Hawaii by major international financial institutions would create new jobs for the local work force without threatening the viability of the existing banking concerns in the State; and

WHEREAS, achieving this goal will require amendments to the federal banking laws and provisions for the taxation of banking income; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that this body requests that the Congress of the United States consider amending the federal laws relating to

banking and the taxation of banks to allow certain cities to be designated as Duty-Free Money Center Cities within which interest income from international loans would be taxed at preferential rates; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to each member of Hawaii's congressional delegation.

OFFERED BY: Gerald Otter

*James J. Sabanto*  
*John A. Takemura*  
*Calvin K. Y. Say*  
*Oliver Immac. Oha*  
*Joseph Paul*  
*John J. [unclear]*  
*Robert D. Dods*  
*Commander W. U. [unclear]*  
*Yahiro Nakamura*  
*Subut J. [unclear]*  
*Andrew [unclear]*  
*Mona [unclear]*

*Wes [unclear]*  
*[unclear]*  
*David M. [unclear]*  
*[unclear]*  
*Clara Y. [unclear]*  
*Byron W. [unclear]*  
*Charles [unclear]*  
*Carol [unclear]*  
*[unclear]*  
*Bert [unclear]*  
*Marshall K. [unclear]*  
*Kathleen Stanley*  
*[unclear]*  
*James [unclear]*

FEB 28 1980

June 10, 1980

Mr. George M. Takane  
Clerk, House of Representatives  
The Tenth Legislature  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

Thank you for sharing a copy of House Resolution  
No. 596, honoring the memory of the late Jack Teehan.  
Your thoughtfulness is sincerely appreciated.

I agree that Jack is deeply missed.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:mcb

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



June 5, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
†KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAIINE  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
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DANIEL J. KIHANO  
MITSUO SHITO  
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HENRY HAALILIO PETERS  
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YOSHIRO NAKAMURA  
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†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

The Honorable Daniel K. Inouye  
105 Russell Senate Office Bldg.  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 596, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

†Minority Leader  
††Minority Floor Leader

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 596

## HOUSE RESOLUTION

HONORING THE MEMORY OF JACK TEEHAN, DEVOTED HUSBAND, LOVING FATHER, DISTINGUISHED WORLD WAR II FLIER, TALENTED JOURNALIST, COMMUNITY LEADER AND TRUE HUMANITARIAN.

WHEREAS, John Francis "Jack" Teehan II, on Saturday, April 19, 1980, passed away and, according to his favorite Irish wish, was in heaven at least two hours before the devil knew he died; and

WHEREAS, Jack Teehan, an award-winning journalist, was a very sensitive and special man whose writing talent was recognized by the Honolulu Press Club, the City Council of Honolulu and the Second State Legislature; and

WHEREAS, as a young cub reporter he demonstrated his keen insight, compassion and outstanding ability for capturing the human condition and received international acclaim for his picture of a little lost boy; the subject of a frantic statewide search was caught on film in the New Hampshire woods in a warm and touching scene; a moving portrait, the photograph was nominated for a Pulitzer Prize and remained a treasured memory in the life of this gentle, gifted man; and

WHEREAS, Jack Teehan's long and untiring dedication to serving others was exemplified by his military service during World War II as a B-17 bomber pilot, his numerous missions over Europe won him the Distinguished Flying Cross and three Air Medals; and

WHEREAS, after a distinguished military and journalistic career, Jack Teehan continued his public service as Press Secretary to U. S. Senator Daniel Inouye and was Membership Chairman of the Senate Press Secretaries Association; and

WHEREAS, for the last ten years he has served the City and County of Honolulu as Executive Assistant to the Mayor, Legislative Liaison, Urban Renewal Coordinator and aide to the Office of Human Resources and Public Works and Transportation Departments; and

WHEREAS, Jack Teehan was a man of keen wit and gentle spirit whose kindness, intelligence and warmth continue to spark

cherished memories by all who held his friendship; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that this body does hereby extend fond farewell to Jack Teehan and salute and honor his living memory and undaunted spirit; and

BE IT FURTHER RESOLVED THAT CERTIFIED COPIES OF THIS Resolution be transmitted to the family of Jack Teehan, his wife Sue Gentry Teehan, his sons Thomas, Peter, John and Dennis; his brother William Teehan of Manchester, New Hampshire; his grandson Kris Teehan; Mayor Frank F. Fasi; the Honolulu City Council; the Honolulu Press Club; U. S. Senator Daniel K. Inouye; Mr. George Chaplin and Mr. Buck Buchwach of the Honolulu Advertiser; and Mr. A. A. Smyser and Mr. John E. Simonds of the Honolulu Star Bulletin; the Senate Press Secretaries Association; and Chairman of the Journalism Department of the University of Missouri; and Governor George R. Ariyoshi.

OFFERED BY:

*James Ahi*

*Clarice Y. Hachemmat*

*Patricia M. Muto* APR 25 1980

*Carl A. Kaminaka*

*Carol J. Kaminaka*

*Kenneth Lee*

*Milt Holt*

*Anthony S. ...*

*Deputy J. ...*

*Calvin K. ...*

*James A. ...*

*Henry ...*

*Russell ...*

*Barbara Mammoto*

*Byron W. Baker*

*Kate Stanley John ...*

*Art ...*

*Gerald ...*

*Marshall K. ...*

Jack Lane  
Jith K. Jones  
Mimori L. L. L.

K. K. K.

Ally J. J.

Victor Spahi

Robert J. J.

Donna R. L.

K. K. K. K. K.

Bert K. K.

APR 25 1980

GTm- *State House of Representative 3-2*

May 29, 1980

Mr. George M. Takane  
Clerk, House of Representatives  
State of Hawaii  
Honolulu, Hawaii 96813

Dear Mr. *George* Takane:

I wish to share with you the enclosed letter I received from Mr. Livingston Biddle of the National Endowment for the Arts, regarding a grant award to Ms. Toshiko Takaezu, who was honored in House Resolution 120.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:mcb  
Enclosure

May 29, 1980

Mr. Livingston L. Biddle, Jr.  
Chairman  
National Endowment for the Arts  
Washington, D.C. 20506

Dear Mr. Biddle:

Thank you for sharing the information on the award to Ms. Toshiko Takaezu. Your thoughtfulness is most appreciated.

I shall be sure to share the good news with interested persons in Hawaii.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:mcb

NATIONAL  
ENDOWMENT  
FOR  
THE ARTS

WASHINGTON  
D.C. 20506



A Federal agency advised by the  
National Council on the Arts

May 16, 1980

Honorable Daniel K. Inouye  
United States Senate  
Washington, D. C. 20510

Dear Senator Inouye:

Earlier this year, Mr. George M. Takane, Clerk of the House of Representatives of the Tenth Legislature of the State of Hawaii, was kind enough to send to our offices a copy of House Resolution 120, honoring Toshiko Takaezu, an artist and craftswoman of great distinction born in your State.

It is with great pleasure that I write to let you know that the National Council on the Arts, at their May meeting, recommended that Ms. Takaezu receive a Craftsmen's Fellowship in the amount of \$10,000 to help support her work. When final, this grant will be awarded through our Visual Arts Program, which earlier this year awarded a grant of \$7,200 to the Contemporary Crafts Association in Portland, Oregon for an exhibition and catalogue of Ms. Takaezu's work.

We are delighted to inform you of these grants, and to be able to support the work of such an accomplished and distinguished artist.

Ever sincerely,

*Livingston L. Biddle*

Livingston L. Biddle, Jr.  
Chairman

Enclosure

1980 MAY 21 AM 10:20

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 120

## HOUSE RESOLUTION

HONORING TOSHIKO TAKAEZU, INTERNATIONALLY RENOWNED ARTIST,  
FOR HER OUTSTANDING CONTRIBUTIONS TO THE VISUAL ARTS.

WHEREAS, Toshiko Takaezu has displayed such a high level of excellence in her work as an artist that she has gained international recognition for her contributions to the visual arts and is a potter of considerable repute; and

WHEREAS, born in Pepeekeo, Hawaii, Toshiko Takaezu studied at The Honolulu Academy of Arts, The University of Hawaii and at Cranbrook Academy of Arts in Bloomfield Hills, Michigan; and

WHEREAS, she has taught at several universities, art institutes and craft schools throughout the nation and has been teaching at Princeton University in Princeton, New Jersey, since 1966; and

WHEREAS, her works have been widely exhibited and comprise a portion of the permanent collection of many of the nation's major museums; and

WHEREAS, due to her reputation as an artist of great distinction, Toshiko Takaezu receives numerous requests to teach seminars, complete commissions, and conduct workshops; and

WHEREAS, over thirty years ago she taught ceramics at the Richards Street YWCA in Honolulu, and her contribution to the community as a dedicated ceramics instructor inspired the establishment of The Toshiko Takaezu Ceramics Studio at that location; and

WHEREAS, much of her work has been displayed locally, including a sculpture garden called "Lava Forest," at the Hilo Airport on the Big Island, and a recent exhibit commemorating the opening of the new art center on Kauai; and

WHEREAS, in spite of her busy schedule, she has found the time to do volunteer work and to travel; and

WHEREAS, Toshiko Takaezu is a remarkable woman in many ways and is truly considered to be a "national treasure"; now, therefore,

BE IT RESOLVED by The House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that this body does hereby honor Toshiko Takaezu for her numerous artistic accomplishments, as well as for her selfless devotion to community service and the teaching of the arts and crafts; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to Toshiko Takaezu, Mrs. Kama Takaezu, Toshiko Takaezu's mother, Princeton University, the State Foundation on Culture and the Arts, and the National Endowment for the Arts.

OFFERED BY:

Dana M. Higgins  
Calvin K. E. Say  
Carole J. J. J.

~~state/house~~  
PDj-----  
*STATE House of Representatives*

*also see PR  
3-N  
3-B  
Legislation  
Aging*

May 28, 1980

Mr. George Takane  
Clerk, House of Representatives  
The Tenth Legislature  
State of Hawaii  
Honolulu, Hawaii 96813

Dear Mr. Takane:

I wish to acknowledge receipt of copies of House Resolution No. 529 and House Concurrent Resolution No. 147, commending Mr. Jerome Waldie, Mr. Donald Botelho and Mr. Edward Nakano, for their recent actions on behalf of the State of Hawaii.

Your continued thoughtfulness in sharing these resolutions with me is deeply appreciated.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:jmpl

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

May 19, 1980



1980 MAY 27 PM 4:57

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
†KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAINA  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
MITSUO SHITO  
Twenty-First District  
JAMES AKI  
HENRY HAALILIO PETERS  
Twenty-Second District  
OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 529, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

†Minority Leader  
††Minority Floor Leader

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 529

# HOUSE RESOLUTION

HONORING THE VISIT OF MR. JEROME WALDIE, EXECUTIVE DIRECTOR OF THE 1981 WHITE HOUSE CONFERENCE ON AGING

WHEREAS, the numerous recommendations from the past two White House Conferences on Aging have generated major policies and legislation affecting our elders and the quality of their daily lives; and

WHEREAS, the Third White House Conference on Aging to be held in 1981 is of national significance in its calling together 1,800 delegates from across the nation; and

WHEREAS, this Conference provides a special opportunity for these delegates to responsibly focus on the critical issues confronting our rapidly increasing older population and to discuss these with the aim of seeking rational solutions; and

WHEREAS, Mr. Jerome Waldie, recently appointed by President Carter to implement this national effort, is vitally concerned with directly reaching the diversity of our nation's citizens to insure that representation and participation in the Conference is sensitive to their multiple concerns and needs; and

WHEREAS, Mr. Waldie is presently in Hawaii for purposes of meeting with a cross section of our community in all four State counties and to assist in launching Hawaii's efforts for the 1981 White House Conference on Aging; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that this body extend its warmest aloha to Mr. Jerome Waldie on his first visit to Hawaii and wish him well in endeavors for a most successful national Conference on Aging; and

BE IT FURTHER RESOLVED that certified copies of this resolution be transmitted to Mr. Waldie, Executive Director of the White House Conference on Aging, and each member of Hawaii's Congressional delegation.

Bertel Kobayashi  
 Russell Blain  
 Barbara Marumoto

OFFERED BY: *James Ahi*  
*James Ahi*  
*Marshall K. Ige*  
*Tony Horner*

APR 14 1980

H.R. NO. 529

Kim Lee  
Charles Sagnols

Clarey Hashimoto  
Kathleen Stanley

Milton Mats

Robert L. Scott

Gayle O'Brien

Robert J. Smith

Mark Anderson

Calvin K. Kay

John H. Hays

Yukiko Tamura

John W. Baker

John D. Cook

Richard E. Sutton

John A. Meade

John A. Meade

Wanna R. Ikeda  
Paul J. Evans

Atsuro Nakamura  
Carol Fukunaga

Alvin Sumner

Paul G. Gorman

Donald T. Masutani

Paul D. Dorn

Kunio Boyd Kamada

Thomas

Robert G. Galt

William J. Green

Andrew Galbraith

Herbert S. Sogawa

James J. Johnson

William W. Williams

Robert L. Parker  
Robert L. Parker

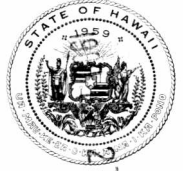
APR 14 1980

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

May 19, 1980



27  
PM 4:56

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
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ANTHONY P. TAKITANI  
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Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Concurrent Resolution No. 147, which  
was adopted by the House of Representatives  
and the Senate of the Tenth Legislature of  
the State of Hawaii, Regular Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

†Minority Leader  
††Minority Floor Leader

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H.C.R. NO. 147

## HOUSE CONCURRENT RESOLUTION

COMMENDING DONALD BOTELHO, DIRECTOR, AND EDWARD K. NAKANO, CHIEF, TRAINING AND SAFETY DIVISION, HAWAII STATE DEPARTMENT OF PERSONNEL SERVICES, FOR THEIR EXEMPLARY WORK IN THE PACIFIC INTERGOVERNMENTAL PERSONNEL ACT COUNCIL (PIPAC).

WHEREAS, the "Intergovernmental Personnel Act of 1970" (Public Law 91-648) continues to be an important federal law designed to strengthen the provision of public services at the various governmental levels; and

WHEREAS, in enacting P.L. 91-648, the Congress of the United States found and declared among other things "That effective State and local governmental institutions are essential in the maintenance and development of the Federal system in an increasingly complex and interdependent society. That since numerous governmental activities administered by the State and local governments are related to national purpose and are financed in part by Federal funds, a national interest exists in a high caliber of public service in State and local governments. That the quality of public service at all levels of government can be improved by the development of systems of personnel administration consistent with ...merit principles..."; and

WHEREAS, the Department of Personnel Services, State of Hawaii, hereinafter referred to as the Hawaii DPS, has been an active participant in the programs of the Intergovernmental Personnel Act (IPA) of 1970, as amended, since the early years following the implementation of programs authorized by the Act; and

WHEREAS, among the provisions of the IPA is the availability of federal grant funds to state and local jurisdictions; and

WHEREAS, the Legislature has learned that the Hawaii DPS successfully sought and received IPA funds to make possible the creation of the Pacific Intergovernmental Personnel Act Council (PIPAC) in 1978; and

WHEREAS, the Pacific Intergovernmental Personnel Act Council presently consists of the Government of American Samoa, the Government of Guam, the Commonwealth of the Northern Mariana Islands, the Trust Territories of the Pacific Islands, and the State of Hawaii, with each of these five jurisdictions holding status as charter members of the PIPAC; and

WHEREAS, in recognition of the important roles and work of Donald Botelho, Director, and Edward K. Nakano, Chief, Training and Safety Division, Department of Personnel Services, State of Hawaii, who are serving respectively as the Chairperson and Vice-Chairperson of the PIPAC, Governor Coleman of the Government of American Samoa issued a "COMMENDATION AND PROCLAMATION" dated March 21, 1980 to recognize and commend Messrs. Botelho and Nakano of the Hawaii DPS for their dedication and efforts to assist the Pacific Basin governments in strengthening the personnel management systems and programs of the Government of American Samoa and other participants in PIPAC and in recognition of the achievements of the Pacific IPA Council, proclaimed the week of April 20, 1980 as "PACIFIC INTER-GOVERNMENTAL PERSONNEL ACT COUNCIL WEEK"; and

WHEREAS, the Pacific IPA Council, now into its third year, will be holding its first meeting for 1980 on April 23-25 in Maui, Hawaii; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, the Senate concurring, that the Legislature commends Messrs. Donald Botelho and Edward K. Nakano for the reasons cited in this Concurrent Resolution; and

BE IT FURTHER RESOLVED that the Legislature extends warmest best wishes for a productive meeting to all the participants of the forthcoming 1980 meeting of the Pacific IPA Council; and

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to Donald Botelho, Director, and Edward K. Nakano, Chief, Training and Safety Division, Department of Personnel Services, State of Hawaii; Honorable George R. Ariyoshi, Governor of Hawaii; Honorable Peter T. Coleman, Governor of American Samoa; Honorable Paul M. Calvo, Governor of Guam; Honorable Carlos S. Camacho, Governor, Northern Mariana Islands; Honorable Adrian Winkel, High Commissioner, Trust Territory of the Pacific Islands; Honorable Richard S. H. Wong, President, Hawaii State Senate;

Honorable James H. Wakatsuki, Speaker, Hawaii State House of Representatives; Frank Yanak, Regional Director, United States Office of Personnel Management, San Francisco Regional Office; and to each member of Hawaii's delegation to the Congress of the United States.

OFFERED BY:

Daniel K. ...  
Byron W. ...  
James Aki Tony ...  
Richard ...  
John ...  
Robert ...  
Mitt ...  
H. ...  
Calvin K. Y. ...  
Charles ...  
Red ...  
Munira ...  
Robert ...  
Henry ...  
John ...

Russell J. ...  
Del ...  
Kathleen ...  
David ...  
Clarice ...  
Barbara ...  
Russell ...  
Richard ...  
John ...  
George T. ...  
Robert J. ...  
G. ...  
Carol ...  
Betty ...  
Marshall ...  
Arthur ...

APR 16 1980

Whitney J. Reed  
J. Paul Owens  
Kuan Bayl Kanaliu  
John M. ...  
Lee

APR 16 1980

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

*file*

H. R. NO. 272

## HOUSE RESOLUTION

COMMENDING THE PLAY "BIG BOYS DON'T CRY" AND THE KALIHI-PALAMA CULTURE AND ARTS PRISON CERAMICS CLASS.

WHEREAS, an important function of the penal system is rehabilitating and assisting prisoners to become valuable members of society; and

WHEREAS, certain recent events are examples of prison programs directed towards such function; and

WHEREAS, one event is the current staging of a play titled, "Big Boys Don't Cry", with a cast composed of men imprisoned in Oahu State Prison; and

WHEREAS, "Big Boys Don't Cry", written as a comedy, depicts the life of a typical inmate from childhood; and

WHEREAS, the play, judged to be a successful endeavor, has given its participants the opportunity to demonstrate their talent and skills; and

WHEREAS, the play gives its audiences insight into events which have influenced the development of prisoners and their feelings about their life situations; and

WHEREAS, the play is an example of prisoners taking advantage of an opportunity to develop skills and master talents while incarcerated and to maintain direct communication with the community outside of prison; and

WHEREAS, much of the success of the play was due to the hard work and perseverance of its writer and director, Tremaine Tamayose, who spent countless hours rehearsing and planning performances with the participants; and

WHEREAS, another event which encourages prisoners to rehabilitate themselves and become useful members of society is a pottery-making program; and

WHEREAS, several prisoners have developed their craftsmanship in pottery making as members of the Kalihi-Palama Culture and Arts Prison Ceramics class conducted with the cooperation of the Hawaii state correctional facilities and taught by Mary Ellen Hancock; and

WHEREAS, an exhibit of the pottery is being displayed in the State Capitol; and

WHEREAS, the success of this program is exemplified by the high quality of products being made by the groups of prisoners; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that rehabilitation programs such as the staging of "Big Boys Don't Cry" and the pottery class be encouraged; and

BE IT FURTHER RESOLVED that the participants of the play, "Big Boys Don't Cry", namely, Dwight Kaimi, Steven Kalima, Leroy Keliiholokai, Carlton Kaulupali, Abel Lui, Norman Santiago, Latanio Swan, and Clifford Waiau, are congratulated on their hard work and successful performances; and

BE IT FURTHER RESOLVED that Tremaine Tamayose is recognized and commended for his authorship and directing of "Big Boys Don't Cry"; and

BE IT FURTHER RESOLVED that the students of the Kalihi-Palama Culture and Arts Prison Ceramics class, namely, anonymous (ex-convict), Andy Bayaou, Ed Hatori, Robert Holbron, Steven Kalima, Donald Lester, William Manning, Sam Matamuimealelei, Norman "Chico" Santiago, Tautana Tanavase, and Henry Villito, are congratulated on the display of their excellent creative art work; and

BE IT FURTHER RESOLVED that Mary Ellen Hancock is commended on her skillful tutorage of the Kalihi-Palama Culture and Arts Prison Ceramics class; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to Tremaine Tamayose, Mary Ellen Hancock, anonymous (ex-convict), Andy Bayaou, Ed Hatori,

Robert Holbron, Dwight Kaimi, Steven Kalima, Leroy Keliiholokai, Carlton Kaulupali, Donald Lester, Abel Lui, William Manning, Sam Matamuimealelei, Norman "Chico" Santiago, Latanio Swan, Tautana Tanavase, Henry Villito, and Clifford Waiiau; and

BE IT FURTHER RESOLVED that certified copies of this Resolution also be transmitted to members of Hawaii's congressional delegation, namely, Senators Daniel Inouye and Spark Matsunaga and Representatives Daniel Akaka and Cecil Heftel; Governor George R. Ariyoshi; Lieutenant Governor Jean King; Andrew I. T. Chang, Director of Social Services; and Wendell P. K. Silva, Executive Director, Kalihi-Palama Culture and Arts Society, Inc.

Barbara Marumoto

~~Isaac...~~  
Conrad W. Ushijima

OFFERED BY:

John Nakamura

Calvin K. Kay

Keith Stanley Byrnes

Carlton Kaulupali

Carol Fukunaga

Bert Koyama

Donald T. Masutani

Russell Bli...

Jack Luan

~~...~~

Robert D. ...

~~...~~

Charles Loguehi James Aki

David M. Hefner

Clarice Y. Stashimoto

John Nakamura

Robert J. Louch

Heleia Haganawa

Mark ...

M. Kaminuma

...

...

K. Sajak

Gerdeken

Haruyama

*Richard A. [unclear]  
of [unclear] and  
John [unclear]*

csn: state house of representatives 3-2

April 16, 1980

Mr. George M. Takane  
Clerk  
House of Representatives  
The Tenth Legislature  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I wish to acknowledge receipt of your recent letter transmitting a copy of House Resolution No. 429, commending ABC News closeup for the documentary entitled "Escape from Justice", regarding the continuing presence of Nazi War Criminals in America.

I appreciate being informed of the resolution.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:mcb

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



April 7, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
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ANTHONY P. TAKITANI  
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ROBERT D. DODS  
DONNA R. IKEDA  
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JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
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CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
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PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAINA  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
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DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
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OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

†Minority Leader  
††Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 429, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

1980 APR 12 AM 9:48

(to be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 429

## HOUSE RESOLUTION

COMMENDING ABC NEWS CLOSEUP FOR THE DOCUMENTARY ENTITLED  
"ESCAPE FROM JUSTICE," REGARDING THE CONTINUING PRESENCE  
OF NAZI WAR CRIMINALS IN AMERICA.

WHEREAS, the Nazi Holocaust, a crime against all of  
mankind, is the most horrifying event of this turbulent  
century; and

WHEREAS, it is very difficult to believe and very  
convenient to forget that an estimated 11 million people,  
6 million of them Jews, were exterminated by Nazi Germany;  
and

WHEREAS, the crusade to bring these war criminals to  
justice is being undermined by the simple phenomenon of time  
passing; and

WHEREAS, the ABC documentary revealed that there are  
more than 200 Nazi war criminals now living in the United  
States and that collectively they are responsible for the  
deaths of as many as two million people; and

WHEREAS, evidence was presented which indicates that  
some of these Nazi war criminals have been recruited, pro-  
tected and even employed by the United States government;  
and

WHEREAS, Paraguay and other South American countries  
are being used as havens where a network of ex-Nazi leaders  
called Die Spine (The Spider) is thriving as a mutual pro-  
tection society; and

WHEREAS, it would be abhorrent to the citizens of this  
country if in fact the United States is currently being used  
as a haven for hundreds of such alleged war criminals; and

WHEREAS, the presence of these Nazi War criminals is a  
threat to this country; and

WHEREAS, there is a need not to forget the lessons of  
the Nazi Holocaust during World War II; and

WHEREAS, ABC's documentary, "Escape From Justice," represents the first effort in recent years of national prime-time television to summarize and update the record on Nazi War criminals; and

WHEREAS, ABC News was courageous in its willingness to tackle and televise an extremely disturbing subject; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that it congratulates ABC News and all personnel involved with the documentary entitled "Escape From Justice", and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to ABC News, The President of the United States, Benjamin Civiletti, Attorney General of the United States, The Immigration and Naturalization Service, Simon Wiesenthal, Temple Emmanuel, United Jewish Appeal, The Government of Israel, Hawaii's Congressional delegation, and the Program Director of KITV.

OFFERED BY: David M. Higgins

*Byron W. Baker*  
*Kurau Boyd Kamalini*  
*Samuel S. Lewis*  
*Merrill K. Hala*  
*Mark [unclear]*  
*[unclear]*  
*[unclear]*  
*[unclear]*  
*[unclear]*  
*[unclear]*  
*[unclear]*

*Beaul Deffen*  
*Russell Blin*  
*Herbert Segawa*  
*James Aki*  
*Dil Liker*  
~~*[unclear]*~~  
*Ruth [unclear]*  
*Arthur T. Uvaine*  
*[unclear]*

(LAL?bhm)

11b (State Gov't)  
state/ state House of  
representatives 3-2

April 11, 1980

Honorable Whitney T. Anderson  
House of Representatives  
The Tenth Legislature  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear Representative Whitney:

On behalf of Senator Inouye, who is currently in Hawaii, I wish to acknowledge receipt of your communication regarding a message from the Ohana Makaala and the "Original Hawaiians" which was recently distributed in Kona.

Senator Inouye is aware of this unfortunate incident, and I am sure he shares your concern.

Please know that I shall also bring your communication to his attention upon his return next week.

Aloha,

LAURIE A. LOOMIS  
Legislative Assistant

LAL:bhm

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

1980 APR -1 AM 11: 34



March 27, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
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CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

ALOHA,

On March 24, 1980 a group of young people passed out notices to all tourists, State-wide, asking them to bypass our State or after May of 1980 their safety could not be guaranteed. (see attached)

It said that our young people are restless and for the tourists to have this notice printed in their local newspapers when they returned home. It said we the pure aboriginal Hawaiians including the half and mixed, want what is rightfully ours. The name of the group is Ohana Makaala and the Original Hawaiians.

It's a sad day when a group can undermine the work that so many have worked so hard to create "Tourism in Hawaii." For those of us who don't like the idea of tourists coming to the State, we must agree that it does provide the jobs needed for our residents. We have also felt the pinch because the industry at this time is in a slump. The local airlines have laid off about 300 employees and other airlines have cut back on flights into our State. Hotels throughout the State are doing the same. Until such time that we can depend on some other industry to employ the numbers of people that tourism can, I don't believe we can or should do anything to destroy it.

Please help me to talk to our young Hawaiians and also some of the elders to act like Hawaiians used to act - with pride of heritage and an open heart.

As President of the Association of Hawaiian Civic Clubs and as a legislator, I feel that with the Office of Hawaiian Affairs election right around the corner, a lot of good things are in store for our people. The Hawaiians have been patient a long time. I don't think a little longer will hurt us. If we keep working and educating our youth, we will win out in the end.

Again, please give this message to as many who will listen and may God bless you.

Me ke aloha pumehana,

Whitney T. Anderson  
Representative, 25th District/  
President, Association of  
Hawaiian Civic Clubs

Encl

OMSG

TO: SHAWN

FROM: DOUG VICTORINO/MGR/KBB

TIME: 18

ORIG: IHDS DATE: 03

ATTENTION ALL TOURISTS :

A MESSEGE FROM THE OHANA MAKAAALA KUPUNA AND  
THE ORIGINAL HAWAIIANS

TWO QUOTES TO NOTE: (CONGRESSTIONAL HEARINGS FEB 9, 1976-94TH CONGR 2ND SE  
THE HONORABLE GOVERNOR OF HAWAII, GEORGE ARIYOSHI: (RECORDED STATEMENT)

"YOU NEED NOT FEAR THE HAWAIIAN PEOPLE IN THEIR JUDGEMENTS AND ACTIONS.  
POSSESS A DEEP WISDOM, A RARE APPRECIATION OF THE GENUINE VERSUS THE FALS  
VALUES IN HUMAN AFFAIRS, AND SENSE OF JUSTICE, HONOR, AND MAGNANIMITY UNS  
PASSED ANYWHERE. THEIR HISTORY, THEIR CULTURE, THEIR ACTIONS HAVE CONSIS  
LY SHOWN THIS TO BE. IT IS MOST LOGICAL, THEREFORE, THAT IN ESTABLISHING  
SPECIFIC MEANS BY WHICH THEY ARE TO ACHIEVE JUSTICE, THEY LARGELY DETERMII  
THOSE MEANS".

THE HONORABLE DANIEL INOUE, UNITED STATES SENATOR FROM HAWAII:

"MR CHAIRMAN, THE TESTIMONY OF THE GOVERNOR OF HAWAII IS A VERY SIGNIFICA  
ONE BECAUSE IT REPRESENTS THE SUPPORT OF THE GOVERNMENT OF HAWAII. AS CH  
EXECUTIVE AND CHIEF MAGISTRATE OF THESE ISLAND, I BELIEVE HE IS ENTITLED  
SPEAK FOR THE PEOPLE OF HAWAII. (TO BE CONTINUED)

CONTINUED.....

I THINK IT IS ESSENTIAL THAT AS WE PETITION THE CONGRESS OF THE UNITED  
STATES THAT THE MEMBERS OF CONGRESS REALIZE THAT THE CLAIMS BEING SUB-  
MITTED AND PETITIONED BY THE NATIVE HAWAIIANS ARE NOT JUST SUPPORTED  
BY HAWAIIANS BUT BY ALL OF THE PEOPLE OF HAWAII. THANK YOU VERY MUCH  
FOR YOUR TESTIMONY, MR. GOVERNOR. "

WE HAVE GOTTEN ALL ALONG ONLY LIP SERVICE FROM OUR POLITICIANS, BUT  
NO REAL ACTION. SO, THEREFORE, WE THE PURE ABORIGINAL HAWAIIANS, IN-  
CLUDING THE HALF AND MIXED ABORIGINAL HAWAIIANS, ASK THE HELP OF ALL  
TOURISTS TO AID US IN GETTING WHAT ALREADY RIGHTFULLY BELONGS TO US AND T  
THE HAWAIIAN HOMELANDS, ALSO KNOWN AS "HOMESTEAD OR HOME STATE LANDS" BE  
TURNED OVER LEGALLY TO THE PURE/HALF/MIXED ABORIGINAL HAWAIIANS FULL  
CONTROL WITHOUT STATE OF FEDERAL INTERFERENCE. UP TO THIS TIME THE  
STATE AND FEDERAL GOVERNMENTS HAVE PROVEN THEY CAN NOT HANDLE THESE LANDS  
PROPERLY OR FAIRLY FOR THE ABORIGINAL HAWAIIAN PEOPLE. WE ASK ALL  
TOURISTS TO BY-PASS HAWAII, BECAUSE IN SO DOING WE WILL HAVE THE NEEDED  
PUSH TO MOVE THIS HONORABLE REQUEST. ALL LEGAL PROCEDURES TO BENEFIT  
THE ABORIGINAL HAWAIIANS HAVE BEEN TRIED DURING THE PAST MANY, MANY YEARS  
WITH MINUTE SUCCESS OR NONE AT ALL. (TO BE CONTINUED)

COMPLETE DISPLAY

CONTINUED.....

WE CANNOT EXPLAIN THE WHOLE DETAIL IN THIS SPACE BUT IF YOU ARE IN-  
TERESTED, YOU CAN GET OUR HISTORY THROUGH YOUR LOCAL LIBRARY, OR THE  
LIBERTY OF CONGRESS IN WASHINGTON, D. C., AND THE RECORDED HEARINGS BEFORE  
94TH CONGRESS, SECOND SESSION, ON SENATE JOINT RESOLUTION 155, FEBRUARY  
9, 10, 11, 1976.

WE ARE KNOWN AS A PEACEFUL PEOPLE BUT WE HAVE BEEN PUSHED TOO FAR.....  
SO, WITH GOD'S HELP WE MAKE THIS REQUEST OF YOU: BYPASS HAWAII!!!!  
WE WOULD LIKE YOU TO PASS THE WORD AROUND YOUR HOMETOWN, LETTING YOUR  
FRIENDS KNOW OUR FEELINGS.

PLEASE KEEP IN MIND THESE DATES: MARCH, APRIL, & MAY, 1980

ALL ARE FREE TO COME TO ENJOY ALL WHAT THEY CAN OF OUR HAWAII WITHOUT  
INTERFERENCE.

AFTER MAY, 1980

WE WANT ALL TOURISTS TO BY-PASS HAWAII. YET AS AMERICAN CITIZENS YOU  
HAVE THE FULL RIGHTS TO COME TO HAWAII AFTER MAY, BUT.... AFTER MAY  
WE CANNOT GUARANTEE ANY TOURIST'S SAFETY. OUR YOUNGER HAWAIIAN GENERA-  
TION IS VERY, VERY RESTLESS. PLEASE REPRINT IN YOUR LOCAL NEWSPAPER.

(END)

COMPLETE DISPLAY

- 1) Barbara Bce  
2) Eiler \_\_\_\_\_  
3) Gregg ST  
4) Alvey \_\_\_\_\_

S. Res. 163

STAND. COM. REP. NO. 1198

Honolulu, Hawaii

April 19, 1979

RE: S.C.R. No. 60  
H.D. 1

The Honorable James Wakatsuki  
Speaker, House of Representatives  
Tenth Legislature  
Regular Session, 1979  
State of Hawaii

Sir:

Your Committee on State General Planning to which was referred S.C.R. No. 60 entitled: "SENATE CONCURRENT RESOLUTION SUPPORTING A TEMPORARY FEDERAL INTERGOVERNMENTAL PLANNING COMMISSION FOR HAWAII," begs leave to report as follows:

The purpose of this resolution is to support Hawaii's congressional delegation in its efforts to establish a Temporary Federal Intergovernmental Planning Commission for Hawaii.


As proposed in SJR 169 presently before the 95th Congress, the Temporary Federal Intergovernmental Planning Commission would be comprised of Federal, State and County officials whose purpose would be to set long-range policies regarding the use of federal lands and facilities.

Your Committee finds that such a commission would be a useful mechanism in providing vertical integration and coordination among the Federal, State and county levels of government in regard to state and federal land use and facilities planning. This mechanism could also be utilized to carry out the broad goals, objectives, and policies established under the Hawaii State Planning Act, Act 100, Session Laws of Hawaii 1978. At present, the coordination and direction provided by the Hawaii State Plan is limited to the State and county levels of government.

Testimony presented before your Committee favored the adoption of this resolution. Your Committee has amended this concurrent resolution to more adequately describe Hawaii's existing planning efforts. A description of Hawaii's activities and the envisioned role of the proposed Temporary Federal Intergovernmental Planning Commission is also included.

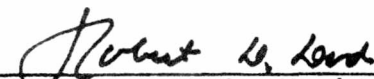
Your Committee on State General Planning concurs with the intent and purpose of S.C.R. No. 60, as amended herein, and recommends its adoption in the form attached hereto as S.C.R. No. 60, H.D. 1.

Respectfully submitted,

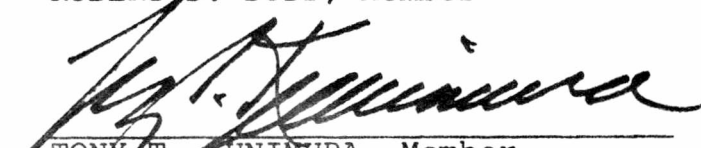
  
KEN KIYABU, Chairman

  
YOSHIRO NAKAMURA, Vice Chairman


  
GERALD de HEER, Member

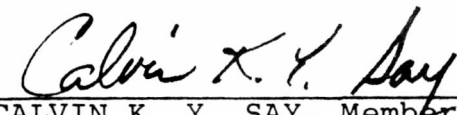
  
ROBERT D. DODS, Member

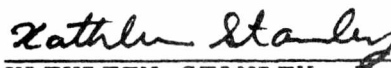
  
DAVID M. HAGINO, Member

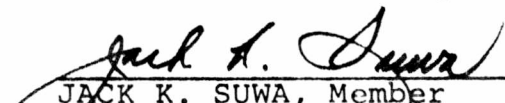
  
TONY T. KUNIMURA, Member

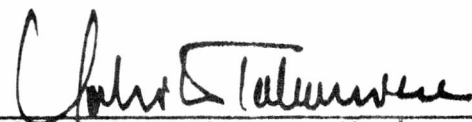
  
GERALD K. MACHIDA, Member

  
DONALD T. MASUTANI, JR., Member

  
CALVIN K. Y. SAY, Member

  
KATHLEEN STANLEY, Member

  
JACK K. SUWA, Member

  
YOSHITO TAKAMINE, Member

  
DONNA IKEDA, Member

  
BARBARA MARUMOTO, Member

  
JOHN J. MEDEIROS, Member

(To be made one and twelve copies)

THE SENATE

TENTH LEGISLATURE, 19 79

STATE OF HAWAII

S.C.R. NO.

60  
H.D. 1

# SENATE CONCURRENT RESOLUTION

SUPPORTING A TEMPORARY FEDERAL INTERGOVERNMENTAL PLANNING  
COMMISSION FOR HAWAII.

WHEREAS, Hawaii is the first state of the nation to formally enact a State Plan which provides general objectives, goals, and priorities for long-range social and economic development; and

WHEREAS, the State Plan is an attempt to provide coordination towards the fulfillment of policies between the state and county governments; and

WHEREAS, yet, this coordinative effort lacks the essential participation of the federal government which is not actively engaged at the highest level of the planning process; and

WHEREAS, undeniably, the federal government is a major force in the economy and social direction of Hawaii; and

WHEREAS, as examples, the federal government owns or leases between seven and ten per cent of the land in Hawaii and contributes in excess of \$1 billion in "defense expenditures" to the State; and

WHEREAS, thus, its activities probably impact more heavily upon Hawaii than on other states; and

WHEREAS, while the State Plan recognizes this fact, the federal government has no active role in the planning process since the State cannot unilaterally mandate its participation; and

WHEREAS, the State is reduced to merely requesting federal cooperation or seeking federal assistance with no assurance of action which a co-equal partner in a coordinative effort can give or be bound by; and

WHEREAS, thus, mutual participation is required if the State is to establish realistic policies which may be feasibly worked towards; and

WHEREAS, Senator Daniel K. Inouye has recently introduced Senate Joint Resolution 169 in the 95th Congress which proposes to establish a Temporary Federal Intergovernmental Planning Commission for Hawaii; and

WHEREAS, as introduced, the Commission includes representatives of the federal, state, and county governments and basically addresses the issue of the planning and disposition of federal lands in the region of Hawaii; and

WHEREAS, moreover, the proposed legislation recognizes and mandates interface with the Hawaii State Plan; and

WHEREAS, while it is limited to only one issue addressed by the State Plan, this issue, land use, is the preeminent component of the entire planning process; and

WHEREAS, how land is used has great impact on Hawaii's economy, social lifestyle, and growth direction because of the extremely small amount of usable land; and

WHEREAS, the coordination which the proposed Commission offers is unique, and urgently necessary for the optimum development of the State of Hawaii; now, therefore,

BE IT RESOLVED by the Senate of the Tenth Legislature of the State of Hawaii, Regular Session of 1979, the House of Representatives concurring, that the U.S. Congress is requested to authorize and the President is requested to approve a Temporary Federal Intergovernmental Planning Commission for Hawaii; and

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to the President of the United States, Majority Leader of the United States Senate, Speaker of the United States House of Representatives, and each member of Hawaii's congressional delegation.

state govt  
-----  
CSM-----  
house of representatives 3-2

March 31, 1980

Mr. George M. Takane  
Clerk  
House of Representatives  
The Tenth Legislature  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I wish to acknowledge receipt of Resolution No. 368,  
commending Project Ho'ona'auao, a Hawaiian culture  
and arts program for the Kulani Correctional Facility  
and the Hawaii Community Correctional Center.

Thank you for transmitting the resolution to me.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:mcb

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



March 27, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
†KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAIINE  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
MITSUO SHITO  
Twenty-First District  
JAMES AKI  
HENRY HAALILIO PETERS  
Twenty-Second District  
OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

†Minority Leader  
††Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Resolution No. 368, which was adopted  
by the House of Representatives of the Tenth  
Legislature of the State of Hawaii, Regular  
Session of 1980.

Very respectfully,

  
George M. Takane  
Clerk, House of Representatives

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. R. NO. 368

## HOUSE RESOLUTION

COMMENDING PROJECT HO'ONA'AUAO.

WHEREAS, an important function of the correctional system is the rehabilitation of prisoners and assisting them to become valuable members of society; and

WHEREAS, the Kulani Correctional Facility and the Hawaii Community Correctional Center (HCCC), administered by the Corrections Division of the Department of Social Services and Housing, have encouraged the teaching of the Hawaiian heritage to its inmates; and

WHEREAS, the University of Hawaii at Hilo Center for Continuing Education and Community Services has conducted a Hawaiian Culture and Arts Program for the inmates at the Kulani Correctional Facility and the HCCC; and

WHEREAS, under this program, known as Ho'ona'auao, inmates at Kulani and the HCCC have significantly broadened their knowledge and appreciation of the Hawaiian Culture, including music, dance, and the language; and

WHEREAS, Project Ho'ona'auao has helped the inmates strengthen their sense of identity and self-worth and has helped to improve relationships between the inmates and the community; and

WHEREAS, funding for this project has been provided by the American Correctional Association (ACA) with twenty per cent matching funds from the State Foundation for Culture and the Arts; and

WHEREAS, this project, one of twenty one nationally funded by the American Correctional Association, is considered to be one of the most successful; and

WHEREAS, the inmates on Project Ho'ona'auao have been invited by the American Correctional Association to participate in the Second National Exhibition of "Project CULTURE (Creative Use of Leisure Time Under Restrictive Environments)", to be held in Washington, D.C. in the Spring of 1980; and

WHEREAS, four of these inmates, ROBERT KAUWE, DAVID KEOHULOA, HENRY LOPES, and MORONI NAPEAHI, along with Kumu Hula GEORGE NAOPE (Master of Ancient and Modern Hula), and MOSES KAHUMOKU, their musician, are this day performing before the House of Representatives; now, therefore,

BE IT RESOLVED by the House of Representatives of the Tenth Legislature of the State of Hawaii, Regular Session of 1980, that the participants of Project Ho'ona'auao be congratulated and commended for their exploration of and dedication to the Hawaiian Culture; and

BE IT FURTHER RESOLVED that STEPHEN PERALTO, Administrator of the Kulani Correctional Facility; CLARENCE ANDRADE, Administrator of the Hawaii Community Correctional Center; DAVID FARMER, Project Director of Project Ho'ona'auao; and EDDIE FERRIS, Community Liaison for Project Ho'ona'auao; be and they are hereby commended for their imagination and hard work in assuring the success of the project; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to United States Senators, DANIEL K. INOUE and SPARK M. MATSUNAGA; United States Representatives, DANIEL K. AKAKA and CECIL HEFTEL; Governor GEORGE R. ARIYOSHI; the Director of Social Services and Housing, ANDREW I.T. CHANG; the President of the University of Hawaii, DR. FUJIO MATSUDA; the Director of the University of Hawaii at Hilo Center for Continuing Education and Community Services, MARY Y. MATAYOSHI; the Administrator of the Kulani Correctional Facility, STEPHEN PERALTO; the Administrator of the Hawaii Community Correctional Center, CLARENCE ANDRADE; the Project Director of Project Ho'ona'auao, DAVID FARMER; and the Community Liaison for Project Ho'ona'auao, EDDIE FERRIS.

OFFERED BY:

*John H. Hanama*

*Calvin K. K. Say*

*Tony Hanaka*

*Barbara Marumoko*

*Bertand Kogari*

*Arthur Hato*

*Byron W. Bahn*  
*Mungwa Inaba*  
*Robert J. Honda*  
*Charles Iguchi*  
*Samuel M. Masetani*  
*Thomas J. ...*  
*Paul ...*

MAR 21 1980

Kathleen Stanley

Kuina Boyd Kamalii

~~Lele Jensen~~

John W. Takamine

Carol Fukunaga

MAR 21 1980

PDM: --- State Govt ---  
State House of Rep

March 17, 1980

Mr. George M. Takane  
Clerk, House of Representatives  
The Tenth Legislature  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I wish to acknowledge receipt of your thoughtful communication of March 11, 1980, providing me with a copy of Concurrent Resolution No. 92, commending Genevieve Okinaga upon her appointment to the Federal Advisory Board on Child Abuse and Neglect and wishing her every success during her term of appointment.

Your continued assistance is deeply appreciated.

Aloha,

DANIEL K. INOUE  
United States Senator

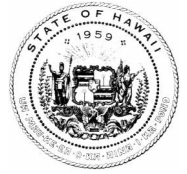
DKI:mcb

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

1980 MAR 14 PM 3:19



March 11, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
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HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
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BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
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KEN KIYABU  
BERTRAND KOBAYASHI  
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\*KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
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Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

\*Minority Leader  
++Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Concurrent Resolution No. 92, which  
was adopted by the House of Representatives  
and the Senate of the Tenth Legislature of  
the State of Hawaii, Regular Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H. C. R. NO. 92

## HOUSE CONCURRENT RESOLUTION

COMMENDING GENEVIEVE "GENNY" T. OKINAGA UPON HER APPOINTMENT TO THE FEDERAL ADVISORY BOARD ON CHILD ABUSE AND NEGLECT AND WISHING HER EVERY SUCCESS DURING HER TERM OF APPOINTMENT.

WHEREAS, Genevieve "Genny" T. Okinaga, Director of the Office of Children and Youth, Office of the Governor of Hawaii, was recently appointed to serve on the Advisory Board on Child Abuse and Neglect, Office of Human Development Services, United States Department of Health, Education, and Welfare (DHEW); and

WHEREAS, Mrs. Okinaga accepted the appointment upon receiving a formal invitation to serve on the Board from Patricia R. Harris, Secretary of the DHEW; and

WHEREAS, the Advisory Board on Child Abuse and Neglect was created in 1974 pursuant to a provision of the Child Abuse Prevention and Treatment Act, Public Law 93-247; and

WHEREAS, the composition of the Board was amended in 1978 by Public Law 95-266 which mandated the addition of a minimum of three non-federal members to the existing seventeen federal agency representatives; and

WHEREAS, Secretary Harris created seven non-federal positions, three to serve one-year terms of office and four to serve for two-year terms; and

WHEREAS, Mrs. Okinaga, in nation-wide competition, was one of the four appointees to a two-year term; and

WHEREAS, the basic purposes of the Advisory Board on Child Abuse and Neglect are to (1) assist the Secretary of the DHEW in coordinating programs and activities related to the prevention, identification, and treatment of child abuse and neglect in the development and updating of the "Federal Standards for Child Abuse and Neglect Prevention and Treatment Programs and Projects"; and (2) review and submit directly to the President and the Congress of the United States, a comprehensive plan for coordination of the goals, objectives, and activities of all agencies and organizations which have responsibilities for programs and activities related to child abuse and neglect; and

WHEREAS, Genevieve Okinaga is eminently qualified to serve on the Advisory Board on Child Abuse and Neglect as evidenced in part by a selected listing of some of her achievements and accomplishments as follows:

- . Having earned a B.A. in Psychology and a M.Ed in Educational Administration and Curriculum/Instruction from the University of Hawaii;
- . Holding professional certification with the Hawaii State Department of Education as follows:  
(1) Professional Teacher's Certificate in Elementary Education, (2) Elementary School Vice Principal Certificate, and (3) Elementary School Principal Certificate;
- . Having served as the State Program Specialist for Early Child Education, Hawaii State Department of Education;
- . Having served as Project Director and Major Author, Project Director, or Author of the following publications of the Hawaii State Department of Education:  
(1) "A Theoretical Model of an Early Childhood Program for the State of Hawaii, 1971"; (2) "A Curriculum Guide for Early Childhood Education, Ages 3-8, 1972"; (3) "Handbook of Assessment Instruments for Early Childhood, 1973"; (4) "A Proposed Plan for Early Education in Hawaii, 1974"; (5) "A Plan for Early Education in Hawaii, Policies and Program Elements, 1975";
- . Having served as the Early Education Consultant, Office of the Governor of Hawaii;
- . Having served as a member of the State 4-C Executive Committee, Commission on Children and Youth, State of Hawaii; and
- . Having served as Program Designer and Instructor in the Neighborhood Youth Corps;

and

WHEREAS, Mrs. Okinaga is the first person from our beautiful Aloha State to be appointed to the Advisory Board on Child Abuse and Neglect; and



David M. Hazen

Donald T. Masutani Jr.

Neil Adams

Yunus Taharwan

Russell Basi

Russell J. Belmont

Tommaso Segawa

Bertel Kobayashi

John J. O'Connell

Osamu R. Ikeda

Kunio Ryo Kamada

MAR 6 1980

~~Mark ...~~  
David Kuban

Clifford L. Uvaine

Charles Ingnoli

Clarice Y. Hashimoto

Peter Mats

Richard ...

John ...

Victor ...

Eric ...

Alta Holt

Byron W. Baker

Kathleen Stanley

Barbara Marumoto

RC/vqbf

STATE GOVERNMENT  
3-2 House of Repr.

February 28, 1980

Honorable Carol Fukunaga  
House of Representatives  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear Carol:

I wish to acknowledge receipt of your communication regarding the problem of public school facilities having asbestos-containing materials.

Any dangers from asbestos concern me and I am pleased to know that you too are concerned about the problem.

I appreciate your communication of the steps that you are taking in the State Legislature. If I can be of assistance to you in any aspects involving federal responsibilities, please do not hesitate to contact me.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:qqbf

*Pat*  
*Subota*

**HOUSE OF REPRESENTATIVES  
THE TENTH LEGISLATURE**



Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

February 16, 1980

First District  
JACK K. SUWA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
GERALD K. MACHIDA  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
†KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAINA  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
MITSUO SHITO  
Twenty-First District  
JAMES AKI  
HENRY HAALILIO PETERS  
Twenty-Second District  
OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

Honorable Daniel K. Inouye  
Prince Kuhio Federal  
Building, Room 6104  
Honolulu, Hawaii 96813

Dear Senator Inouye:

I am very much concerned about the asbestos problem and have introduced the following bills, with the Committee Referrals noted:

HB 3026-80 ESTABLISHING A TEMPORARY MORATORIUM ON THE USE OF PUBLIC SCHOOL FACILITIES HAVING ASBESTOS-CONTAINING MATERIALS. (HLT/EDN, FIN)

HB 3027-80 APPROPRIATION FOR IMMEDIATE ENCAPSULATION AND IN INSTANCES WHERE NECESSARY, THE REMOVAL OF ASBESTOS-CONTAINING MATERIALS IN PUBLIC SCHOOLS. (HLT/EDN,FIN)

I will be introducing shortly resolutions on asbestos as a follow-up in some of the additional areas, and ask for your full support and that of the community.

Please feel free to call my office at 548-4053 if you have any questions. I will keep you posted on the status of these bills.

Mahalo for your interest and kokua.

Sincerely,

*Carol Fukunaga*  
CAROL FUKUNAGA

Enclosures

†Minority Leader  
††Minority Floor Leader

A BILL FOR AN ACT

ESTABLISHING A TEMPORARY MORATORIUM ON THE USE OF PUBLIC  
SCHOOL FACILITIES HAVING ASBESTOS-CONTAINING MATERIALS.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. Findings and purposes. According to the  
2           United States Environmental Protection Agency, the exposure  
3           of asbestos-containing materials in school facilities to  
4           students, faculty, and other users is a serious threat to  
5           the health and welfare of these individuals. Persons exposed  
6           to asbestos-containing materials, which are commonly used for  
7           fire-proofing, insulation, and decoration in schools, risk  
8           the possibility of developing various types of cancer and  
9           lung diseases.

10           In 1979, the state department of health, department of  
11           education, and department of accounting and general services  
12           jointly conducted a survey to identify the number of public  
13           schools with asbestos-containing materials. The survey found  
14           66 schools with asbestos-containing materials and concluded  
15           that an unacceptable risk to public health exists in those  
16           schools with asbestos-containing materials. The survey also

1 recommended the removal of such material and in instances  
2 where appropriate, the encapsulation or sealing of the  
3 asbestos-containing material.

4 Because of the seriousness of this problem, the Legis-  
5 lature finds that the Governor and appropriate State agencies  
6 responsible for the safety and welfare of our students  
7 should immediately implement a program preventing the  
8 exposure of students, faculty and other school facility  
9 users to asbestos-containing materials in schools until  
10 necessary corrective action is taken and satisfactorily  
11 completed.

12 SECTION 2. Notwithstanding the provisions of Section  
13 298-3, Hawaii Revised Statutes, no building, facility, or  
14 portion thereof which is used by the department of education  
15 for public school or other public purposes and which is  
16 identified and confirmed to have asbestos-containing material  
17 by the department of health shall be open for any school or  
18 public use until sufficient, corrective action to remove or  
19 encapsulate the asbestos-containing material is completed by  
20 the department of education and a written inspection report  
21 verifying that asbestos-containing material contamination  
22 does not exist in that particular building, facility, or  
23 portion thereof is issued by the department of health.  
24

This moratorium shall commence from July 1, 1980 and terminate on June 30, 1982.

SECTION 3. This Act shall take effect upon its approval.

INTRODUCED BY: Carol Fukunaga

Barbara Marumoto

~~Jack Loren~~

Charles Ioguchi

John T. Tullum

~~Ken Sifab~~

Shirley J. Cole

Calvin K. Y. Say

Ms. J. Kusunuma

Samuel Aoki  
Mitsuo Tanaka

Gerald Decker

Claree Y. Hashimoto

David M. Hagan

Kathleen Y. Stanley

Dick Decker

Andrew Johnson

Katawata

Genroku T. Nishiyama

FEB 1 4 1980

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
TENTH LEGISLATURE, 1980  
STATE OF HAWAII

H.B. NO. 3027-80

# A BILL FOR AN ACT

MAKING AN APPROPRIATION FOR THE IMMEDIATE ENCAPSULATION AND  
IN INSTANCES WHERE NECESSARY, THE REMOVAL OF ASBESTOS-  
CONTAINING MATERIALS IN PUBLIC SCHOOLS.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. Findings and purposes. According to the  
2 United States Environmental Protection Agency, the exposure  
3 of asbestos-containing materials in school facilities to  
4 students, faculty, and other users is a serious threat to  
5 the health and welfare of these individuals. Persons exposed  
6 to asbestos-containing materials, which are commonly used for  
7 fire-proofing, insulation, and decoration in schools, risk  
8 the possibility of developing various types of cancer and  
9 lung diseases.

10           In 1979, the state department of health, department of  
11 education, and department of accounting and general services  
12 jointly conducted a survey to identify the number of public  
13 schools with asbestos-containing materials. The survey found  
14 66 schools with asbestos-containing materials and concluded  
15 that an unacceptable risk to public health exists in those  
16 schools with asbestos-containing materials. The survey also

1 recommended the removal of such material and in instances  
2 where appropriate, the encapsulation or sealing of the  
3 asbestos-containing material.

4 Because of the seriousness of this problem, the Legislature  
5 finds that the Governor and appropriate State agencies  
6 responsible for the safety and welfare of our students  
7 should immediately implement a program eliminating or  
8 controlling the exposure of asbestos-containing materials to  
9 the users from public schools. In most instances, the  
10 summer months when the regular school program is not in  
11 session would offer the best possible work conditions for  
12 the removal or encapsulation of asbestos-containing materials.  
13 However, for this situation to occur, funds must be made  
14 available during fiscal year 1979-80 to initiate the  
15 necessary bidding procedures and execute work contracts for  
16 this urgently needed program.

17 SECTION 2. Appropriation. There is appropriated out  
18 of the general revenues of the State of Hawaii the sum of  
19 \$10.0 million or so much thereof as may be necessary for  
20 fiscal year 1979-1980, for the removal and encapsulation of  
21 asbestos-containing materials in public schools. The sum  
22 appropriated shall be expended by the department of accounting  
23 and general services for the purpose of this Act.

24  
25

1 SECTION 3. Lapsing of Appropriation. Any unexpended  
 2 and unencumbered balance of any appropriation made by this  
 3 Act as of the close of business on June 30, 1980 shall be  
 4 used for this Act for fiscal year 1980-1981. Any unexpended  
 5 and unencumbered balance of any appropriation made by this  
 6 Act as of the close of business on June 30, 1981 shall be  
 7 lapsed into the general fund.

8 SECTION 4. Effective Date. This Act shall take effect  
 9 upon its approval.

12 INTRODUCED BY: Carol Fukunaga

13 [Signature]  
 14 [Signature]  
 15 [Signature]

Barbara Marumoto  
[Signature]

16 [Signature]  
 17 [Signature]  
 18 [Signature]

[Signature]  
[Signature]

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 20 [Signature]  
 21 [Signature]

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FEB 12 1980

RAA/vqbf

STATE GOVERNMENT  
3-2 House of  
Representatives

February 21, 1980

Mr. George M. Takane  
Clerk  
House of Representatives  
State of Hawaii  
State Capitol  
Honolulu, Hawaii 96813

Dear George:

I wish to acknowledge receipt of a copy of House  
Concurrent Resolution No. 53.

I heartily concur with the sentiments of the  
resolution and appreciate receiving a copy.

Aloha,

DANIEL K. INOUE  
United States Senator

DKI:vqbf

Speaker  
JAMES H. WAKATSUKI  
Vice Speaker  
DANIEL J. KIHANO  
Majority Leader  
HENRY HAALILIO PETERS  
Majority Floor Leader  
KATSUYA YAMADA

# HOUSE OF REPRESENTATIVES THE TENTH LEGISLATURE

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813



February 14, 1980

First District  
GIL C. SILVA  
Second District  
HERBERT A. SEGAWA  
KATSUYA YAMADA  
Third District  
YOSHITO TAKAMINE  
Fourth District  
MINORU INABA  
Fifth District  
CHRISTOPHER A. CROZIER  
MARK J. ANDREWS  
Sixth District  
HERBERT J. HONDA  
ANTHONY P. TAKITANI  
Seventh District  
ROBERT D. DODS  
DONNA R. IKEDA  
Eighth District  
JACK LARSEN  
BARBARA MARUMOTO  
Ninth District  
TED T. MORIOKA  
CALVIN K. Y. SAY  
Tenth District  
KEN KIYABU  
BERTRAND KOBAYASHI  
Eleventh District  
†KINAU BOYD KAMALII  
PAUL L. LACY, JR.  
Twelfth District  
DAVID M. HAGINO  
CLIFFORD T. UWAINA  
Thirteenth District  
GERALD de HEER  
CAROL FUKUNAGA  
CHARLES T. USHIJIMA  
Fourteenth District  
RUSSELL BLAIR  
KATHLEEN STANLEY  
Fifteenth District  
BYRON BAKER  
RICHARD IKE SUTTON  
Sixteenth District  
MILTON HOLT  
TONY NARVAES  
Seventeenth District  
RICHARD GARCIA  
KENNETH LEE  
Eighteenth District  
MITSUO UECHI  
JAMES H. WAKATSUKI  
Nineteenth District  
CLARICE Y. HASHIMOTO  
DONALD T. MASUTANI, JR.  
Twentieth District  
DANIEL J. KIHANO  
MITSUO SHITO  
Twenty-First District  
JAMES AKI  
HENRY HAALILIO PETERS  
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OLLIE LUNASCO  
YOSHIRO NAKAMURA  
Twenty-Third District  
CHARLES T. TOGUCHI  
Twenty-Fourth District  
MARSHALL K. IGE  
†† FAITH P. EVANS  
Twenty-Fifth District  
WHITNEY T. ANDERSON  
JOHN J. MEDEIROS  
Twenty-Sixth District  
RUSSELL J. SAKAMOTO  
Twenty-Seventh District  
RICHARD A. KAWAKAMI  
TONY T. KUNIMURA  
DENNIS R. YAMADA

†Minority Leader  
††Minority Floor Leader

The Honorable Daniel K. Inouye  
Member  
U. S. Senate  
105 Russell Senate Office Building  
Washington, D. C. 20510

Dear Sir:

I transmit herewith a copy of House  
Concurrent Resolution No. 53, which  
was adopted by the House of Representatives  
and the Senate of the Tenth Legislature of  
the State of Hawaii, Regular Session of 1980.

Very respectfully,

George M. Takane  
Clerk, House of Representatives

(To be made one and ten copies)

HOUSE OF REPRESENTATIVES  
...TENTH... LEGISLATURE, 1980..  
STATE OF HAWAII

H.C.R. NO. 53

## HOUSE CONCURRENT RESOLUTION

COMMENDING MINORU HIRABARA AND RECOGNIZING HIS CONTRIBUTIONS  
TO THE PEOPLE OF HAWAII.

WHEREAS, Minoru Hirabara, Chairman of the Democratic Party of Hawaii, recently announced his resignation to assume the Chairmanship of the Carter Renomination and Reelection Campaign Committee in Hawaii; and

WHEREAS, Mr. Hirabara, a native son of Puna, Hawaii, and a current resident of Wahiawa, Oahu, has long been actively involved in the affairs of the Democratic Party in Hawaii; and

WHEREAS, during the past decade Mr. Hirabara has served in various key capacities in the Party including service as follows: Being elected and serving as State Democratic Party Vice Chairman in 1970; being reelected in 1972 as Vice Chairman and also in 1972, being named as Statewide Chairman of the Rules Committee; being elected as State Democratic Party Chairman in 1973; being reelected as Party Chairman in 1974, 1976, and in 1978; and

WHEREAS, Mr. Hirabara has represented the Hawaii Democratic Party on numerous occasions and in various capacities including attendance at the 1976 Democratic Party National Convention in New York City, New York, and the National Party Conference held in Memphis, Tennessee, in 1978; and

WHEREAS, in addition, Mr. Hirabara has served as Vice President of the Association of State Democratic Chairs, an important and coveted nationally based organization of the Democratic Party; and sits on the Resolutions and Credentials Standing Committees of the Democratic National Committee; and

WHEREAS, Mr. Hirabara is an agriculturist by profession and is presently the Field Superintendent for the Del Monte Corporation at Kunia, Oahu; and

WHEREAS, given his extensive background in agriculture and his widely acknowledged expertise in a variety of areas including the horticultural, processing, and marketing



Mark Anderson  
 Heiter Ogawa  
 Blair  
 Clarice Hashimoto  
 Barbara Marumoto  
 Stacey P. Paul  
 Del Ash

Demmyama  
 Katsuyuki  
 K. J.

Chantelle Utigium  
 Carol Fukunaga  
 Byron Paul

Marshall K. Jr  
 Arnold T. Masutani

~~Blair~~  
 Victor Tamura  
 Diane R. Ikeda  
 John M.  
 Richard S. Smith

Blair Sumas  
 Valer Nakamura  
 Kathleen S. Stanley

John J. Shif  
 Richard A. Kawakami

Richard Garcia  
 Bette Kojan  
 Ken Sijak