

(8-86)

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section \_\_\_\_\_ Page \_\_\_\_\_

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**SUPPLEMENTARY LISTING RECORD**

**NRIS Reference Number: 16000273**

**Date Listed: 05/23/2016**

Ewa Plain Battlefield  
**Property Name**

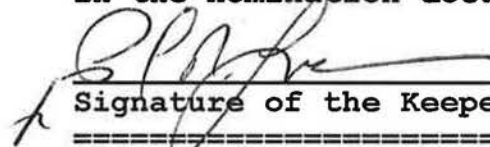
Honolulu  
**County**

HI  
**State**

N/A  
**Multiple Name**

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
**Signature of the Keeper**

5/23/2016  
\_\_\_\_\_  
**Date of Action**

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**Amended Items in Nomination:**

**FPO Certification**

The documentation was submitted by the Navy FPO as a *nomination* for a property that *meets* the NR Criteria. [The certification boxes were not originally checked.]

**Location**

The Address Location is amended to read: *Along Roosevelt Avenue approximately 5.5 miles southwest of Ford Island.*

**Description**

In approving this nomination form, the National Park Service does not fully agree with the statement found in Section 7, page 2, second paragraph, that "...only Ewa Field retains sufficient architectural, archeological, and/or landscape integrity to convey its historical significance." While there may be insufficient survey documentation at this time with which to properly evaluate the National Register eligibility of other components of the broader Battle of Ewa Plain, additional field survey and research efforts may yet identify additional resources. As noted in the National Register's previous comments on the Ewa Mooring Mast Field determination of eligibility, we believe that the Field may be only one eligible component of a potential larger district whose boundaries and contributing resources have yet to be fully defined. Upon further investigation, the proposed boundary could be reevaluated based evaluation of both above and below ground associated resources at the Ewa Plantation Villages as well as Ewa Beach.

**Geographical Data**

The attached Figure 43 is included to visually represent the UTM Reference Points.

These clarifications were confirmed with the FPO office.

**DISTRIBUTION:**

\_\_\_\_\_  
National Register property file/Nominating Authority (without nomination attachment)



Google earth

miles  
km



FIGURE 43

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Ewa Plain Battlefield

Other names/site number: Ewa Mooring Mast Field, Marine Corps Air Station, Ewa, State

**SIHP Site 5127**

Name of related multiple property listing:

RECEIVED 2280

(Enter "N/A" if property is not part of a multiple property listing)

APR 08 2016

### 2. Location

Street & number:

City or town: Kapolei

State: Hawaii

County: Honolulu

Not For Publication:

Vicinity:

Nat. Register of Historic Places  
National Park Service

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national

\_\_\_ statewide

\_\_\_ local

Applicable National Register Criteria:

A

\_\_\_ B

\_\_\_ C

D

Karmig Okunishi / FPO

5 APR 2016

Signature of certifying official/Title:

Date

Dept. of the Navy

State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official:

Date

Alm

11.20.16

Title: DSHPO

State or Federal agency/bureau or Tribal Government

"This material is based upon work assisted by a grant from the Department of the Interior, National Park Service. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior."

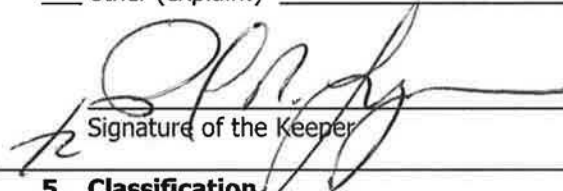
Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

5/23/2016  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>5</u>	buildings
<u>4</u>	<u>0</u>	sites
<u>5</u>	<u>3</u>	structures

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

<u>0</u>	<u>0</u>	objects
<u>9</u>	<u>8</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Defense, battle site  
Defense, air facility  
Defense, military facility  
Transportation, air-related, railroad, road  
Landscape, natural features  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Landscape, natural features  
Transportation, road, railroad  
Vacant/Not In Use  
Commerce/Trade, business  
\_\_\_\_\_

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Concrete and Wood \_\_\_\_\_

**Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

## Summary Paragraph

The Battle of Ewa Plain began just before 8 AM on December 7, 1941 and was part of the larger surprise attack by the Imperial Japanese Navy (IJN) on the United States of America (US) military base at Pearl Harbor and other installations on the island of Oahu, and other islands considered defensive positions within the Territory of Hawaii. The last of the Japanese threats from this campaign ended on December 31, 1941, when Japanese submarine forces ceased attacks in Hawaiian waters after a final bombardment on December 31 and then withdrew their boats and support craft back to Mainland Japan to regroup and resupply for the next phase of battle. The Ewa Plain Battlefield is located in the southwestern corner of Oahu, Honolulu County, in a geographic area referred to as Ewa Plain, approximately 5.5 miles southwest of Ford Island (middle of Pearl Harbor) (Figure 1).

While the Battle of Ewa Plain encompasses three main population centers: Ewa Field, Ewa Villages, and Ewa Beach, only Ewa Field retains sufficient architectural, archeological, and/or landscape integrity to convey its historical significance. This includes retaining its integrity of location, setting, design, and association.

Ewa Villages comprise the former location of a sugar mill plantation complex, worker housing and commercial buildings, dating from circa 1890s to 1970. As will be reported in subsequent sections, events on December 7, 1941 significantly affected not only the military stationed at Ewa Field, but the local civilian population at Ewa Villages and Ewa Beach as well. At times, both during and after the battle, the military and civilian establishment was closely intertwined working together to fight, defend, recover, and rebuild their community.

The Ewa Plain Battlefield boundary covers approximately 180 acres and includes portions of Ewa Field that retain physical features and characteristics dating to 1941 (Figures 2 and 3). This includes intact portions of the landscape such as airfield/runways, swimming pool, foundations, open fields, and transportation arteries, present during the attack.

In 1941, Ewa Field was a new Marine base comprised of an airfield, an assortment of airplanes, and a temporary Marine camp. The nearly square base established on a 3000-ft by 3000-ft parcel totaled approximately 200 acres and was situated within a dense forest of sisal, kiawe and native trees on a relatively flat, ancient coral limestone reef. Most of the woods within the base had been cleared in order to construct the camp and related aviation facilities. On December 7, 1941, the base was still under construction but nearly complete as initially planned as a temporary base. As a result, many of the work areas and aviation squadrons were housed in groupings of tents clustered along the airfields. At the time of the battle, the camp (located north of the runways) consisted of a mixture of quickly built wooden buildings and tents with wooden floors organized on a grid system containing several roads (either constructed or awaiting construction).<sup>1</sup>

While all of the buildings and structures at Ewa Field erected by December 7, 1941 have been torn down, the runways and road network are still visible. Moreover, they clearly convey their association with the battle including the presence of aircraft burn areas and strafing marks (cannon/machine gunfire) from Japanese aircraft on the former warm-up platform and there is the likelihood of spent bullets from the attack imbedded in the original pavement of the other attack areas. Although scrub growth and trees are becoming reestablished across the base, these are entirely reversible and do not significantly detract from the integrity of the resource. Contributing resources include the former airfield, concrete (building) foundations, a swimming pool, and an Oahu Railway and Land Company (OR&L) railroad spur still readily visible on the ground surface that help convey conditions at the time of the battle.

According to the Department of the Navy,

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<sup>1</sup> Aerial Photograph of Ewa Mooring Mast Field, dated December 2, 1941 and Marine Corps Air Station Ewa, Oahu, Design map dated 1942.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

Site 5127 is the former MCAS `Ewa Field which was among the sites attacked by the Japanese on December 7, 1941, precipitating U.S. entry into WWII. ... Within the portions of the site to be disposed, only a portion of the former runway and concrete warm up platform exists. No structures or buildings are located within the area to be disposed.

The Navy has determined that MCAS `Ewa Field (Site 5127) is eligible for listing on the [National Register of Historic Places] NRHP.<sup>2</sup> (Note: Bracketed information added.)

There are also later World War II resources and several, non-contributing post-World War II resources within Ewa Field including five Cold War-era structures (previously recommended as eligible for listing in the NRHP). Three other non-contributing resources, also dating after the period of significance, are present including the post 1941, World War II compass rose, solar array, and a large satellite dish, and a FAA transponder circle, the latter three surrounded by chain link fencing.

In the following paragraphs, contributing resources are listed by their location and association with Ewa Field (Figure 4). A historical description and current condition of each of these is provided below, the latter based on the results of a surface reconnaissance and geophysical survey conducted in June 2013. It should be noted that many of these resources exist as archeological features. The following sections will also briefly list non-contributing resources located within the proposed National Register boundary of the Ewa Plain Battlefield.

### Contributing Elements

- Hangar\*
- Runways and Aircraft Parking Aprons - Asphalt
- Warm up platform – Concrete Pad
- Mooring Mast - Control Tower\*
- Open Fields
- Woodlots
- Barracks\*
- Recreation and Parking Areas
- Latrines and Boiler Room\*
- Flagpole (North Entrance Gate)\*
- Fuel tanks\*
- Compass Rose (1941-1943)\*
- Storage Building\*
- Road Network
- OR&L Company Railroad Spur
- Swimming Pool
- Road Network, 1941
  - Philippine Sea Road at Main Gate, formerly D Street
  - Ackerman Street, formerly Fourth Street
  - First Street
  - Vinson Road, formerly Second Street
  - F D Roosevelt, formerly North Hanson Road
  - Ticonderoga
  - Old Beach Access Road

\*Denotes Archeological Resource

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<sup>2</sup> Department of the Navy, Base Realignment and Closure, Program Management Office. *Final Environmental Assessment Disposal and Reuse of Surplus Property at Naval Air Station Barbers Point, O'ahu, Hawaii*. 2011, pp.3-16.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

## Narrative Description

### Battle Action Summary

The Battle of Ewa Plain on December 7, 1941 is located on the leeward side of Oahu, approximately 5.5 miles southwest of former NAS, Ford Island at the heart of the Pearl Harbor Naval Complex. The following summary discusses the Ewa Plain Battlefield focusing on the contributing resources and defining battlefield features.

Air to air combat and responding anti-aircraft fire to waves of strafing Japanese planes were intense across Ewa Plain on the morning of December 7, 1941 and included attack aircraft delivering air-to-ground munitions and aerial combat in addition to anti-aircraft fire from ships stationed at Pearl Harbor. Most of the air-to-ground assault came in the form of strafing from IJN fliers resulting in return fire from marines at Ewa Field and the surrounding area. US Regular Army and National Guard soldiers manning weapons at Camp Malakole, located on the beach and side slope of the Waianae Range southwest and northwest respectively of Ewa Field, also fired at IJN aircraft circling above Ewa Plain (Figure 5). Moreover, the Japanese withdrawal plan called for planes to rendezvous off Barbers Point to give the illusion that Japanese carriers were located south of Oahu. This gave IJN fighters additional opportunities to discharge their weapons across Ewa Plain including the dropping of their remaining bombs at targets of opportunity as the planes headed west across the Ewa Plain to their rendezvous point. The concentration of planes circling in the vicinity of Ewa Field caught the attention of sailors in Pearl Harbor as anti-aircraft fire soon rained down on Ewa Plain and plantation areas between Ewa Field and Pearl Harbor (West Loch) and the village of Waipahu to the north.

The Ewa Plain Battlefield boundary measures approximately 180 acres and encompasses the battlefield with landscapes comprising open agricultural fields, roads, and woodlots (see Figures 3 and 4). This area represents the site of the most intense attacks on December 7, 1941 that continue to convey their appearance and integrity from that time period. The 180-acre Ewa Field is restricted to land within the secured perimeter fence line of the former Marine base (Ewa Mooring Mast Field) at the time of battle.

The battlefield area built environment contained a mix of residential, industrial, aviation, commercial, public, transportation, religious, and recreational uses. These included the airfield area, housing, squadrons and base operations, and other related facilities at the Marine base (Ewa Field). The National Register boundary encompasses the core of the Ewa Plain Battlefield, including the locations of the most intense air-to-ground assault where the landscape and defining features possess the highest level of integrity.

### Environmental Setting

The island of Oahu has four main geographic features: Koolau Range on the east and Waianae Range to the west, bisected by Schofield Plateau, and the coastal plains along the Pacific Ocean.<sup>3</sup> Oahu's topography provided an open pathway for IJN aircraft approaching targets at Ewa Field, Pearl Harbor, and other military installations. During the initial assault, Japanese aircraft flew along the south shore of Oahu towards Pearl Harbor, with some of the planes strafing and bombing Ewa Beach houses (see Figure 5).

The battlefield is located in Ewa Plain, which occupies a former coral reef and varies in terrain from exposed coral to agricultural (sugar cane) fields. Ewa Plain topography is typically flat with gentle slopes lying at an elevation (in the battlefield) of between 30 and 50 feet (ft) above sea level (Photograph 1). In some locations, erosion of the coral has created karst topographic features such as fissures, subterranean caverns, and sinkholes. During the afternoon of December 7, 1941, several of the sinkholes or 'lava chutes' (as they were called by marines) served as improvised foxholes or bunkers.

<sup>3</sup> Foote, et. al., *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*, August 1972, p. 6.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

Most of the battlefield area is drained by the Kalo'i Ditch, a natural stream that had been channelized, served as a point of refuge and observation during the battle. In this area, the drainage feature measures, at least, 5 meters wide and 2 meters deep.<sup>4</sup> Since it does not have the capability to handle all of the runoff from the Waianae Range, Kalo'i Ditch has occasionally flooded Ewa Plantation during significant rain events.

The Marine base at Ewa Field was constructed on a former sisal (*Agave sisalana*) plantation, the fibers of which can be used to make ropes and rugs. In this area, a sisal and kiawe forest extended from the O&RL main line railroad right of way south to Ewa Beach. North of the OR&L railroad right of way, a vast complex of agriculture fields running from West Loch to the base of the Waianae Mountains were planted in a sea of green sugar cane and irrigated with water pumped from numerous wells drilled on the plantation. Some fields were being readied for harvest at the time of the attack and were easily set on fire when exposed to incendiary bullets, tracers and AA rounds.

In 1941, the marines with assistance from the Ewa Plantation cleared the land to expand and redevelop the Ewa Mast facility as an airfield, sometimes by cutting sisal by hand and digging out the roots (Figure 6). At other times, trees were blasted out of the ground with dynamite, exposing the underlying coral<sup>5</sup> (Figure 7). "Pick and shovel details frequently found ancient subterranean caverns, some of which were only three feet below the surface." As described in the history for Marine Corps Air Station, Ewa, "These caverns were sometimes large enough to house a freight car."<sup>6</sup> By December 1941, the new Ewa Field contained two intersecting runways (3-21 & 11-29) forming a large black "X" in the middle of a square forest clearing of bright white coral terrain providing approaching Japanese aircraft with a clear visual reference point the air.

### Ewa Mooring Mast Field (Ewa Field)

The approximately 180-acre Ewa Field section of the battlefield is restricted to land within the perimeter of the 1941 limits of Ewa Mooring Mast Field, which retains integrity, including the airfield complex and the initial support camp. The main camp area was located north of the runways. Most of the south and central areas of Ewa Field were occupied by the airfield complex, including runways, tiedown aprons and aviation support facilities, such as, windsocks, runway lights. Several ordinance magazines and early defensive revetments for aircraft were also situated around the south end of the base. The main entrance to the base was centrally located on the north perimeter fence. The back gate of the base on the south fence line was located on the historic road that ran from the main gate to the beach. The marines used this old beach access road to get to both training areas and a recreation area at the beach, which had a view of Diamond Head in the distance. Around the base perimeter were three ammunition magazines and a large ammo dump for bombs and bomb fuses. A very large Karst cavern found during construction was outfitted with shelves for storage of explosives.

Ewa Field had its beginning in 1925 when the U.S. Government sublet from Oahu Rail and Land Company approximately 206 acres owned by the James Campbell Estate, formerly a ranch and sisal plantation property in the Ahupua'a of Honouliuli. The intent was to develop a mooring mast for dirigibles and other lighter-than-air craft as part of the US Navy's submarine defense program.<sup>7</sup> Only 54 acres were initially cleared to make room for a portable mooring mast installed in 1925. However, by 1932, the mooring

<sup>4</sup> Hammou, et. al., *Appendix D: Archaeological Reconnaissance of the 'Ewa Villages Project Site, Honouliuli, 'Ewa, O'ahu*, September 1990, p. 14. In R.M. Towill Corporation. *Final Environmental Impact Statement for the Ewa Villages Master Plan, Ewa, Oahu, Hawaii*, February 1991.

<sup>5</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 19.

<sup>6</sup> Jordan, *History of the Marine Corps Air Station, Ewa, Oahu, 1941 - 1945*. (1944), 34..

<sup>7</sup> Wayne Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, 12.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

station started to be upgraded to an Auxiliary Class "B" Station with a number of modifications to meet the needs of the newer class of Navy airships planned to moor at Ewa Field during fleet exercises. Due to its proximity to Pearl Harbor and other military bases, an emergency landing field (cleared coral covered with oil) was constructed south of the mooring mast around 1935. No dirigibles, however, ever moored at the site due to three unfortunate crashes of the airships scheduled to be stationed in Hawaii. After the last dirigible was retired from service, the property continued to be maintained by the US Navy (14<sup>th</sup> Naval District). Access to the mooring mast was allowed to the US Army as an observation station for maneuvers and for target practice of mobile railcar gun batteries, an element of the Oahu Coastal Defense System along with coastal gun batteries, ranges and other elements located on the Ewa Plain.

The US Government leased additional property from the Campbell estate in September of 1940, bringing the total size of the facility to 200 acres, with the intention of developing Ewa Mooring Mast Field into a Marine air base. At the time of the marine takeover, the existing property contained a mooring mast, three large buildings (north of the mast), two small bungalows along the entrance road (Philippine Sea Road), several outbuildings and sheds, and an emergency landing field measuring 150 ft by 1500 ft<sup>8</sup> (Figure 8).

The initial forward echelon of Second Marine Aircraft Group (MAG-2) arrived from San Diego on board the USS ENTERPRIZE and embarked at Ford Island in January 1941. The forward echelon air group included a Headquarters and Service Squadron (Hq&SS- 2), a Bombing Squadron (VMB-2), a Fighting Squadron (VMF-2), and a Utility Squadron (VMJ-2). Rapid progress was made on the Ewa field runways between January 20 and February 10, 1941 as can be seen in aerial photographs (Figure 9). By early February, marines were bivouacking in tents at Ewa Field and the emergency coral landing field had been expanded and paved with a thin layer of asphalt to create an operational airfield. The Scouting Squadron (VMS-2), a unit of the Second Marine Division, did not arrive at Ewa Field until May 1941.<sup>9</sup> As marines and aircraft were processed and relocated from their receiving stations at Pearl Harbor and Ford Island to Ewa Field, development of the base began in earnest.<sup>10</sup>

The pre-1941 buildings and the shortened mooring mast designed for the Navy Z-Class airships were retained by the marines, including converting the latter into a temporary control tower platform. The three large buildings constructed adjacent to the Mooring Mast, two from the Campbell Estate, were repurposed into a storehouse, link trainer, and the mooring mast winch house, which was converted to a machine house. Later, another runway 3-21 was added crossing the previously constructed and expanded main runway 11-29 and forming a large "X" (Figure 10). The original circular apron area surrounding the northwest quadrant of the mooring mast was also paved in sections, to support the operations area and parking of aircraft north along runway 3-21 and to provide access to squadron tent. By this time, the airfield expansion, including a tie-down apron, occupied much of the south side of the operations area and installation.

Water storage tanks went up, and it was even expected that there would be enough water to wet down the baseball diamond that had been laid out north of the mooring mast.<sup>11</sup>

Between 1 July to 1 August 1941 all squadrons under MAG-2 were given new designations and MAG-2 became MAG-21. In July 1941, Admiral John Towers, responsible for naval air bases in the Pacific, visited Ewa Field to see the progress of the construction of the naval air facilities. Also Admiral Wilson Brown, commander of defensive scouting squadrons in the Pacific, visited Ewa Field.

<sup>8</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 13.

<sup>9</sup> Hollingshead, "The Japanese Attack of 7 Dec. 1941 on the Marine Corps Air Station, Ewa, Oahu, Territory of Hawaii" (mimeographed monograph prepared by the Historical Division of the Marine Corps), (1946), 3.

<sup>10</sup> Wayne Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, 19.

<sup>11</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 - 1944, (1944)*, 47.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

In the fall of 1941, the government hired a contractor from the emergency funded consortium: Contractors, Pacific Naval Air Bases (CPNAB), Contracts NOy-3550 and NOy-4173 to work on the runways, warm-up platform, hangar reconstruction (Bldg. 123), underground gasoline storage tanks, a recreation building (Bldg. 101) and railroad spur, as well as much of the transportation infrastructure.<sup>13</sup> In a report from December 1941, work completed at that time included a recreation building and facilities, extension to the secondary runway (500 ft), improvements of electrical systems, a concrete warm-up platform (950 ft by 300 ft), a gasoline storage system (100,000 gallons), 28 barrack units (38 ft by 124 ft), a temporary storehouse, and extension of miscellaneous services (Figure 11). Later in this report, it was noted that "only four 5,000-gallon underground steel tanks were installed."<sup>14</sup> Only one hangar was provided – the old Army Hangar 79 moved from Luke Field (Ford Island) and re-erected at Ewa.

Permanent buildings constructed prior to 1941 and still standing (during the 1945 inventory of base facilities) included a guardhouse (Bldg. 201), guard office (Bldg. 202), two offices (Bldgs. 204-205), writing room (Bldg. 207), post exchange (Bldg. 208), storage building (Bldg. 210), mess hall for non-commissioned officers (Bldg. 212), and small arms storage (Bldg. 701). For the most part, these buildings had continuous concrete foundations with two exceptions: the writing room and the Post Exchange, which both had pier foundations.<sup>15</sup> Moreover, a photograph of the enlisted mess indicated that it was erected on wood piers, suggesting that it was replaced by a more permanent structure (prior to 1945) due to base expansion.

An aerial photograph, taken on December 2, 1941, provides the most accurate information on base facilities at the time of the attack (Figure 12). Names, functions, and/or building numbers for these facilities were identified from a June 30, 1948 (Figure 13), design map, June 1942 design map, and a June 30, 1941 plan of Ewa Field.<sup>16</sup>

"Fourteen large barracks buildings, each 120-ft-long, were located to the northwest of that intersection and five more were further east, at the end of Vinson near present day Ticonderoga Road. At the northeast corner of Vinson and Philippine Sea was a large enlisted men's mess, and the enlisted men's recreation hall was at the southwest corner. North of the intersection, smaller buildings were along the east side of Philippine Sea while on the west side, within a circular walkway, was the installation's flagpole. Other buildings such as latrines, additional housing, and officer's mess, along with areas of tents, formed the concentration of architecture at Ewa Field. The excavation for the enlisted swimming pool was just south of the recreation hall."<sup>17</sup>

Information on structures built in 1941 and still standing in 1946 are also described in the Bureau of Docks Report for the Public Works of the Navy Fourteenth Naval District (1946: 1015-1018). Those listed in the report include: recreation building (Bldg. 101), pump house and bath house (Bldg. 103), Q.M. office (Bldg. 106), hangar (Bldg. 123), operating tower (Bldg. 133), storage building (Bldg. 206), latrine (Bldg. 209), dispensary (Bldg. 211), latrine and storage building (Bldg. 214), officers mess (Bldg. 215), mess hall storage (Bldg. 216), barracks (Bldg. 217), B.O. quarters (Bldgs 220-227), barracks (Bldgs. 250-252, 253-262 [five buildings only], 263), storeroom (Bldg. 270), latrine (Bldg. 271), cement

<sup>13</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 – 1944*, (1944), 34-35.

<sup>14</sup> Pacific Naval Air Bases ... at the Naval Station Pearl Harbor Hawaii and Pacific Islands, *Volume 10, Appendix B, Appendix "A"* pp.968, 980.

<sup>15</sup> Public Works of the Navy, Fourteenth Naval District, Bureau of Yards and Docks, *NAVDOCS P-164*, 1945, pp 1015-1018.

<sup>16</sup> Fourteenth Naval District, Map of Marine Corps Air Station Ewa, Oahu, T.H. showing Conditions on June 30, 1948; Contractors Pacific Naval Air Bases, Ewa Mooring Mast, Area "O", Field Drawing BF SK 301, dated 11-7-42; AECOM and Mason Architects Inc. *Battlefield Evaluation of Ewa Field and Inventory and Historic Context*, Figure 2., March 2011, p. 26; Public Works of the Navy, Fourteenth Naval District, Bureau of Yards and Docks, *NAVDOCS P-164*, 1945, pp 1015-1018; and Pacific Naval Air Bases ... at the Naval Station Pearl Harbor Hawaii and Pacific Islands, Volume 10, Appendix B, Appendix "A"pp.968. (NAVFAC Pacific Library Microfilm Drawer VA69.5, 02, Vol. 6.)

<sup>17</sup> AECOM and Mason Architects Inc. *Battlefield Evaluation of Ewa Field and Inventory and Historic Context*, March 2011, p. 36.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

storage (Bldg. 281), latrine and storage (Bldg. 304), officers' mess (Bldg. 305), B.O. quarters (Bldg. 306) and ready magazines (Bldgs. 605, 607-610). The cement storage building (Bldg. 281) and ready magazines are described as temporary buildings while others are described as permanent constructions. The operating tower (former mooring mast) and officers' mess were erected on pier foundations. The remaining buildings had concrete slab foundations.<sup>18</sup>

Conceptually, Ewa Field and associated contributing resources are divided into three main components: aviation facilities, camp area (north side of airfield), and other resources. (Since the OR&L railroad spur line is located in the northern portion of the base, it is included in the discussion of the camp area.)

In general, location of the former runways, road system, hangar foundation, swimming pool, and other archeological features within the base convey the Ewa Field landscape at the time of the attack, and demonstrate the overall integrity of resources within the base boundaries. As noted earlier, the presence of intact foundations at Ewa Field demonstrate the survival of archeological resources related to former buildings that date to December 7, 1941 in this area.

### Aviation Facilities

In December 1941, Ewa Field aviation facilities included runways, parking apron, warm-up platform, hangar, control tower (former mooring mast), two support structures and wooden water tank (near the control tower), and a paved area (around the northwest quadrant of the control tower; this paved area was used for squadron tents, aircraft parking and aviation support) (see Figure 12). At the time of the attack there were five groupings of squadron tents/activity areas lining the north side of the Runways 11-29 and 3-21. The Headquarters & Service Squadron (Hq&SS-21) had their operations tents located close to the mooring mast, while the service squadron supporting headquarters staff aircraft parked just north of the mooring mast. The Marine Utility Squadron (VMJ-252) was positioned farthest north, occupying four tents along Runway 3-21 with a paved area made on the old mooring mast apron for parking of utility aircraft and aircraft under repair. Marine Scout Bombing Squadron-VMSB-232 was the center squadron, also made use of four tents. The rear echelon of Marine Fighting Squadron-VMF-211 operated within four tents and was positioned farthest west along the north side of the tie down apron (Runway 11-29). In 1941, this area along the apron was considered the Flight Line.

#### Runways, Warm-Up Platform, and Compass Rose

The most prominent feature of the base was a cleared 3000-ft by 3000-ft square parcel in the Ewa Plain and the airfield, containing two intersecting 300-ft-wide, paved asphalt landing strips forming a large "X" and comprising two runways, surrounded by exposed coral to the southwest, south, and east and to the north retaining some trimmed back woodland features encircling what was the previous mooring mast site. In aviation terms, Runways 3 and 21 and Runways 11 and 29 can each be described as one runway (i.e. Runway 3-21 and Runway 11-29). The ability to use one bearing or the other is based on the prevailing direction of the wind on any particular day. Runway 21, measuring 1600 ft, was the main and longest, followed by Runways 11 (parking apron) and 3, each measuring 1,050 ft in length (see Figure 4). Runway 29 was the shortest, measuring only 900 ft in length. Lt. Col. Merritt, base commander until mid-November 1941, described the runway construction as a "thin coat of oil over dust" as the macadam measured only two to three inches thick.<sup>19</sup> Two parallel lines, marking the length and width of a carrier landing surface, was painted on Runway 3-21 for both Navy and Marine pilots practicing carrier landings at Ewa Field. A compass rose, a circle with lines radiating from the center indicating 15° compass bearings, was set into Runway 29.

<sup>18</sup> U.S. Navy, *Public Works of the Navy fourteenth Naval District*, 1946, pp. 1015-1018.

<sup>19</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 - 1944*, (1944), 18.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

After Runway 11-29 became an active part of the expanded runway in 1942, the original 1941 compass rose was move to the taxi area just northwest of the south end of main runway 3-21. A later larger compass rose for the two engine and later four engine air transports was constructed just off the main runways in 1943 and is still present. Runway 11, the first area constructed with tie downs for aircraft placed at 20-ft intervals, served as the initial parking apron (Figure 14). A 300-ft-wide by 960-ft-long concrete warm-up platform, also with tie downs, was constructed along the southwest side of Runway 11 (see Figure 4). Typically, tactical aircraft were parked clustered together on the concrete warm up platform and aircraft associated with their individual squadrons were parked along the north sides of Runways 11-29 and 3-21. On December 6, 1941, planes were lined up for inspection and were in this position at the time of the attack.<sup>20</sup> The base was regularly scheduled for inspections on the first Saturday of each month.<sup>21</sup> Saturday, Dec. 6<sup>th</sup> was the first regular inspection under the new base commander, Lt. Col. Claude A. Larkin.

### Current Conditions

The runways, warm-up platform, and parking apron locations remain visible on the ground surface. The surface of the concrete warm-up platform clearly displays spalling from IJN aircraft strafing and burning of aircraft at Ewa Field on December 7, 1941. There are large lineal pavement strikes believed to be from the low flying Japanese planes firing 20 mm cannons and tight clusters of spalls, thought to represent 7.7 mm strafing from fixed wing guns, as well as, consistently spaced lineal pavement strike patterns thought to represent near vertical strafing from 7.7 mm machine guns from tail gunners who systematically strafed the airfield. The concrete pavement markings on the warm-up platform were surveyed and photographed in 2013 (Photographs 2 and 3). (A recent report by AECOM and Mason Architects, mapped the location of these areas for each 20 by 20 ft concrete pad comprising the warm-up platform in addition to a large patch that may represent a bomb strike location.<sup>22</sup>)

The above remnants of the 1941 attack were designated as State SHPD Site 5127 (in 1997) and were recommended eligible for listing in the NRHP under Criteria A and D.<sup>23</sup> Based largely upon the above information, the US Navy determined that the runways and warm-up platform within Marine Corps Air Station (MCAS), Ewa Field, retain integrity and represent part of Site 5127 that is eligible for listing in the NRHP under Criterion A.<sup>24</sup>

Following the georeferencing of a December 2, 1941 aerial photograph, a metal detector survey was conducted in the vicinity of the original compass rose. Survey results include the presence of strong signals that may indicate the location of this feature below a layer of asphalt.

### Control Tower

The control tower and three pre-1940 ancillary buildings (machine house, storehouse, link trainer) were positioned just north of the intersecting runways. The shortened mooring mast, painted in broad stripes to enhance its visibility, served as an open air control tower platform for the airfield as noted earlier. It measured approximately 75 ft in height and was accessed via an exterior ladder on the side of the structure. This tower was stabilized with guy wires anchored into large concrete blocks positioned below ground. Due to its height, painted exterior, and

<sup>20</sup> Recorded interview with Major Maynard Hoffmann located on the World Wide Web at <http://www.kitsapsun.com/videos/detail/pearl-harbor-survivor-maynard-hoffmann/#axzz2ThSAhYNm> ).

<sup>21</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 – 1944*, (1944)

<sup>22</sup> AECOM and Mason Architects, Inc., *Battlefield Evaluation of Ewa Field, and Inventory and Historic Contexts*. 2011, pp.61-62.

<sup>23</sup> AECOM and Mason Architects, Inc., *Battlefield Evaluation of Ewa Field, and Inventory and Historic Contexts*. 2011, pp.61-62.

<sup>24</sup> Department of the Navy, Base Realignment and Closure, Program Management Office. *Final Environmental Assessment Disposal and Reuse of Surplus Property at Naval Air Station Barbers Point, O'ahu, Hawaii*, 2011, pp. 3-14 and 3-16.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

location adjacent to the runways, the mooring mast would have been the most prominent structure at Ewa Field.<sup>25</sup>

### **Current Conditions**

The location of the foundations of the former control tower and three support structures are currently covered in asphalt. It should be noted that a metal detector survey of the area produced many magnetic anomalies suggesting that archeological remains associated with these structures may survive beneath the surface.

### **Hangar**

Rather than building a new aircraft hangar at Ewa Field, marines received a twice-recycled hangar – it once stood at Luke Field, Ford Island and at old Wheeler Field before that.<sup>26</sup> In 1941, the 200-ft long hangar (Bldg. 123) was placed just south of the concrete warm-up platform. At the time of the battle, the hangar was under roof but lacked the installation of sheet metal siding at its walls. Ironically, while the hangar survived the attack on December 7, 1941 it was later set on fire for the filming of an attack scene in the movie *Tora, Tora, Tora*.

### **Current Conditions**

A concrete building pad containing the remnant bases of I-beam and a row of vertical cast iron piping are currently exposed at the location of the former hangar (Photograph 4). Spalling was observed on the concrete surface but their origin could not be determined. Based on design plans for the hangar, the linear row of cast iron sanitary pipe toilet flanges are in the approximate location of the (officers and enlisted) latrines situated in the northern portion of the building. The presence of this foundation is indicative of the archeological integrity of Ewa Field structures dating to the time of the battle.

## **Ewa Field Camp Area**

The camp area, located on the north side of the airfield, refers to the living quarters, mess halls, latrines, boiler room, recreation areas, offices, swimming pool, fuel tanks, storage facilities, parking lots, roads, landscaped areas, flagpole, and facilities north of the runways. The OR&L railroad spur supply line is also located in this area, and is discussed below (Figures 15 and 16).

Some of the base road network is still present, providing a context for identifying archeological features to several structures noted above. As a result of a pedestrian reconnaissance of portions of the base, in conjunction with a limited geophysical survey (Appendix A), it was possible to identify numerous archeological remains associated with various camp features.

### **Barracks**

As more of the base was cleared of sisal and scrub brush, marines erected a total of nine wooden, enlisted mens' single story barracks measuring 128 ft by 28 feet.<sup>27</sup> These were located west of the flagpole, south of Roosevelt Road (former North Hanson Road), and were positioned along two rows in the northwest quadrant of the intersection of E and Fourth (currently Ackerman) Streets. Five additional wooden barracks were eventually constructed over the former canvas hut area (west of D Street/Philippine Sea Road) in the southeast quadrant of this intersection (see Figures 15 and 16). As with others, these structures were supported on a wood pier with concrete pad foundations.

<sup>25</sup> Federal Preserve America Grant Application, 2007, pp. 2-3.

<sup>26</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 – 1944*, (1944), 19.

<sup>27</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 – 1944*, (1944), 39.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

There were also four Bachelor Officer Quarters (BOQs) located southeast of the officers' tents (see Figure 16). These framed buildings, constructed in late November 1941, contained a concrete slab foundation and wood siding. A November 7, 1942 design map labeled these BOQ barracks as A-D, from north to south.<sup>28</sup> The December 2, 1941 aerial photograph depicts 14 enlisted men's barracks and four BOQ barracks (see Figure 12).

### **Current Conditions**

Five of the enlisted barracks fall within an area covered by a paved lot while the other nine enlisted barracks are located within a grass field with several trees. No evidence was observed of the wood pier foundations to these structures in this area although it was heavily overgrown (Photograph 5) and the foundations may be buried. Concrete slab foundations (exterior dimensions - 28 by 150 feet) associated with the BOQs, however, were visible on the ground surface in an area containing a light scatter of trees and scrub growth (Photograph 6). A concrete slab connected BOQs A and B; BOQs C and D were paired together in a similar fashion. Design plans at the National Archives and Records Administration match foundation remains observed in the field and suggest the integrity of archeological remains associated with the bachelor officer quarters. Plans included conversion of the BOQs to family quarters with a laundry space placed between buildings. Also base plans shortly after 1941 indicate all barracks were combined in pairs with an intersecting latrine or laundry facility, which was a commonly done minor modification.

### **Latrines and Boiler Room**

In the history of MCAS, Ewa, the author notes that one of the first uses of dynamite was for the construction of a latrine. As coral did not lend itself to the presence of drainages, a 50-ft-deep hole was created with explosives and then covered by a 12-hole, box-type latrine.<sup>29</sup> With the advice of the medical officer, this was expanded to 50 seats for the latrines, or one for every 13 men. The enlisted latrine building was constructed west of the enlisted tents (south and west of the enlisted barracks) whereas the officers' latrine was located near the officers' tents (north of the BOQs). The December 2, 1941 aerial photograph (see Figure 15) and plans of the base (dated 1941 and June 30, 1942) depict locations of enlisted and officers' latrines (see Figure 16).<sup>30</sup>

### **Current Conditions**

There is currently a Cold War-era building overlying part of the former enlisted latrine. A geophysical survey along the side of the building suggests that at least part of the latrine area is intact below the ground surface (see Appendix A). Recovery of intact archeological deposits in this area could shed light on the nature of marine occupations during this period. Although the area of the officers' latrine was covered by scrub growth and trees (north of BOQs, east camp area), a concrete pad foundation was visible on the ground surface in this vicinity (Photograph 7). An additional concrete pad associated with the boiler room was identified east of the latrines. On the north side of the foundation were three concrete cradles for securing a fuel tank (Photograph 8).

### **Recreation, Swimming Pool, and Parking Areas**

By December 1941, a recreation hall, swimming pool, and portable boxing ring were added to the list of camp facilities, the latter also serving as a pulpit for Sunday morning services. These

<sup>28</sup> Marine Corps Air Station Ewa, Oahu, Design Map dated 1942.

<sup>29</sup> Jordan. *History of the Marine Corps Air Station, Ewa, Oahu, 1941 - 1944*, (1944), 19.

<sup>30</sup> Aerial Photograph of Ewa Mooring Mast Field, dated December 2, 1941 and Marine Corps Air Station Ewa, Oahu, Design map dated 1942.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

facilities were constructed west of D Street/Philippine Sea Road, south of the enlisted barracks.<sup>31</sup> The Recreation Building was one of the largest and earliest designed buildings at Ewa Field during the time of the battle (see Figures 15 and 16).

Excavation for an outdoor swimming pool was completed and under construction in the south-central part of the camp. Wood framing, for the concrete pour, was in place at this time. The swimming pool was a key cover and concealment feature for marines as it afforded some measure of protection. It also served as a point of observation and field of fire as it offered a vantage point for observing and targeting IJN aircraft. One of the few available battlefield photographs of Ewa Field depicts several marines at this location (Figure 17).

About one-hundred of the officers and enlisted men lived off base and many had their own vehicles and parking areas were located near the main gate to the north and west of the flagpole. The enlisted men parked their vehicles in a vacant area between the control tower and swimming pool (see Figure 15). Cars located in the enlisted personnel's parking lot (closest to airfield) were heavily strafed during the battle and it is possible that vehicles in the officers' and visitor's lot (main gate area) were damaged as well.

### **Current Conditions**

The former recreation building constructed on piers with block foundations would have been located within a grassy field north of the pool area, but no evidence of the foundation remains were observed during the field reconnaissance. The reconnaissance identified the swimming pool surrounded by temporary construction fencing. Although the pool had been filled with soil, blue paint was still visible on its sidewalls. A cement deck/walkway surrounding the pool was in good condition (Photographs 9 and 10). The officers' and visitors' parking lot fall within a grassy field while enlisted parking is located in an area covered by shrub growth and trees.

### **OR&L Company Railroad Spur**

In anticipation of war, hundreds of men were hired in the fall of 1941 under the Navy's nationwide contract for a massive construction effort, which especially focused on work associated with the airfield and other buildings and structures. The contractor built a 2,000-ft-long narrow gauge railroad spur that ran from the OR&L Company Railroad tracks (near the northwest corner of the base) southward to the airfield (see Figures 15 and 16). Among other uses, the railroad transported construction supplies for base improvements. The spur was part of the larger OR&L Line, which moved people and goods between various locations in Oahu and Honolulu. This included Ewa marines, as well as Ewa Plantation Company employees and plantation processed sugar headed for market.

[Though not involving the Ewa Field railroad spur, the OR&L Company Railroad right-of-way is listed on the NRHP; the right of way and railroad yard are listed on the State Register.<sup>32</sup> (NRHP listed resource H0169994 and Hawaii Register of Historic Places Site No. 80-12-9714, TMK: (1) 9-1-17:003 and (1) 9-1-069:001).]

### **Current Conditions**

The railroad spur extended from the main OR&L Line to the vicinity of end of Runway 11 for a distance of nearly 700 feet. This area is currently covered by tall grasses. The railroad berm of the track bed was identified south of Roosevelt Avenue, situated along the northwest perimeter

<sup>31</sup> Aerial Photograph of Ewa Mooring Mast Field, dated December 2, 1941 and Marine Corps Air Station Ewa, Oahu, Design Map dated 1942.

<sup>32</sup> National Register of Historic Places Inventory - Nomination Forms for Oahu Railway and Land Company Right-of-Way, listed 1975 and Oahu Railway and Land Company Right-of-Way and Hawaiian Railway Society Ewa Railroad Yard.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

of the base. While the tracks have been removed, railroad ties remain at regular intervals along the grade (Photograph 11).

### **Fuel Tanks**

Design plans indicate the location of four underground gasoline storage tanks placed perpendicular to the east side of the railroad spur along the west edge of the camp. A December 2, 1941 aerial photograph depicts four long slot trenches with a fuel tank positioned in each (see Figures 15 and 16). There is no evidence to suggest that these tanks were attacked or even observed by IJN pilots on December 7, 1941 as they were likely buried by this time.

### **Current Conditions**

During the reconnaissance, the area of the fuel tanks was identified within tall grasses, the northernmost of which was located within a 6-ft-tall earthen mound (Photograph 12). A vault with an access ladder, two vertical pipes extending above the ground surface, and a manhole cover was observed in this location (Photograph 13). A geophysical survey confirmed that at least one of the fuel tanks was still intact, buried beneath the mound (see Appendix A).

### **Flagpole (North Entrance Gate)**

The flagpole and adjacent parking lot, to the north and west, were situated just west of the main entrance gate on Philippine Sea Road (see Figures 15 and 16). The flagpole was clearly a focal point for visitors to the base and the surrounding landscaping can be seen in aerial photographs as early as March 1941. It was set in the middle of a landscaped square with a coral-lined walkway encircling the flagpole. Additional coral stone lined walkways lead from the circular path to the flagpole. A photograph taken August 1941 clearly shows the work that went into creating the landscape in this vicinity (Figure 18).

### **Current Conditions**

The flagpole area currently falls within a tall, grass-covered field (Photograph 14). Using a global positioning system unit loaded with the coordinates of georeferenced aerial photographs (dating to December 2, 1941), a geophysical survey was conducted in the approximate location of the former flagpole (see Appendix A). Survey results suggest that the base to the flagpole still remains in this area.

## **Ewa Field Other Resources**

These refer to buildings and structures located to the east, south, and west of the airfield and not associated directly with aviation or camp facilities. By December 1941, most of this area had been cleared of vegetation, exposing coral at the surface.

### **Storage Building**

A long, narrow storage building (Bldg. 602, March 1945 Plot Plan), was erected at an angle partially outside of the original base (west) boundary and the base fence jogged at this point to include the building. It appears on a December 2, 1941 aerial photograph (see Figures 12 and 15) under roof, and was situated west of the hangar (Bldg. 123) and Runway 11. The one-story building measured 193 ft by 50 ft by 14 ft tall and was constructed with a wood superstructure on a concrete foundation. Navy P-164 records for 1945 list the completion date for this storage building as 1942<sup>33</sup>. However, a December 2, 1941 aerial photograph shows this

<sup>33</sup> Fourteenth Naval District, Plot Plan of Marine Corps Air Station Ewa, Oahu, T.H. showing conditions in March 1945; Public Works of the Navy, Fourteenth Naval District, Bureau of Yards and Docks, *NAVDOCS P-164*, 1945, pp 1015-1018.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

building was erected during the attack but may not have been occupied similar to the main hangar which was under roof but not completed at the time of the battle.

### **Current Conditions**

A pedestrian reconnaissance in the location of the former storage building was conducted in June 2013. Identified in an overgrown area, the concrete pad was in excellent condition (Photograph 15). The location of at least one interior wall was clearly discernable along with two interior doorways.

### **Open Fields and Woodlots**

While most of the area around Ewa Field was cleared of vegetation, several woodlots remained, including a few located west of the rail spur (west perimeter of base), one situated in the northeast corner of the base, and a small curving woodlot just outside the mooring mast circle which surrounded the armory, nearby powder magazine, and small building of unknown function and base Motor Pool (north side of the tie down mat) (see Figure 12). These areas played a role on December 7, 1941 as marines described taking cover in the trees during the early part of the battle. Based on the position of these wooded areas, this was likely in the vicinity of the armory located on the north side of Runway 11.

Written accounts also describe the harrowing tale of an officer who was caught in an open field during the aerial assault. This was most likely located between the enlisted barracks and the railroad spur line, north of the underground fuel tanks (northwest quadrant of the camp area) as this area was being cleared for construction in early December 1941 (as shown on the December 2, 1941 aerial photograph) (see Figures 15 and 16). The officer reportedly received a minor head wound although bullets severed off part of his tie while he and another individual attempted to take cover behind a tractor.

### **Current Conditions**

Over time, trees and vegetation have become reestablished. Trees and scrub growth is very thick in the vicinity of the former armory, nearby powder magazine, and small building noted above. The northeast woodlot is now a field covered by tall grasses with a few remaining trees (Figure 19).

The open area in the northwest quadrant of the camp area remains a grass field (Photograph 16). Clearings east and west of the runways have reverted back to trees and scrub growth. An area south of the runways is now part of a large field of recently installed solar panels. Although the open field and woodlots are not precisely the same as they were in December 7, 1941, the landscape of Ewa Field continues to be rural/undeveloped, much as it was at the time of the battle. The landscape could be restored with implementation of a landscape restoration plan.

### **Road Network**

In the summer of 1941, the base road network was limited to First Street and the main entrance road (D Street, Fleming Road and finally when part of NAS Barbers Point it became later Philippine Sea Road), which ran in a general south-southeast direction from the main gate past the west side of the enlisted mess hall and east side of the barracks. Near the south end of the camp Philippine Sea Road intersected First Street, and was interrupted and terminated at the north side of the buildings surrounding the control tower (north side of runway intersections). D Street is the old Beach Access Road, which continued south of Runway 11-29, south all the way to the ocean. Currently a section of the pre-military Beach Access Road remains and continues south of the Ewa Field runways and passes through what is now the Barbers Point Golf Course.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

The enlisted men's parking lot was situated on the west side of D Street just south of the swimming pool (see Figures 15, 16 and 20).

A December 2, 1941 aerial photograph of the base indicates that new roads were quickly added to the base between the end of August and early December 1941. Fourth Street (later Ackerman Street) extended west-southwest from Philippine Sea Road and divided the enlisted barracks into two groups (nine north and five south) (see Figures 15 and 16).

Roosevelt Avenue (former North Hanson Road) runs just inside the north fence line of the base. Second Street ran east-northeast from Philippine Sea Road on the south side of the enlisted men's mess (north side of the junior officers' tents) and officers' latrines (north side of the BOQ barracks). Third Street (later Vinson Street) extended east-northeast from Philippine Sea Road along the north side of the enlisted men's mess. Both Second and Third Streets intersected B Street (later Ticonderoga Street), which ran from First Street northwest towards the fence line along the base's northern perimeter. The base also had a perimeter road along the fence line used for sentry patrols for the security of the base, which was called Hansen Road and today called Essex Road. When the Navy absorbed MCAS Ewa into NAS Barbers Point, they renamed all the streets throughout the entire base after Navy ships.

#### **Current Conditions**

Roosevelt Avenue, named for the visit of President Roosevelt in 1944, runs in the same location today, just south of the former north perimeter fence line of Ewa Field. Although the names of the roads may have changed, the same routes are followed for the former alignments of Philippine Sea Road (D Street), Ackerman Street (Fourth Street), and Vinson and Ticonderoga Streets (Third and B Streets, respectively) (Photograph 17). First Street and other unnamed roads appearing on the December 2, 1941 aerial photograph were also observed during the June 2013 field reconnaissance and are in the same location. Some pathways that show up on the 1941 aerials later became defined roads. The basic configuration of roadways and landscape north of the mooring mast closely reflect the 1941 plan.

### **Ewa Field Non-Contributing Resources**

There are several non-contributing resources that fall within the boundary of Ewa Field (see Photographs 17 and 18). This includes a satellite dish, a post-1941 World War II compass rose, several Cold War-era resources, and a modern solar array (see Figures 3 and 4). These non-contributing resources are listed below.

- + Five Cold War-era buildings and associated Parking lots (Buildings 972, 1767, and 1768, and two with unknown numbers);
- + Cold War-era satellite dish, surrounded by a chain link fence;
- + Compass Rose, circa 1943 (concrete slab for the compass rose constructed between June 6, 1943 and January 15, 1944 based on aerial photographs taken on these dates); and
- + Temporary Solar Array (recently constructed and surrounded by chain link fence) with an anticipate life of 20 years (Photograph 18). The Solar Array was designed to be reversible back to cleared site condition that existed prior to its installation.

### **Integrity of the Ewa Plain Battlefield District**

The Ewa Plain Battlefield is a district containing buildings, structures, and sites. In order to qualify as an historic site, the battlefield must possess historical significance, and possess the integrity to convey its historic identity (interpretative value) from the period of significance (1941). Below is a discussion of the resources associated with the district, and an evaluation of their individual integrity.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

## Contributing Resources

Integrity of individual contributing resources is measured by seven key aspects: location, design, setting, materials, workmanship, feeling, and association.<sup>34</sup> Location (place where the historic military event occurred), setting (physical environment or character of the battlefield landscape), feeling (battlefield's ability to express its historic sense), and association (direct link between the battle event and a historic property) are particularly important for conveying the sense of historic events at a battlefield. Manmade properties, such as buildings and structures, may possess aspects of design, materials, and workmanship if these individual historic properties were present at the time of the battle. A list of contributing resources (defining features) is provided in Table 1 below along with references to a KOCO analysis of the battlefield and seven aspects of integrity.

A military terrain analysis, referred to as KOCO (Key Terrain, Observation, Cover, Obstacles and Avenues of Approach), is frequently utilized to address the interpretative value of the battlefield landscape by identifying and assessing defining features (contributing resources). Traditionally, a defining feature for a military site must illustrate, at least, one of the following criteria:

- + Key terrain (provides tactical advantage - typically high ground),
- + Observation and fields of fire (observation potential and firing potential),
- + Cover and concealment (protection from enemy fire and enemy observation),
- + Obstacles to movement (can stop, delay or restrict an enemy threat), and
- + Avenues of approach (can be used for troop mobility or to restrict easy ingress or egress by enemy, but must be defended).<sup>35</sup>

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<sup>34</sup> Andrus *Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*, National Register Bulletin 50, National Park Service, 1999.

<sup>35</sup> Andrus *Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*, National Register Bulletin 40, National Park Service, 1999.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

Table 1  
Ewa Plain Battlefield Defining Features / Contributing Resources

Defining Features/ Contributing Resources	KOCSA Analysis	Date	Description	Integrity Aspects Maintained
<b>Structures</b>				
Runways	Avenue of approach, key terrain, objective, obstacle.	Runway 3-21 was built prior to 1941. Runway 11-29 was under construction on 2-28-41, and lengthened between 6-19-41 and 10-1-41.	Still extant although scrub growth and trees have become established. Although additional runways have been added and the existing runways lengthened, it is still possible to identify the December 1941 runway design through maps and aerial photographs.	Maintains location, design, setting, materials, feeling, and association.
Concrete Warm up Platform	Avenue of approach, key terrain, objective, obstacle.	The land was being prepared on 10-1-41 and it was completed prior to 12-2-41.	Concrete warm-up platform and metal tie downs still extant as well as spalling from strafing by Japanese pilots; provides insight into attack strategy.	Maintains location, design, setting, materials, workmanship, feeling, and association.
Swimming Pool	Key terrain, observation and field of fire, cover and concealment, objective.	Under construction on 12-7-41.	Still extant, complete with concrete apron around the pool.	Maintains location, setting, feeling, and association.
OR&L Company Railroad Spur	Key terrain, Avenue of approach, obstacle.	Was built in the fall of 1941 before 10-1-41 and was still evident on 9-30-44. <sup>36</sup>	A section running from Roosevelt Road, south of railroad grade, with intact, but burned, railroad ties still extant.	Maintains location, setting, design, feeling, and association.

<sup>36</sup> Date based on available aerial photographs and contractors work for the fall of 1941.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

<b>Defining Features/ Contributing Resources</b>	<b>KOCSA Analysis</b>	<b>Date</b>	<b>Description</b>	<b>Integrity Aspects Maintained</b>
Road Network	Key terrain, avenues of approach, objective.	Pre-1941, 1941	Much of the December 7, 1941 road network is still evident. Although additional roads are present, the original road configuration maintains its 1941 appearance.	Maintains location, setting, design, feeling, and association.
<b>Sites</b>				
Open Fields	Key terrain, observation and field of fire, obstacle, objective	1941	Although former open fields are now covered by scrub growth and trees in some areas, these locations continue to reflect the rural and undeveloped nature of these areas on 12-7-41.	Maintains location, setting, feeling, and association.
Woodlots	Key terrain, observation and field of fire, cover and concealment.	Pre-1941	Although some woodlots are now covered by grassy fields in some locations, these locations continue to reflect the rural and undeveloped nature of these areas on 12-7-41.	Maintains location, setting, feeling, and association.
Recreation and Parking Areas	Key terrain, avenues of approach, objective.	1941	Mostly grassy fields and, in some locations, scrub growth and trees; these locations continue to reflect the rural and undeveloped nature of these areas on 12-7-41.	Maintains location, setting, feeling, and association.
<b>Archaeological Site</b>				
Hangar	Key terrain, cover and concealment, objective.	Under construction on 12-7-41.	Concrete foundation intact. Locations of I-beams for walls, door openings, and latrine plumbing inside structures evident.	Maintains location, setting, design, and association.
Control Tower (Mooring Mast)	Key terrain, observation and field of fire, avenue of approach, objective.	Pre-1941	Foundation remains covered by asphalt layer; subsurface signature of likely foundation identified during geophysical survey (see Appendix A).	Maintains location, setting, and association.
Barracks	Key terrain, cover and concealment, objective.	Four BOQs completed between 10-1-41 and 12-2-41.	Concrete foundation intact and free of vegetation. It was possible to identify internal wall locations and doorways.	Maintains location, setting, design, and association.

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

Defining Features/ Contributing Resources	KOCOA Analysis	Date	Description	Integrity Aspects Maintained
Latrines and Boiler Room	Key terrain, cover and concealment.	Enlisted men's latrines completed prior to 10-1-41 and officer's latrine and boiler room completed between 10-1-41 and 12-2-41.	A geophysical survey indicated, at least, part of the enlisted latrines survive as a subsurface feature (see Appendix A). Reconnaissance survey identified concrete foundations for officer's latrine and boiler room intact and generally free of vegetation. Cradle for boiler room fuel tank present.	Maintains location, setting, design, and association.
Flagpole (North Entrance Gate)	Key terrain, objective.	Constructed between 2-28-41 and 3-14-41	Geophysical survey indicated flagpole base survives as a subsurface feature (see Appendix A).	Maintains location, setting, and association.
Fuel tanks	Key terrain.	Under construction on 12-2-41	Geophysical and reconnaissance surveys indicated at least one fuel tank, an access vault, manhole, and two vertical pipes survive as subsurface features.	Maintains location, setting, design, and association.
Compass Rose	Key terrain	The compass rose was added to Runway 29 between 6-19-41 and 10-1-41 and was still evident on 9-30-44	Geophysical survey indicated compass rose brass pins likely survive below the upper asphalt layer of the runway (see Appendix A).	Maintains location, setting, and association.
Storage Building	Key terrain, cover and concealment, objective.	Under roof on 12-2-41 but likely still under construction on 12-7-41	Concrete foundation intact and generally free of vegetation. It was possible to identify the location of interior walls.	Maintains location, setting, design, and association.



Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

Defining Features/ Contributing Resources	KOCOA Analysis	Date	Description	Integrity Aspects Maintained
Perimeter security fence line, including main, back and rail spur gates and perimeter security road	Key terrain obstacle.	Dates from 1925, but reconstructed in 1941. North fence line and gate posts remain from the period	Retained base fence line north of Roosevelt Road from period. Fence post holes likely remain around the perimeter of the 1941 base east, south and west sides as an archaeology features. The fence line also defines the former security road separating the base from the community.	Intact portion maintains design, location, setting, and association.
Karst features, such as sink holes	Key terrain, cover and concealment, objective.	Pre-December 7, 1941	Natural landscape feature in coral used by some marines as site of opportunity for defensive positions during and after 12-7-41 and also for storage of ammunition as stated in the official MCAS Ewa command history.	Maintains setting, feeling and association.

Contributing resources at Ewa Field include structures and sites consisting of runways, warm-up platform, swimming pool, fence line remnant, and the OR&L Railway Spur. Based on previous work, the US Navy considers the runways and warm-up platform portion of Site 5127 eligible for listing to the NRHP.<sup>37</sup> In general, these resources retain many of the seven aspects of integrity including location, design, setting, feeling, and association. The nearly pristine condition of the warm-up platform retains its integrity of workmanship as well. While a portion of the OR&L railroad spur has been disturbed and the rails removed, an extensive segment of the railroad grade remains intact.

Contributing sites include open fields, woodlots, Karst features, recreation and parking areas, and a road network in addition to Ewa Field's archeological resources. Given that the base was under construction at the time of the battle, it contained both open fields and woodlots. Karst features are still present, one was also observed north of the runways. While some fields remain, others have reverted back to scrub growth and trees. Similarly, part of the recreation area and parking lots are now overgrown. However, this situation is considered entirely reversible and does not detract from the integrity of the resource. Notwithstanding the presence of several post-1941 roads, the overall road network continues to reflect the cultural landscape at the time of the battle.

The archaeological component at Ewa Field was identified during a limited (eight-day) pedestrian reconnaissance and geophysical survey conducted in June 2013. Visible foundation remains associated with the hangar, storage building, (four) BOQ's, officers' latrine, and boiler room and fuel tank cradles were observed at this time. A geophysical survey targeted the location of specific resources appearing on a December 2, 1941 (georeferenced) aerial photograph and uncovered evidence of the control tower, flagpole location, fuel tanks, and 1941 compass rose. The preliminary geophysical surveys indicate a high likelihood that sites can be defined in greater detail through additional surveys (see Appendix A).

<sup>37</sup> Department of the Navy, Base Realignment and Closure, Program Management Office. *Final Environmental Assessment Disposal and Reuse of Surplus Property at Naval Air Station Barbers Point, O'ahu, Hawaii*. 2011, pp.3-14 and 3-16.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

## KOCOA Interpretation/Conclusions

For a battlefield to retain its integrity, the landscape must possess an ability to tell the military story - to understand actions on the battlefield. These actions can include movements, positions, engagement areas, staging areas, observation posts, command posts, signal posts, and field hospitals. For a military site, defining landscape features may be generally viewed as those above- and below-grade features that are important to unravel the story and one that a combatant would recognize.

Prior to the twentieth century, landscape was a predominant factor in determining battle actions as warfare generally occurred between ground forces in relatively close proximity to one another. However, the conflict at Ewa Plain on December 7, 1941 involved aircraft and ships, and the delivery of long distance munitions less dependent on ground conditions. For the purposes of this battlefield nomination, objectives consisting of armed forces, military positions, installations, barracks, enemy planes, fuel supplies, roads, railroads, industrial plants, civilians and their properties, are also included in the KOCOA analysis (see Table 1).

Many of the defining battlefield features possess multiple KOCOA attributes. For example, for IJN pilots, the runways, warm-up platform, and control tower operated as key terrain as well as serving as avenues of approach (strafing). For the marines, the control tower functioned as an observation post and provided a field of fire. Due to the open setting of the runways and warm-up platform, these areas also acted as obstacles for marines attempting to move about the base during the attack. The road network, railroad grade, and parking lots served as both key terrain and objectives for Japanese aviators while serving as avenues of approach for marines. Buildings and structures acted as cover and concealment and key terrain for marines and civilians but were considered objectives for IJN pilots. The IJN pilots, after destroying their primary objective of tactical aircraft at Ewa Field, had ample opportunity to attack secondary objectives as they circled around the mooring mast strafing secondary objectives and anything moving such as vehicles. The perimeter fence and gate posts were manned to keep non-military personnel from entering the marine base, especially during the battle.

Similar to the built features of Ewa Field, natural landscape features such as open fields provided a tactical advantage for IJN aviators (observation, field of fire) but operated as an obstacle to movement for marines and civilians. Conversely, woodlots and sinkholes (Karst features) provided a strategic advantage to marines as forested areas presented an opportunity for observation of incoming planes while affording cover and concealment.

The swimming pool area provided marines with a point of observation of incoming planes and a field of fire, while the framing and excavation (pool under construction) afforded cover and concealment. The gathering of marines in this area near the Privately Owned Vehicle (POV) parking area was surely a objective for IJN pilots.

The Flight Line, Tie Down Apron with aircraft parked closely together, and vehicles moved from the nearby Motor Pool were primary objectives for Japanese pilots. The marines made attempts to salvage aircraft from this area pulling aircraft and machine guns to set up defensive positions in the immediate area. Those marines in this area found little cover and concealment to protect them from Japanese strafing. There was an attempt to conceal an aircraft in the tents near the trees. Those marines caught out in this open area had to scramble for cover under whatever equipment they could find. Little remained undamaged in this area and the adjacent Utility Squadron area was hit just as bad. Planes and tents in the immediate area were riddled with bullet holes. Many of the senior marines were veterans of war and knew when to shoot and when to take evasive action, which was to their benefit and one possible reason there were so few casualties to marines exposed to direct fire.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

Based on the information presented above, contributing resources within Ewa Field maintain sufficient integrity to support listing of the Ewa Plain Battlefield on the National Register of Historic Places. In conjunction with the importance of the battlefield, the property is considered historically significant and retains interpretive and archaeological integrity

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

**A: Military**

**D: Archeology, Historic Non-Aboriginal**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

**1941**\_\_\_\_\_  
\_\_\_\_\_

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

\_\_\_\_\_  
**Significant Dates**  
December 7-31, 1941

\_\_\_\_\_  
**Significant Person**  
(Complete only if Criterion B is marked above.)  
N/A

\_\_\_\_\_  
**Cultural Affiliation**  
Euro-American  
Eurasian  
Asian

\_\_\_\_\_  
**Architect/Builder**  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The period of significance for the Ewa Plain Battlefield is 1941, which reflects events leading up to the United States involvement in World War II. Ewa Plain Battlefield attains importance as a nationally significant battlefield for the role it played during the surprise attack by forces of the IJN on US military installations on Oahu, Hawaii on December 7, 1941. Based on current knowledge of the battle, it appears that Ewa Field was attacked approximately two minutes before Pearl Harbor. Significant dates extend from December 7 through December 31 (1941), the latter date representing the last attack actions by the original force of IJN submarines deployed to Hawaiian waters cessation of the immediate threat of further attack including, what some believed, to be continued sea and aerial attacks and a possible land invasion. Ewa Plain Battlefield is eligible for listing in the National Register of Historic Places under Criterion A for its association with actions that precipitated the United States entry into World War II. Buildings, structures, transportation arteries, the surrounding landscape, and military personnel and civilians throughout the Ewa Plain Battlefield were all subjects of the Japanese air assault. The Ewa Plain Battlefield is also eligible under Criterion D for its ability to yield important information related to the history of the battle through a study of area historic archeological remains. This includes evidence of military hardware (bullets and shrapnel) from the battle, foundations to historic-period structures, and cultural deposits associated with military occupation. Based on a recent reconnaissance of the battlefield including a geophysical survey, it appears that intact archeological resources exist beneath the modern ground surface throughout portions of the battlefield.

The attacks on Oahu, Territory of Hawaii, which began on December 7, 1941, precipitated the entry of the United States into World War II and, therefore, is significant on the National level. The effect of this unheralded attack strengthened the ties between the Territory of Hawaii and the United States of America and is significant on the State level. The Ewa Plain battlefield extended over much of Ewa Plain and is significant on the local level also.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

Ewa Plain Battlefield, which is composed of former Ewa Field, is the only major battle site from the Japanese attack on Oahu that is not currently listed in the National Register of Historic Places. Importantly, the battlefield comprising this nomination takes into account not only the Marine Corps airfield, but also the surrounding industrial and residential village that was likewise attacked on December 7<sup>th</sup>. Although the battle lasted only a few hours, the Ewa Plain Battlefield remained active for several weeks as marines, staff, and civilians from the nearby Ewa Plantation worked closely together to repair infrastructure, control fires, and care for the dead and wounded resulting from the attack. This area contains buildings and important landscape and structural features that figured prominently in the battle and, to a great extent, retains its physical appearance from that time.

The Marine Corps' Ewa Field, portions of Ewa Plantation, and the surrounding vicinity was one of several areas on Oahu that Imperial Japanese Navy forces targeted during their surprise attack on December 7, 1941. This attack along with simultaneous Japanese attacks on US forces in the Philippines and British forces in Malaya, Singapore, and Hong Kong, represented the first move in a larger strategy to destroy the Western Powers' naval forces and to expand a Japanese Sphere of Influence in the western Pacific. Japanese war planners believed that the destruction of US forces at Pearl Harbor and surrounding military facilities would allow them to consolidate their defenses including the seizure of Southeast Asia before the US could respond.<sup>38</sup> While the ultimate Japanese military objective was the temporary destruction of the American Pacific fleet, a initial objective included the targeting of aircraft (on the ground and in the air) at airfields on Oahu, including Ewa Field, to guarantee air superiority and ensure success of the mission.

As part of their preliminary attack wave, the IJN focused several units on the destruction of American aircraft lined up on Ewa Field runways. At times, Japanese fighters descended to within 20 to 25 feet of the Ewa Plain Battlefield. In response, Ewa marines, under the command of Lt. Col. Claude A. Larkin, prepared anti-aircraft defenses using machine guns and small arms in an attempt to slow any subsequent Japanese assault. Since the first wave was successful in destroying Ewa aircraft, the second wave focused on strafing buildings and personnel at both the airfield and neighboring Ewa Sugar Plantation and Villages. Ewa Field and the larger Ewa Plain Battlefield continue to convey various aspects of air-to-ground combat from the Japanese attack.

Ewa Field served as the forward Marine Corps airfield in the Hawaiian Islands during World War II and would become known to some as the 'Crossroads of the Pacific' for Marine Aviation.<sup>39</sup> It would go on to play a significant role in supporting aviation units as they deployed to the Pacific and participated in the US Island Hopping Strategy.<sup>40</sup>

As noted above, Ewa Plantation and Villages, which were also targets of Japanese forces within Ewa Plain, experienced several strafing encounters impacting a number of buildings, structures, recreational areas, as well as community residents. Damage caused by incendiary bullets, for example, resulted in no less than a dozen fires that the plantation fire company had to extinguish. In some cases, heavy strafing from Japanese aircraft required drivers to abandon cars and take refuge in adjacent sugar cane fields and a nearby irrigation ditch. In addition to various civilians, one of these individuals appears to have been base commander, Lt. Col. Larkin, enroute to Ewa Field from his home in Honolulu.

Patients' records of the Ewa Plantation Hospital on December 7, 1941, attest to injuries to more than 50 civilians from the Japanese attack in addition to an Ewa marine and US pilot that was shot down near Ewa Beach. Three of these individuals died from their wounds including the marine and two civilians, one being a six-year-old girl. Evidence of multiple attacks across Ewa Villages includes several fires to

<sup>38</sup> Prange, *At Dawn We Slept: The Untold Story of Pearl Harbor* (1981), 349.

<sup>39</sup> Shettle, *United States Marine Corps Air Stations of World War II*. (Bowersville, Georgia: Schaertel Publishing Company 2001), 92.

<sup>40</sup> Collier, *The Second World War: a Military History*, (New York: William Morrow & Co, 1967), 480.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

plantation sugar cane fields and the recovery of unexploded munitions throughout the plantation for up to eight months after the battle. This included both Japanese bombs as well as US anti-aircraft fire.

Ewa Field contains various resources dating from the Japanese attack including runways, structures, transportation arteries, and foundations, the latter constituting important archeological features.

Identifying archeological remains within the Ewa Plain Battlefield is facilitated by the relatively intact road network within Ewa Field. Archeological reconnaissance including a geophysical survey (ground penetrating radar) conducted in June, 2013 was successful in identifying several intact features in the Ewa Field camp area including the swimming pool, railroad spur, and foundations to the BOQ's quarters, hangar, and latrines (see Appendix A). It should be noted that a metal detector survey of these areas produced magnetic anomalies suggesting that archeological deposits associated with these structures may survive beneath the surface. This may also be the case for the location of tents and temporary wooden buildings that represented the earliest occupation at Ewa Field. Moreover, the recovery of cultural deposits associated with the latrine, in particular, could shed light on the nature of marine occupations during this period. Two Native Hawaiian Sites (Sites 3721 and 3722) have also been identified within Ewa Field vicinity indicating the survival of intact archeological resources in this area.<sup>41</sup>

The importance of the Ewa Plain Battlefield is reflected, to this day, in recognition and support by local governments, community groups, military historians, and the Hawaiian legislature. Ewa Field, in particular, has been acknowledged by the United States Navy when it determined that State SHPD Site 5127 (any portion retaining integrity) is eligible for listing in the National Register of Historic Places.

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<sup>41</sup> Tuggle and Tomonari-Tuggle, *A Cultural Resource Inventory of Naval Air Station, Barbers Point, Oahu, Hawaii. Part I: Phase I Survey and Inventory Evaluation Summary*, 1997, pp. 112, 116.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**Narrative *Statement of Significance*** (Provide at least one paragraph for each area of significance.)

## Historic Context

### Introduction

Located on the island of Oahu, Ewa Plain is historically significant to many themes of American History. It was initially developed as part of the Ewa Sisal Plantation, but a portion was subsequently acquired by the Federal Government in the 1920s as a mooring station for lighter-than-air craft. Later, Ewa Field became a Marine Corps airfield and home to Marine Corps Aviation in Hawaii. During the Japanese attack of December 7, 1941, Ewa Field suffered serious damage to its infrastructure, aircraft, and support facilities; however, it quickly was rebuilt and later developed into the primary training and staging base for Marine Corps Aviation in the Pacific. After the war, Ewa was demobilized and became part of Naval Air Station (NAS) Barbers Point.

The battle resulted from the Imperial Japanese forces surprise attack on the United States of America's military installations on Oahu on December 7, 1941. These military assets included: United States Naval Base, Pearl Harbor; Ford Island, Hickam Field, Aliamanu Crater, and Fort Kamehameha in the immediate vicinity of the Pearl Harbor lochs; Ewa Field (southwest Oahu), Koko Head Radar site (southeast Oahu), Bellows Field, Kaneohe Naval Air Station, and Kaaawa Radar Site along the east coast of Oahu; Opana Radar Site, Kawailoa Radar Site, and Haleiwa Field along the northern side of the island; and Wheeler Field and Schofield Barracks in the north central part of the island.

Hawaii has 33 National Historic Landmarks (NHLs) as of September 2013. Seven NHLs are directly associated with this larger attack on Oahu military assets: U.S.S. Arizona (shipwreck), Hickam Field, Kaneohe Naval Air Station, Opana Radar Site, United States Naval Base, Pearl Harbor, U.S.S. Utah (shipwreck), and Wheeler Field.<sup>42</sup> Many other battlefield locations are listed in the NRHP including four batteries at Fort Kamehameha (listed individually), Bellows Field Archeological Site, and Schofield Barracks Historic District.<sup>43</sup>

### Development of Ewa Plain, Oahu To 1940

The area of Ewa Field was previously identified as a Leina a ka Uhane, a sacred place that has been researched and documented through interviews and mapping by the HART commissioned Ewa Traditional Cultural Properties (TCP) study. This land is also the location of hundreds and possibly thousands of iwi kupuna burials. The underground resources of the former MCAS Ewa-Kanehili is of particular Native Hawaiian interest as it is known to contain Hawaiian Iwi prehistoric remains within its karst systems. Traditional Native Hawaiian places began to slowly disappear from the Hawaiian landscape in the late 1800s as the native language was replaced by English; traditional lands were divided into large plantations, communities, resorts, and military installations; and the overall demographics of the area were transformed.<sup>44</sup>

The land that contained Ewa Field was historically owned by the Hawaiian Royal Family.<sup>45</sup> In 1851, when Princess Kekau'onohi died, her husband Levi Ha'alele'a inherited the majority of Honouliuli, except for the parcels that Isaac Montgomery purchased in 1849 (kuleana and the 'ili of Pu'uloa). In 1864, Ha'alele'a's second wife, Anadelia Amoe, deeded Ha'alele'a's land to John H. Coney, probably a close relative of Amoe

<sup>42</sup> <http://www.nps.gov/nhl/find/statelists>

<sup>43</sup> <http://www.nps.gov/nr/research>

<sup>44</sup> Allen et al. A Study of Native Hawaiian Traditional Cultural Places, Hickam Air Force Base, Hālawā and Moanalua Ahupua'a, 'Ewa and Kona Districts, O'ahu, Hawai'i (Honolulu: International Archaeological Research Institute, Inc. 2005).

<sup>45</sup> Allen et al. A Study of Native Hawaiian Traditional Cultural Places, Hickam Air Force Base, Hālawā and Moanalua Ahupua'a, 'Ewa and Kona Districts, O'ahu, Hawai'i.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

and Ha'alele'a. Given this familial connection, Honouliuli was owned by the same family line from its conquest in 1795 until the land was sold to James Campbell in 1877.<sup>46</sup>

John Coney organized the property and named it Honouliuli Ranch and included endeavors such as bee-keeping, limestone quarrying, and charcoal production. There is no historical evidence that Coney cultivated, leased, or in any other way developed the land.<sup>47</sup> By 1877, James Campbell had purchased the Honouliuli Ranch as well as other large holdings in the area to create the Ewa Plantation.

### Development of Ewa Plantation (1877-1940)

Ewa Plantation was established on the leeward side of Oahu in 1890. James Campbell, a Maui business veteran, purchased the 41,000 acres from John Coney in 1877 for \$95,000. Two years later Campbell saw an artesian well demonstration in California that would solve his greatest technical dilemma – the availability of an inexpensive water source for the ranch he proposed to establish on his land. Ewa's artesian well was constructed by James Ashley in 1879 and remained in service until it was capped in 1939.<sup>48</sup>

Instead of more intensive ranch operations, the land north of a former pre-historic shoreline has richer soils more suitable for sugar cane and agriculture production. This former ancient shoreline boundary roughly follows Roosevelt Road at the northern boundary of Ewa Field, as shown on Ewa Plantation maps showing sugarcane field locations. The Ewa Plantation was chartered on January 29, 1890, and W.J. Lowrie was named plantation manager. By 1929 there were 4,967 people living in various Ewa Plantation villages (Figure 21).

### Oahu Railway and Land Company (OR&L) (1898- 1947)

Following the drilling and installation of an artesian well, Campbell was approached by Ben Dillingham who envisioned a rail system connecting Oahu. Dillingham was granted a charter by the Government of Hawaii for the Oahu Railway and Land Company in 1889, and in that same year Dillingham leased all of Campbell's land, both in Honolulu and Kahuku, for 50 years for \$50,000 per year. Dillingham then subleased a portion of that land to W.R. Castle (below an elevation of 200 feet above sea level). The OR&L would serve as the primary transportation artery for agriculture and commercial transportation on the island. During World War II, the OR&L railroad rights were leased to the US government to support the troops and activities at various military bases.

### Development of Ewa Mooring Mast Field (1917-1940)

On March 28, 1917, the US government set aside a portion of land at Aiea, district of Ewa, for military use. Four years later, the Chief of Naval Operations requested the 14th Naval District to supply a location for a lighter-than-air base in Hawaii. Based on reports prepared by the Naval District, the Commandant stated "that the most suitable site for the location of a rigid airship station in Hawaii is, on the south side of Oahu, between Pearl Harbor and Barber's Point."<sup>49</sup> Ironically, the Chief of the Bureau of Aeronautics stated that the proposed site was not acceptable because "they were open to attack from the sea."<sup>50</sup>

Even before a final site for the mooring was selected, the physical mooring mast was shipped from Philadelphia on an Isthmian Steamship vessel in August 1924. While the mooring mast was in transit, the Departmental Aeronautical Board reconsidered the locations, and recommended, "erecting the mooring

<sup>46</sup> Allen et al. A Study of Native Hawaiian Traditional Cultural Places, Hickam Air Force Base, Hālawā and Moanalua Ahupua'a, 'Ewa and Kona Districts, O'ahu, Hawai'i, 23-24.

<sup>47</sup> Allen et al. A Study of Native Hawaiian Traditional Cultural Places, Hickam Air Force Base, Hālawā and Moanalua Ahupua'a, 'Ewa and Kona Districts, O'ahu, Hawai'i, 24.

<sup>48</sup> Pagliaro, *Ewa Plantation: An Historical Survey 1890 to 1940*. (1987), 3.

<sup>49</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 94, 100.

<sup>50</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 101.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

mast on land acquired by lease situated within the sector extending from Barbers Point, to West Loch and from the ocean to the Oahu Railway and Land tracks passing through Ewa.”<sup>51</sup> Discussions continued on a proper site, but in late December 1924, the Bureau of Aeronautics informed the 14th Naval District that the airship, Los Angeles, would be arriving in Hawaii in the spring of 1925. Finally, in February 1925, the Navy signed a sublease with the OR&L for the new mooring mast. The lease allowed the Navy to construct the mooring mast along with temporary buildings; however, the OR&L Company was still allowed to graze cattle on the land when airships were not being docked.<sup>52</sup>

On May 4, 1925, the Navy contracted with Louis R. Smith of Honolulu “to erect the mooring mast, clear the site, erect buildings, and install incidental machinery and piping,” for \$29,880. Additional work was needed and the contract was modified; yet, the work was completed prior to July 29, 1925<sup>53</sup> (Figure 22).

The mooring mast, located at 21°-19' 02.74" Latitude and 158°-02' 43.18' Longitude, was similar in design to the ones at Fort Worth, San Diego, and Camp Lewis to support the airship U.S.S. Shenandoah's transcontinental flight. In addition to the mast, each site also had a building to house the generators, winches and tools needed to moor an airship.<sup>54</sup> Sometime later, the Navy also constructed an oil-surfaced, 150-ft by 1500-ft emergency landing field at Ewa.<sup>55</sup>

Approximately five years later, the Federal Emergency Relief Administration (FERA) began work on refurbishing the mooring mast to meet Class 'B' Auxiliary Field standards which included a circular railroad for tethering the airship and shortening of the mooring mast for the arrival of the U.S.S. Macon, a new class of naval airship that was headed to Hawaii to participate in Pacific fleet training exercises.<sup>56</sup> (Figure 23) The Honolulu Advertiser February 14, 1935, announced:

Work on the reconditioning of the mooring mast at Ewa and the temporary quarters which were to house the Macon's crew during their stay here was ordered discontinued yesterday, pending further orders from Washington, as the result of the dirigible's crash Tuesday. Pilling and leveling the ground around the mast, however, will continue, it was learned yesterday. The same number of FERA workers will probably continue to work there. The field will be put in condition to make it suitable for emergency airplane landings.<sup>57</sup>

However, the crashes of the U.S.S. Akron (ZRS-4) and the U.S.S. Macon (ZRS-5) resulted in the Navy cancelling the program.<sup>58</sup> By January 1941, the field at Ewa only contained a small house, several outbuildings, a mooring mast, and a runway--but that was about to change.<sup>59</sup>

## The Winds of War in the Pacific

After the calamity of the First World War and alarmed by increasing Japanese militarism in the western Pacific, the United States sought to prevent another arms race. In 1921, the American government invited Great Britain, Japan, France, and Italy to engage in discussions on naval disarmament. The Five Power Naval Treaty created at the Washington Naval Conference recognized the two ocean commitments of Great Britain and the United States, while seeking to limit the size of the Japanese Navy. The result was an agreement to have a 5:5:3 (U. S., Britain, and Japan) ratio of ships. Unfortunately, instead of facilitating disarmament, the results were fleet modernization programs and increased construction of

<sup>51</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 103.

<sup>52</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 105.

<sup>53</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 106.

<sup>54</sup> Ingram, *Monograph on the Mooring Mast and Lighter than air station*, 20 March 1931, p. 107.

<sup>55</sup> United States Bureau of Yards and Docks. *Building the Navy's Bases in World War II; History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946* (Washington: U.S. Government Printing Office, 1947), 144.

<sup>56</sup> "Dirigible to Fly to Hawaii," *New York Times*, January 18, 1935.

<sup>57</sup> *Honolulu Advertiser* February 14, 1935.

<sup>58</sup> Rottman, *U.S. Marine Corps World War II Order of Battle Ground and Air Units in the Pacific War, 1939-1945* (Westport, Conn: Greenwood Press, 2002), 416.

<sup>59</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 14.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

ship types not covered by the agreement. Japan also eventually formed the Axis Alliance with Germany and Italy in 1936 and 1937. The American Joint Board and the Joint Planning Committees subsequently developed a five-part series of war plans called the "Rainbow" plans. These plans were designed for allied forces to engage in a two-ocean, multiple enemy war.<sup>60</sup> In 1940, Pearl Harbor was the home base of the Hawaiian Detachment, and named the new home port for the Pacific Fleet resulting in an overhaul to its facilities. Development of defensive facilities for the U.S. followed the Hepburn Board Report to include the strengthening of U.S. defenses on outlying islands in the Central Pacific which was the basis for developing Ewa Field for Marine aviation to both support the fleet and support defensive bases at Midway, Wake, Johnston and Palmyra Islands as outlined by the Hepburn Board Report (see below).

## Development of Aviation and Carriers (US and Japan)

By the early twentieth century, new technological developments such as the airplane, seaplane, the dirigible, the motorized vehicle, and the submarine had altered the nineteenth-century way of war. During World War I, all sides saw the importance of the new airplane for scouting, artillery forward observing, bombing, and aerial combat. At the same time that the airplane was expanding the battlefield into the sky, the German U-boat and their "Wolf pack" tactics, were creating new challenges to the Allied navies. These new weapons coupled with the efficiency of Western industries, allowed for the creation of new levels of warfare that would be greatly expanded during World War II.

### Aviation in Post-World War I

The introduction of military uses for the airplane during World War I opened a new dimension for the battlefield. Originally used for reconnaissance and later as air superiority fighters and for close air support, some military theorists viewed the aircraft in other ways. Italian air power advocate Giulio Douhet published *The Command of the Air* in 1921, which argued for large-scale bombing of factories and the industrial might of a nation, making it impossible to continue a fight.<sup>61</sup> Douhet's beliefs were championed in America by Army General William "Billy" Mitchell, former commander of all American air-combat units in World War I. Mitchell illustrated his beliefs in February 1921, when he led 125 aircraft to sink a captured German battleship, the *Ostfriesland*. Mitchell would later sink other obsolete US ships illustrating the vulnerability of naval ships to aerial forces. After angering the Army and Navy leadership with his calls for a larger air force, Mitchell was court martialed for insubordination. However, as World War II started, unrestricted aerial bombardment became an important part of the war strategy of the Allies.

### Development of Aircraft Carriers

While many in the Navy clung to the belief that the large floating gun platforms known as battleships were the only way to conduct combat on the seas, as early as 1910 officers in navies across the globe began to experiment with ships that could carry aircraft. In 1910, the US landed an aircraft on the U.S.S. *Birmingham*. The next year, the Royal Navy launched an aircraft from the HMS *Hibernia*. Finally, in 1914, the Japanese were the first to launch a naval raid, this being against German and Austro-Hungarian forces in China during the early part of World War I. After World War I, world powers attempted to limit the construction of large combat ships, reserving those hulls for aircraft carriers. By 1930, most of the major naval powers of world had developed aircraft carriers, which had the characteristic "flat top" that would be used during World War II and to this day. Ewa Field played a support role by providing carriers a landing practice strip for Navy and Marine aviators and by later providing fly-off space and revetment areas for carrier squadrons when in-port.

<sup>60</sup> Gudmens, *Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America*, 39.

<sup>61</sup> Nalty, *Winged Shield, Winged Sword: A History of the United States Air Force, Volume I* (Washington, D.C.: Air Force History and Museum Program, 1997), 48.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

### Creation of Marine Corps Aviation (1912-1920)

Marine Corps aviation began in 1912 when First Lieutenant Alfred Austell Cunningham received aviator training at the Naval Aviation Camp in Annapolis, Maryland. By 1914, the US Navy established a Marine Corps Section of the Navy Flying School, and by the following year the Commandant of the Marine Corps authorized the first Marine Corps Aviation Company. During 1918, the Marine Corps Aviation Company split into two separate commands. The First Aeronautic Company, under Captain Francis T. Evans, was stationed at Naval Base 13, Ponta Delgada, in the Azores, to provide antisubmarine support for convoys. The First Marine Air Squadron was deployed to France as the newly renamed First Marine Aviation Force. The First Marine Aviation Force was formed at Marine Flying Field Miami under Captain Alfred A. Cunningham, and provided bomber and fighter support and became the Day Wing for the US Navy's Northern Bombing Group.<sup>62</sup> During World War I, Marine Corps aviators suffered a shortage of planes, but nonetheless shot down four enemy aircraft and performed the first recorded food-drop mission.<sup>63</sup> By the end of the war, the Marine Corps aviation branch had 282 officers and 2,180 men, with 2,107 aircraft, 15 dirigibles, and 215 kite and free balloons.<sup>64</sup>

After the war, the First Marine Aviation Force returned to the United States and was again headquartered at Marine Flying Field, Miami, Florida, where the unit was disbanded, and the remaining personnel and equipment were transferred to Parris Island and Quantico.<sup>65</sup>

In 1920, Congress established the strength of the Marine Corps at 23,360 marines; it also codified an additional 1,020 marines for the aviation branch and established permanent aviation bases at Quantico, Virginia; Parris Island, South Carolina; and San Diego, California. On October 30, 1920, Major General John A. LeJeune, Commandant of the Corps, authorized the Marine Corps' aviation organization with four squadrons each with two flights. The aviation force at Parris Island was designated Flight L, and was independent of the four squadrons.<sup>66</sup> The Parris Island aviation force served as the aviation detachment of the Marine Corps' Atlantic Coast Advanced Base and Expeditionary Forces. This interwar organization provided the United States with a coastal and naval base defense force designed to establish mobile and fixed bases in the event of a major landing operation within and beyond the territorial United States.<sup>67</sup>

## Japanese Expansion and Military Preparedness

### Imperial Japan and Formation of the First Air Fleet, 1930s

In the late 1930s, the IJN (日本海軍, Nihon Kaigun) contained the world's largest aircraft carrier fleet. The Japanese navy subscribed to the doctrine of "decisive battle" (艦隊決戦, Kantai kessen,) which called for meeting the enemy fleet, in this case probably the Americans and its allies, for a decisive Pacific battle that would destroy one of the Navy's fleets. Because of the geographical isolation of Japan, its naval leaders saw the aircraft carrier as a way to project its naval power by providing floating air force bases. These bases would later be complemented with the construction of naval airfields on captured islands throughout the Pacific. By the start of World War II, the IJN had 10 carriers, more than any other nation in the world.<sup>68</sup>

<sup>62</sup> Grossnick, *United States Naval Aviation, 1910-1995*. (Washington, D.C.: Naval Historical Center, Dept. of the Navy, 1997), 32, 34; Elizabeth L. Tierney. *A Brief History of Marine Corps Aviation*. (Washington, D.C.: Historical Branch, G-3 Division, Headquarters, U.S. Marine Corps, 1962), 2.

<sup>63</sup> Tierney, *A Brief History of Marine Corps Aviation*. Marine Corps Historical Reference Series No. 18.

<sup>64</sup> Grossnick, *United States Naval Aviation, 1910-1995*, 37

<sup>65</sup> Tierney, *A Brief History of Marine Corps Aviation*. Marine Corps Historical Reference Series No. 18, 3

<sup>66</sup> Condon, *U.S. Marine Corps Aviation*. (Washington, D.C.: Deputy Chief of Naval Operations (Air Warfare), 1987), 9.

<sup>67</sup> Coletta, *United States Navy and Marine Corps Bases, Domestic*. (Westport, Conn: Greenwood Press, 1985), 421.

<sup>68</sup> Evans, and Peattie. *Kaigun: Strategy, Tactics, and Technology in the Imperial Japanese Navy, 1887-1941*. (Annapolis, Md: Naval Institute Press, 1997), 315, 323.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

In addition to the carriers, the IJN had been active during the Japanese attack on China. Historian Mark Peattie argued that naval aviation was critical in the success of Japanese Army operations in the late 1930s. Japanese pilots flew close air support, and tactical bombing and strategic bombing missions, all which they would use during the coming conflict with the US.<sup>69</sup>

On April 10, 1941, the IJN formed the First Air Fleet (第一航空艦隊, Dai-ichi Kōkū Kantai) which contained Japan's aircraft fleet carriers (Akagi, Kaga, Soryu, Hiryu, Shokaku and Zuikaku) and over 450 aircraft.<sup>70</sup> Naval historian Anthony Tully described "this was a naval battle group with the single most powerful concentration of naval aviation in the world. The groundwork for the true carrier task force had been laid."<sup>71</sup>

## Oahu, Territory of Hawaii's Strategic Importance to US

To counter the growing Japanese threat in the Pacific, in 1937 the US began again expanding the base at Pearl Harbor that had been slowed under the 1921 Washington Naval Limitation Conference. Because there are few other islands or harbors in the eastern Pacific that could have been used by the US Navy, war planners developed Pearl Harbor to serve as the primary American naval base in the region and the forward maintenance and storage facility for the US Pacific Fleet.<sup>72</sup> Oahu would remain an important American staging area throughout the war. Naval ships would return to the dry-docks at Pearl to be repaired, and men and machines would wait at the ports and airfields on the islands as they traveled west during the campaigns.

### Development of Airfields and Other Bases in Hawaii (1912-1939)

In 1912, Pearl Harbor was opened as a major forward operating base, and began stationing troops in Hawaii to defend the port. The first contingent of troops was assigned at Schofield Barracks. By 1915, the Army had established Fort Ruger, Fort Kamehameha, Fort Armstrong, and Fort DeRussey as facilities to house coastal artillery positions. The Army constructed 15 batteries, housing 54 guns (14-inch and 12-inch guns, 12-inch mortars, and smaller rapid-fire weapons like the three-inch guns at Battery Hawkins, considered usable for anti-aircraft defense); they also set up mine defenses for the Pearl Harbor entrance by constructing mine wharfs, casements, and warehouses at Fort Armstrong.

During the early twentieth century, airfields were established and maintained in Hawaii by the US military, the government of the Territory of Hawaii, and commercial airlines in the 1910s, 1920s, and 1930s. Many of these landing fields began as austere, cleared strips of land with few, if any, associated structures. By World War II, some had evolved into airports that were converted to Army or Navy airbases of vital importance (to war planning and operations), while others became auxiliary fields supporting larger military operations.<sup>73</sup>

Landing fields were present in Hawaii before World War I. The Army and the Navy were involved in the establishment of landing fields throughout the Hawaiian Islands beginning in the 1910s. In 1913, US Army Lieutenant Harold Geiger arrived in Honolulu with 12 enlisted men, an engine technician, and two seaplanes to establish seaplane operations at Schofield Barracks (Oahu). The area was determined unsuitable, and operations were transferred to nearby Fort Kamehameha.

<sup>69</sup> Peattie, *Sunburst: The Rise of the Japanese Naval Air Power, 1909-1941*. (Annapolis, Md: Naval Institute Press, 2001), 103.

<sup>70</sup> For a discussion of the development of the First Air Fleet, see Mark R. Peattie, *Sunburst: The Rise of the Japanese Naval Air Power, 1909-1941*. (Annapolis, Md: Naval Institute Press, 2001), 151-152; and Paul S. Dull, *A Battle History of the Imperial Japanese Navy, 1941-1945*. (Annapolis: Naval Institute Press, 1978), 10-11.

<sup>71</sup> <http://www.combinedfleet.com/cvlist.htm>

<sup>72</sup> "Where the US Pacific Fleet is Centered." *The Glasgow Herald*, 8 December 1941. Electronic document, <http://news.google.com/newspapers?id=LT9AAAAAIBA&sjid=cVkJMAAAAIBA&pg=4211%2C4128593>.

<sup>73</sup> State of Hawaii, Hawaii Aviation: An Archives of Historic Photos and Facts. State of Hawaii, Department of Transportation, Aviation Division, 2005-2011.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

This venture was abandoned within four months, but the seed of US Army aviation in Hawaii had been sown. Three years later, the Sixth Aero Squadron of the Army Signal Corps arrived with three seaplanes at Fort Kamehameha from San Diego in an attempt to reestablish the seaplane operation. In 1918, the unit transferred to Ford Island. A year later, in 1919, the Army airfield on Ford Island was named Luke Field in honor of World War I fighting ace Frank Luke, who had been killed in action. Luke Field had 150 planes by 1919.<sup>74</sup> In 1919 Major Sheldon Wheeler, the first Army commander housed on Ford Island, was killed in a crash with his co-pilot on Ford Island.

In the late 1920s and in the 1930s, the Army continued to expand its aviation presence in the Hawaiian Islands.<sup>75</sup> In 1923, the US Army completed work on Wheeler Field, the second airfield on the island of Oahu. In the early 1930s, the Army maintained two pursuit squadrons and an attack squadron here. The Army broke ground for a more than 2,000-acre airbase to be known as Hickam Field on Oahu in 1935. The first detachment arrived to the nearly completed base in 1937. By this date, the Army flying units at Luke Field on Ford Island had transferred to Hickam.

The US Army Signal Corps and the US Army Air Corps (USAAC) used the Port Allen Military Reservation on Kauai as a landing field in the late 1920s. Indeed, early military planners had come to view Kauai as a crucial location for advanced warning and early interception of enemy aircraft. The Army shared the facility with the Territory of Hawaii in the late 1920s and passed it on to the territory in 1930. In 1933, the landing field became known as Burns Field after Second Lieutenant J. G. Burns, a deceased Army aviator. Upolu Point Landing Field (Hawaii), established in 1927 by the US Army Air Service, also was transferred to the territory in 1930. However, the military opened new auxiliary airfields at both of these locations in 1933. Additional auxiliary airfields were opened in this year, bringing the number to five: Kauai (1)—Burns Field (Port Allen); Oahu (2)—Putnam Airfield (Fort Shafter) and Bellows Field (Waimanalo); Island of Hawaii (2)—Suiter Field (Upolu Point) and Morse Field (South Point) (Table 2).<sup>76</sup>

The first Navy aviation unit arrived in the Hawaiian Islands in 1919, when the Pacific Air Detachment, as it was known, established a temporary station at Naval Station Pearl Harbor. Consisting of four seaplanes and four officers, the unit was under the command of Lieutenant Commander Robert D. Kirkpatrick. The Navy obtained funding to expand nearby Ford Island for its use in 1920, and in 1923 the Navy flying unit at Naval Station Pearl Harbor relocated to Ford Island.<sup>77</sup> The Navy in 1935 listed the most important landing fields as Luke Field, Wheeler Field (Oahu), John Rodgers Airport (Oahu), Hilo (island of Hawaii), Maalaea (Maui), Hana (Maui), Lanai City (Lānai), Molokai (Molokai), Port Allen (Kauai), and Wailua (Kauai). Luke Field, on Ford Island, was one of several sites that were shared with Army aviation interests; however, in 1936 the Navy acquired control of all of Ford Island.<sup>78</sup>

Simultaneous to the military's development of landing fields and airports in the Hawaiian Islands were territorial and commercial projects. In 1927, the governor created a distinct entity, the Territorial Aeronautical Commission (TAC), which was, among other things, charged with promoting the establishment of landing fields. Most of the islands had at least one landing field up to this time, and various aviation milestones had been reached that would promote further

<sup>74</sup> State of Hawaii, *Hawaii Aviation: An Archives of Historic Photos and Facts*. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.

<sup>75</sup> Gudmens, *Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America*, 81.

<sup>76</sup> State of Hawaii, *Hawaii Aviation: An Archives of Historic Photos and Facts*. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.

<sup>77</sup> State of Hawaii, *Hawaii Aviation: An Archives of Historic Photos and Facts*. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.

<sup>78</sup> State of Hawaii, *Hawaii Aviation: An Archives of Historic Photos and Facts*. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

development of facilities in the islands. Among the many “firsts” were the first inter-island flight in February 1920, the first night flight over Oahu in the same year, and the first attempt to fly to the Hawaiian Islands from California in 1925. On Oahu, the territory also had sponsored the establishment of John Rodgers Airport in 1927.<sup>79</sup> The airport’s namesake was the Commander of Naval Station Pearl Harbor, who had achieved fame in naval aviation for his attempt to reach Honolulu from San Francisco in a PN-9 in 1925. Rodgers and his crew ran out of gas and were forced to crash into the Pacific several hundred miles from shore. Though unsuccessful, Rodgers’ flight was pioneering.<sup>80</sup>

**Table 2**  
**Territorial Airfields (or Landing Fields) of Hawaii**

Island	Original Name (Alternative Names)	Year Established (Initial Developer)	Year Disestablished or Current Use
O’ahu	Bellows Field (Waimanalo Military Reservation)	1917 (US Army)	Bellows Air Force Station
	Ewa Mooring Mast Field (Auxiliary)(Marine Corps Air Station Ewa)	1925 (US Navy)	1952
	Ford Island (Luke Field; NAS Pearl Harbor; Naval Auxiliary Landing Field Ford Island)	1918 (US Army)	Naval Base Pearl Harbor
	Haleiwa Field	1940	1946
	Hickam Field	1935 (US Army)	Hickam Air Force Base
	John Rodgers Airport	1927 (Territory of Hawaii)	Honolulu International Airport
	Kahuku Air Base	1941 (US Army)	circa 1947
	Kaneohe Naval Air Station (Fort Kuwaaohē Military Reservation)	1918 (US Army)	Marine Corps Air Station Kaneohe Bay
	Kipapa Army Airfield (NAS Kipapa))	circa 1942 (US Army)	circa 1959
	Mokuleia Airfield (Camp Kawaihapai; Dillingham Field)	1922 (US Army)	Dillingham Airfield
	Putnam Airfield (Fort Shafter)	circa 1922 (US Army)	circa 1945
	Wheeler Field (Wheeler Army Airfield)	1922 (US Army)	Wheeler Army Air Field
Hawaii	Hilo Airport (Waiakea Landing Field; Lyman Field; Naval Air Station Hilo)	1925 (Territory of Hawaii and Hilo Chamber of Commerce)	Hilo International Airport
	Morse Field (Ka Lae or Kau Airport; South Point; South Cape)	1928 (Territory of Hawaii)	1983
	Upolu Point Landing Field (Suiter Field)	1927 (Territory of Hawaii)	Upolu Airport
Maui	Hana Landing Field	1934 (Territory of Hawaii)	1947
	Maalaea Landing Field	1927 (Territory of Hawaii)	1938
	Puunene Landing Field	1939 (Territory of Hawaii)	1955

<sup>79</sup> State of Hawaii, Hawaii Aviation: An Archives of Historic Photos and Facts. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.

<sup>80</sup> *Honolulu Star Bulletin* 1927.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

Island	Original Name (Alternative Names)	Year Established (Initial Developer)	Year Disestablished or Current Use
Lānaʻi	Lanai City Landing Field	1930 (Inter-Island Airways)	Lanai Airport
Molokaʻi	Kalaupapa Landing Field	1934 (Territory of Hawaii)	Kalaupapa Airport
	Molokai Landing Field	1927 (Territory of Hawaii)	Molokai Airport
Kauaʻi	Barking Sands Landing Field (Mana Airport; Barking Sands Army Air Base; Barking Sands Air Force Base; Bonham Air Force Base)	1921 (Territory of Hawaii)	PMRF Barking Sands
	Port Allen Military Reservation (Burns Field)	1928 (Territory of Hawaii)	Port Allen Airport
	Wailua	1926 (Territory of Hawaii)	1938

*Source: Bennett 2011; State of Hawaii 2005–2011.*

In the summer of 1928, the Honolulu Star-Bulletin printed a map of the Hawaiian Islands that illustrated the location of 13 landing fields in the islands: Kauai (3)—Barking Sands, Port Allen, and Wailuā; Oahu (5)—Luke Field, Wheeler Field, John Rodgers Airport, Waimānalo (Bellows Field), and Kawaihoa (Haleiwa); Molokai (1)—Hoolehua (Homestead Field); Hawaii (3)—Hilo, Upolu Point (Suiter Field), and South Point (Morse Field); Lānai (1)—Lanai City Airport. Maui lacked an official airport at the time despite several proposals. After several failed attempts, an inter-island air service that used amphibian planes was begun in 1929. In July 1934 President Franklin D. Roosevelt (FDR) with his sons made a special visit to Hawaii dubbed to the public as a vacation and U.S. good will tour to Hawaii and other key Navy strategic locations. Previously the U.S. government had been funding major infrastructure and park upgrades in Hawaii similar to efforts on the Mainland to support the depressed economy through public works projects. One major difference in 1935 was this special trip allowed FDR to observe first hand and also have direct talks with military, especially the Navy, on their future strategic needs in the case of a future war in the Pacific. After the visit in the second half of the 1930's U.S. funding that had been supporting more localized construction of infrastructure shifted to military and base construction as the highest priority.

The 1930s brought important advancements in Hawaiian aviation. In 1935, Amelia Earhart flew her Lockheed Vega aircraft from Wheeler Field to Oakland, California, and two years later, she returned to Hawaii from Oakland in her Lockheed Electra. Building on her pioneering flights, Pan American began to offer flights to Hawaii.<sup>81</sup>

#### **Pacific Fleet Base of Operation Moved to Hawaii**

The United States Navy began using Pearl Harbor as a major base in 1912, while the US Army began stationing troops in Hawaii to defend the ports. The Army increased its presence in Hawaii throughout the 1920s. In 1921, the Army organized the Hawaiian Division, consisting of 13,000 men divided into two brigades of two infantry regiments, three field artillery regiments, an engineer regiment, a tank company, and support troops. This number was set to expand to 20,000 men during wartime. Although the US Navy used Hawaii as a forward operating base since 1912, it was not until 1939 that the Hawaiian Detachment was based there; consisting of an aircraft carrier, eight cruisers, and 16 destroyers. In May 1940, President Roosevelt ordered the Pacific Fleet, its main base being in San Diego, California, to remain at Pearl Harbor in order

<sup>81</sup> State of Hawaii, Hawaii Aviation: An Archives of Historic Photos and Facts. State of Hawaii, Department of Transportation, Aviation Division, 2005–2011.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

to deter Japanese expansion. The Pacific Fleet was tasked with conducting decisive naval combat operations, and spent most of its time at sea training for its mission.<sup>82</sup>

### **Hepburn Board and Base Expansion in the Pacific (1938-1941)**

The construction of what would become Marine Corps Base Ewa (Ewa Field) is associated with the US military and economic expansion into the Pacific region starting in the 1930s and early 1940s to counter growth of the Japanese Empire. During the 1930s, the Empire of Japan initiated both economic and military expansion within the Pacific Rim in hopes of creating a greater sphere of influence within the region. This expansion, known first as the New Order in East Asia (東亞新秩序), and later as the Greater East Asia Co-Prosperity Sphere (大東亞共榮圈), culminated in 1937 with Japan's invasion of mainland China, an ally of the United States. The US government, seeing threats to its strategic partners in Asia from the expansion of Japan, began revising its basic war plan and planning for new bases in the region.<sup>83</sup> In July 1938, Secretary of the Navy Charles Edison appointed Admiral Arthur J. Hepburn, former commander-in-chief of the fleet, to chair a board to review American defenses in the Pacific and make recommendations of how they might be strengthened.<sup>84</sup>

The Hepburn Board quickly, but methodically, reviewed the existing Naval War Plans for the Pacific (War Plan ORANGE) and other documents from various naval bureaus to determine the needs of the United States in protecting the Pacific. Regarding the review process, Hepburn stated, "I would say that every item that the board has suggested has been considered in the past some time by one department or another or by the Joint Board involved, and they have been put down as projects to be attained when they can get the money."<sup>85</sup> In December 1938, the Hepburn Board submitted its final report to Congress, which recommended: the establishment of new air bases and the expansion of existing bases to provide three major air bases on each coast, one in the Canal Zone, and one in Hawaii; with outlying operating bases in the West Indies, Alaska, and our Pacific island possessions of Wake, Midway, Palmyra and Johnston were considered the outlying defense perimeter bases for Oahu. All outlying bases were associated with deployed Marine defense forces with Ewa Field providing the key air support element for these bases. The board also recommended that the naval air training station at Pensacola be greatly enlarged and that possibly an additional air training station be established at Corpus Christi, Texas; new submarine bases be established in Alaska and the mid-Pacific area, and several existing stations be improved or retained. Some additional facilities were suggested for the existing destroyer bases at Philadelphia and San Diego. No new mine bases were considered necessary, but certain deficiencies were noted in existing bases. A general priority schedule was set up, based on the necessity for providing facilities when the ships and aircraft authorized by Congress in the Vinson bill would be completed. In addition, there was a list of projects, considered to be of immediate strategic importance, which should be undertaken at the earliest practicable date. These items were: (1) improvement of air facilities at Kaneohe Bay, Hawaii; (2) submarine and air bases at Wake Island, Midway Island, and Guam; (3) air facilities at Johnston Island and Palmyra Island; (4) air and submarine bases at Kodiak and Sitka; and (5) submarine facilities at San Juan, Puerto Rico.<sup>86</sup>

<sup>82</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 81-85.

<sup>83</sup> See Edward Miller, *War Plan Orange: The U.S. Strategy to Defeat Japan, 1897-1945* (Annapolis, MD: U.S. Naval Institute Press, 2007).

<sup>84</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, Volume 1*, 4.

<sup>85</sup> Arthur Hepburn quoted in Public Works Authorization Act. H.R. Committee on Naval Affairs Hearings, 76th Congress, 1st Session, 26 January 1939, p. 94; Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 1*, 4.

<sup>86</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 1*, 4.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

The report was met with excitement by the US public and political leaders. The New York Times called the report "the most complete ever written so far as the navy, air and submarine defenses of the nation are involved."<sup>87</sup> While the Hepburn Board determined that Guam, already surrounded by Japanese possessions, probably could not be defended by the United States, it stressed the importance of the islands of Midway, Wake, Johnston, and Palmyra. The board also recommended the development of naval aviation bases on Oahu for five patrol squadrons to relieve overcrowding of aircraft at Ford Island, Pearl Harbor (the only permanent naval air station in Hawaii).<sup>88</sup>

The US Navy's plan for expansion of its bases was part of a larger mobilization of the American economy for war, which began in 1939, picked up sharply in mid-1940 after the Germans overran Western Europe, and finally achieved real efficiency in 1943.<sup>89</sup> Initially, the US Navy planned to construct an auxiliary field at Barbers Point, including the Ewa Mooring Mast, to serve as an outlying field for Ford Island; however, those plans were expanded to include the creation of a whole new Naval Air Station at the point.<sup>90</sup> Yet, because of the growing needs of Naval and Marine Aviation in the Pacific as part of the expansion to a 10,000 aircraft Navy, the Navy decided to make Ewa its own base for the marines, rather than a part of the larger Naval Air Station.<sup>91</sup> By 1941, Congress passed another \$186 million for the expansion of naval bases in the Pacific, including the continued expansion of Ewa and the creation of a "new air base at Barbers Point, Oahu, the largest single aviation item in the bill (\$18,605,000), and Barbers Point designed to provide the necessary landing field facilities for the plane complements of two aircraft carriers."<sup>92</sup>

It is interesting that in 1939, the Navy announced the construction of "a site selected at Barbers Point for establishment of a new communication center in the Hawaiian area. Other naval radio stations are at Lualualei, west of Ewa; Heeia, north of Ewa; Pearl Harbor naval air station and at Hilo on the East side of the Island of Hawai'i."<sup>93</sup> Historian Ann K. Yoklavich argued that the radio station was a cover for plans for the Ewa Field construction.<sup>94</sup>

## Prelude to Battle of Oahu and Battle of Ewa Plain

### Imperial Japan Prepares for War

#### Field Trials and Equipment Improvement

The Japanese military command began planning the attack on the Hawaiian Islands as early as 1940. The Japanese Admiral Isoroku Yamamoto (Figure 24) commanded the Japanese Combined Fleet, consisting of 10 subordinate fleets and units in 1941. The Combined Fleet was tasked with multiple operations, as war with the Western Powers became a certainty. The Pearl Harbor Attack Force, centered on the Japanese 1<sup>st</sup> Carrier Fleet and supported by the 6<sup>th</sup> Fleet, was to destroy the US Pacific Fleet at Pearl Harbor. By December 1941, American forces had seven fleet

<sup>87</sup> "Navy Board Urges 41 Defense Bases for Entire Nation," *New York Times*, 4 January 1939.

<sup>88</sup> "Island Defense Plans Alter Pacific Picture," *New York Times*, 12 February 1939.

<sup>89</sup> Jeffries, "Part One: Mobilization and Its Impact," in *World War II and the American Home Front: A National Historic Landmarks Theme Study* (Washington, D.C., The National Historic Landmarks Program, 2007), 10.

<sup>90</sup> Woodbury, et. al, *Builders for Battle, How the Pacific Naval Air Bases Were Constructed* (New York: E.P. Dutton and Company Inc, 1946), 174.

<sup>91</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 2*, 139.

<sup>92</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 1*, 34, 39.

<sup>93</sup> *Star Bulletin* quoted in Ann K. Yoklavich, Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279, p. 6.

<sup>94</sup> *Star Bulletin* quoted in Ann K. Yoklavich, Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279, p. 6.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

carriers and one escort carrier, of which three were assigned to the Pacific Fleet; Japanese forces had ten fleet carriers.<sup>95</sup>

To execute the attack, the Japanese Navy created the First Air Fleet on April 10, 1941 consisting of the First Carrier Division, the Second Carrier Division, and the Fourth Carrier Division. Vice Admiral Chuichi Nagumo selected Rear Admiral Ryunosuke Kusaka and Commander Minoru Genda to join the First Air Fleet as air officers. Genda, in preparation for an attack on Pearl Harbor, gathered the best Japanese torpedo pilots in a problem-solving venture to reconfigure aerial torpedoes so they would descend to appropriate levels in shallow water. Japanese torpedoes were modified to have wooden fins that would break off when they hit the surface of the water, while torpedo planes would fly at an altitude of 30 to 60 ft. Genda also gathered a team of pilots to determine the best method for destroying a battleship.<sup>96</sup>

On September 15, 1941, Yamamoto exercised Operation HAWAII, a dress rehearsal for the attack. During the exercise, the first wave was intercepted by American reconnaissance aircrafts, and only caused minor damage to the US fleet, and resulting in an American counterattack in which American bombers sank two Japanese carriers and damaged another two. The second Japanese attack was not spotted by American forces until the Japanese had reached their intended targets. Japanese forces destroyed two American carriers, four battleships, three cruisers, and most of the American aircrafts. In response, the remaining American aircrafts launched a counterattack that sank one Japanese carrier.<sup>97</sup> These exercises showed that the attack was possible; however, tactical surprise was key to the Japanese being able to fulfill their military objectives.

### Increased Japanese Hegemony in the Pacific

By the fall of 1941, the Imperial Japanese government felt it was isolated and contained by European and American spheres of influence in the Pacific. The expansionist elements of the Japanese government felt that they needed to attack the Americans and their allies too, as a means to gain control of the western Pacific. By October, most military and political leaders were convinced that an aerial attack of the US military bases in Hawaii would cripple the US long enough that the Japanese could consolidate power in the region. The IJN had been drawing up plans to attack Hawaii for years, but the short range of the aircraft, carriers and weapons made the attack unworkable. In fact, in August 1941, the IJN was conducting "intensive training of the designated air groups." Emphasis was placed on shallow water torpedo drops, on horizontal and dive bombing, and on strafing tactics.<sup>98</sup> Sensing this might be their hope to defeat the American Forces, the Japanese government agreed to the attack.<sup>99</sup> On November 3, 1941, Admiral Nagano, Chief of the Naval General Staff decided to attack Pearl Harbor if diplomatic negotiations with the United States failed, and the Naval General Staff granted the final approval on December 1, 1941.<sup>100</sup>

Tactically, the Japanese attack on the US military in Hawaii was primarily tasked with the destruction of the US Naval Fleet at Pearl Harbor. The Japanese orders called for the first targets to be battleships, then carriers, then aircraft on the ground or in the air.<sup>101</sup> The Japanese bomber

<sup>95</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 15-19.

<sup>96</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 52-54

<sup>97</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 58

<sup>98</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War*. (Washington: U.S. Strategic Bombing Survey (Pacific) Naval Analysis Division, 1946), 15.

<sup>99</sup> Pearl Harbor Raid, 7 December 1941: Japanese Forces in Pearl Harbor Attack, <http://www.history.navy.mil/photos/events/wwii-pac/pearlhbr/ph-ja1.htm>

<sup>100</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War*, 14.

<sup>101</sup> United States. *Pearl Harbor Operations: General Outline of Orders and Plans*. (Tokyo: Distributed by Office of the Chief of Military History, Dept. of the Army, 1953), 13

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

and torpedo pilots were tasked with destroying their primary goals and then looking for targets of opportunity. Strategically, the Japanese attack on the US military bases in Hawaii on December 7, 1941, was part of a larger expansion of the Japanese Empire to achieve:

complete hegemony in Asia and unchallenged supremacy in the western Pacific. Her strategic objectives were the subjugation of the Philippines and the capture of the immense natural resources of the Netherlands East Indies and Malaya...[and to develop] Japan's grandiose scheme of the Greater East Asia Co-Prosperity Sphere.<sup>102</sup>

The US military (after the war) contended that:

The Japanese planned to isolate this region by destroying Allied naval power in the Pacific and Far Eastern waters, thus severing British and American lines of communication with the Orient. The unsupported garrisons of the Far East would then be overwhelmed and the areas marked for conquest quickly seized. Air attacks launched from progressively advanced airfields would prepare the way for amphibious assaults."<sup>103</sup>

The attacks on Pearl Harbor were seen as a way to cripple the US fleet in the Pacific, and destroy any means for an Allied counteroffensive. While the Allies worked to rearm their forces within the region, "the United States would be forced back to Pearl Harbor, the British to India, and China's lifeline would be cut."<sup>104</sup>

The stated mission of the attack on Pearl Harbor was:

To render impotent the United States Pacific Fleet in order to gain time and to insure freedom of action in the South Seas Operation, (including invasion of the Philippine Islands), and to facilitate the defense of the mandated islands. The attack was conceived and proposed by Admiral Isoroku Yamamoto, CinC of the Japanese Combined Fleet. In January 1941, Rear Admiral Tokijiro Onishi, Chief of Staff of the 11<sup>th</sup> Air Fleet was ordered to make a preliminary study of the operation, and in the first part of September 1941 members of the Operations Section of the Naval General Staff and selected members of the Staffs of the Combined Fleet and the First Air Fleet commenced work on the details of the actual plan.<sup>105</sup>

The actual commander the Japanese forces was to be Yamamoto, one of the greatest admirals in Japan's history. Born in 1884, Yamamoto graduated from the Japanese Naval Academy in 1904. He was later wounded in action during the Russo-Japanese War. After the war, Yamamoto attended the Japanese Navy's Staff College and later studied at Harvard University. In the late 1920s, he served as Naval Attaché to the United States. During the 1930s, Yamamoto was promoted in the Navy and served in important positions in Japanese naval aviation.<sup>106</sup> It was this expertise with naval forces, naval aviation, and an understanding of the American Navy that made him the perfect person to lead the Japanese attack. Yamamoto knew that his forces needed the element of surprise to execute this attack. He organized his force as small as possible while using the most powerful air attack force available.<sup>107</sup> The unit that Yamamoto commanded was one of the largest naval aviation units of that time.

<sup>102</sup> MacArthur. *Reports of General MacArthur: The Campaigns of MacArthur in the Pacific*. (Washington, D.C.: U.S. Govt. Print. Off, 1966), 1. For more information on the strategic aims of the Imperial Japanese military see: Gerhard L. Weinberg, *A World at Arms: A Global History of World War II*. (Cambridge [England]: Cambridge University Press, 1994); Joyce Lebra *Japan's Greater East Asia Co-Prosperity Sphere in World War II: Selected Readings and Documents*. (Kuala Lumpur: Oxford University Press, 1975); and Paul S Dull. *A Battle History of the Imperial Japanese Navy, 1941-1945*. (Annapolis: Naval Institute Press, 1978).

<sup>103</sup> MacArthur. *Reports of General MacArthur: The Campaigns of MacArthur in the Pacific*, 2.

<sup>104</sup> MacArthur. *Reports of General MacArthur: The Campaigns of MacArthur in the Pacific*, 2-3.

<sup>105</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War*, 13.

<sup>106</sup> Admiral Isoroku Yamamoto, Japanese Navy, (1884-1943), <http://www.history.navy.mil/photos/prs-for/japan/japrs-xz/i-yamto.htm>

<sup>107</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War*, 13-14.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

### **The Development of the Japanese Forces for the Attack, Fall 1941**

Yamamoto selected Vice Admiral Chuichi Nagumo, an experienced, cautious officer, to command the Air Fleet and the overall operations. The attack fleet would contain carriers, fast battleships, cruisers and destroyers, support ships, and an Advance Expeditionary Force of large submarines. The fleet left Japan on November 26, 1941, with orders to abort the mission if he was discovered. Appendix B provides a copy of the Japanese Order of Battle for the attack.

### **Oahu Intelligence Gathering**

Providing highly valuable and detailed on the ground and in the air reconnaissance for the Imperial Japanese Navy was Honolulu Consulate agent Takeo Yoshikawa. His spying was done very discretely but nearly all done out in the open by driving to locations in the hills above military sites and sometimes using the services of private plane rentals to conduct "sightseeing" tours. A long distance swimmer, he completely covered the harbor installations, sometimes staying underwater for a long time breathing through a hollow reed.

Major attack decisions made as a result of Yoshikawa's reconnaissance on Oahu:

The Japanese military planners decided that the best attack was from the waters north of Oahu due to Yoshikawa's report that military air patrols rarely watched the waters north of Oahu when winter seas were thought to be too treacherous for an enemy approach. Yoshikawa could see by simple observation that US navy ships in the harbor along "Battleship Row" were moored in pairs to protect the inboard ships from torpedo attacks and that that the water in Pearl Harbor wasn't deep enough for ordinary torpedoes. The IJN planners decided to attack those ships with armor-piercing bombs dropped from dive-bombers and redesigned their torpedoes with special fins that would work in shallow water.

Yoshikawa could also see by observing Pearl Harbor operations that Navy ships commonly left the harbor for maneuvers on Monday and returned to the port at the end of the week with Sunday being the most likely day they would all be in port. Numerous oral histories of Pearl Harbor veterans all noted that the weekend lighting of Navy ships like Christmas trees made it an excellent target and easy for anyone to see which ships were in port.

In mid-November 1941, the Japanese liner *Taiyo Maru* arrived in Honolulu with Suguru Suzuki, a lieutenant commander in the Japanese Imperial Navy on board. His secret mission was to contact Takeo Yoshikawa about the Pearl Harbor defenses and obtain the very latest intelligence for the planned December attack. Suzuki passed a list of questions to Yoshikawa through Honolulu Consul General Kita and was given 24 hours to respond. Years later, in a 1960 article, Yoshikawa recalled some of Suzuki's questions and his answers: "Where are the airports? For this question, I was able to provide a map with every detail, plus aerial photos which I had taken as late as October 21, and considerable structural detail."<sup>108</sup>

Clearly this was extremely valuable information for Japanese attack planners. "We knew then that things were building to a climax and that my work was almost done," Yoshikawa said in an interview after the war. Ironically after the war Yoshikawa received no pension or credit for his work. "I have been wiped clean from Japanese history," he complained.<sup>109</sup>

The Japanese selected December 8, 1941 (December 7<sup>th</sup> Hawaii Time) as the best day for the attack because it would be a Sunday which would mean minimal activity by the Americans, and there would be maximum daylight for the operation and take-off time since the attack was set for

<sup>108</sup> Savela, "The Spy Who Doomed Pearl Harbor," *Quarterly Journal of Military History*, Published online at Historynet.com 8 November 2011, Accessed 3 April 2014. <http://www.historynet.com/the-spy-who-doomed-pearl-harbor.htm>

<sup>109</sup> Savela, "The Spy Who Doomed Pearl Harbor."

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

0800 Hawaiian time. The primary mission of the attack was to "put the United States Pacific Fleet temporarily out of action, the main force of the attack was to be directed at battleships and carriers."<sup>110</sup>

On November 26, 1941, the Combined Fleet left Hitokappu bay at 0600. The fleet refueled successfully on December 3, 1941 and the fleet did not encounter any merchant shipping during its trip. The Task Force arrived at the launching point 200 miles north of Oahu at 0730, December 7, 1941 (Hawaiian time).<sup>111</sup>

To protect the element of surprise, during the approach, the IJN Navy issued the following instructions:

1. If discovered prior to "X"-minus-2-day, the Task Force was to return to Japan without executing the attack.
2. If discovered prior to "X"-1-day, the decision as to what action to take was the responsibility of the Task Force Commander.
3. If discovered on "X"-minus-1-day or the morning of "S"-day the Task Force was to continue with the attack.
4. If at any time during the approach to Pearl Harbor the negotiations with the United States had been successful the attack would have been cancelled.
5. If, at any time during the approach to Pearl Harbor the American Fleet attempted to intercept the Japanese Task Force, the Japanese planned to counterattack. If the American Fleet advanced into Japanese home waters in pursuit of the Task Force it was planned to commit the Main Body of the Japanese Fleet as a support force.

If, after arriving in Hawaiian waters, it was found that the American Fleet was at sea and not in Pearl Harbor, the Japanese planned to scout a 30-mile radius around Oahu and attack if contact was made; otherwise they were to withdraw.<sup>112</sup>

Following a Japanese War Cabinet meeting on December 1, 1941, in which the Emperor made the decision that Japan would declare war on the United States, Great Britain, and the Netherlands, Yamamoto received a coded message on December 2, 1941 reading, "Climb Mount Niitaka 1208" which meant that war would begin on December 8, 1941 following failed diplomacy.<sup>113</sup> The attack was ready to commence.

## US War Preparations in the Pacific

### Pacific Military Assets

Because of the geography of the Pacific, before and during the war, the US military had to develop a series of installations in the Pacific to provide supplies and staging areas for its forces. These bases ranged from full-scale bases and airfields like those constructed in Guam to small, temporary airfields on islands that were later abandoned when they were no longer needed. Appendix C provides a list of American military airfields in the Pacific during the war. Most of these bases were constructed by the Navy before the war under congressional emergency funding. The Navy contracted a large consortium of private contractors under a contract called the Contractors, Pacific Naval Air Bases contract (CPNAB). This contract was used to initially expand Ewa Field. The contract was awarded several years prior to hostilities to implement the military's strategic plan for primary and secondary support air bases across the Pacific. After the

<sup>110</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 14

<sup>111</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 15-16.

<sup>112</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 15-16.

<sup>113</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 62.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

December 1941 Japanese attacks across the Pacific, however, it was deemed politically unacceptable for loss of civilian lives, like in the case of Wake Island, which was deemed really a military effort. To solve this problem the Navy formed Construction Battalions (CB) or Seabees and the US Army expanded their Corps of Engineers. Many of the same people who were previously employed as private contractors were trained to work under possible battlefield conditions and were used to form the initial nucleus of the Seabees and the Corps that were instrumental in continuing the construction forward on air bases needed in the Pacific to implement the military's offensive war plan, relying heavily on air support as a critical element.<sup>114</sup> Ewa Field was a strategic support base to this larger military war plan in the Pacific.

### **Territory of Hawaii (Oahu) Military Installations**

Because of its natural port, the island of Oahu provided military planners with an excellent base for naval as well as aviation and land units. After the establishment of Pearl Harbor in 1912, the US military developed other bases in Oahu, including Scholfield Barracks in the 1920s to house US Army units on the island as a means to project its power into the Pacific. While these bases were originally small in comparison to bases in the continental United States, they would serve as the nucleus of America's war effort in the Pacific.

### **Construction of Military Installations within Battlefield of Ewa Plain, 1941**

Naval construction projects in Hawaii and the American islands of the Pacific, was conducted by Contractors Pacific Naval Air Bases (CPNAB) and was part of "the most stupendous building program ever undertaken in history."<sup>115</sup> Seeing the large scale of the construction work the Navy needed in the Pacific, and knowing that no one company was capable of it, a consortium of three construction companies, each a specialist in its own field, combined to design and construct defense installations in the Pacific Ocean area, including the islands of Hawaii, Wake, Johnston, and Midway. CPNAB's cost-plus-a-fixed fee contract, NOy-4173, began with a capacity of \$31 million and expanded to over \$200 million.<sup>116</sup> Because of the size of the projects, CPNAB subcontracted with the renowned industrial architectural firm Albert Kahn Associates to design facilities and in the case of Ewa Field local design fell to the 14<sup>th</sup> Naval District Design Division under noted Architect named Van Oort, and Morrison-Knudsen Construction Company was brought in, which constructed the Hoover Dam, as contractor.<sup>117</sup>

CPNAB officials described the initial layout of the airfield:

The site-plan layout (by the Design Section of the Public Works Department, 14<sup>th</sup> Naval District) was determined by the existence on the site of the Ewa mooring mast and the small emergency landing field. From this field the main runway was developed, in the direction of the prevailing northeasterly trade winds. The first building areas were developed adjacent to this and the first cross runway.<sup>118</sup>

Even with the new base, US military leaders in Hawaii did not feel they had enough assets to defend Pearl Harbor. In May 1941 Admiral Husband E. Kimmel, Commander, Pacific Fleet, wrote the Chief of Naval Operations:

The defense of the Fleet base at Pearl Harbor is a matter of considerable concern. We should continue to bring pressure to bear on the Army to get more anti-aircraft guns,

<sup>114</sup> Hule, *Can Do!: The Story of the Seabees*, Bluejacket Books, 1944.

<sup>115</sup> Anthony, *Hawaii Under Army Rule* (Honolulu: University of Hawaii Press, 1975), 3.

<sup>116</sup> Anthony, *Hawaii Under Army Rule*, 3; Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 2*, 121.

<sup>117</sup> Steve Spiller, "An Island Worth Defending," presentation to the Redlands Fortnightly Meeting, #1748, electronic document, <http://www.redlandsfortnightly.org/papers/spiller07.html>.

<sup>118</sup> Contractors Pacific Naval Air Bases n.d.: A-978 quoted in Ann K. Yoklavich, *Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279*, p. 8.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

airplanes, and RADAR equipment to Hawaii and to insure [sic] priority for this over Continental and expanding Army needs. The naval forces available to Commandant are meager to the point of nonexistence. A Fleet base is a place of rest, recreation, and resustenance and must afford protection of the Fleet at anchor and during entrance and egress independent of the units of the Fleet. If units of a fleet must be employed for its own defense, in its base, its freedom of action for offensive operations is seriously curtailed possibly to the point where it is tied to the base by the necessities for defense of that base.<sup>119</sup>

While the admirals continued to debate the size of the defense force in the islands, the marines arrived at their new base. In January 1941, the Second Marine Aircraft Group, minus a rear echelon, sailed from San Diego for Hawaii. Lt. Col. Lewis Merritt's unit was quartered at Pearl Harbor, but a construction detail began on a work camp at Ewa. Major Ivan Miller was in charge of the work camp. The marines completed the landing mat at Ewa on January 24, 1941, and it was used for carrier landing practice.<sup>120</sup> Also in January, the marines opened a Post Exchange at Ewa. The next month, they constructed a 12-hole, box-type latrine and a sawmill to help with the much needed tent poles. Soon they had constructed rows of pyramidal tents "back to back separated by a space of three feet and facing a company street 21 ft wide (Figure 25)."<sup>121</sup> The marines also erected 59 walled tents for junior officers, hospital tents for field officers, and various size tents for storage, maintenance, and flight operations.<sup>122</sup>

The Second Marine Aircraft Group's aircraft arrived from Ford Island on February 3, 1941, and the rest of the personnel arrived by February 13<sup>th</sup>, the same night the mooring mast caught on fire, but did not cause much damage to the structure.<sup>123</sup> The airfield grew in February with construction of a water tower, mess hall and a parachute loft with 23-ft-tall drying tower. To beautify the camp, the marines used the native white coral and flowers and plants. The newly created base even had its own camp nursery and local gardens.<sup>124</sup> While working on the new area, Merritt stated that "some operational difficulties [at the field, including] the warming-up platform inadequate in as much as it is a thin oil coat over dust and can be practically washed away by gasoline."<sup>125</sup>

Although the newly constructed airfield was away from the other bases near Pearl Harbor, it was far from isolated. The Oahu Railway ran buses from the guard tent to town. There was also work-related traffic to NAS Pearl Harbor.<sup>126</sup> In regard to other recreation, the marines had a boxing ring at the field, and manager of the Ewa Plantation invited the men to the plantation's chapel for Sunday services until a naval chaplain was assigned to the field.<sup>127</sup>

Through the spring, the new airfield continued to expand. By May 7, 1941, a new era of permanence arrived at the base when a general order forbade the erection of any tent or other structure.<sup>128</sup> To assist in the construction of the runways, the Navy constructed an asphalt hot-mix plant with a 4,000-pound batch capacity at Barbers Point. The plant would supply 1,650,000 square yards of paving for the Ewa runways' expansion, and for all the roads, sidewalks, and parking areas in the southwestern portion of Oahu.<sup>129</sup> The grading of the new

<sup>119</sup> Gudmens, *Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America*, 86.

<sup>120</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 14-16.

<sup>121</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 19.

<sup>122</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 19-20.

<sup>123</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 20.

<sup>124</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 22.

<sup>125</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 16, 18.

<sup>126</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 24.

<sup>127</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 24-26.

<sup>128</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 29.

<sup>129</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 2*, 140.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

runway extension and new cross-runway at Ewa were completed by the spring of 1941; and in June 1941, the runways were paved and attention turned towards construction of facilities for personnel (Figure 26). The plan was to use the Ewa runways only until the Barbers Point air station was completed. Clearing for the Barbers Point runways and some paving was evident on December 7, 1941, but no other work had been started on this new station. In early 1942 it was decided to make Ewa a separate station; and in September 1942 it was established as Marine Corps Air Station Ewa<sup>130</sup> (see Figure 11).

Work begin in July on the construction of two barracks to house a total of 3,000 men, a bachelor officers' quarters to house 100 men, a storehouse, shops, a dispensary, mess facilities, and an operations building. Two additional runways were outlined at this time, along with the construction of a 300 by 950-foot warm-up platform, and the relocation of one hangar from Ford Island to Ewa.<sup>131</sup>

During the new construction, the Second Marine Aircraft group was designated the Marine Aircraft Group Twenty-One, but still retained the same mission: "building up an airfield and giving, at the same time, as much tactical and technical training as possible to all hands."<sup>132</sup>

In August 1941, the Navy authorized the expansion of the east-west runway (11-29) by 500 feet, the construction of a warming-up pad, a new hangar, underground gasoline storage, recreation building, and 2,000-foot spur line from the Oahu Railway.<sup>133</sup> The first hangar at MCAS Ewa, was an old metal hangar first used at Wheeler Field, then "moved from Luke Field, Ford Island, and re-erected at Ewa."<sup>134</sup> Historian Ann K. Yoklavich argued that the "re-use of an existing structure indicates that at this station 'the chief criterion was emergency construction of the cheapest and quickest sort.'"<sup>135</sup>

However, those initial plans were quickly changed to meet the growing needs of the US military. On October 15, 1941, foundations were laid at MCAS Ewa for nine 128 ft by 28-ft wooden barracks, while six were nearly complete. By the end of October, 700 enlisted men vacated their canvas tents and moved into nine barracks. The frames of the tents were cleared away for the construction of five additional barracks<sup>136</sup>. On November 29, 1941, the officers left their tents and moved into newly constructed bachelor officers' quarters. Hot water was installed in all showers by the end of November, while a night urinal building was still under construction.<sup>137</sup>

Headquarters, SS-21, VMSB-232, the rear echelon of VMF-211, and VMJ-252 were the only squadrons on Ewa at the time of the Japanese attack. On November 28, 1941, the forward echelon of VMF-211 under the command of Major Paul A. Putnam departed from Ewa Mooring Mast for Ford Island where they joined the U.S.S. Enterprise Carrier Group. On December 4, 1941 they launched from the carrier and landed on Wake Island. At the same time, 18 SB2U-3's of VMSB-231 under the command of Major C.J. Chappell, Jr. were aboard the U.S.S. Lexington with orders to do a fly-off of marine aircraft to Midway. After the Japanese attacks, not knowing the location of the Japanese fleet, the aircraft carrier was withdrawn and the on-board aircraft were ordered to return to Ewa on December 10, 1941. This order assumed there was a greater

<sup>130</sup> *Star Bulletin* quoted in Ann K. Yoklavich, Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279, p. 28.

<sup>131</sup> Bureau of Yards and Docks, *Building the Navy's Bases in World War II, Volume 2*, 144.

<sup>132</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 33.

<sup>133</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 34-35.

<sup>134</sup> Ann K. Yoklavich, Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa Hangar (Facility No. 1146) HABS No. HI-279-F, p. 1

<sup>135</sup> Ann K. Yoklavich, Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa Hangar (Facility No. 1146) HABS No. HI-279-F, p. 1

<sup>136</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 39.

<sup>137</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1944, (1944)*, 41.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

immediate need to protect Pearl Harbor and delivery to reinforce Midway could occur at a later safer time.

Major W.L.J. Baylor of Headquarters, SS-21 and 2<sup>nd</sup> Lt. R.J. Conderman of VMF-211, along with a group of 47 enlisted men, the majority of who were from the tactical squadrons on the Ewa station, were transported aboard the U.S.S. Wright on November 19, 1941 to Wake Island in order to establish a Base Radio Station for Air-Ground Communications. After Baylor completed this station he was transported to Midway to establish another Base Radio Station. Three enlisted men from Hq&SS-21 were assigned to each of these two stations as operators. Second Lt. L.D. Everton along with detachment of 60 enlisted men of VMSB-232 were transported to Midway on November 19, 1941 aboard the U.S.S. Wright. The VMF-221 squadron embarked on the U.S.S. Saratogo for Pearl Harbor on December 8, 1941, and arrived at Ewa on December 15, 1941.

By December 6, 1941, although still partially under construction, MCAS Ewa was a fully functioning temporary defensive airfield working in coordination with forward echelon Marine air units deployed to the outlying defensive bases at Wake and Midway. The marines had 48 remaining or rear echelon aircraft stationed at Ewa, most of them new SBD dive-bombers or F4F fighters (Table 3). These planes made up three squadrons of the 21<sup>st</sup> Marine Aircraft Group. The Ewa Field's ability to launch defensive aircraft and the possibly of retaliatory strikes represented a real threat to any attacker, and so the Japanese raiders marked the airfield for destruction.

**Table 3**  
**American Aircraft Present at Ewa Field, December 7, 1941.**<sup>138</sup>

Aircraft Type	Number Present
SBD-2	3
SBD-1	20
F4F_3	10
SB2U-3	8
R3D.... 2	2
JO-2	1
J2F-4	2
JRS-1	1
SNJ	1
Total	48

**Non-Military Installations within Ewa Plain Battlefield Area**

In addition to the military construction at Ewa Field, the primary developments within Ewa Plain were associated with the Ewa Plantation. The HABS documentation of the plantation described the industrial center of the plantation during the 1930s as:

In the late 1930s and the 1940s new industrial buildings were all built along or near the dirt road that ran from Renton Road to the Ewa train depot along the OR&L Co. line. Six buildings and a lumber rack were built abutting the right-of-way of the dirt road. Five buildings had their gable ends facing the road, and one was oriented at 90 degrees from the others, with its longer side along the road. Two small buildings were built circa 1939 immediately behind these buildings, and by 1948 a larger storage building and adjacent small electrical building had been erected, farther west than the two 1939 buildings.<sup>139</sup>

<sup>138</sup> Hollingshead, "The Japanese Attack of 7 Dec. 1941 on the Marine Corps Air Station, Ewa, Oahu, Territory of Hawaii" (mimeographed monograph prepared by the Historical Division of the Marine Corps), (1946), 5-6.

<sup>139</sup> Mason Architects, Ewa Plantation Company, Industrial Center HABS- No. HI-384, p.4

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

In addition to the industrial center, the Plantation contained a mill village located north of Ewa Field.

Additionally, the U.S. Coast Guard operated a lighthouse at Barber's Point to aid navigation around the Southern shore of Oahu to Pearl Harbor. The original lighthouse was established in 1888; however, a new 72-foot tower was constructed in 1933 and the old coral lighthouse was removed to its foundation that same year. During the attack on December 7, 1941, John M. Sweeney, the U.S. Coast Guard Station Keeper at Barbers Point Light Station, stated he saw Japanese and American planes flying overhead as well as parachutists landing near the light. This was thought to be the crew of a Japanese dive bomber damaged during the attack but more likely what was observed from afar were the USS Enterprise aviators parachuting in the area. Sweeney was warned not to go outside by Army defenders of the 55<sup>th</sup> or 251<sup>st</sup> during the attack. After the battle, the Army reinforced its defensive positions around the lighthouse including additional machine gun emplacements.<sup>140</sup>

### **Roles of Army and Navy in Oahu/Hawaii**

General George Marshall, Chief of Staff of the Army, informed Lt. Gen. Walter C. Short that the primary goal of the US military in Hawaii was the protection of the fleet, and that the Army should work with the Navy to ensure the protection of the fleet and its facilities. Soon after Short's arrival, Major General Frederick L. Martin and Rear Admiral Patrick Bellinger prepared the Martin-Bellinger Report that described the Japanese threat to Hawaii.<sup>141</sup> They predicted:

- (a) A declaration of war might be preceded by:
1. A surprise submarine attack on ships in the operating area;
  2. A surprise attack on Oahu including ships and installations in Pearl Harbor; or
  3. A combination of these two.
- (b) It appears that the most likely and dangerous form of attack on Oahu would be an air attack. It is believed that at present such an attack would most likely be launched from one or more carriers, which would probably approach inside of three hundred miles.
- (c) In a dawn air attack there is a high probability that it could be delivered as a complete surprise in spite of any patrols we might be using and that it might find us in a condition of readiness under which pursuit would be slow to start.<sup>142</sup>

To counter the Japanese threat, Short and Bloch published the Joint Coastal Frontier Defense Plan (JCFDP) on April 11, 1941. The JCFDP was a comprehensive plan for the defense of Hawaii by the Army and Navy. The plan detailed the task of holding Oahu as a main outlying naval base, while also controlling and protecting shipping in the Coastal Zone. The plan provided the two military branches with a plan for the defense of Pearl Harbor and other installations in Hawaii; however, the plan was flawed in two ways – its success depended upon good intelligence and advanced notice of an attack.<sup>143</sup>

As part of the JCFDP, the Army established the Advanced Warning System; composed of air-warning centers, radar stations, and observation posts. Six SCR-270 mobile radar station and three SCR-271 fixed radar sites were established by December 1941. The system was tested on November 12, 1941 when the Navy launched aircraft from a carrier 80 miles from Oahu and they

<sup>140</sup> Barbers Point Light, electronic document, <http://www.uscg.mil/history/weblighthouses/LHHI.asp>.

<sup>141</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 88.

<sup>142</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 89.

<sup>143</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 90.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

were seen by radar. A mock counterattack was launched within six minutes, confronting the "enemy" 30 miles from Oahu.<sup>144</sup>

On July 26, 1941, military forces on Hawaii including marines at Ewa Field, participated in a field exercise conducted under the joint supervision of Lt. Gen. Walter C. Short and Admiral Husband E. Kimmel. A message was sent to Ewa Field that two (hypothetical) enemy battalions landed at Kahuku (the northern tip of Oahu). The drill practiced five different types of communications: teletype, radio, telephone, observation plane, and motorcycle. The teletype message arrived two minutes before the radio message and three minutes earlier than the telephone message. The observation plane message and motorcycle messages arrived later. As part of the exercise, a squadron from Ewa Field and a squadron from Ford Island practiced dive bombing the enemy and then left the 21<sup>st</sup> Infantry to practice eliminating any remaining enemy forces at the beach. Then, both airplane squadrons simulated an attack on Pearl Harbor to give air raid defenses practice. These two squadrons also practiced strafing front-line infantry and local reserves, as well as dive bombing some artillery positions. Both Lt. Gen. Short and Admiral Kimmel considered the field exercise a success.

Furthermore, both the Army and Navy had numerical alert systems that ranged from one to three. Within the Army's system, (1) indicated a minor alert, while (3) indicated a major alert. The numerical system was opposite for the Navy with (1) indicating a major alert and (3) indicating a minor alert. This numerical difference would cause communication problems during December 1941.<sup>145</sup>

## Battle of Ewa Plain, December 7, 1941

### Introduction

On the morning of December 7, 1941, two military forces were hours away from a dramatic battle; however, only one side was prepared for the fight. The Japanese Armada was steaming to within striking range of the American bases. The Japanese reported the weather at 0530 on December 7, 1941 to consist of winds coming at 14 meters from the east, with a ceiling of 1,700 meters and 70 percent cover.<sup>146</sup>

The weather would be acceptable for the attack. The Japanese also had the element of surprise since they knew that most military personnel were off duty on Sunday. As the carriers began to launch their aircraft, the Japanese military set in motion an attack that would result in the United States entering World War II and ultimately tipping the scale of the war towards the Allies.

### Midnight to 7:40 AM Hawaii Time

#### IJN at Sea

In the early morning of December 7, 1941, the Japanese forces were poised to strike. At 0530, Japanese cruisers Tone and Chickuma from the 1<sup>st</sup> Air Fleet launched the first seaplanes 230 miles from Oahu to scout the area. The first reconnaissance plane, flying at a high altitude, reported nine battleships, a heavy cruiser, and six light cruisers in the harbor. Its pilot also provided a favorable weather report of the area.<sup>147</sup> The other plane surveyed the Lahaina Bay anchorage, where the Pacific Fleet sometimes anchored, and found no Fleet ships were anchored. The Japanese plan would need no revision. Thirty minutes later, the first wave of

<sup>144</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 92.

<sup>145</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 94.

<sup>146</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 99.

<sup>147</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America99.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

Japanese airplanes was launched consisting of 183 planes, which included high-level bombers, dive bombers, torpedo bombers, and fighters. The fleet continued sailing south, as the second wave aircrafts were brought up for launch. The second wave launched at 0715 and consisted of 167 aircraft (Figure 27). Japanese submarines off the southern shore of Oahu launched five midget submarines through the patrolling U.S. ships at watch. The Coast Guard Cutter USS Tiger was the sentry ship stationed that morning just off shore of Ewa Field and Barbers Point and responded to usual activity on their recently installed sonar prior to the air attack

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### IJN Attack Plan

The Japanese air attack was organized with three waves each composed of three air groups (Figures 28, 29, and 30). They also maintained a combat air patrol as well as six reconnaissance flights by ship-based seaplanes (Table 4).

**Table 4**  
**Reconnaissance Aircraft Used by the Japanese During December 7, 1941 attacks.** <sup>148</sup>

Type Aircraft	Number of Aircraft	Ships	Mission
Type Zero recon seaplane	1	<i>Tone</i> and <i>Chikuma</i>	Reconnaissance of Pearl Harbor and Lahaina anchorage just before attack
Type 91 recon seaplane	4	<i>Hiei</i> and <i>Kirishima</i>	Patrol waters around Oahu during attack.

Appendix D lists the objectives of the Japanese attack plan, including targets at Ewa Field.

The two waves of attacking aircraft contained three types of planes:

- + The fighter aircraft were Mitsubishi A6M;
- + The dive bomber aircraft were Aichi D3A; and
- + The level bomber aircraft were Nakajima B5N.

Each aircraft type was tasked with certain missions based on their armament. For example, fighters were tasked with protecting the level and dive bombers by engaging any US aircraft that would become airborne to challenge them (air control) and also strafing parked aircraft. The dive bombers attacked ground targets at Pearl Harbor (Ford Island) and Wheeler Field as well as ships in the harbor. The level bombers attacked capital ships in the harbor and also land targets at Ford Island, Hickam Field, Ewa Field, and Kaneohe. <sup>149</sup>

Most of the aircraft that attacked Ewa came from the Japanese aircraft carriers, Hiryu, and Kaga (Figure 31). Appendices E and F provide information on the two carriers and three types of aircraft used in the attack on Ewa Field.

### Ewa Field

At Ewa Field, most of the marines were either still asleep or had already arose for their daily tasks. Marines were entering the chow hall while others were planning what they were going to do on Sunday, their day of rest.

<sup>148</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 13-14.

<sup>149</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 43.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

### Enterprise and its Planes

At 0615, 18 planes from the U.S.S. Enterprises' Scouting Squadron Six (VS-6) and Bombing Squadron Six (VB-6) took off 215 miles west of Oahu with a mission to search a sector 058°-095° and then head to the Naval Air Station at Ford Island. None of the Enterprise's planes observed the Japanese fleet until the US planes arrived at Barber's Point at 0820.<sup>150</sup>

### B-17 Planes coming from California

To bolster US forces in the Philippines, the War Department had ordered eight B-17 aircraft of the 38<sup>th</sup> Reconnaissance Squadron (Heavy) and eight B-17s from the 88<sup>th</sup> Reconnaissance Squadron (Heavy) to fly from Hamilton Field, California to the Philippines. On December 6, 1941, 12 of the planes began the first leg from California to Hawaii. After a long trip, the B-17s arrived at Hickam Field at 0745 and spotted Japanese aircraft in the Ewa Field and Pearl Harbor area. The Japanese attacked the formation and destroyed two B-17s.<sup>151</sup> Figures 32 and 33 depict IJN aircraft taken by Lee Embree, a B-17 crew member.

### Ships in Pearl Harbor (and Carriers not at Pearl Harbor)

As the Japanese forces approached Pearl Harbor, the bulk of the American Pacific Fleet was in the harbor (Appendix G). Absent were three Pacific Fleet aircraft carriers: U.S.S. Enterprise (CV-6), U.S.S. Lexington (CV-2), and U.S.S. Saratoga (CV-3). The U.S.S. Enterprise, along with the heavy cruisers Northampton (CA-26), Chester (CA-27), and Salt Lake City (CA-24) and nine destroyers were ferrying the 12 Grumman F4F-3 Wildcats of Marine Fighting Squadron (VMF) 211 to Wake Island. On December 7, 1941, the Enterprise and its group was 215 miles west of Oahu. The U.S.S. Lexington supported by heavy cruisers Chicago (CA-29), Portland (CA-33), and Astoria (CA-34), and five destroyers were approximately 500 miles southeast of Midway on the mission to ferry 18 Vought SB2U-3 Vindicators of Marine Scout Bombing Squadron 231 to Midway Island. Finally, the Saratoga, was at NAS San Diego [North Island] preparing for the trip to Pearl Harbor.<sup>152</sup> The marines and aircraft enroute from Marine Corps Air Station Ewa to other Pacific military installations survived the December 7<sup>th</sup> attack on Oahu to contribute elsewhere in the war efforts.

### Radar Sites

By December 1941, the US Army operated six SCR-270 mobile radar stations, and three SCR-271 fixed radar sites lacking equipment. These radar and operations posts were connected by telephone to the Air Warning Center at Fort Shafter. Radar operators for these sites were sent aboard Navy vessels in order to learn how to operate the equipment, and to maximize its full potential. The Hawaiian Department created the Interceptor Command to enhance radar potential. Commanded by BG Howard C. Davidson, Commander of the 14<sup>th</sup> Pursuit Wing, the Interceptor Command was most associated with determining if an aircraft was either a friend or enemy.<sup>153</sup>

At the Opana Radar Station, Private Joseph Lockard had been instructing Private George Elliot on operating the radar. When the two learned that their transportation would be late, Lockard decided to keep the station operating to continue training. At 0702 Elliot observed a large formation of airplanes approaching Oahu from the north (the first Japanese attack wave). They called the command post at Shafter who informed them it was the B-17s coming in from the

<sup>150</sup> Commander, Enterprise Air Group, Report of Action with Japanese Air Force at Oahu, T.K., December 7, 1941. Dated December 15, 1941.

<sup>151</sup> McKillop, "The B-17 Flight," Electronic document, [http://homepage.ntlworld.com/andrew.etherington/articles/level1/pearl\\_harbor\\_the\\_b17\\_flight.htm](http://homepage.ntlworld.com/andrew.etherington/articles/level1/pearl_harbor_the_b17_flight.htm).

<sup>152</sup> "Pearl Harbor Attacks, 7 December 1941 Carrier Locations," Electronic document <http://www.history.navy.mil/faqs/faq66-9.htm>.

<sup>153</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 91-92

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

states. Elliott and Lockard continued to track the Japanese until 0739 when they shut down the radar. The warning never reached the Navy.<sup>154</sup>

Meanwhile, USS Ward (DD-139)<sup>155</sup> under the command of LCDR William W. Outerbridge, fired the first American shot in World War II, when she engaged and sank a Japanese submarine at about 06:45 AM off the Ewa shore near the entrance to Pearl harbor. A dispatch by voice transmission was sent to Commandant, Fourteenth Naval District at 0645 which stated: "We have attacked, fired upon, and dropped depth charges on a submarine operating in defensive sea areas."<sup>156</sup>

## 7:40 to 10:00AM Hawaii Time

### Air – Ground Assault

#### First Wave, 0740

The first wave attack on military bases in Hawaii had two missions. First, Japanese fighters would strafe and destroy American planes on the ground and in the air at major airfields. Fighters would also protect the slower dive bombers and torpedo aircraft that were tasked with attacking the battleships and other ships in the harbor. The general order stated that fighters of the first wave would first acquire air superiority by destroying any American aircraft in the sky, then "In the event that no enemy aircraft are encountered in the air, the units will immediately shift to the strafing of parked aircraft"<sup>157</sup> (Figure 34).

During an interview in 1950, Jinichi Goto, who led the second group of torpedo planes from the Akagi Carrier during the first attack wave stated:

"Just as they passed over Barbers Point the altitude of Goto's plane was slightly under 500 meters; he [Goto] could see the parked planes clearly in the sunlight [at Ewa Mooring Mast Field]: there were no signs of activity on the ground. Goto thought that the Americans were perhaps still at Sunday morning breakfast."<sup>158</sup> (Bracketed information added.)

Goto was correct; some of the marines were still in the mess halls having breakfast. The aerial attack on Ewa Field preceded the attack at Pearl Harbor by about two minutes because of the location of the base near Oahu's south shore. At 0740, the Mitsubishi A6M Zeke single-seater fighter planes under Fuchida split into two formations at Kahuku Point. No less than 43 Zekes (later called Zeros) headed to Wheeler field, 11 headed to NAS Kaneohe, and the 18 remaining fighters headed to Ewa.<sup>159</sup>

The first aircraft sighting reported by John Hughes was observed from outside the front door of his barracks. His barracks was the first barracks across the road from the recreation hall. As he looked north he observed a low flying torpedo bomber with the striking red emblem as it flashed between trees as he looked out the main gate of the base toward the cane fields north of Verona Village.

At 7:53 a.m. (or 7:55 am) Ewa's officer of the day, Captain Leonard Ashwell, looked up from the mess hall and saw a line of 18 Japanese torpedo planes at an altitude of approximately 1,000 ft, heading for Pearl Harbor. The aircraft were south of Ewa and Barbers Point traveling up the

<sup>154</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 97-98.

<sup>155</sup> <http://www.history.navy.mil/docs/wwii/pearl/ph97.htm>

<sup>156</sup> Gudmens, Staff Ride Handbook for the Attack on Pearl Harbor, 7 December 1941 A Study of Defending America, 97-98.

<sup>157</sup> Military History Section, Headquarters Army Forces Far East, *Pearl Harbor Operations: General Outline of Orders and Plans, Japanese Monograph No. 97*, 13

<sup>158</sup> Prange, Interview notes for Jinichi Goto, interviewed 17 January 1950.

<sup>159</sup> McWilliams, *Sunday in Hell: Pearl Harbor, Minute by Minute* (New York: E-Reads, 2011).

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

beach towards the Pearl Harbor Naval Base.<sup>160</sup> It was then Ashwell saw the second formation of Japanese aircraft coming from the hills in the direction of Nanakuli to the northwest. The formation (single-seated fighters) passed just to the north of Ewa, wheeled right and attacked this camp (Ewa Mooring Mast Field) from a string formation."<sup>161</sup> Ashwell turned back into the mess, shouting: "Air Raid... Air Raid! Pass the word!" before heading to the guardhouse, to have "call to arms" sounded.<sup>162</sup> At 0755, Ewa's bugler sounded "Assembly the Colors."<sup>163</sup>

The Japanese formation was composed of two squadrons of Mitsubishi A6M Zeke single-seater fighter planes for machine-gun strafing of aircraft and hangars.<sup>164</sup> Lieutenant Commander Shigeru Itaya led the Carrier Akagi's nine Zekes ( Zeros) and Lieutenant Yoshio Shiga headed another division of nine Zekes from the Carrier Kaga.<sup>165</sup> The fighter aircraft descended from 1000 feet to within 20 to 25 feet of the ground, attacking the parked planes on the ground with short bursts of gunfire.<sup>166</sup> Twenty-one Zekes made repeated passes at Ewa's parked aircraft, firing one after the other until a good half had been destroyed or seriously damaged. Gas spilled from the tanks and soon the area flamed with blazing puddles.<sup>167</sup> The fighters used incendiary, explosive and armor piercing bullets from their 7.7mm and 20 mm machine guns.<sup>168</sup> Itaya's group probably carried out only one pass at Ewa before moving on to the Army Air Forces' Hickam Field, the headquarters of the Hawaiian Air Force's 18th Bombardment Wing<sup>169</sup> (see Figure 30).

Japanese fighters were tasked with preventing American planes from becoming airborne during the attack. Fortunately, the Japanese fliers on their first strike at Ewa Field concentrated their fire on tactical planes first (rather the personnel and facilities), according to the CO of MAG-21, who reported that "Enemy airplanes approached as low as 20 to 25 feet over the ground, attacking single airplanes with short bursts of gunfire."<sup>170</sup> After such a foray, the Japanese would "pull up over the tree tops, reverse their course, and attack from the opposite direction."<sup>171</sup> After the tactical planes were struck, the Japanese turned their attention to any other aircraft and the marines. Although some Ewa pilots hoped to get airborne, most aircraft were either afire or riddled beyond any hope of immediate use.<sup>172</sup>

It was apparent to the Ewa Marines that the primary mission of the Japanese first wave attack was the destruction of all aircraft lined up on the northwest portion of the apron/runway. It was standard operating procedure for the aircraft to be parked close together on the runways and ramps to protect them from sabotage, which was seen as a bigger threat than an aerial assault. They were also lined up for an inspection that occurred on December 6, 1941. Unfortunately, this expedited the destruction of almost all of the American planes (at Ewa) on the ground by Japanese pilots. Marine Corps Historian Billie Hollingshead argued that:

<sup>160</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 6.

<sup>161</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 45.

<sup>162</sup> McKillop, "U.S. Marine Corps Aviation In Hawaii," Electronic document, [http://homepage.nflworld.com/andrew.etherington/articles/level1/pearl\\_harbor\\_us\\_marine\\_corps\\_aviation\\_in\\_hawaii.htm](http://homepage.nflworld.com/andrew.etherington/articles/level1/pearl_harbor_us_marine_corps_aviation_in_hawaii.htm)

<sup>163</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute, 2011*.

<sup>164</sup> The number of aircraft in this wave is reported as 19 or 21.

<sup>165</sup> McKillop, "U.S. Marine Corps Aviation In Hawaii,"

<sup>166</sup> Some accounts state it was the northwest which is more keeping with the maps of the attack.

<sup>167</sup> Prange, *At Dawn We Slept: The Untold Story of Pearl Harbor* (1981), 524.

<sup>168</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 9.

<sup>169</sup> McKillop, "U.S. Marine Corps Aviation In Hawaii"

<sup>170</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 46.

<sup>171</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 46.

<sup>172</sup> Creasman and Wenger, *Infamous Day: Marines of Pearl Harbor, 7 December 1941*. Marines in World War II Commemorative Series, (1992), p. 17.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

So precise and well executed were the individual attacks that it appears as though each plane previously had selected its particular target; and aimed at the wings of the aircraft on the ground with the purpose of riddling them, and setting fire to the gas tanks, in order to render them useless for pursuit and interception.<sup>173</sup>

Lt. Col. Claude Larkin, USMC, commander of the base, stated that the Japanese aircraft formations were about one to two miles apart, which would indicate there were several smaller waves within the larger attack.<sup>174</sup> Lt. Col. Larkin commented that marine aircraft were "parked around the perimeter of the landing areas" and unlike other bases in the area they were not anchored down.<sup>175</sup> It appears that the Japanese planes made eight passes over Ewa Field during the First Wave<sup>176</sup> (Figures 35, 36, and 37).

At 0825, Lieutenant C.E. Dickinson, USN (Pilot of 6-S-4) was approaching Barbers Point from the south at 1500 feet altitude when he noticed numerous shell splashes in the water by the entrance to Pearl Harbor. "I then looked for the source" he stated in an after action report "I saw numerous anti-aircraft bursts above Pearl Harbor. Ewa Field was on fire sending up dense smoke as high as 5000 feet above Barbers Point"<sup>177</sup> (Figure 38).

Records indicate that Japanese aircraft flew over the treetops (probably on the east side of the base), and reversed their course, attacking from the opposite direction.<sup>178</sup> Based on the size of the base and turning radius of the aircraft, it can be assumed they did not venture that far east of the base.<sup>179</sup> The Japanese war planners feared the American aircraft and wanted to ensure that their forces had achieved air superiority before the next wave. The first wave only lasted 10 to 15 minutes, and Larkin commented that after the initial destruction, the attack "concentrated on personnel, VJ types, and aircraft that were obviously out for repairs."<sup>180</sup>

Not everyone at Ewa understood at first the base was under attack. Technical Sergeant Henry H. Anglin, the noncommissioned-officer-in-charge of the photographic section at Ewa was taking photos of his son when the attack happened. Anglin described the attack as "mingled noise of airplanes and machine guns." Anglin went outside to investigate and thought it was Army pilots showing off.<sup>181</sup> Later, Anglin was injured during the attack.

PFC Lewis D. Graham described the attack this way:

<sup>173</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 8.

<sup>174</sup> United States. *Pearl Harbor Attack. Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Congress of the United States, First Sessions : Pursuant to S. Con. Res. 27 (79th Congress) : a Concurrent Resolution Authorizing an Investigation of the Attack on Pearl Harbor on December 7, 1941, and Events and Circumstances Relating Thereto. Volume 23* (Washington: U.S. G.P.O., 1946), 709.

<sup>175</sup> United States. *Pearl Harbor Attack. Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Congress of the United States, First Sessions : Pursuant to S. Con. Res. 27 (79th Congress) : a Concurrent Resolution Authorizing an Investigation of the Attack on Pearl Harbor on December 7, 1941, and Events and Circumstances Relating Thereto. Volume 23.* 709.

<sup>176</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute*, 2011.

<sup>177</sup> <http://www.cv6.org/ship/logs/ph/ced19411207.htm>

<sup>178</sup> United States. *Pearl Harbor Attack. Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Congress of the United States, First Sessions : Pursuant to S. Con. Res. 27 (79th Congress) : a Concurrent Resolution Authorizing an Investigation of the Attack on Pearl Harbor on December 7, 1941, and Events and Circumstances Relating Thereto. Volume 1*, 44; Claude Larkin, "Report of Action on December 7, 1941." After action report. Appendix L of document History of the Marine Corps Air Station Ewa, Oahu, T.H., 1941-1944. (December 30, 1941), 1.

<sup>179</sup> Military History Section, Headquarters Army Forces Far East, *Pearl Harbor Operations: General Outline of Orders and Plans, Japanese Monograph No. 97*, 13.

<sup>180</sup> Larkin, *Report of Action on December 7, 1941*, 1.

<sup>181</sup> McKillop, "U.S. Marine Corps Aviation In Hawaii,"

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

Had just returned to barracks from Mess Hall as they started to raise the colors. Our barracks was located next to the guardhouse and a small group (three or four) of myself and comrades were watching the ceremony through the screened window. We observed a three plane formation flying low to the north and immediately noted the "Rising Sun emblem, and heard a short burst of gun fire - Then "All Hell Let Loose". The Bugler, (SGT. Sachs) after completing the Raising of Colors, began blowing Battle Stations, to which most of us had already responded. Having been issued rifles but no ammunition, a small group headed for Transportation, where a truck was obtained, loaded it with ammo from the nearby Ammo Dump and drove up and down the streets kicking it off to make available to any concentration of fellow marines. In a few short minutes Rifle Squads were formed and defense was begun for what we feared would be an attempt to land troops by the enemy. The next several hours (or days) we built defenses (sand bag, machine gun emplacements, etc.).<sup>182</sup>

Sgt. Maynard Hoffman described the attack this way:<sup>183</sup> Suddenly, an aircraft banked around a nearby flagpole, flying no more than 100 feet off the ground. Knowing that the front guard shack by the flagpole would have some ammunition they ran that way. Hoffmann said they were strafed on the way and he could hear the bullets flying by like "angry bees."<sup>184</sup>

There was an officer, Hoffmann stated in an interview, who had acquired a brand new station wagon. It was parked outside of the exchange tent, so a sergeant jumped into it, crossed the runway under fire, to get to an underground ammunition bunker (likely the same Karst bunker described in the Command history.) They rammed the doors so that they could get in and he and some other marines loaded the station wagon with ammunition and then he took off again across the runway under fire to reach the officer of the day post and unload the ammunition. And that is the only reason we had any ammunition.<sup>185</sup>

During the attack, marines used whatever weapons they had on hand, which was not much to defend the base. As soon as the first wave was over, marines who had already attempted to defend the base quickly fortified and attempted to conceal their positions with whatever materials they had and at the same time trying to salvage what they could of burning equipment and aircraft. Marines used Springfield Rifles, 30-caliber machine guns (taken from the armory) and damaged aircraft to set up new anti-aircraft positions; essentially any weapons at their disposal.

Private William O. Turner and Master Sergeant Emil S. Peters, removed the machine gun from the rear cockpit of a spare SBD-2 (7-86) parked behind the YMSB-232 tents. They used the machine gun from the rear cockpit of the plane as Turner loaded the gun by standing on the wing to fire at the attacking aircraft in the second wave. Both men were wounded; however, they managed to shoot down one of the Japanese aircraft. Unfortunately, Turner died from his wounds several days later at the Ewa Plantation Hospital.<sup>186</sup>

In addition to setting up firing positions, marines also drove trucks and other vehicles onto the runway to block it from possible airborne troops.<sup>187</sup> In the midst of the attack, the base fire truck appeared on the scene but was attacked immediately by enemy aircraft. After having his tires shot out, the driver abandoned the truck. When asked why he rushed into the runway, the driver

<sup>182</sup> National Park Service, *Survivor* Information from Questionnaire Sent to Known *Survivors* & Families

<sup>183</sup> <http://www.kitsapsun.com/videos/detail/pearl-harbor-survivor-maynard-hoffmann/#axzz2vbbwg9uf> ;  
<http://pearlharborsurvivors.homestead.com/HoffmanMaynard.html>

<sup>184</sup> <http://www.kitsapsun.com/videos/detail/pearl-harbor-survivor-maynard-hoffman/#axzz2vbbwg9uf>

<sup>185</sup> <http://www.kitsapsun.com/videos/detail/pearl-harbor-survivor-maynard-hoffmann/#axzz2vbbwg9uf> ;  
<http://pearlharborsurvivors.homestead.com/HoffmanMaynard.html>

<sup>186</sup> Larkin, *Report of Action on December 7, 1941*, 1.

<sup>187</sup> Larkin, *Report of Action on December 7, 1941*, 1.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

said, "Hell, Lieutenant, I saw a fire, and I'm supposed to put 'em out."<sup>188</sup> Based on the location of planes, bullet marks near the edges of runways would be associated with aircraft; in the middle of the runways would probably be associated with trucks or other vehicles. Many of the pavement markings on the concrete warming up pad correspond to the locations of parked Ewa Field aircraft.

Not all marines were located at the base on the morning of December 7, 1941. Captain Richard Mangrum, a Marine aviator stationed at Ewa, was at his home at Ewa Beach, three miles southeast of the field when he saw Japanese aircraft. He commented that the Japanese strafed the area and a small bomb exploded in the vicinity.<sup>189</sup> Based on the armament described and route of the aircraft, Mangrum was likely observing Japanese level bombers headed to Pearl Harbor, and not the aircraft that would attack Ewa. Another Ewa Beach resident and Ewa Marine, Master Technical Sergeant Charles Barker, witnessed strafing along the beach and a bomb dropped near their home.<sup>190</sup>

Base commander, Lt. Col. Claude Larkin, USMC, was at his home in Honolulu when the attack started. Larkin hopped in his 1930 Plymouth and drove to the base. The planes were strafing vehicles on the roads and Larkin was forced to abandon his car and take cover in a ditch about one-mile from base before resuming his drive to the base. Larkin's car was strafed again as he approached the base. Shortly afterward, Larkin was wounded; his injuries included a wound to a finger and his lower left leg.<sup>191</sup>

Lieutenant Yoshio Shiga, leader of the 1<sup>st</sup> wave fighter unit from the aircraft carrier Kaga stated:

"At Barbers Point [Ewa Mooring Mast Field] AA counterattack fires were not so fierce: I strafed those parking planes with 7.7 mm guns with pretty ease. I noticed a gallant soldier on the ground attempting to fire us with his pistol, to whom I paid a good respect."<sup>192</sup>

### Second Wave, 0835

While the Ewa marines were trying to strengthen their defenses, the second wave occurred approximately 10 to 15 minutes after the first wave (see Figure 34). The tactics and aircraft of the second wave differed greatly from the first wave. It appears that Japanese aircraft had already conducted a dive bomb attack and Ewa Field was their secondary target. There were reported attacks by dive bombers that had missed their targets at Pearl Harbor during the second wave due to the heavy smoke blocking their primary targets according to historian John De Virgilio.<sup>193</sup>

One example is the USS Pyro a munitions ship moored at West Loch's Whiskey Wharf, east of the Ewa Plantation. The ordinance ship was bombed and strafed by a dive bomber whose bomb just missed the ship and pierced the deck of Whiskey Wharf and exploded underneath, causing damage to the ship. The ship was also strafed on three other occasions by planes heading west towards Ewa Field with one circling and strafing the ship a second time from stem to stern (PH Survivor's Report). Captain J.S. Dowell reported that at West Loch "at 0850, enemy planes were observed leaving Pearl Harbor evidently en route to Ewa Mooring Mast, passing close to West Loch. Planes observed were approximately 60 to 70 in number."<sup>194</sup> That would indicate the

<sup>188</sup> McWilliams, *Sunday in Hell: Pearl Harbor, Minute by Minute*, 2011, 216.

<sup>189</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 45.

<sup>190</sup> McKillop, "U.S. MARINE CORPS AVIATION IN HAWAII,"

<sup>191</sup> McKillop, "U.S. Marine Corps Aviation In Hawaii,"

<sup>192</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 45.

<sup>193</sup> De Virgilio, "Seven Seconds to Infamy," U.S. Naval Institute Proceedings, December, 1997.

<sup>194</sup> United States. *Pearl Harbor Attack. Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Congress of the United States, First Sessions : Pursuant to S. Con. Res. 27 (79th Congress) : a Concurrent Resolution*

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

planes were heading east to west towards Ewa. It appears the primary mission of the second wave was to bomb Wheeler Field; their secondary mission was to strafe and attack targets of opportunity at Ewa Field and adjacent plantations. Like the first wave, the Japanese were interested in destroying American aircraft. However, since the first wave had destroyed all of the aircraft at Ewa, the Japanese proceeded to and strafe any personnel, vehicles, or buildings<sup>195</sup> (Figures 35, 36, and 37).

Unlike the fighters used in the first wave, the 14 Japanese aircraft in the second wave were two-seater dive bombers (Aichi D3A, code named Val). Eight planes belonged to the 3<sup>rd</sup> Combat Unit under Lt Masaharu Suganami and six from the 4<sup>th</sup> Combat Unit under Lt Kiyokuma Okajima.<sup>196</sup> Larkin comments that the Japanese would first fire their front guns as they flew from east to west, and "then pull up into a steep wing-over and the free gunner [rear gunner] would open fire on personnel firing at them."<sup>197</sup> (Note: Bracketed information added.) Since there were not that many targets left on the runway, the aircraft were most likely attacking targets north of the runway in the camp section, along the road leading out of the base, as well as the railroad or village<sup>198</sup> (see Figure 37).

Unlike the first wave, any observed craters would likely come from the second wave. Furthermore, records indicate that the only anti-aircraft fire the marines had at Ewa was small arms. Several of the plantations (around the base) indicated that fires had started from anti-aircraft shells; these likely would have originated from locations other than Ewa Field.

Ewa marine, Albert Grassell recounted how Captain Zack Tyler used a Thompson submachine gun in an attempt to bring down Japanese planes. Grassell and Sergeant Fred Hauser set up a .30-caliber machine gun in a lava (karst) approximately 100 yards south of Ewa Field, and remained in their defensive position for three days (Albert Grassell personal communications, 2013).<sup>199</sup> Karst sinkholes, which were all around the base perimeter, made very good, ready-made foxholes. John Hughes also stated he was ordered to set up a machine gun position west of the barracks near the rail spur where he remained for three days. Digging holes with shovels would have been extremely difficult in the solid, rock like coral limestone.

Marines could not defend the base while under the cover of buildings because of the limited visibility. One location that provided visibility and which afforded some protection was the swimming pool (under construction). Many marines used the wooden framework (for the concrete pour) for protection while also having a view of the sky in all directions. One of the few photographs of the battle action shows several marines poised with rifles along the pool's wooden formwork (see Figure 17).

Another marine who distinguished himself during the third strafing attack was Sergeant Carlo A. Micheletto of Marine Utility Squadron (VMJ) 252. During the first Japanese attack that morning, Micheletto proceeded at once to VMJ-252's parking area and went to work, helping in the attempts to extinguish the fires that had broken out amongst the squadron's parked utility planes. He continued in those labors until the last strafing attack began. Putting aside his fire-fighting equipment and grabbing a rifle, he took cover behind a small pile of lumber, and

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*Authorizing an Investigation of the Attack on Pearl Harbor on December 7, 1941, and Events and Circumstances Relating Thereto Vol. 37, 1269.*

<sup>195</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 10; Larkin, *Report of Action on December 7, 1941*, 2.

<sup>196</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute*.

<sup>197</sup> Larkin, *Report of Action on December 7, 1941*, 2.

<sup>198</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 10; Larkin, *Report of Action on December 7, 1941*, 2.

<sup>199</sup> Albert Grassell telephone interview conducted June 11, 2013.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

heedless of the heavy machine-gunning, continued to fire at the attacking planes until a burst of enemy fire struck and killed him instantly.<sup>200</sup>

### Third Wave, 1000

Technically, the Japanese Navy only launched two attack waves; however, a third Japanese group attacked Ewa as part of a rearguard action. As Ewa was near one of the post-attack rendezvous points for Japanese planes, it presented a convenient opportunity for pilots departing the island (after completing missions elsewhere).<sup>201</sup> The Third Wave was likely fighter aircraft that had been primarily tasked with protecting the bomber fleet conducting secondary operations. The fighters flew in a column from the east (which would indicate they had been at Pearl Harbor) and turned in a westerly direction towards Barbers Point and out to sea. Again, the Japanese attacked from the treetops and remained at low altitude. However, because of a lack of targets and establishment of crude anti-aircraft defenses over the morning, the third attack was "comparatively light and ineffectual."<sup>202</sup> For the next hour, Japanese aircraft flew over Ewa Field conducting sporadic strafing of the base, while the remaining aircraft gathered at a point about five miles west of Barber Point at 8,000 feet. Larkin commented that he counted about 25 aircraft out there that were probably providing rear security for the force as they returned to the carrier strike force.<sup>203</sup>

While the Japanese killed five individuals in the battlefield, paranoia from the attack caused another to lose his life. Albert A. Grassell reported that shortly after the first Japanese attack on Ewa, the duty officer gave orders to Grassell and his tentmates to arrest a marine suspected of being a German spy. According to Grassell's account, the marine resisted the arrest and fled outside the base perimeter fence, taking a weapon with him. A local 13-year-old Varona Village resident, named Domingo Bolosan, wrote that he saw a vehicle with marines firing a machine gun into a pile of scrap metal near the end of the village. Shortly afterwards Bolosan saw the marines drive away with a man's body mounted on the back of the vehicle.<sup>204</sup> This marine was cleared of spying charges posthumously, and was buried in a military cemetery in California.

### Attacks at Ewa Plantation Company and Villages

The attack in the area around Ewa field was not limited to attacks on US military installations. The Ewa Plantation Company and the surrounding workers' villages were also heavily bombed and strafed during the attack. At 0755, Japanese planes swept low over Ewa Sugar Plantation Villages for their first of two strafing encounters. Upon hearing the incoming planes, many community residents assumed it was the marines practicing maneuvers. Residents quickly learned of the attack when the bullets started flying. Mr. Frank Guy told his wife that he wished the marines would not fly so low when a 20-millimeter bullet entered their house. An incendiary bullet struck the Mendaris house next door to the Guy family, catching it on fire.<sup>205</sup> The Mendaris House was only one of numerous fires (caused by incendiary bullets) that the plantation fire department and residents extinguished during the attacks. In total, there were 12 small fires in homes that caused damage but small fires went unreported.<sup>206</sup> Many of the Ewa buildings

<sup>200</sup> Robert Cressman and J. Michael Wenger, *Infamous Day: Marines at Pearl Harbor, 7 December 1941*, History and Museum Division, Headquarters, U. S. Marine Corps: Washington, D. C., 1992.

<sup>201</sup> Aiken 216.

<sup>202</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 11.

<sup>203</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 11; Larkin, *Report of Action on December 7, 1941*, 3.

<sup>204</sup> Albert Grassell, *The Ewa Marines*, *Naval History*, (Spring 1991) and <http://gonebutnotforgotten.homestead.com/Lutschan.html> by Jack Henkels.

<sup>205</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 44.

<sup>206</sup> *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 1.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

including the Mill and Power House, plantation streets were strafed and 30 homes reported damage by bullets or shrapnel, while bombs were dropped at the airfield.<sup>207</sup>

Ewa Village attack eye-witness Isamu Murakami jointly created with Ewa historian John Bond a photo map of the air attack in 2010 as seen by Ewa residents which overlaid a Japanese air photo taken on the morning of December 7, 1941 with a Google Earth image as a georeference with the modern Ewa landscape. Interestingly, they found that the modern landscape had not changed much from the 1941 image. Mr. Murakami was also able to locate other Ewa correspondents (whom were later interviewed) to show where they were standing on the morning of December 7, 1941. In several cases this was at the Ewa Hongwanji (Buddhist) Mission where these then mostly pre-teens were gathering to attend Sunday school at 8 AM. The other viewing areas were home rooftops and the bank of the Kalo'i Ditch which ran through the Ewa Plantation villages.

The Japanese Nakajima Kate torpedo planes were clearly observed that morning at the Ewa Hongwanji by a young Shoso Yasui who stated in an interview that he saw them flying by the mission building headed East to Pearl Harbor. This matches marine accounts of the first torpedo unit passing by at Ewa Field before the attack actually started. The subsequent direction of the initial air attack was seen as coming from the northeast because Mitsubishi Zero fighters came in very low from the northwest in single file formation and then after making a strafing pass pulled up and banked around for a second pass, making this maneuver clearly visible from the Ewa Plantation Villages. Later attacking Aichi Type 99Val dive bombers were seen coming from the east after attacking Pearl Harbor and so the general attack pattern was viewed from the villages as planes headed in a west/southwest direction towards the airfield.

Isamu Murakami, then twelve years old and located in Ewa Village wrote, "When the attack occurred, we all thought that it was another maneuver that took place very frequently at that time. There were spectacular night maneuvers with search lights all over the plantation cane fields beaming on a target pulled by an airplane and the artillery bursts trying to hit the target. And after an announced time, Fort Barrett would shoot their 16 in guns that shook and roared through the Ewa villages." "The bank of the waste ditch [Ka'loi Ditch] was a very good vantage point where all the people had a good view of the attack. The planes were right over their heads flying very low over the cane field and you can clearly see the rear gunners waving their hands. However, once the planes were over the base, it made a loud roar and made a steep climb and the rear gunner fired their machine guns." "What surprised me most were the Japanese planes. During that time I thought that all the planes in Japan were biplanes made up of bamboo and paper. We had no knowledge that they had planes like these. But then, we heard the explosions and black smokes from the Pearl Harbor area and the sound of machine gun fire from Barbers Point [Ewa Field], and LOOK! the rising sun on the airplane wings. Oops! I ran home."<sup>208</sup> (Note: Bracketed information added.)

Seventeen-year-old Victor Pantohan heard the sound of planes from the first wave and climbed on the roof of his family's home in the Lower Village of Ewa Plantation Company so he could wave to the pilots. It was common practice for boys to climb on rooftops and wave to the American pilots during their practice maneuvers. Victor saw planes coming from the northeast headed towards his village. Victor saw a red ball on the side of the planes, which were flying at a very low altitude. Young Mr. Pantohan realized these were not American planes, got off the roof, and climbed on his bicycle. He pedaled towards the plantation offices to tell people what he saw

<sup>207</sup> Gwenfreed E. Allen, *Hawaii's War Years, 1941-1945* (1999).

<sup>208</sup> Isamu Murakami, 2010, e-mail description of December 7, 1941 attack sent to John Bond. On file at Save Ewa Field.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

but as he neared the offices, Victor saw live fire (strafing) and quickly turned around and went home<sup>209</sup> (Photograph 19).

Many of the plantation residents were either at home or took cover in village buildings during the attacks. While these buildings provided a measure of cover and concealment, many buildings and structures were strafed by Japanese aircraft or subjected to anti-aircraft fire from ships in Pearl Harbor. The Ewa Plantation company records indicate, that in some instances, bullets pierced building exteriors and struck pipes and internal structural members of mill buildings.<sup>210</sup>

The road from the base to Ewa Village, the railroad, as well as targets in the village were strafed.<sup>211</sup> Based on the location of the village it would appear that these attacks probably occurred during the second wave when Japanese planes were reported circling Ewa Field and would have had a field of fire that included plantation targets. The effective range of the 7.7 mm and 20 mm machine guns the Japanese were using during the attack was 1000 yards or less. The maximum circular range outside the Ewa Field perimeter during when the Japanese aircraft were attacking was 1000 yards or an attack area of 2500 yards from the Ewa Mooring Mast Control Tower located at the center of the air base. After the initial attacks there was probably more traffic on the road to and from the base; while it was not written in the IJN general orders, it would have been understood that transportation arteries, (roads and railroad) would have been secondary targets.

In addition to attacks on the village, after action reports indicate that the Japanese assault resulted in two cane fires on Ewa Plantation lands. They included:

- + 2.14-acre burn at Field 57.1
- + 16.14-acre fire at Field 83<sup>212</sup>

Furthermore, plantation records show that for the next eight months, workers uncovered unexploded munitions at the plantation including a mix of US anti-aircraft fire and Japanese bombs. Table 5 provides a list of the locations of the munitions recovered at Ewa Plantation demonstrating the attack on Ewa Plantation and Villages as well as Ewa Field.

**Table 5**  
**Location of Munitions found at Ewa Plantation.**<sup>213</sup>

Date Found	Location	Munitions
March 20, 1942	Field 32	5-inch Dud
March 21, 1942	Field 82.2	Unknown dud
March 23, 1942	Field 77.1	5-inch Dud
March 25, 1942	Field 14.1	Unknown dud
March 30, 1942	Field 15.2	52 rounds of HE Ammunition
March 31, 1942	Field 35.1	3-inch Dud
June 14, 1942	Field 57.1	5-inch Dud
June 23, 1942	Field 50	300-pound bomb
June 29, 1942	Field 79.1	3-inch Dud
July 9, 1942	Field 50	3-inch Dud
August 6, 1942	Cane Cleaner	5-inch Dud

<sup>209</sup> Victor Pantohan, personal communication June 2013.

<sup>210</sup> Ewa Plantation, *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 2.

<sup>211</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute*.

<sup>212</sup> Ewa Plantation, *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 9.

<sup>213</sup> Ewa Plantation, *War History of Ewa Plantation Company Covering the period December 7, 1941 to September 1942*, 9.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

The Ewa Plantation Company hospital treated 53 civilian and three military personnel with injuries related to the Japanese attack. These patients were mostly villagers but also included a US pilot that was shot down in the Ewa Beach area. Seven individuals suffered injuries severe enough to require hospitalization including three from the plantation, two from Ewa Beach, two marines from Ewa Mooring Mast Field, and one other.<sup>214</sup> Three of these individuals died from their wounds including one each from the plantation, Ewa Beach, as well as an Ewa marine (Figure 39).

Table 6 provides information on the seven individuals that were admitted to the Ewa Plantation Company hospital. (One other individual was also hospitalized at an unspecified location.) Of the nine casualties suffered at Ewa Plantation Villages, only two were serious. Mrs. Rui Tamura, wife of an Ewa employee, had her left arm amputated following the attack. Miss Yaeko Oda, a six-year-old girl, was struck in the head (by an unknown fragment); she was transferred to another hospital and died of her injuries in February 1942.<sup>215</sup>

**Table 6**  
**Patients Admitted to Ewa Plantation Hospital on 7 December 1941.**<sup>216</sup>

Name	Nature of Wound	Admitted	Released
Y. Oda	Fractured skull	December 7, 1941	Transferred to another hospital (passed away February 1942)
Mrs. J. Garcia	Mid-thigh amputation	December 7, 1941	December 25, 1941
F. Tacderan	Intracranial injury	December 7, 1941	Passed away December 13, 1941
S. Uyene	Puncture wound-stomach	December 7, 1941	December 23, 1941
Pvt. W. Turner	Punctured viscera	December 7, 1941	Passed away December 12, 1941
R. Tamura	Arm amputation	December 7, 1941	December 25, 1941
W. Kundsén	Fractured patella	December 7, 1941	December 11, 1941

### Aerial Combat (Dogfights)

Although not often remembered, some American aircraft did challenge the Japanese aerial assault of December 7, 1941. The US had 402 aircraft on Oahu; 188 were destroyed and another 159 were damaged. The American aerial response came from naval aviators returning from the U.S.S. Enterprise as well as eight Army Air Corps pilots, including several that flew combat missions over Ewa. At Ewa a concentration of Japanese aircraft could be seen from a distance and as the Army pilots approached they observed a circling traffic pattern at that location. The preferred strafing approach was during the downwind leg of the pattern for forward guns but the rear gunner could likely strafe at any time during the circular pattern so was the preferred approach for some aircraft. While American forces did not threaten the Japanese mission, they did succeed in shooting down several enemy aircraft providing rallying points for the American military.

### Scout Squadron from Enterprise

A group of 18 aircraft from the USS Enterprise would arrive near or over Ewa Field during the battle. Several of these aircraft seeing and experiencing flack and AA fire on their way to Ford Island picked Ewa Field as the alternative carrier landing field but were quickly flagged-off by the marines when they first attempted to land because the field was still under attack. At 0615 on December 7, 1941, H.L. Young, the Commander of the Enterprise Air Group accompanied by Ensign P.L. Teaff and with Lieutenant Commander Bromfield Nichol as passenger, took off in

<sup>214</sup> Ewa Plantation, *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 2.

<sup>215</sup> Ewa Plantation, *War History of Ewa Plantation Company Covering the period December 7, 1941 to September 1942*, 2.

<sup>216</sup> Letter from Garton E. Wall, Ewa Plantation Hospital, July 1946.



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

airplane 6-S-2 from the U.S.S. Enterprise located due west of Oahu. His mission was to search sector 058-095 and then continue on to Ford Island.<sup>217</sup>

At 0720, Young sighted a tanker belonging to the Richfield Oil Company to his starboard side. Continuing on, Young sighted the U.S.S. Thresher and U.S.S. Litchfield at about 0740. The tanker off Oahu would later reported seeing one of the USS Enterprise planes crash down into the ocean but for unknown reason did not follow Maritime Code to attempt to render assistance. Young passed Keana Point at approximately 0810, and Barbers Point at 0820 at which time he spotted a squadron of planes circling Ewa Field in a column formation. Young assumed these to be US Army pursuit planes, and decreased his altitude to 800 feet, continuing on to Ford Island where he noticed considerable "AA" fire and was immediately attacked by a Japanese plane from the rear. Having no time to launch a counterattack, Young put his plane in a zigzag nosedive pattern toward the ground in an attempt to elude his attacker. Not having enough fuel to return to the U.S.S. Enterprise, Young landed through heavy AA fire at Ford Island Field at approximately 0835.<sup>218</sup>

Shortly after reporting to the Commander-in-Chief, Pacific Fleet, Young witnessed approximately 18 Japanese Mitsubishi "Karigane" Mk. II planes engaged in a dive bombing attack on the Navy Yard using 500 pound bombs. Following this attack, Young was ordered to report to Commander Patrol Two on Ford Island where he was able to learn the number of planes from the Enterprise Group that had landed safely. Five of the incoming USS Enterprise planes were shot down by Japanese aircraft, later it was tallied that five Japanese aircraft had also been shot down in the Ewa area with some crashing in the near shore area. Of the 13 remaining of USS Enterprise Scouting Squadron Six that landed safely, Young sent out nine to investigate reports of hostile surface ships, south of Barbers Point. Young positioned himself in the Control Tower at Ford Island Field in an attempt to communicate between the planes and the Enterprise; however, due to low power Young was unable to communicate with either.<sup>219</sup>

Young stated that the lack of information concerning the beginning of Japanese hostilities and the inability of ground and ship crews to recognize friendly planes were the two main reasons why personnel and airplanes from the Enterprise Air Group were lost. Even Young himself was under attack from US forces until his wheels hit the ground on Ford Island.<sup>220</sup>

Young draws particular attention and request for commendation to Lieutenant C.E. Dickenson from Scouting Squadron Six at the end of his report. Young states that Dickenson was forced to bail out of his plane on December 7, 1941 following considerable fire from Japanese and friendly ground forces causing his plane to catch fire. Dickenson then made his way to Ford Island Field where he immediately obtained another plane and participated in a search flight.<sup>221</sup>

### Welch and Taylor and Ewa Field

Most of the American defensive fortifications were established around Ewa Field, between the first and second waves, using whatever cover they could find. The exact locations of most of these defensive positions are not specified in the record. Men stationed at the Communications and Operations Office fired at attacking Japanese planes with .30-caliber rifles and believe they were able to down one Japanese plane that crashed off Ewa Field (near Barbers Point)<sup>222</sup>. John Hughes said he was able to first shoot at incoming Japanese planes from in front of his barracks

<sup>217</sup> Young, *Report of Action with Japanese Air Force at Oahu, December 7, 1941. After Action Report*. Enterprise Air Group.

<sup>218</sup> Young, *Report of Action with Japanese Air Force at Oahu, December 7, 1941. After Action Report*. Enterprise Air Group.

<sup>219</sup> Young, *Report of Action with Japanese Air Force at Oahu, December 7, 1941. After Action Report*. Enterprise Air Group.

<sup>220</sup> Young, *Report of Action with Japanese Air Force at Oahu, December 7, 1941. After Action Report*. Enterprise Air Group.

<sup>221</sup> Young, *Report of Action with Japanese Air Force at Oahu, December 7, 1941. After Action Report*. Enterprise Air Group.

<sup>222</sup> Record of Events Sunday 7 December 1941, Appendix N.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

but with a Springfield rifle he was only able to shoot three rounds per plane before they were out of range.

Although no Marine aircraft took off from Ewa Field, Seven USS Enterprise planes from Scouting Squadron Six successfully landed at Ewa Field and several were rearmed by the marines before the aircraft took-off in attempts to locate the enemy. Two American Army Air Corps fighters from Haleiwa Auxiliary Airfield north of Wheeler Air Field were dispatched to defend Ewa. Second Lieutenants George S. Welch and Kenneth M. Taylor, piloting P-40 aircraft arrived at Ewa during the second wave when Japanese aircraft were circling the Ewa target strafing at will. Both shot down two Japanese Val dive-bomber aircraft each before returning to Wheeler Field to rearm. Kenneth Taylor's account of the aerial events over Ewa Field is provided below:

As George [2<sup>nd</sup> Lt. George S. Welch] and I approached the Marine Field [Ewa at Barbers Point], we saw fifteen or twenty dive bombers with their wheels down, circling in what looked like a traffic pattern. Our first thought was that the marines were taking off to help us. But as we came closer, we knew that these were Nips who had just dumped their eggs and were strafing the field. So immediately we wheeled around to the rear of the string, and both of us started to shoot the hell out of them - we both came down on them side-by-side, and we couldn't tell who shot down the first ship. On the first pass, we pulled up into a chandelle and as I came out of it I saw one of the dive bombers running for the sea-he was trying to get away. So I let him have a short burst - I don't think I let him have more than fifteen rounds - and as he flamed he went into the most perfect slow roll I've ever seen. All I could see of him was his wheels sticking out of the smoke, and fire pouring out of the ship. Seconds later he hit the surf, right there on the beach. After my first pass, I saw three of the Japs flaming earthward. While I was chasing the lone bomber, George's 'thirties' caught one of the enemy ships from the rear and blew it into bits. Then, just as we had drilled three of them out of the sky, one of the Japs picked up George, and the rear gunner began to pour a steady stream of incendiaries into Welch's cockpit. By this time there was so much smoke that George figured he was on fire and pulled up into the clouds. I lost track of him after that, but I learned later that for a moment he had considered bailing out, and thought better of it - the Japs would probably strafe him. He gave the ship the rudder and found it was still working; so he started looking around, and noticed a ship heading north, toward the sea. He figured it was me and tried to catch up, but as he began to overtake the speeding ship, he saw it was another Jap bomber. He closed in right behind the [Japanese] and shot him down, and the [Japanese] plunked right by the edge of the sea. After I had shot down my first ship, I climbed for altitude and saw that by this time the Japs had scattered in all directions. Just then I spotted another one trying to flee. I pulled up behind him fast, and came so close that I could have thrown a rock at him. With my first burst I killed his rear gunner, and then began to pour it into the Jap. Black smoke began to stream out of him and he started to lose altitude fast. By this time, my fuel and ammunition were running low; I didn't want to get too far out to sea, so I headed for Wheeler Field, and I didn't see this fellow crash. I guess George must have had the same difficulty, because strangely enough, we both landed about the same time.<sup>223</sup>

Taylor's wingman, George Welch described the combat this way:

Later we noticed 20 or 30 airplanes in a traffic pattern at Ewa, the Marine landing field. We found they were Japanese dive bombers strafing the field. Lieutenant Taylor and I each shot two of those down. I was leading and peeled off first. Lieutenant Taylor was about 200 yards to the rear and side, following me. Their rear gunner was apparently shooting at

<sup>223</sup> Taylor. "Sad Sunday (Ken Taylor's Story)" in Col. Robert L. Scott, *Damned to Glory*. New York: Scribners. 1944 quoted in Mason Architects, Ewa Plantation Company, Industrial Center HABS- No. HI-384.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

the ground -- because they didn't see us coming. The first one I shot down, the rear gunner didn't even turn around to face me. I got up close enough to see what he was doing. I got him in a five-second burst - he burned up right away.

I left him and got the next plane in a circle which was about one hundred yards ahead of him. His rear gunner was shooting at me. One bullet put a hole through my cooling radiator, and I got one in my prop and one in the nose. It took about three bursts of five seconds each to get him. He crashed on the beach. In the meantime, the rest of the dive bombers had disappeared. We didn't know where - so Lieutenant Taylor and I went back to Wheeler Field and landed.<sup>224</sup>

### Anti-aircraft Fire

Because of the speed of the Japanese attack, Ewa field marines did not have an opportunity to engage the attackers with light 30 cal. machine gun anti-aircraft fire. Accounts of the battle indicate that the Ewa field marines set up temporary anti-aircraft positions where they could find cover and concealment including the unfinished swimming pool and other hastily created posts. Several marines dragged a damaged SBD behind the VMSB tents and used its machine guns during the second and third waves. After the first wave, Lt. Col Larkin ordered all men with rifles and all available 30-caliber machine guns to set up additional anti-aircraft sites around the airfield. John Hughes, a marine stationed at Ewa Field, also reported setting up a machine gun position west of the barracks near the rail spur where he remained for three days after the attack, basically not sleeping anticipating another attack.<sup>225</sup> These quickly constructed air defenses were credited with slowing the effectiveness of the second and third waves.<sup>226</sup>

Camp Malakole had some operational 50 Cal. machine guns but had only a small amount of ammunition available, reported as approximately 200 rounds. However, the best armed AA bases near Ewa Field were the Army at Fort Weaver with some operational 50 Cal and the Navy range at Puuloa, near Ewa Beach. Fort Barrette never got into AA action because they lacked AA ammunition, as was mostly the case at Camp Malakole. The Navy gunnery range at Puuloa, which was right next to Fort Weaver on the east side of the Ewa Beach area near the entrance to Pearl Harbor had ammunition and manned three batteries of 50 Cal Browning M2 water cooled AA machine guns during the Japanese air attack near the Ewa shoreline and Pearl Harbor entrance channel.<sup>227</sup>

## 10:00 AM to Midnight

After the initial shock of the attack, American forces at military installations throughout Oahu were preparing for additional strikes. Defensive measures included setting up machine guns along Ewa Beach and preparing for a possible land invasion. The Americans also sent out reconnaissance aircraft in an attempt to locate the Japanese fleet as well as shield the carriers on their way back to Pearl Harbor.

### IJN

American aircraft losses were extreme – 188 planes were destroyed and 159 were badly damaged during the attack, with only 43 still operational. Conversely, the Japanese only lost 29 planes during the attack (15 dive bombers and high-level bombers, five torpedo planes, and nine fighters). Additionally, four midget submarines, one was sunk inside the harbor, three scuttled by their crews including one at West Loch, one I-class submarine was sunk while

<sup>224</sup> James Lansdale, "George Welch interview." Webpage j-aircraft.com

<sup>225</sup> John Hughes interview with John Bond, n.d. On file at Save Ewa Field.

<sup>226</sup> Hollingshead, *The Japanese Attack of 7 December 1941 on The Marine Corps Air Station at Ewa, Oahu, Territory of Hawaii*, (1946), 9.

<sup>227</sup> Cressman and Wenger, *Infamous Day: Marines at Pearl Harbor*. Marines in World War II Commemorative Series, 1992.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

another midget sub wrecked on a reef near Bellows Air Field resulting in the first capture of a Japanese prisoner of war. Although there was celebration aboard Japanese carriers following the initial attack, Japanese commanders decided to forego another strike due to potential risks to their fleet from operational American aircraft.<sup>228</sup> Figure 40 depicts the location of documented battle action across Ewa Plain including crash sites, cane field fires, and recovered munitions.

### Ewa Plain

After the initial attack, military and civilian personnel along Ewa Plain were in shock and feared for future attacks and invasion. Military bases that were established to protect the island lay in waste. Battleships of the Pacific Fleet were either destroyed or damaged, and the Hawaiian population witnessed no real counter attack by the military. However, in this time of crisis, civilian and military personnel banded together to repair bases and their homes and to implement the pre-planned civil defense strategy to protect the islands.

### Aftermath of the Attacks at Ewa Field and Ewa Plantation

After the attack, the whole military establishment and civilian population on the islands, was in chaos. Hospital tents (Ewa Field Camp Area) that housed the sickbay and dispensary had been "set on fire by incendiary ammunition," and "a large quantity of equipment and medical supplies" were "damaged by enemy gunfire." Medics worked in the open (or under any cover), and the most seriously wounded men were evacuated to the Ewa Plantation Hospital (see discussion below) or other medical facilities on the island.<sup>229</sup>

In the hours after the attack, Wheeler Field Control erroneously reported three more waves of Japanese planes inbound; however, no further attacks ever materialized. All through the night air raid warnings were issued for the entire island and all available personnel were on alert. Because the Ewa field runway received only minor damage that was repaired quickly, aircraft from other bases landed at Ewa Field. A B-23 bomber from Hickham landed after dark as marines used flare pots, the Aldis lamp's red and green signal, and radios (on receive only) to serve as a make-shift airport.<sup>230</sup> The next day four US Army P-40s and one P-36 landed at Ewa Field to refuel. At 1000, five fighters were scrambled to investigate unknown planes near Haleiwa. The rest of the day, marines continued to prepare sand bag bunkers and fighting positions.<sup>231</sup> On December 8, 1941, the Army transferred a fighter squadron of 12 aircraft from Wheeler to Ewa because the runways of Ewa were relatively undamaged.<sup>232</sup>

Post-attack reports at Ewa Field indicated that considerable damage was suffered by material, installations machinery, tents and buildings. While damage to government motor vehicles was slight, privately-owned automobiles suffered heavily. Damage to aircraft was extremely heavy owing to the use of explosive incendiary bullets fired from extremely low altitudes; nine out of 11 wildcat fighters, 18 out of 32 scout bombers, three utility planes, one trainer, and two transports of eight utility planes were lost on the ground.<sup>233</sup>

While they lost almost all of their aircraft, Ewa marines experienced the "smallest percentage of casualties suffered by any field or station in the area of the attack."<sup>234</sup> Four enlisted men and two civilians were killed during the attack (Table 7). In addition, 13 marines, including Lt. Col. Larkin

<sup>228</sup> Dull, *The Battle History of the Imperial Japanese Navy (1941-1945)*, 18.

<sup>229</sup> Administrative History Section. Administrative Division. Bureau of Medicine and Surgery. *The United States Navy Medical Department at War, 1941-1945*. vol.1, parts 1-2 (Washington: The Bureau, 1946): 1-31.

<sup>230</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute*.

<sup>231</sup> Record of Events Sunday 7 December 1941, Appendix N.

<sup>232</sup> McWilliams, *Sunday in Hell: Pearl Harbor Minute by Minute*.

<sup>233</sup> *Investigations of the Pearl Harbor Attack*, Vol. 12, 358. Prange, *At Dawn We Slept* (1981), 525.

<sup>234</sup> Jordan, *History of the Marine Corps Air Station Ewa, Oahu, T.H., 1941-1944* (1944), 17.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

and Captain Mil Haines, the Assistance Group Engineering Officer, and the base photographer were wounded (Figure 41).

**Table 7**  
**Civilian and Military Deaths at Ewa Plain<sup>235</sup>**

Name	Rank	Service	Comment
LAWRENCE, Edward Stephen	PFC	USMC	Scouting-Bombing Squadron 232
LUTSCHAN, William Edward, Jr.	SGT	USMC	Marine Aircraft Group 21, HQ and Service Squadron 21
MICHELETTO, Carlo Anthony	SGT	USMC	Utility Squadron 252
ODA, Yaeko Lillian,	Civilian		
TACDERAN, Francisco,	Civilian		
TURNER, William George	PVT	USMC	Scouting- Bombing Squadron 231

After the attack, nearby Ewa Plantation offered supplies to assist the Marine Corps recovery and to shore up defenses for any future attacks. At the request of the Marine Corps, Ewa Plantation sent three Northwest Cranes and two D-6 Caterpillar tractors to the Ewa airfield to assist in the removal of aerial bombs from magazines (to load them on bomb carts). The next day another crane and tractor were sent to assist with work on the base including the removal of damaged aircraft. Throughout the rest of December, workers from the Ewa Plantation assisted the marines including the loading of bombs on planes and training in the use of machine guns.<sup>236</sup> Plantation salvage crews also helped remove destroyed aircraft at Ewa Field and fill in bomb craters (under close watch of marines). Also, the CPNAB was ordered to quickly patch damage on the runways where asphalt patches were required.<sup>237</sup> Runway patches on the asphalt are visible on the early 1942 aerial photos. A couple patches are still visible on the concrete warming-up pad.

[Ewa Plantation staff provided:]

- + 831 manhours of labors;
- + 133 hours of use of Northwest Crane operations;
- + 143 hours of D-6 tractor operation; and
- + 90 hours of automotive equipment operation.

Ewa Plantation also supplied over 49600 Kwh of electrical energy to the base until March 1942 when the Hawaiian Electric Company took over electrical production for the base.<sup>238</sup>

The Plantation water supply system was a great aid to the armed forces during this time of emergency which included furnishing water to Barber's Point Naval Air Station and Ewa Marine Air Station. The scarcity of water on the arid Ewa Plain presented a serious problem in normal times; if the Navy would have been required to develop new sources of potable water, valuable construction work time would have been lost. From December 7, 1941 through September 1942, Ewa Plantation Company supplied the Navy a total of 77,260,000 gallons of water.<sup>239</sup>

<sup>235</sup> "Pearl Harbor Casualties," Electronic document, [www.pearlharbor.org/history/casualties/pearl-harbor-casualties](http://www.pearlharbor.org/history/casualties/pearl-harbor-casualties).

<sup>236</sup> Ewa Plantation, *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 9.

<sup>237</sup> Woodbury, *Builders for Battle: How the Pacific Naval Air Bases were Constructed, etc.* (1946). New York.

<sup>238</sup> Ewa Plantation, *War History of Ewa Plantation Company covering the period December 7, 1941 to September 1942*, 9.

<sup>239</sup> United States. *Pearl Harbor Attack. Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Congress of the United States, First Sessions : Pursuant to S. Con. Res. 27 (79th Congress) : a Concurrent Resolution Authorizing an Investigation of the Attack on Pearl Harbor on December 7, 1941, and Events and Circumstances Relating Thereto. Volume 18*, 3371.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

## Aftermath of the Battle – December 1941 In Ewa Plain

After the attack, the US military prepared for future attacks from Japan including the possible invasion of the Hawaiian islands. The Marine Corps base at Ewa would become “the hub of Marine Corps aviation in the Pacific war. And, in the early months of the war, marines from Ewa formed the very spearhead of America’s air effort against Japan.”<sup>240</sup> Unlike other airfields in Hawaii, Ewa’s aviation facilities received relatively little damage because strafing was the primary method the Japanese used to effectively destroy parked aircraft, so the Navy now under Nimitz as CinCPac ordered a major change to Ewa Field status from being a temporary base to leasing additional acreage around the existing base expanding the field to be one of the important airfields in the islands. On December 19, 1941, construction efforts under CPNAB were reallocated under a substantial Change-Order shifting their efforts from Barber’s Point to Ewa Field for improvements and expansion to occur there first. The 3,000 foot northeast-southwest runway was lengthened to 5,000 feet, and a 3,200-foot north-south runway and a 3,185-foot east-west runway were also constructed.<sup>241</sup> The planned expansion for World War II left the existing Ewa Field facility intact but expanded with a series of new camps to the east, southeast, south, southwest and west basically surrounding the older 3000’ by 3000’ base area with new housing, aviation facilities and expanded runways and warm up areas basically leaving almost all the original base facilities intact. Admirals’ Nimitz and Towers war plan was to expand upon what the marines already had and not tear down to rebuild which might hinder the momentum of war effort.

After the Japanese attacked Pearl Harbor on December 7, 1941, the military ramped up the pace of defense-related construction projects in the Hawaiian Islands and airfields were of high priority. Again, the Navy turned to the CPNAB to construct additional runways, 75 dispersed airplane revetments, and additional temporary buildings for 3,000 men; however, the amount of construction by Naval Construction Battalions (CBs) was also extensive.<sup>242</sup> A CPNAB report described the construction after the attack:

Immediately following the "blitz" [CPNAB term for December 7, 1941 attack] it is reported that many buildings were erected without plans, on the verbal orders of the Officer in Charge. At this station the chief criterion was emergency construction of the cheapest and quickest sort. The original plan appears to have been to develop the Ewa field for temporary operation, and then to abandon it after completion of Barbers Point. However, once the war had started, to have scrapped the field would have been wasteful; it was decided to develop it further, as a Marine Corps Air Station Wartime criteria, particularly as to dispersal of plane parking, were followed more fully here than at Barbers Point, or at any of the other Hawaiian airfields. A glance at the site plan shows the extent of bunkers and half dome revetments; also personnel facilities were scattered, with dispersal and proximity to parked planes in mind.<sup>243</sup>

Ewa, an isolated landing field before the war, became a bona fide military airfield during World War II and included major construction projects consisting of an administration building, mess hall, barracks, guard house, garages, warehouses, storage buildings, dental clinics, chapels, officer and enlisted clubs, and associated infrastructure (roads, utilities) (Figure 42). The new construction occurred on the lands acquired in 1942 allowed the base to expand to the south, east and west but the base was blocked for expansion to the north because that land was owned by Ewa Plantation.

After the end of World War II, activities at Ewa were quickly demobilized however the base continued to support clean-up actions on islands in the Pacific and actions in China to support the Nationalist Chinese

<sup>240</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 58.

<sup>241</sup> Jordan, *History of Marine Corps Air Station Ewa, Oahu, 1941-1945*, (1944), 59.

<sup>242</sup> Star Bulletin quoted in Ann K. Yoklavich, *Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279*, p. 6.

<sup>243</sup> Contractors Pacific Naval Air Bases n.d.: A-978 quoted in Ann K. Yoklavich, *Historic American Buildings Survey Naval Air Station Barbers Point, Marine Corps Air Station Ewa HABS No. HI-279*, p. 8.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

Government. The global Military Air Transport Services Squadron continued from MCAS Ewa until 1949. In March 1949, all naval air activities in Hawaii, including that at Marine Corps Air Station Ewa, were consolidated at Barbers Point. The Navy decommissioned and closed NAS Kaneohe Bay, and all property (except buildings) was transferred to NAS Barbers Point. In the early 1950s, the Marine Corps saw the Mōkapu Peninsula as a perfect home for an air-to-ground combat unit. On January 15, 1952, MCAS Kaneohe Bay was commissioned, to encompass all of what had been NAS Kaneohe Bay and the Army's former Fort Hase. The next year it became home to the First Marine Expeditionary Brigade, and it continues to be an important part of the Marine Corps presence on the island.<sup>244</sup>

MCAS Ewa facilities were used by NAS Barbers Point for interim military housing and recreational activities until ca, 1960. At that time the various camp areas were sold through a government excess and surplus building program to bidding local contractors. Many facilities at this time were carefully dismantled for relocation and or for value of wood and metal construction materials and sold through local commercial vendors, an active business on Oahu at that time. Selected sites at former MCAS Ewa were used for Headquarters facilities during the Cold War. This new construction was localized to several small building sites leaving much of the Ewa Field and outlying MCAS Ewa sites untouched.

### Non-Military Development in Ewa Plain

During World War II, the other major land manager on the Ewa Plain remained the Ewa Plantation. Because of the need for sugar, the Plantation continued to thrive during the war. While the plantation lost many of its men to the war effort, it operated with minor changes to its landscape, other than the emplacement of temporary defensive positions. An examination of the Ewa Plantation HABS report shows that during the war, the only major changes to the Ewa Plantation were the addition of several buildings in the industrial center. Most of the major changes in buildings and transportation networks would occur after the war.<sup>245</sup>

After World War II, Ewa Plantation continued in business. In 1946 James N. Orrick served as the manager and would continue until his death in 1962. In 1962, Castle & Cooke, Inc., original agents for the plantation, purchased majority control of Ewa Plantation Company (EPC) stock. The new owners began to modernize the equipment at the sugar factory. In 1968, the plantation's name changed to Ewa Sugar Company, Inc.; less than ten years later, however, declining profits in Hawaii's sugar industry took their toll. Oahu Sugar Company (OSCO) acquired the entire Ewa operation. OSCO leased EPC's former lands from Campbell Estate until the mid-1990s when they stopped operating the land for sugar production. Sugar processing operations at the Ewa mill had ceased in 1976, and the mill was demolished by 1985.<sup>246</sup>

### Postscript

Since the 1960s, there have been several efforts to preserve the history of Ewa Field and its role in the attack on Pearl Harbor and World War II. The Navy installed its first marker about the attack on Ewa Field at the end of the main runway in 1960 but the site was not officially recognized like many of the other bases attacked during the Japanese raid - Hickam Field, Wheeler Army Airfield, Marine Corps Air Station Kaneohe Bay and Ford Island were designated National Historic Landmarks; however, Ewa Field remained overlooked. Local non-profit groups, numerous individuals, and the Hawaiian legislature (HCR 49) have emerged to champion the preservation of Ewa Field as a national battlefield (Appendix H).

The Navy has been active in documenting the significant history at the base. Seven HABS projects have been completed at Ewa Field. They include:

<sup>244</sup> USMC Base Hawaii, "Historic Tour and Guide."

<sup>245</sup> Mason Architects, Ewa Plantation Company, Industrial Center HABS- No. HI-384, p. 4.

<sup>246</sup> Mason Architects, Ewa Plantation Company, Industrial Center HABS-No. HI-384, p. 12-13.

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

- + HABS HI - 279 - NAS Barbers Point and MCAS Ewa
- + HABS HI - 279 - A Ewa Field Revetments
- + HABS HI - 279 - B Ewa Field Quonset Huts
- + HABS HI - 279 - C Ewa Field Bldg 1525 ARMCO Hut
- + HABS HI - 279 - D Ewa Field Bldg 87 Air Raid Shelter
- + HABS HI - 279 - E Ewa Field Quonset Huts Type 2
- + HABS HI - 279 - F Ewa Field Hangar 1146

Additionally in 2008, Historic Hawaii Foundation named Ewa Field one of the nine most endangered Historic Sites in Hawaii.<sup>247</sup>

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<sup>247</sup> "9 Most Endangered Historic Sites in Hawaii," Electronic document,  
<http://ewaplainsprograms.weebly.com/uploads/1/5/0/6/15066970/9mostendangered-ewa.pdf>



Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

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Name of Property

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Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

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Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

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Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

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Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**Photographs, Maps, Design Plans**

Assorted material from the National Archives and Records Administration (NARA), Record Group 71, Architectural and Engineering Plans, especially 1404-3-89 (6-30-1941 plan), 1445-3-9 (6-30-1948 plan), 1445-30-30 to 32 (conversion of BOQs), 1445-30-33 (3-1945 plan), 1445-32-1 (October 30, 1943 base plan blueprint), 1445-45-1 to 7 (October 16, 1941 Hangar re-erection plans).

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John Bond, Save Ewa Field, Photograph Collection.

NAVFAC Hawaii, Photograph Collection.

National Park Service, World War II Valor in the Pacific National Monument, Pearl Harbor Naval Complex Photo Collection. Digitized Photographs Provided to GAI Consultants, Inc.

United States Geological Survey, Ewa Quadrangle and Barbers Point Quadrangle, 1927.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

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### 10. Geographical Data

#### Acreege of Property 180.0

Use either the UTM system or latitude/longitude coordinates

#### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

#### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 4 North	Easting: 598595	Northing: 2359075
2. Zone: 4 North	Easting: 599367	Northing: 2359140
3. Zone: 4 North	Easting: 599447	Northing: 2358823
4. Zone: 4 North	Easting: 599568	Northing: 2358753
5. Zone: 4 North	Easting: 599464	Northing: 2358550
6. Zone: 4 North	Easting: 599585	Northing: 2358443
7. Zone: 4 North	Easting: 599189	Northing: 2358311
8. Zone: 4 North	Easting: 599186	Northing: 2358218
9. Zone: 4 North	Easting: 598624	Northing: 2358193
10. Zone: 4 North	Easting: 598777	Northing: 2358409
11. Zone: 4 North	Easting: 598593	Northing: 2358515
12. Zone: 4 North	Easting: 598611	Northing: 2358597

#### Verbal Boundary Description (Describe the boundaries of the property.)

The northern boundary follows Roosevelt Avenue, which becomes Geiger Road, in a general southeastern direction to the southeast corner of the battlefield, adjacent and west of the golf course. From there, it turns west to the southwest corner of the 1941 limits of Ewa Field before turning again in a general north direction, curving around the FAA beacon fence line, ending at the northwest corner of the battlefield.

The boundary is also detailed in the multiple UTM references encompassing the overall battlefield.



Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The proposed National Register boundary encompasses the core area of battle action that retains integrity. This includes the 1941 boundary of Ewa Mooring Mast Field (less disturbed locations at the periphery of the base). Upon further, more intensive investigations, the proposed boundary should be reevaluated to include potentially associated archaeological remains and portions of Ewa Plantation Villages.

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

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**11. Form Prepared By**

Name/title: Lori Frye, M.A., RPA, Senior Project Archaeologist and Benjamin Resnick, M.A., RPA, Senior Director

Organization: GAI Consultants, Inc.

Street & number: 385 E Waterfront Drive

City or town: Homestead, State: Pennsylvania, Zip code: 15120

E-mail: [l.frye@gaiconsultants.com](mailto:l.frye@gaiconsultants.com); [b.resnick@gaiconsultants.com](mailto:b.resnick@gaiconsultants.com)

Telephone: 412-476-2000

Date: December 31, 2013

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

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### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Ewa Plain Battlefield

City or Vicinity: Honolulu

County: Honolulu State: Hawaii

Photographer: Lori A. Frye, M.A., RPA

Date Photographed: June, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 19. Overview, Ewa Plain, camera facing southeast
- 2 of 19. Cluster Spalling from Aircraft Strafing, December 7, 1941, camera facing southwest
- 3 of 19. Linear Spalling from Aircraft Strafing, December 7, 1941, camera facing southeast
- 4 of 19. Hangar Foundation, camera facing southeast
- 5 of 19. Vicinity, Enlisted Barracks, camera facing north
- 6 of 19. Overview of BOQ C Foundation, camera facing east
- 7 of 19. Foundation, Officer's Latrine, camera facing north
- 8 of 19. Foundation, Boiler Room, Tank Cradles Visible in Background, camera facing north
- 9 of 19. Detail, Swimming Pool, camera facing north
- 10 of 19. Cement Deck, Swimming Pool Vicinity, camera facing southeast
- 11 of 19. Detail, OR&L Railroad Tie, camera facing west
- 12 of 19. Vicinity of Underground Fuel Tanks, camera facing southwest south
- 13 of 19. Detail, Vault, Underground Fuel Tank, camera facing west
- 14 of 19. Vicinity of Flagpole, camera facing west
- 15 of 19. Storage Building Foundation, camera facing southeast
- 16 of 19. Open Field, Northwest Quadrant, Ewa Field Camp Area, camera facing northwest
- 17 of 19. Philippine Sea Road in Foreground. Roosevelt Avenue to Left of Photograph. Cold War-era Building to Right. , camera facing east
- 18 of 19. Solar Array, South of Runways, camera facing north
- 19 of 19. Victor Pantohan (left) and brother, June 2013, camera facing northwest

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

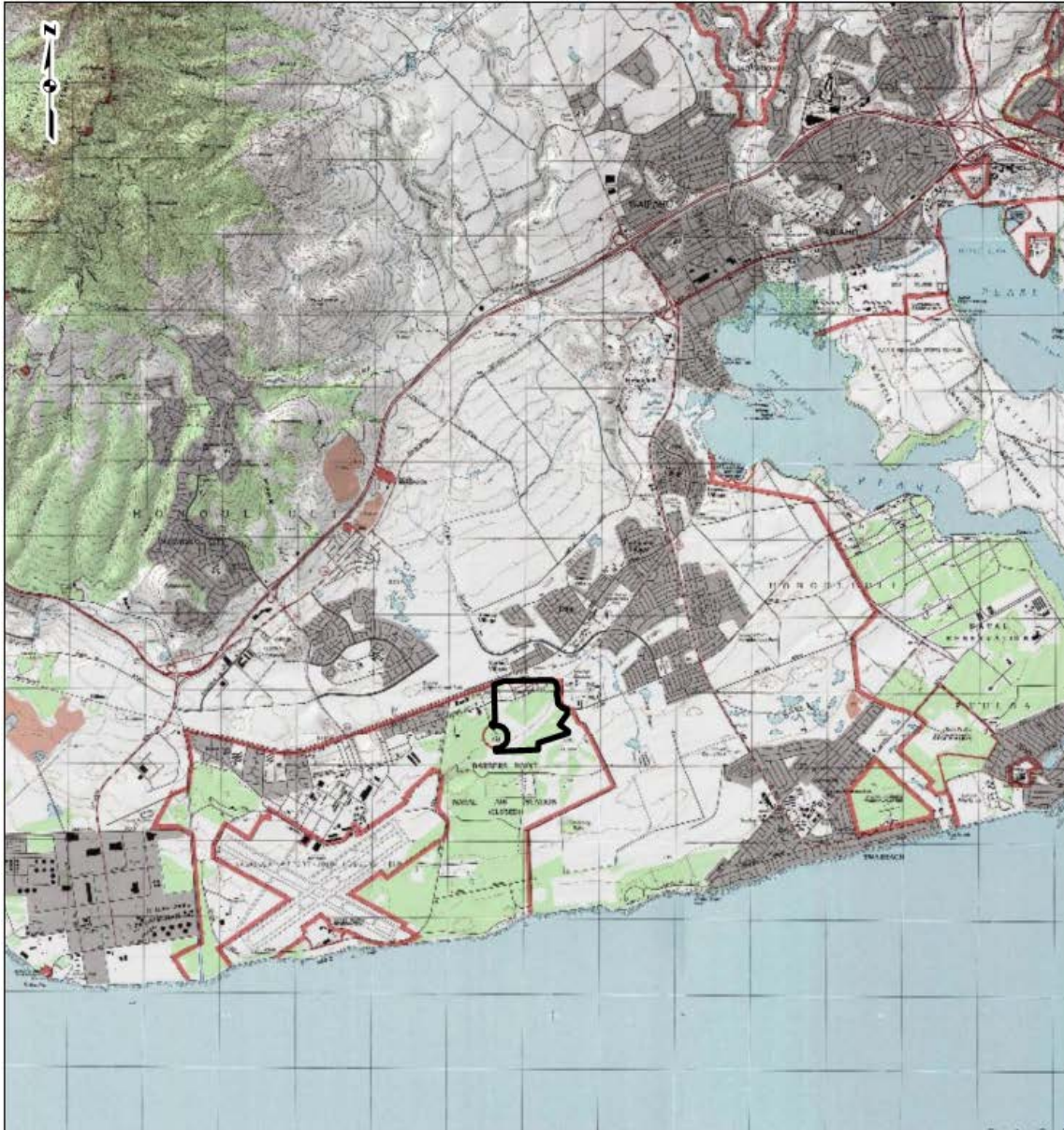
United States Department of the Interior  
National Park Service




Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 1

Figure 1 of 42 – Project Location



<p>PROJECT LOCATION</p>  <p>HONOLULU, HAWAII</p>	<p>LEGEND</p> <p> PROPOSED NRHP BOUNDARY</p> <p>0 3,000 6,000 12,000 Feet</p>	<p>FIGURE 1 PROJECT LOCATION</p> <p> BATTLE OF EWA PLAIN EWA PLAINS PROGRAMS</p> <p>DRAWN BY: AJW DATE: 5/22/2014 CHECKED: LAF APPROVED: BR</p>
<p>REFERENCE: USGS 7.5' QUADRANGLE: EWA (2013), OBTAINED THROUGH ESRI USA TOPO MAPS, NATIONAL GEOGRAPHIC TOPO, AND USGS, ACCESSED 12/2013.</p>		

United States Department of the Interior  
National Park Service

Ewa Plain Battlefield

Name of Property

Honolulu County, Hawaii

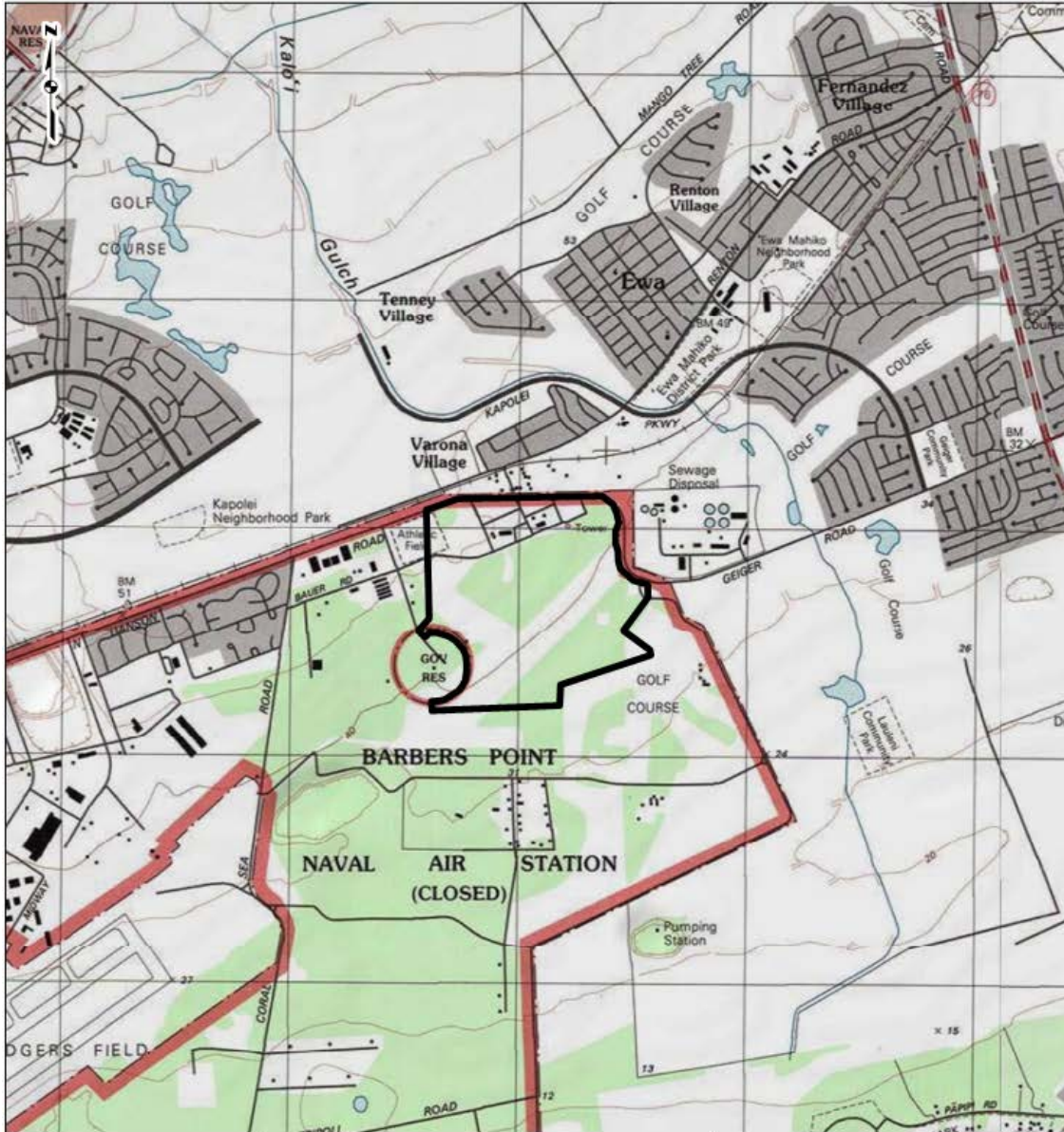
County and State




Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 2

Figure 2 of 42 – Ewa Plain Battlefield, National Register Boundary



<p>PROJECT LOCATION</p>  <p>HONOLULU, HAWAII</p>	<p>LEGEND</p> <p> PROPOSED NRHP BOUNDARY</p> <p>0 1,000 2,000 4,000 Feet</p>	<p>FIGURE 2 EWA PLAIN BATTLEFIELD, NATIONAL REGISTER BOUNDARY</p> <p> BATTLE OF EWA PLAIN EWA PLAINS PROGRAMS</p> <p>DRAWN BY: AJW DATE: 5/22/2014 CHECKED: LAF APPROVED: BR</p>
<p>REFERENCE: USGS 7.5' QUADRANGLE: EWA (2013), OBTAINED THROUGH ESRI USA TOPO MAPS, NATIONAL GEOGRAPHIC TOPO, AND USGS, ACCESSED 12/2013.</p>		

United States Department of the Interior  
National Park Service

Ewa Plain Battlefield

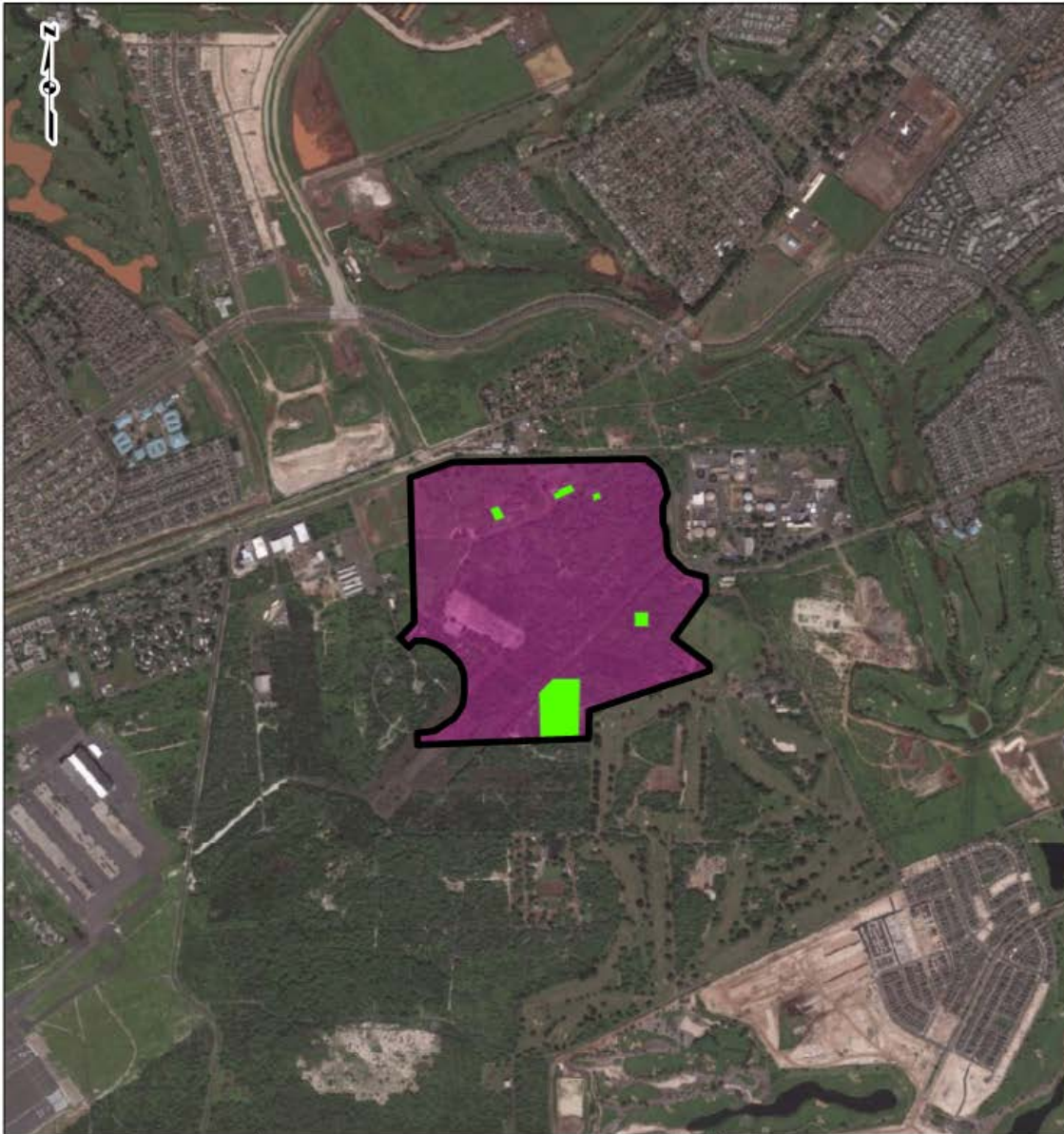
Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 3

Figure 3 of 42 – Ewa Plain Battlefield






PROJECT LOCATION



HONOLULU, HAWAII

**LEGEND**

-  PROPOSED NRHP BOUNDARY
-  CONTRIBUTING RESOURCE
-  NON-CONTRIBUTING RESOURCES

0 750 1,500 3,000 Feet

**FIGURE 3**  
EWA PLAIN BATTLEFIELD



BATTLE OF EWA PLAIN  
EWA PLAINS PROGRAMS

DRAWN BY: AJW DATE: 5/22/2014  
CHECKED: LAF APPROVED: BR

REFERENCE: SERVICE LAYER CREDITS: SOURCE: ESRI, DIGITALGLOBE, GEOEYE, I-CUBED, USDA, USGS, AEX, GETMAPPING, AEROGRIID, IGN, IGP, SWISSTOPO, AND THE GIS USER COMMUNITY, ACCESSED 12/2013.



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National Park Service

Ewa Plain Battlefield

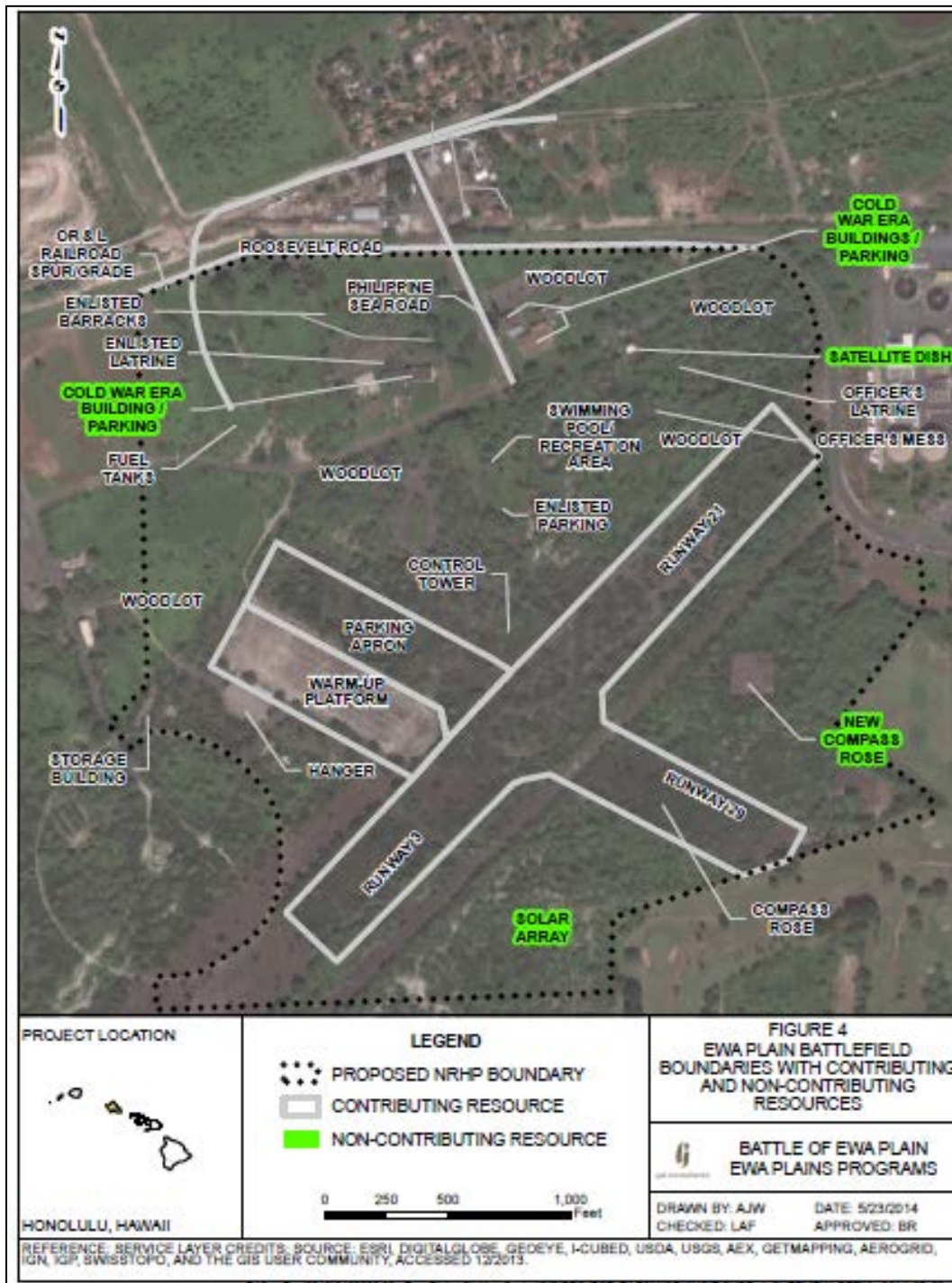
Name of Property  
Honolulu County, Hawaii  
County and State

National Register of Historic Places  
Continuation Sheet - Figures

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 4

Figure 4 of 42 – Ewa Plain Battlefield Boundaries with Contributing and Non-Contributing Sources



United States Department of the Interior  
National Park Service

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

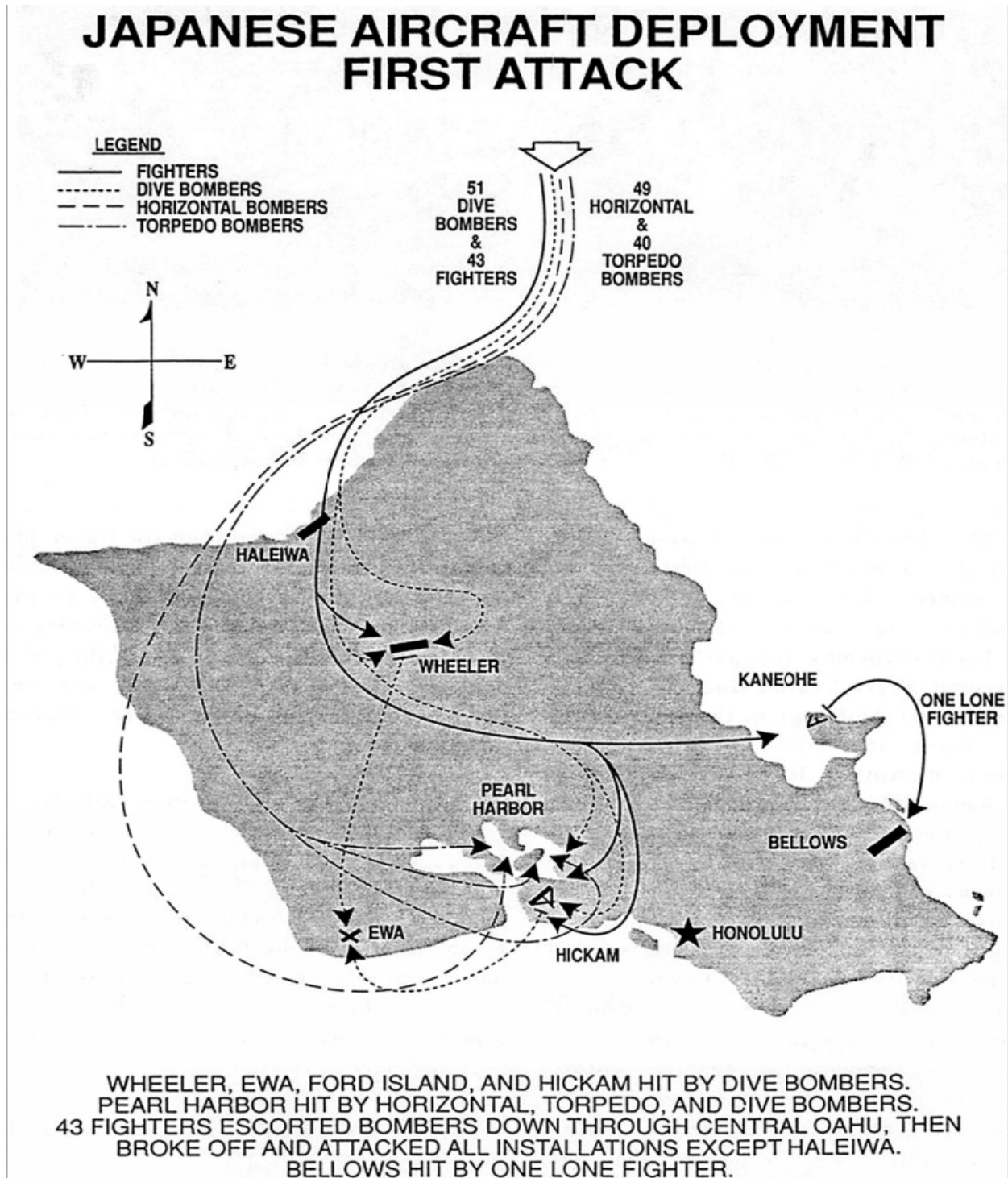
Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 5

Figure 5 of 42 – Battle Action, Oahu, December 7, 1941

(Source: <http://www.ibiblio.org/hyperwar/AAF/7Dec41/7Dec41-4.html>)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 6

Figure 6 of 42 – Ewa Marines Clearing Sisal Field (Source: Pacific War Institute)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 7

Figure 7 of 42 – Blasting Trees for Ewa Runway (Source: NARA)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 8

Figure 8 of 42 – Mooring Mast and Nearby Buildings, 1925 (Source: National Park Service; USAR-2975)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

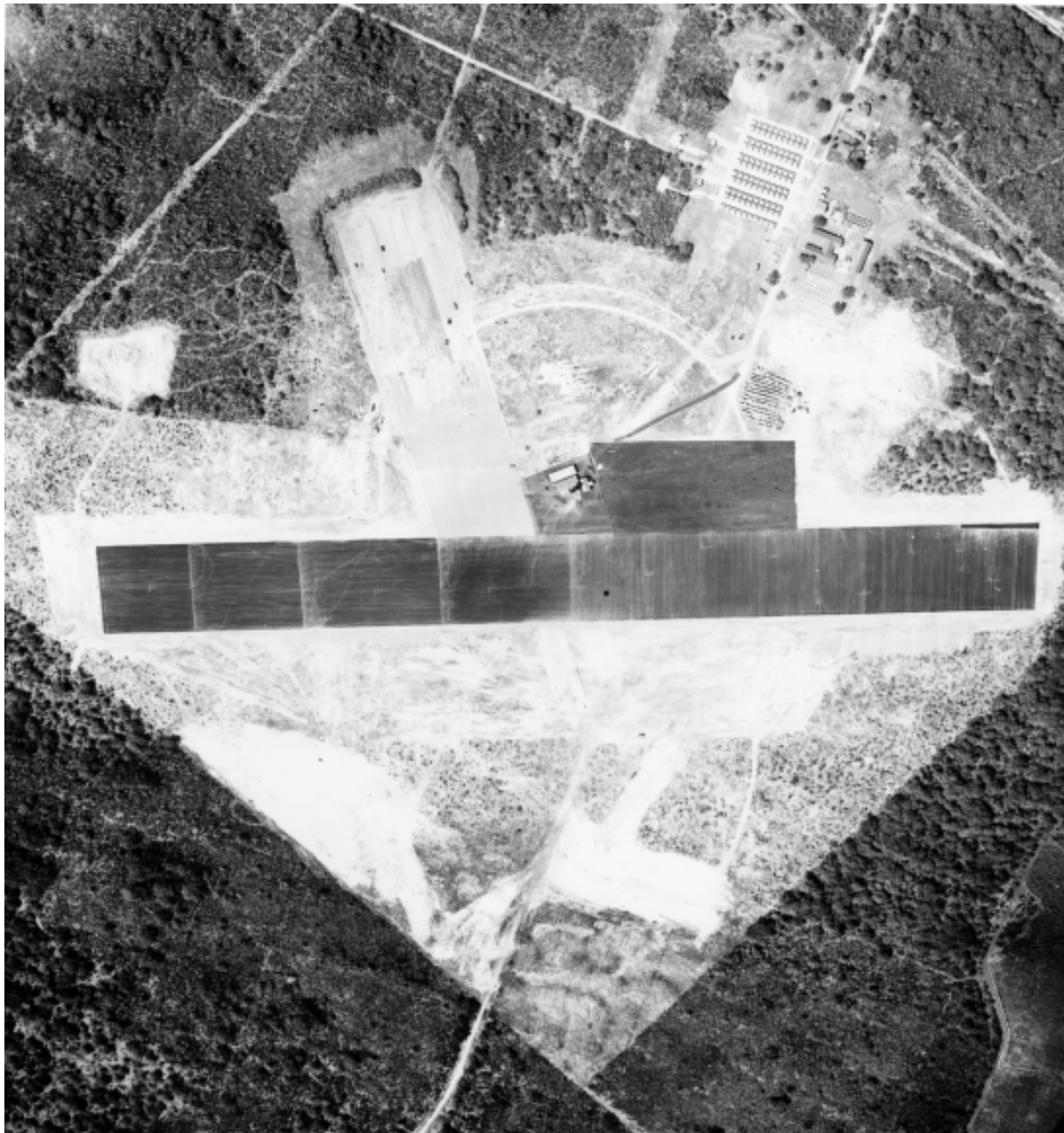
Ewa Plain Battlefield

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Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
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Section numbers 7 & 8 Page 9

Figure 9 of 42 – Ewa Field, January 29, 1941 (Source: Naval History Heritage Command)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

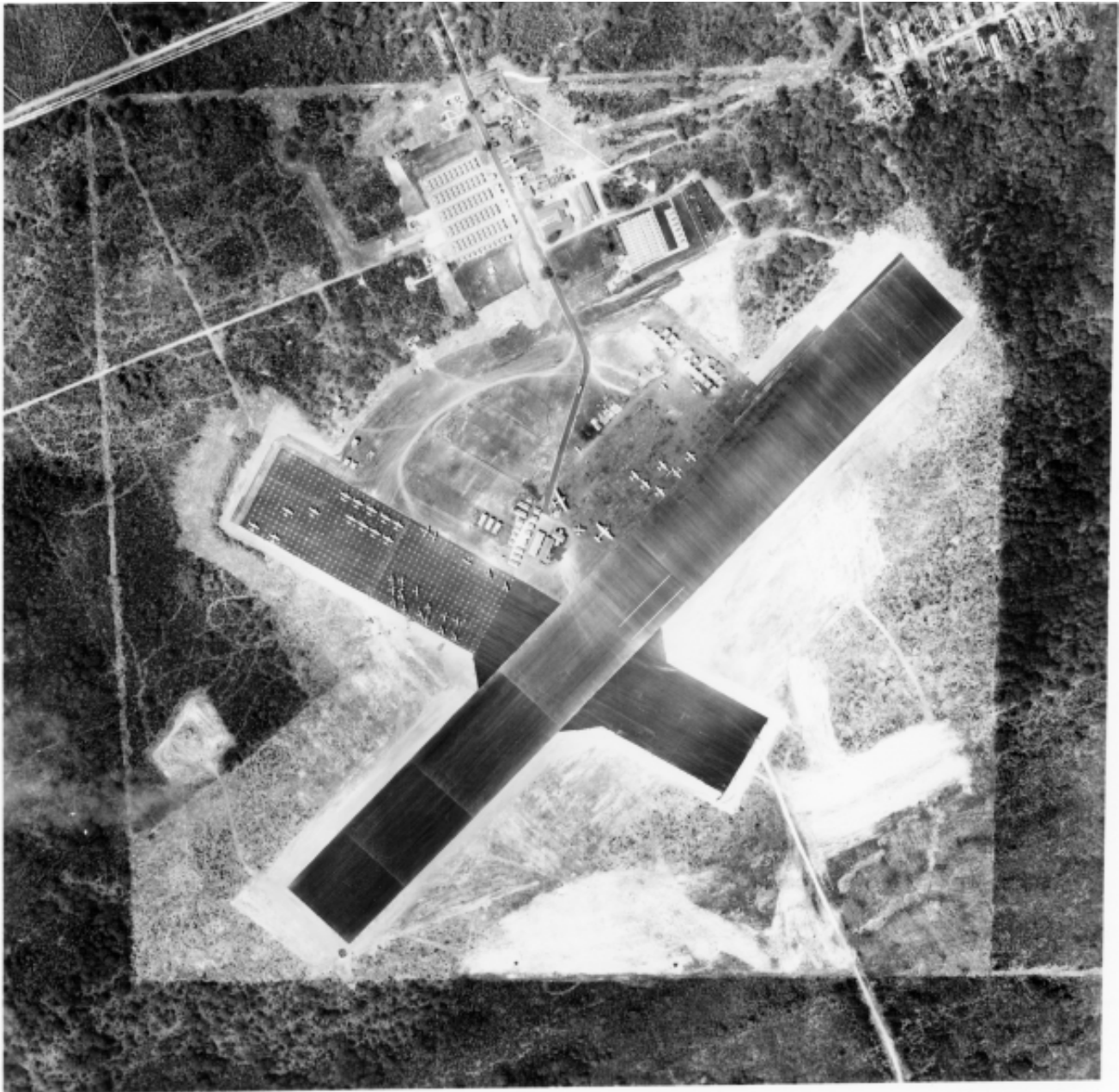
Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 10

Figure 10 of 42 – Ewa Field, March 14, 1941 (Source: Naval History Heritage Command)



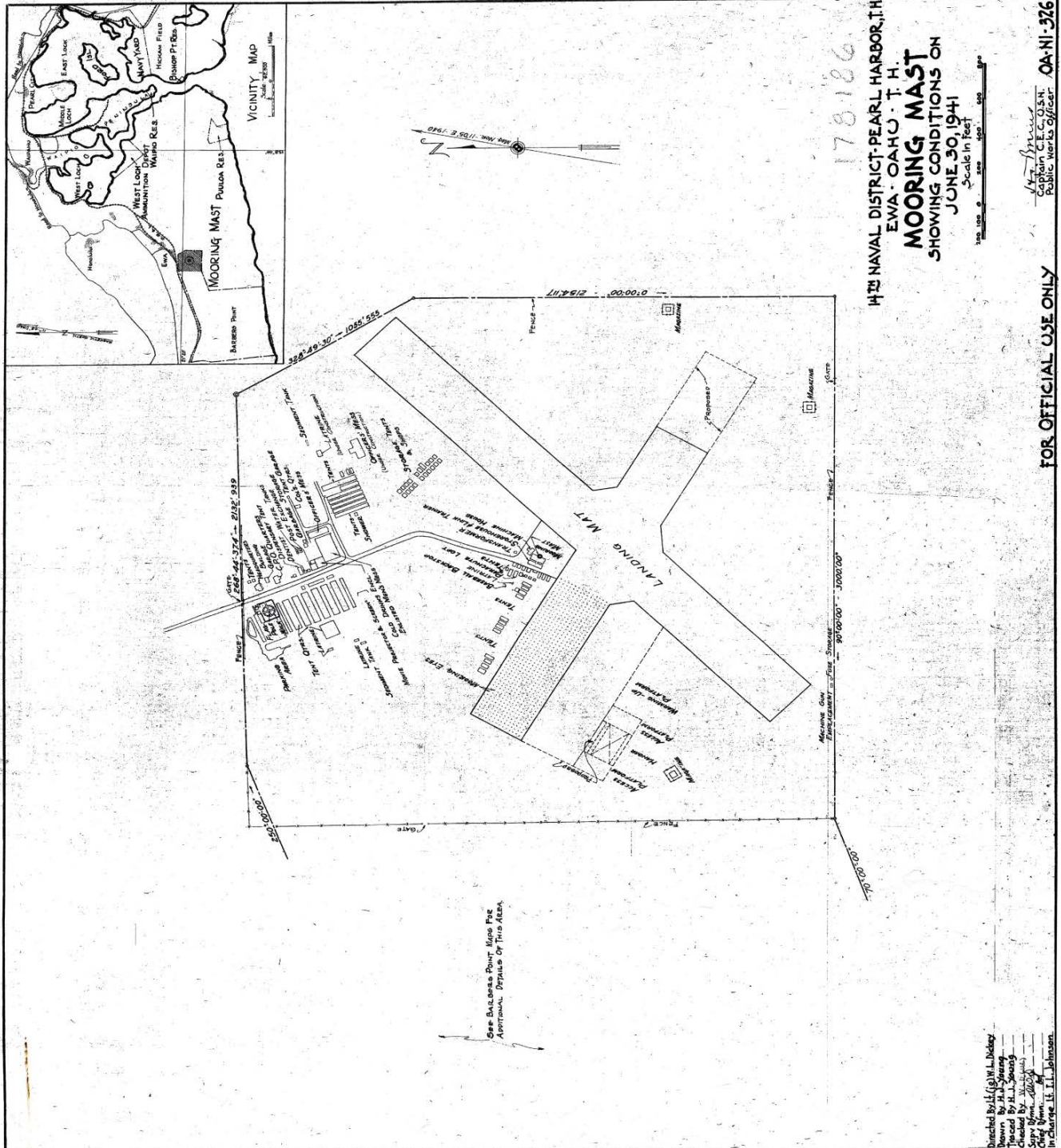
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 11

Figure 11 of 42 – Site Plan, Ewa Field, June 30, 1941 (Source: NARA)





**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
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Section numbers 7 & 8 Page 12

Figure 12 of 42 – Ewa Field, December 2, 1941 (Source: Naval History Heritage Command)



United States Department of the Interior  
National Park Service

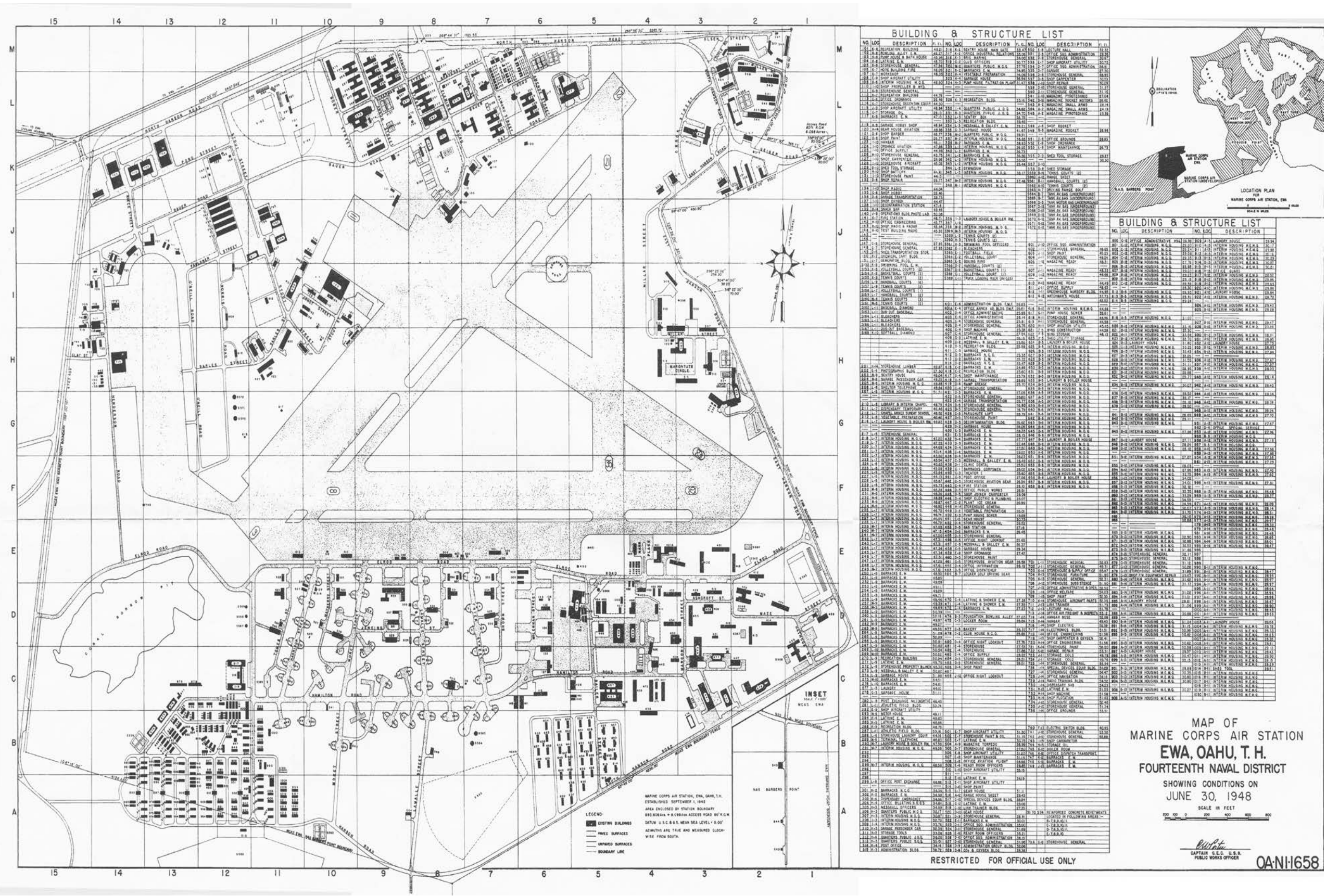
National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 13

Ewa Plain Battlefield  
Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Figure 13 of 42 - Site Plan, Ewa Field, June 30, 1948 (Source: NARA)



BUILDING & STRUCTURE LIST			BUILDING & STRUCTURE LIST		
NO. LOC.	DESCRIPTION	NO. LOC.	DESCRIPTION	NO. LOC.	DESCRIPTION
101	ADMINISTRATIVE BUILDING	102	OFFICE BUILDING	103	OFFICE BUILDING
104	OFFICE BUILDING	105	OFFICE BUILDING	106	OFFICE BUILDING
107	OFFICE BUILDING	108	OFFICE BUILDING	109	OFFICE BUILDING
110	OFFICE BUILDING	111	OFFICE BUILDING	112	OFFICE BUILDING
113	OFFICE BUILDING	114	OFFICE BUILDING	115	OFFICE BUILDING
116	OFFICE BUILDING	117	OFFICE BUILDING	118	OFFICE BUILDING
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**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 14

Figure 14 of 42 – Parking Apron/Runway 11, 1941



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Ewa Plain Battlefield

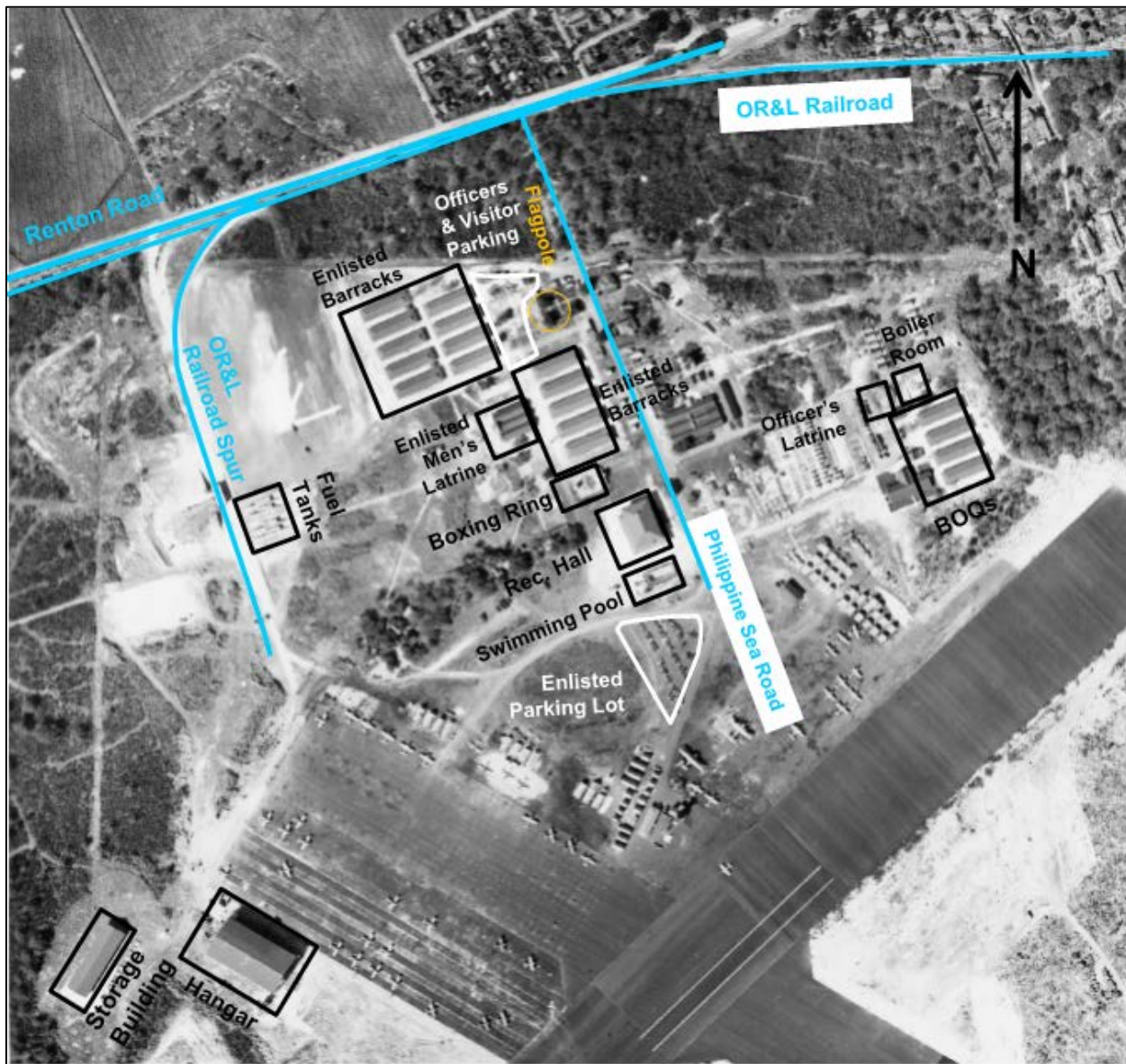
Name of Property  
Honolulu County, Hawaii  
County and State

National Register of Historic Places  
Continuation Sheet - Figures

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 15

Figure 15 of 42 – Site Plan, Contributing Resources, Aerial Photograph taken December 2, 1941 (Source: Naval History Heritage Command)



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National Park Service

Ewa Plain Battlefield

Name of Property

Honolulu County, Hawaii

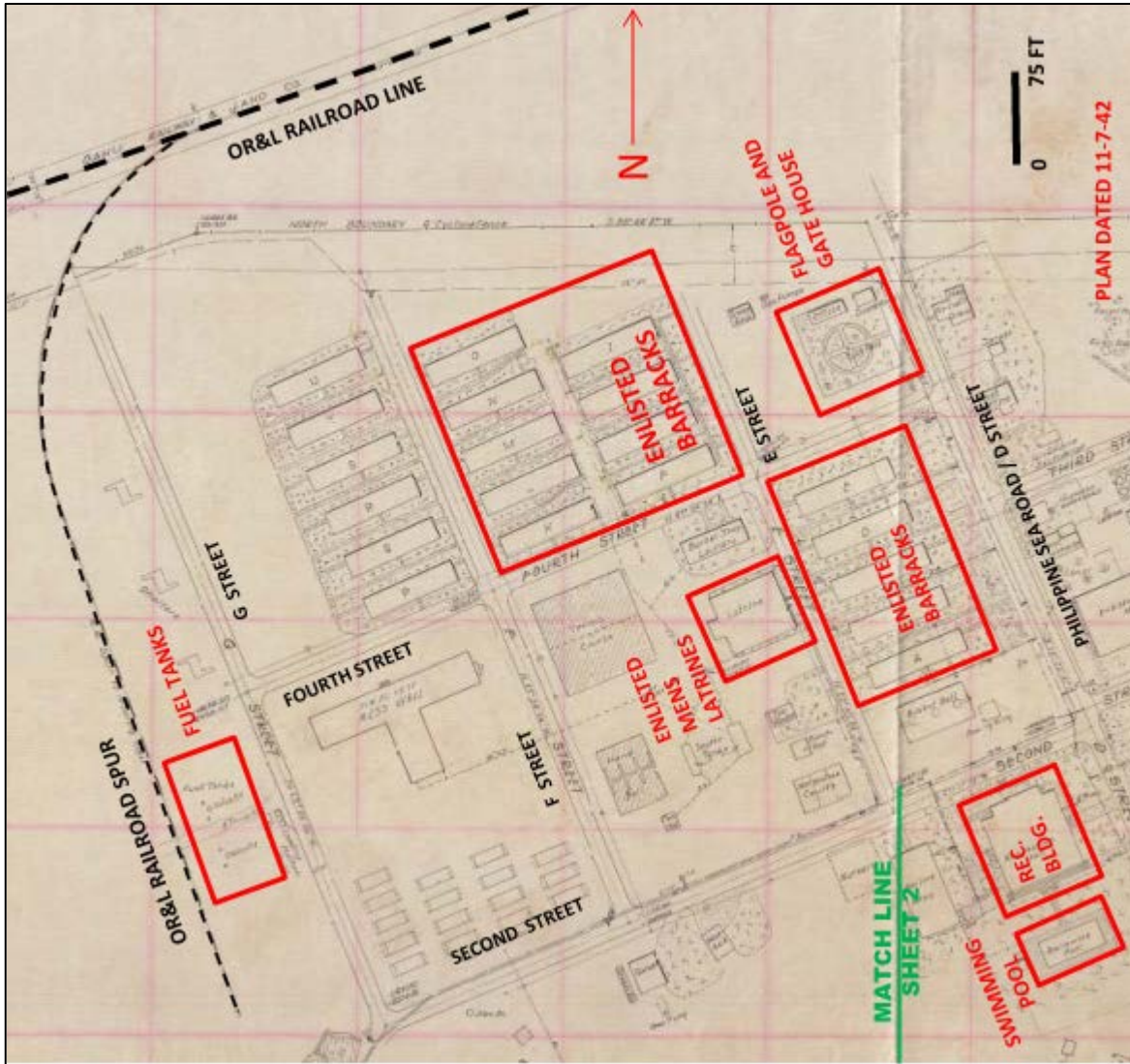
County and State

Name of multiple listing (if applicable)

# National Register of Historic Places Continuation Sheet - Figures

Section numbers 7 & 8 Page 16

Figure 16 of 42 (Sheet 1 of 2) – Site Plan, Ewa Field Camp Area, 1942 (Sheet 1 of 2),  
(Source: NAVFAC)



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Ewa Plain Battlefield

Name of Property

Honolulu County, Hawaii

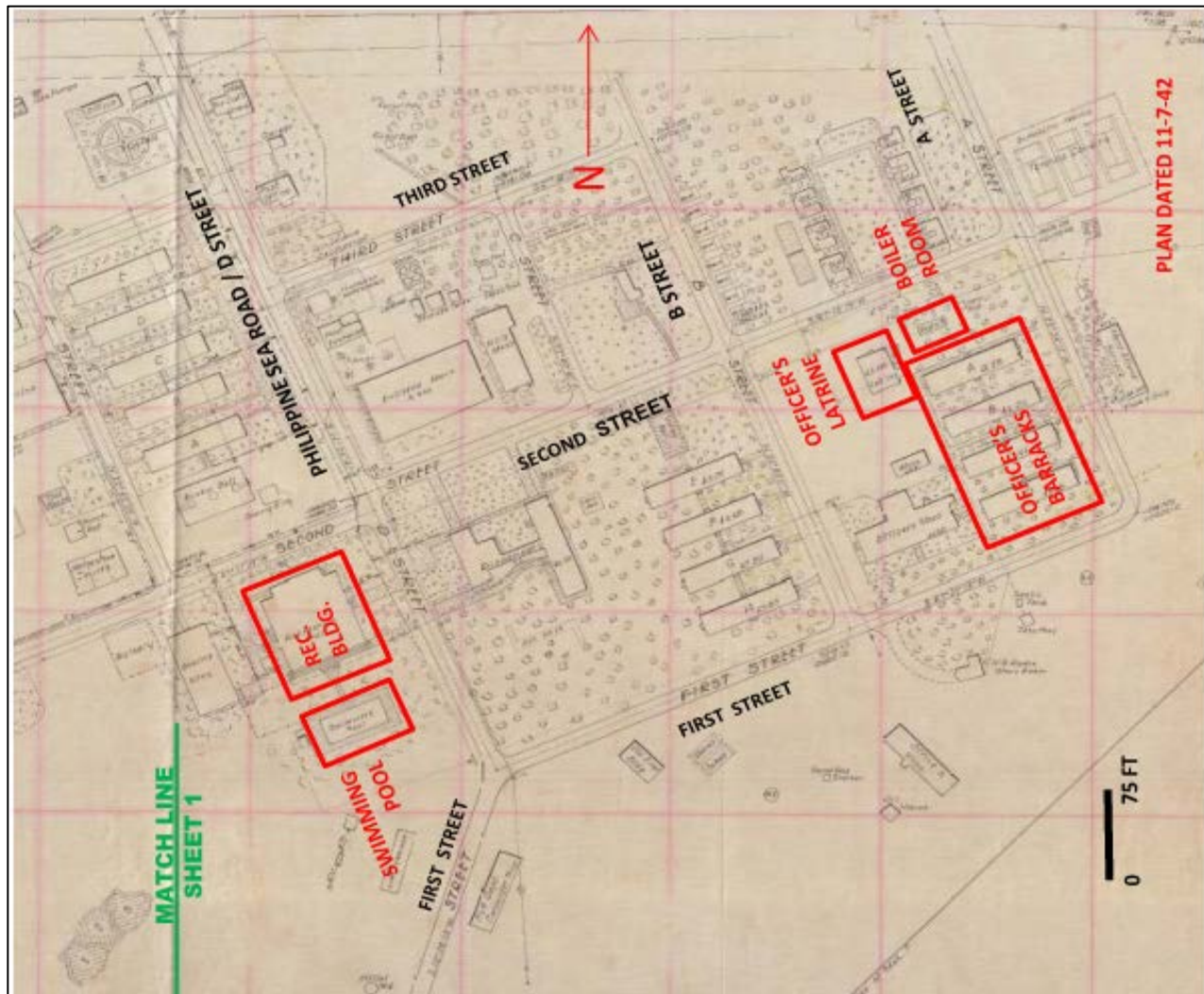
County and State

Name of multiple listing (if applicable)

# National Register of Historic Places Continuation Sheet - Figures

Section numbers 7 & 8 Page 17

Figure 16 of 42 (Sheet 2 of 2) – Site Plan, Ewa Field Camp Area, 1942 (Sheet 2 of 2),  
(Source: NAVFAC)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 18

Figure 17 of 42 – Marines Observing IJN Aircraft from Swimming Pool (under construction),  
(Source: NPS)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 19

Figure 18 of 42 – Flagpole Area, August 21, 1941, (Source: NARA)





United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield

Name of Property

Honolulu County, Hawaii

County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 20

Figure 19 of 42 – Fields and Woodlots North of Airfield (Source: NAVFAC)



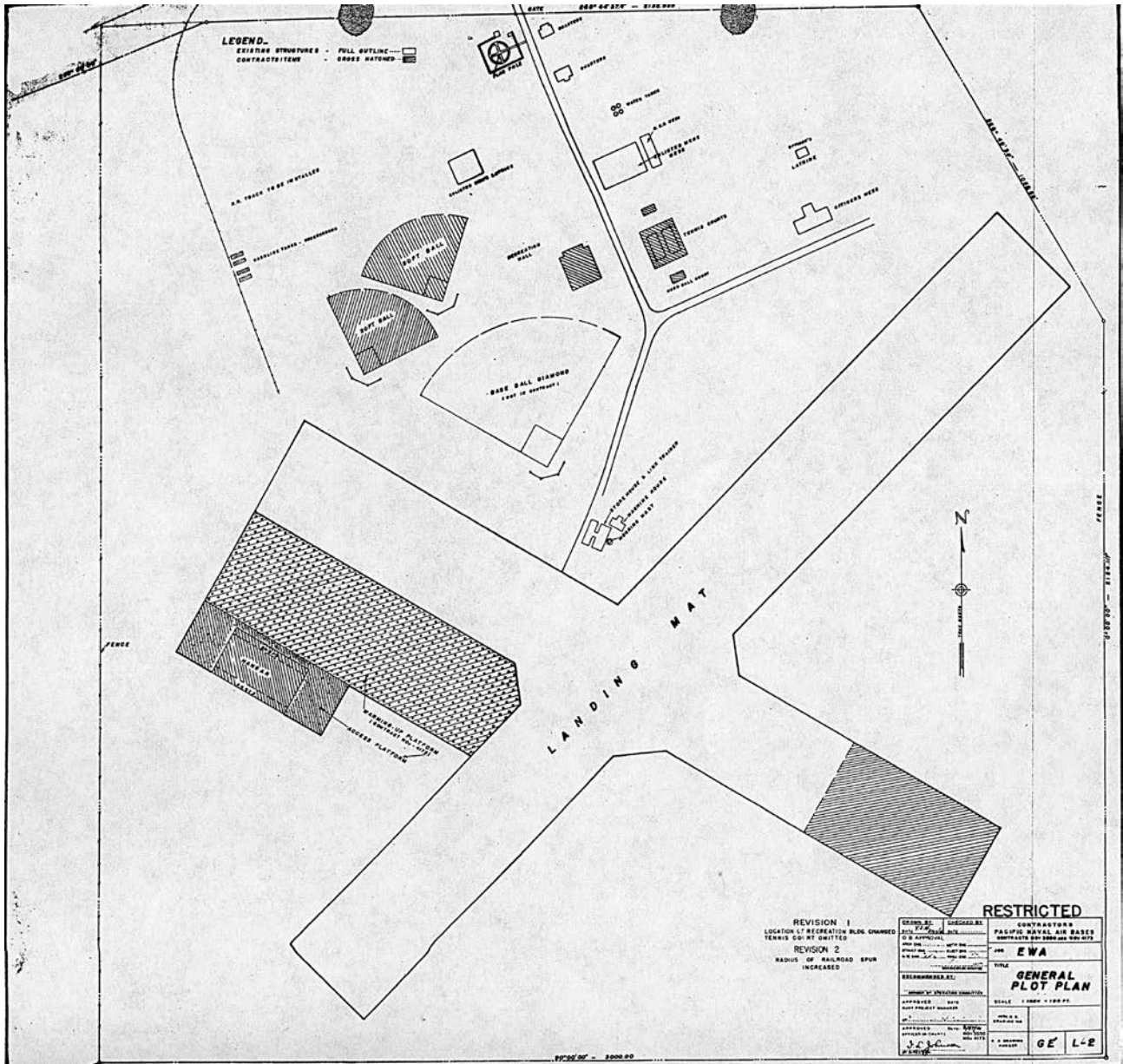
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National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 21

Figure 20 of 42 – Ewa Field Road Network, August 1941 (Source: NARA)



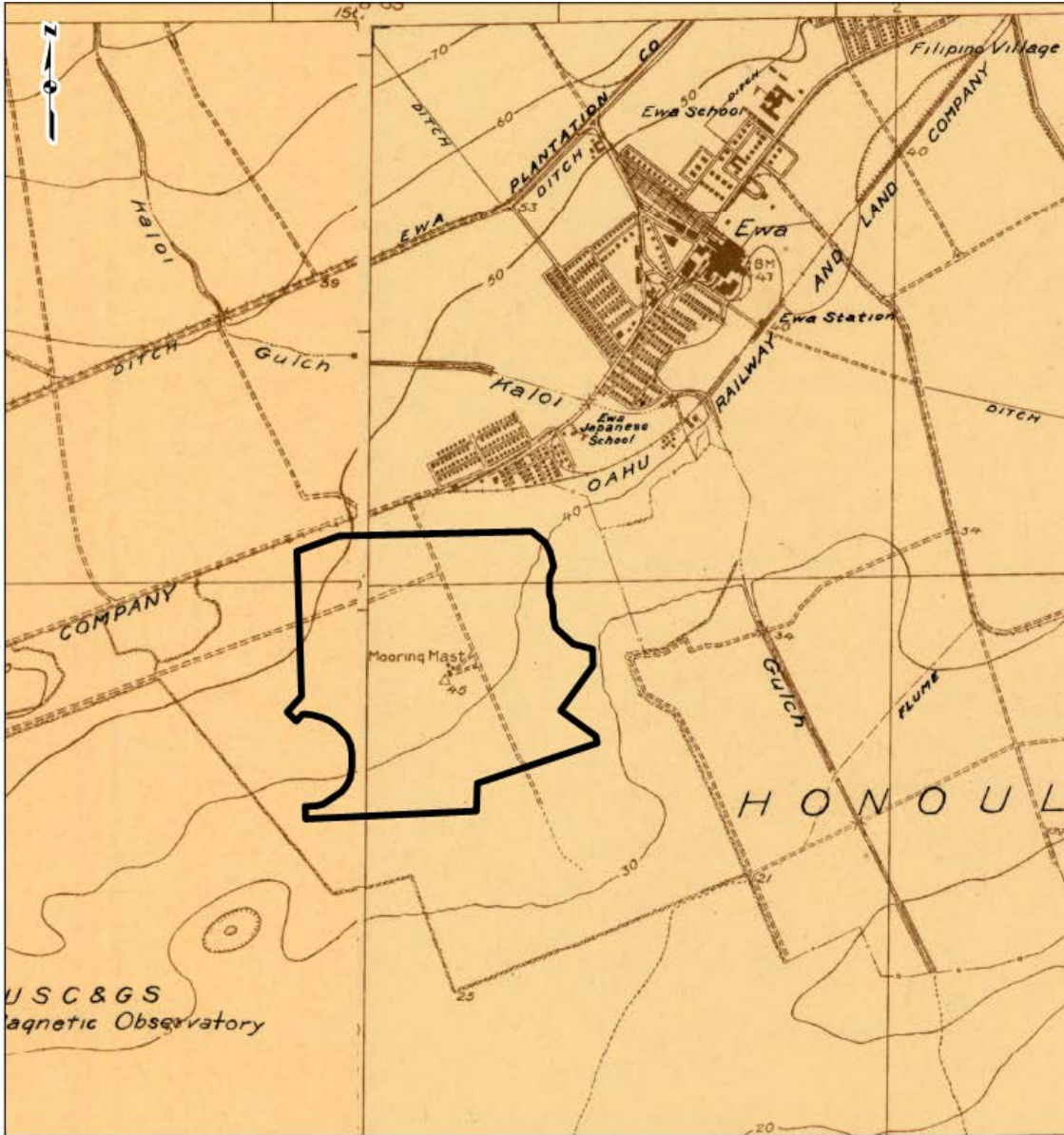
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National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 22

Figure 21 of 42 – Ewa Field and nearby Ewa Villages, 1927



PROJECT LOCATION

HONOLULU, HAWAII

**LEGEND**

PROPOSED NRHP BOUNDARY

0 750 1,500 3,000 Feet

**FIGURE 21**  
EWA FIELD, 1927

**BATTLE OF EWA PLAIN**  
EWA PLAINS PROGRAMS

DRAWN BY: AJW      DATE: 5/22/2014  
CHECKED: LAF      APPROVED: BR

REFERENCE: USGS 15' QUADRANGLES: EWA (1927), AND BARBERS POINT (1927).

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**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property

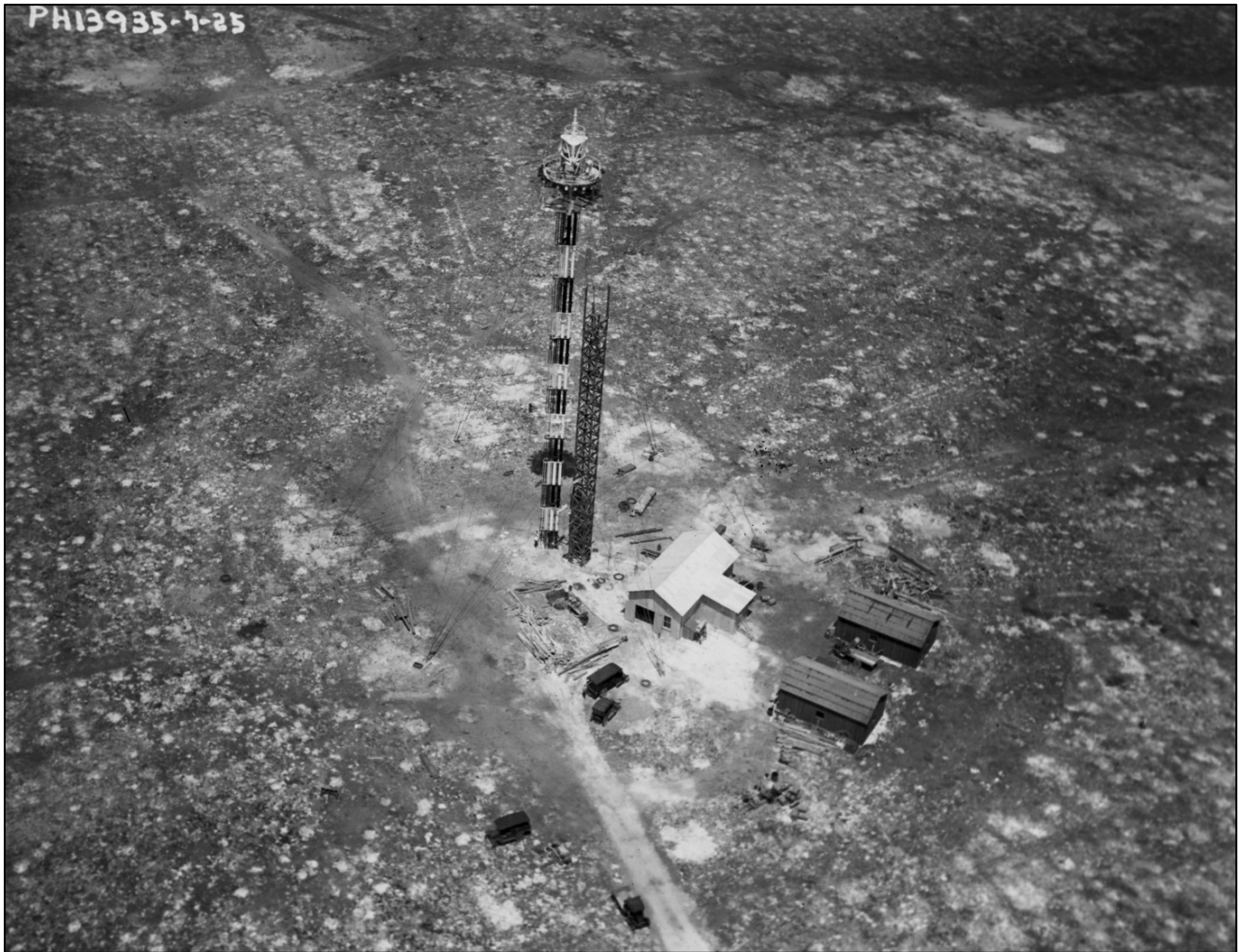
Honolulu County, Hawaii

County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 23

Figure 22 of 42 – Construction of Mooring Mast, circa 1925 (Source: NPS)



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield

Name of Property

Honolulu County, Hawaii

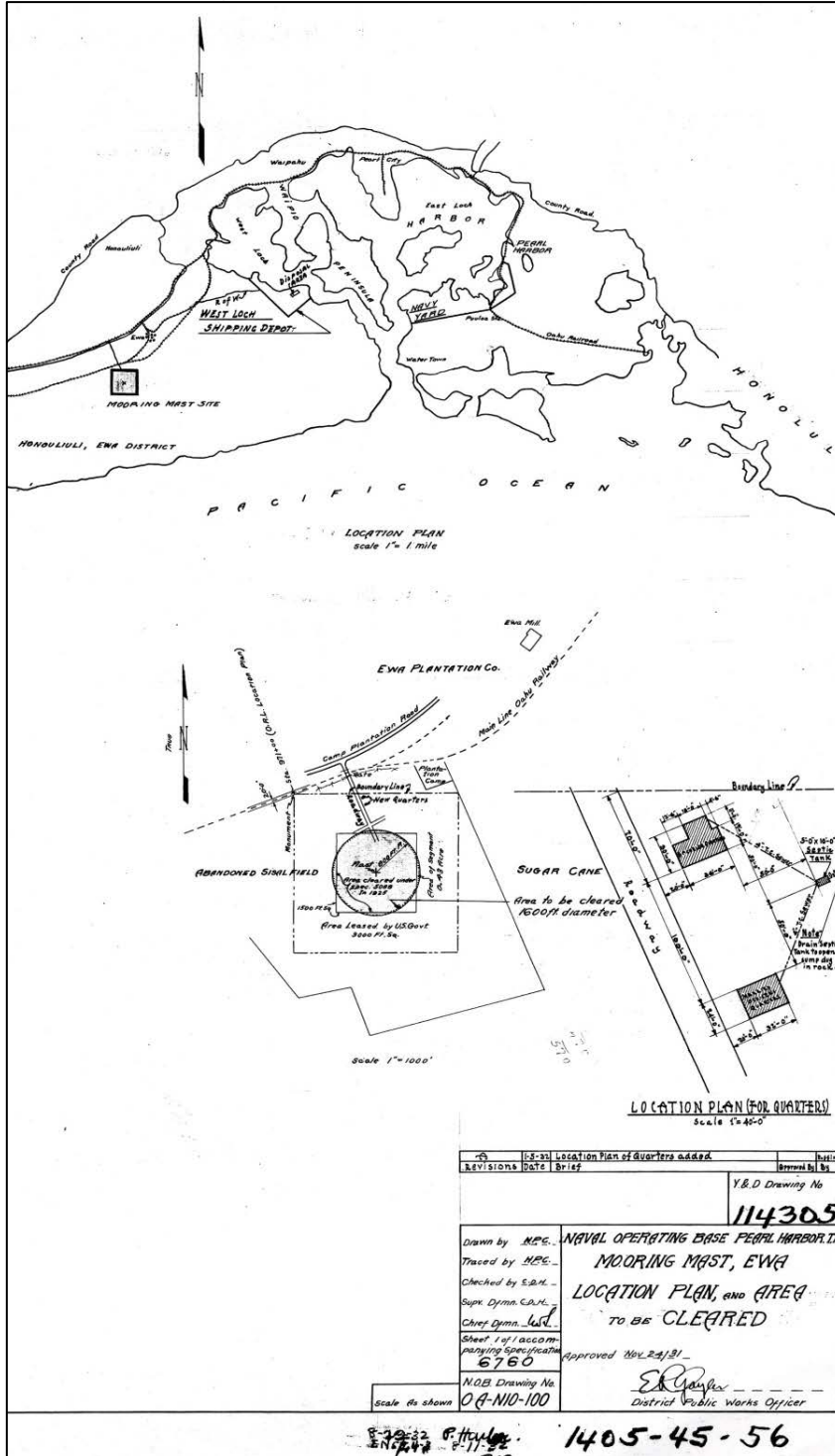
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8

Page 24

Figure 23 of 42 – Plan, Mooring Mast, circa 1932 (Source: NARA)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 25

Figure 24 of 42 – Admiral Yamamoto (Source: Naval History Heritage Command)



**United States Department of the Interior**  
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**National Register of Historic Places**  
**Continuation Sheet - Figures**

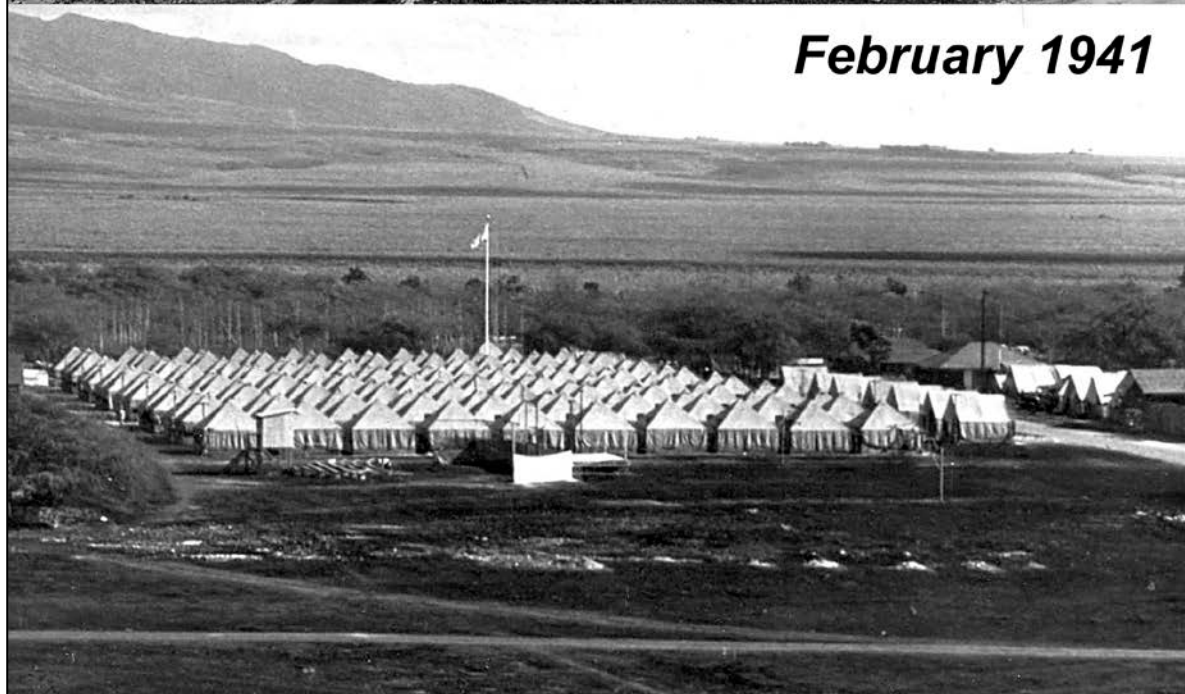
Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 26

Figure 25 of 42 – Development of Ewa Field Camp Area, early 1941, (Source: NARA)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 27

Figure 26 of 42 – Ewa Field, June 19, 1941 (Source: Naval History Heritage Command)





**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 28

Figure 27 of 42 – IJN Aircraft Prep for Takeoff from Carrier (Source: Gudmens 2005)



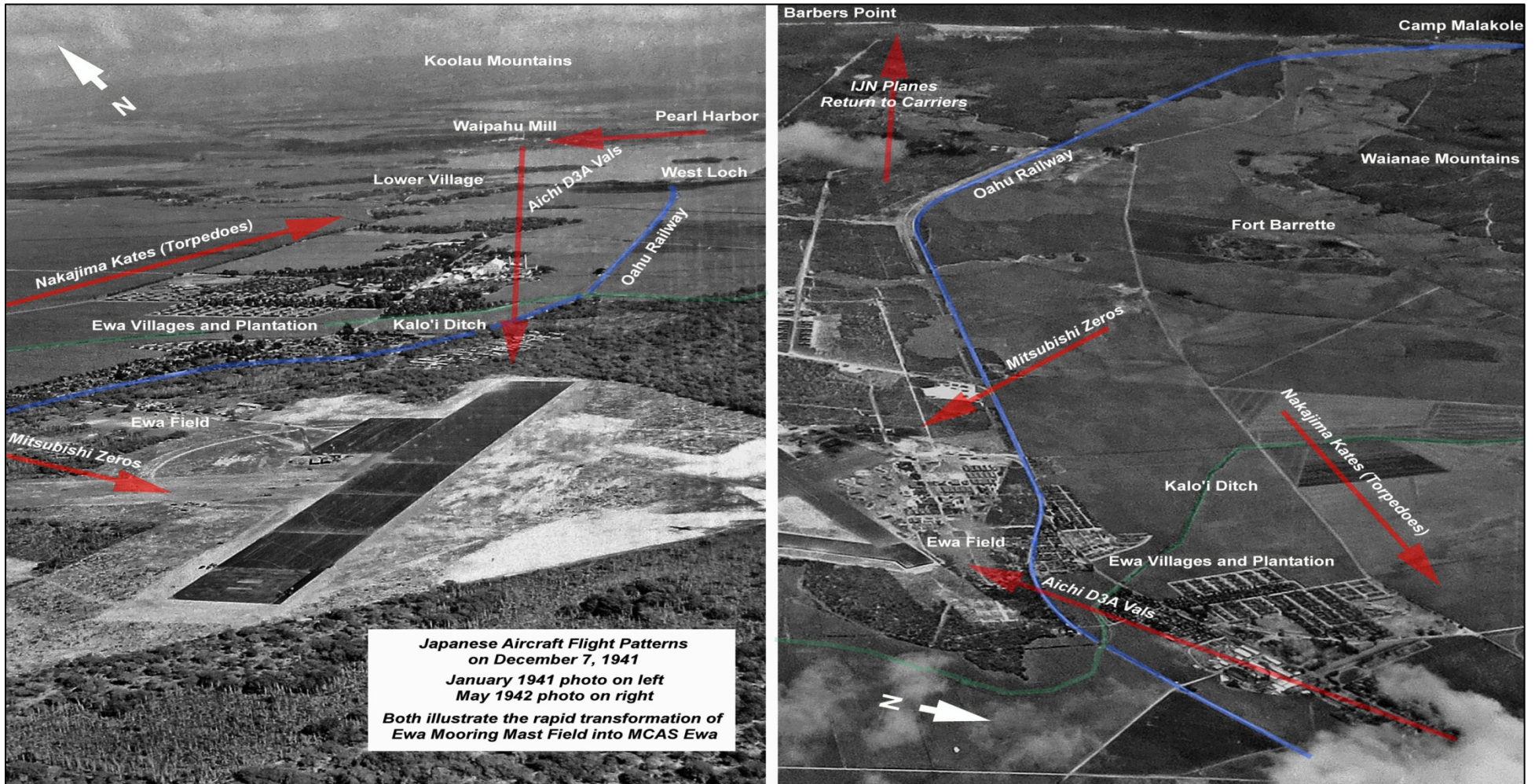
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National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 29

Figure 28 of 42 – IJN Flight Patterns, December 7, 1941 (Aerial Photographs Source: Naval History Heritage Command)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

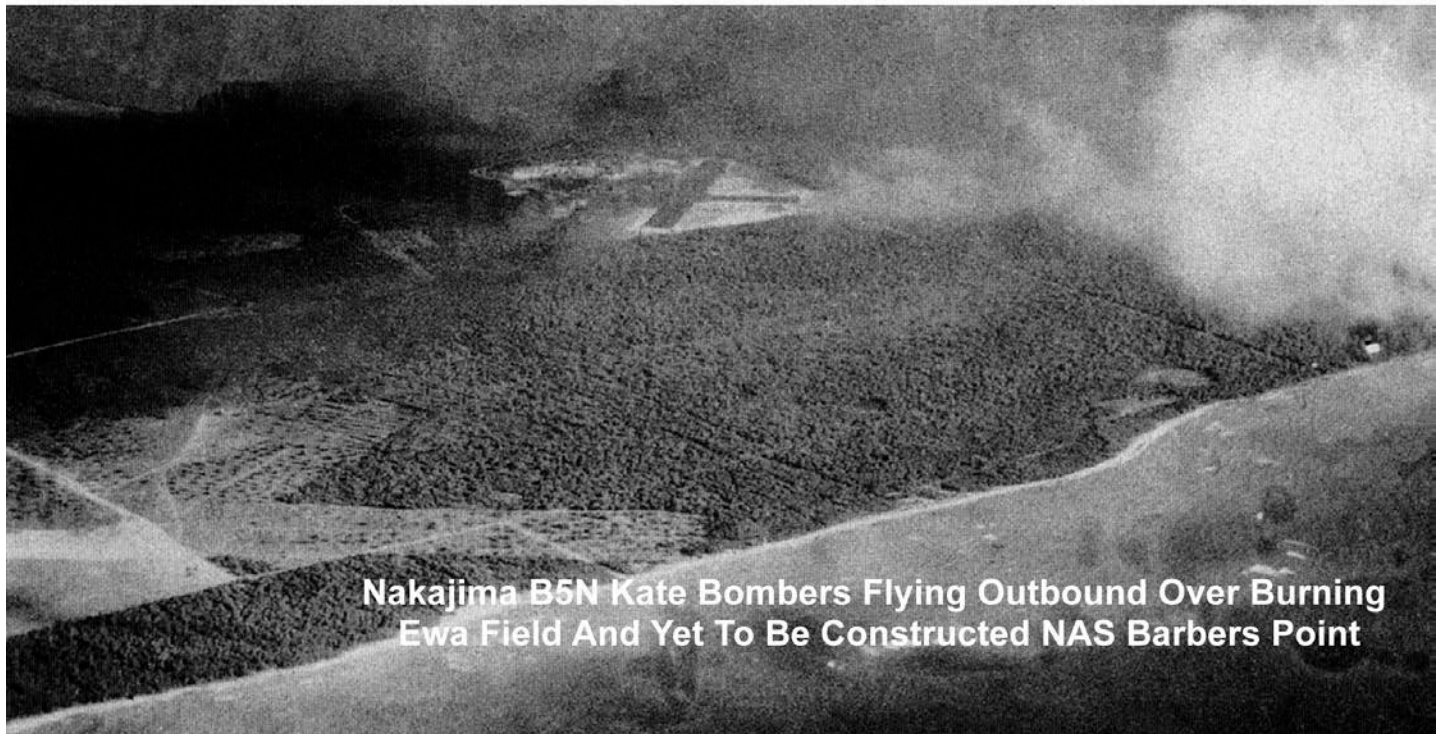
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Section numbers 7 & 8 Page 30

Figure 29 of 42 – Aerial View from IJN Aircraft, December 7, 1941



**Nakajima B5N Kate Torpedo Bombers  
Flying Inbound To Pearl Harbor Over Lualualei**



**Nakajima B5N Kate Bombers Flying Outbound Over Burning  
Ewa Field And Yet To Be Constructed NAS Barbers Point**

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National Park Service

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 31

Figure 30 of 42 – Ewa Plain from IJN Aircraft, December 7, 1941 (Source: US Navy)



Ewa Field from Japanese "Air Attack Over Hawaii" newsreel



Ewa Field from Japanese "Air Attack Over Hawaii" newsreel



Ewa Beach-Puuloa from Japanese "Air Attack Over Hawaii" newsreel



Iroquois Point from Japanese "Air Attack Over Hawaii" newsreel

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Ewa Plain Battlefield

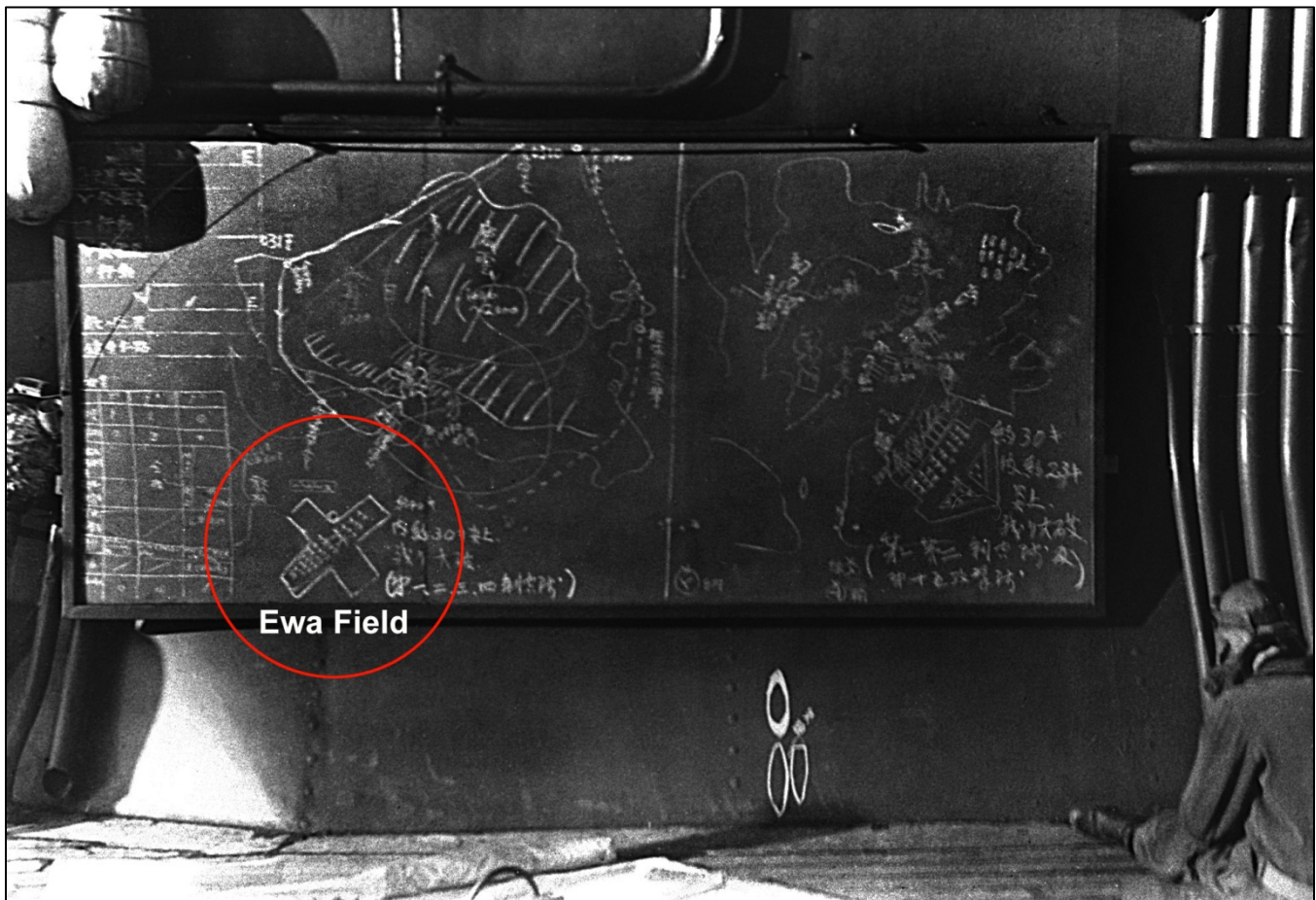
Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 32

Figure 31 of 42 – Akagi Map Board Depicting Ewa Field (Source: Original Print Al Makiel)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield
-----
Name of Property
Honolulu County, Hawaii
-----
County and State
-----
Name of multiple listing (if applicable)

Section numbers 7 & 8 Page 33

Figure 32 of 42 – Japanese Planes Photographed from a B-17, December 7, 1941  
(Source: Lee Embree Photograph Collection)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
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Section numbers 7 & 8 Page 34

Figure 33 of 42 – Japanese Planes Circling Crash Site, Ewa Plain, December 7, 1941  
(Source: Lee Embree Photograph Collection)



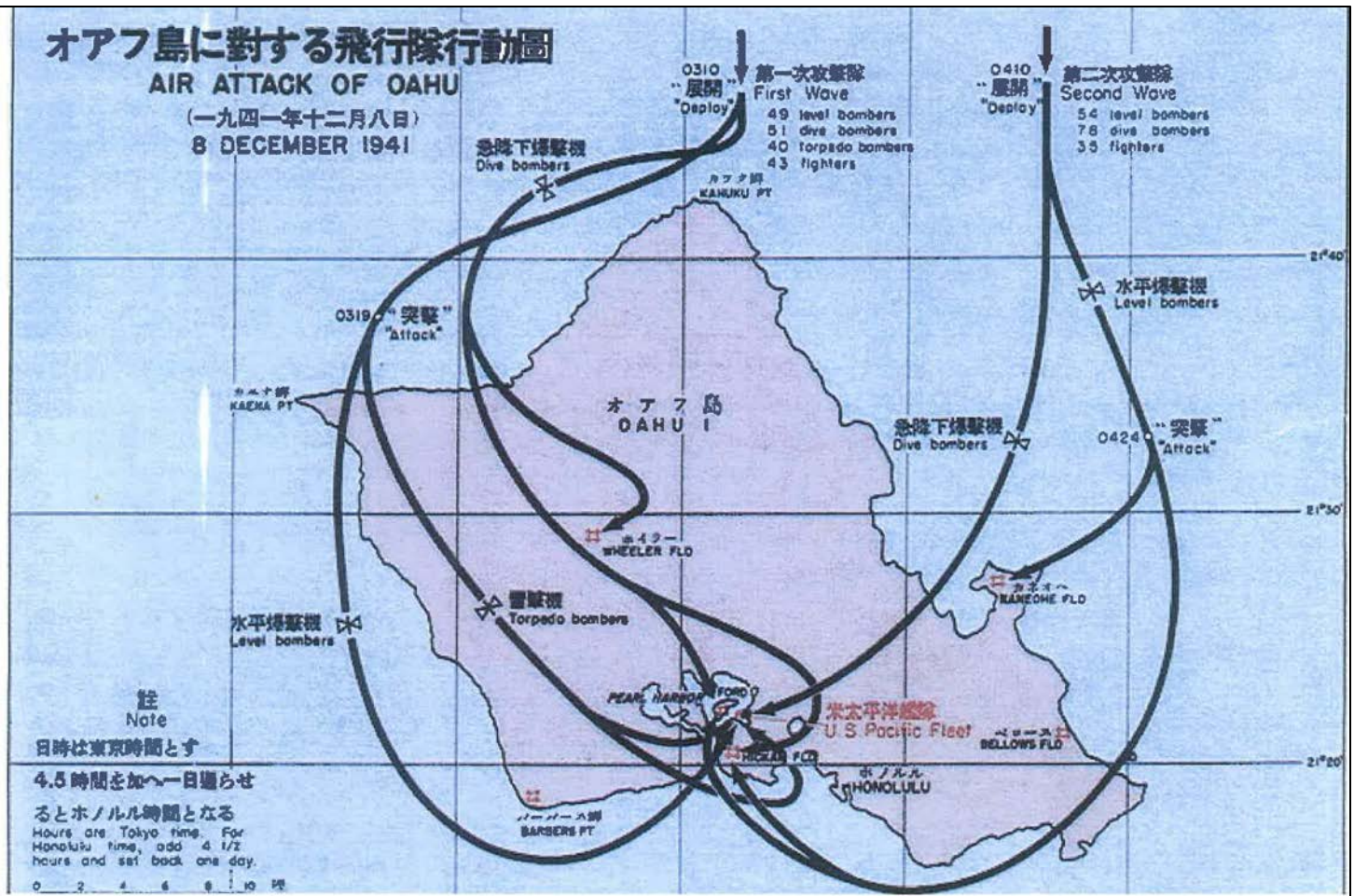
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National Park Service

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 35

Ewa Plain Battlefield
Name of Property
Honolulu County, Hawaii
County and State
Name of multiple listing (if applicable)

Figure 34 of 42 - Japanese Attack Routes (Source: NPS)





**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 36

Figure 35 of 42 – Burning Aircraft, Ewa Field, December 7, 1941 (Source: NPS)



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National Park Service

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

**National Register of Historic Places**  
**Continuation Sheet - Figures**

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 37

Figure 36 of 42 – US Marine Corps Ambulance, Strafing Damage, Ewa Field, December 7, 1941 (Source: NPS)



JSAR-1293 Wrecked US Marine Corps 1938 Ford Ambulance at Ewa Marine Corps Air Station, Dec. 1941.

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**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 38

Figure 37 of 42 – Damaged Vehicles from Strafing, Ewa Field, December 7, 1941  
(Source: NPS)



USAR-1284 Three Fords, a 1934 Phaeton, a Model A Sedan, a 1932 Sport Coupe, damaged from strafing during attack.

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Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 39

Figure 38 of 42 – Anti-Aircraft Fire, December 7, 1941



**United States Department of the Interior**  
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**National Register of Historic Places**  
**Continuation Sheet - Figures**

Ewa Plain Battlefield

-----  
Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 40

Figure 39 of 42 – Injured Ewa Marine, December 7, 1941 (Source: NPS)



USAR-1298

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Ewa Plain Battlefield

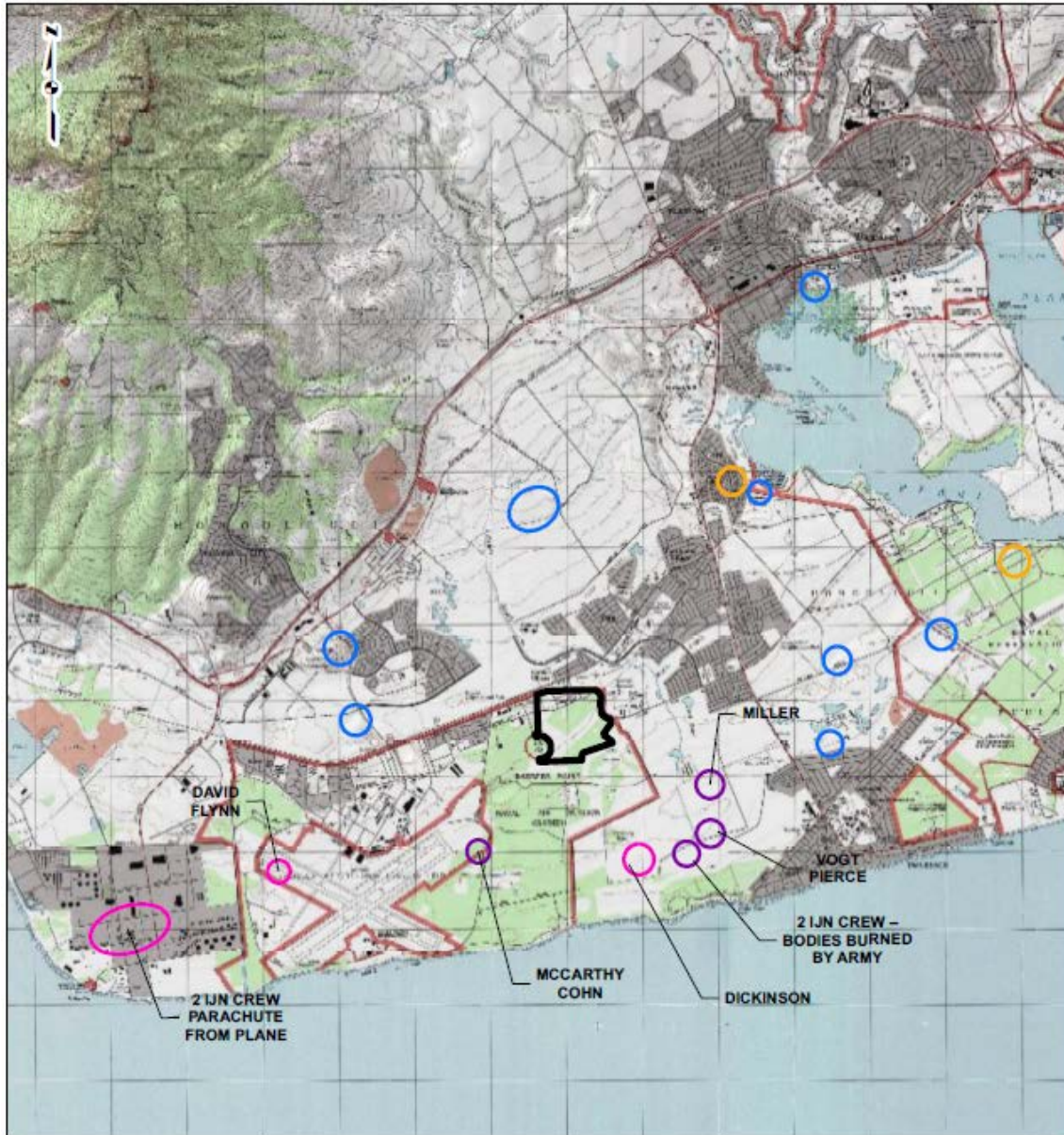
Name of Property  
Honolulu County, Hawaii  
County and State

Name of multiple listing (if applicable)

National Register of Historic Places  
Continuation Sheet - Figures

Section numbers 7 & 8 Page 41

Figure 40 of 42 – Battle Action, Ewa Plain



PROJECT LOCATION

HONOLULU, HAWAII

LEGEND

- PROPOSED NRHP BOUNDARY
- PARACHUTE VICINITY
- PLANE CRASH VICINITY
- CANE FIELDS ON FIRE
- MUNITIONS FOUND IN FIELD

0 3,000 6,000 12,000 Feet

FIGURE 40  
BATTLE ACTION, EWA PLAIN

BATTLE OF EWA PLAIN  
EWA PLAINS PROGRAMS

DRAWN BY: AJW DATE: 5/23/2014  
CHECKED: LAF APPROVED: BR

REFERENCE: USGS 7.5' QUADRANGLE: EWA (2013). OBTAINED THROUGH ESRI USA TOPO MAPS. NATIONAL GEOGRAPHIC TOPO, AND USGS, ACCESSED 12/2013. SOURCE: LOCATIONS OF CRASH SITES (DAVID AIKEN, PERSONAL COMMUNICATION, 2013).

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National Park Service

Ewa Plain Battlefield

Name of Property  
Honolulu County, Hawaii

County and State

Name of multiple listing (if applicable)

**National Register of Historic Places**  
**Continuation Sheet - Figures**

Section numbers 7 & 8 Page 42

Figure 41 of 42 – Injured Ewa Field Photographer, December 7, 1941, (Source: NARA)



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet - Figures**

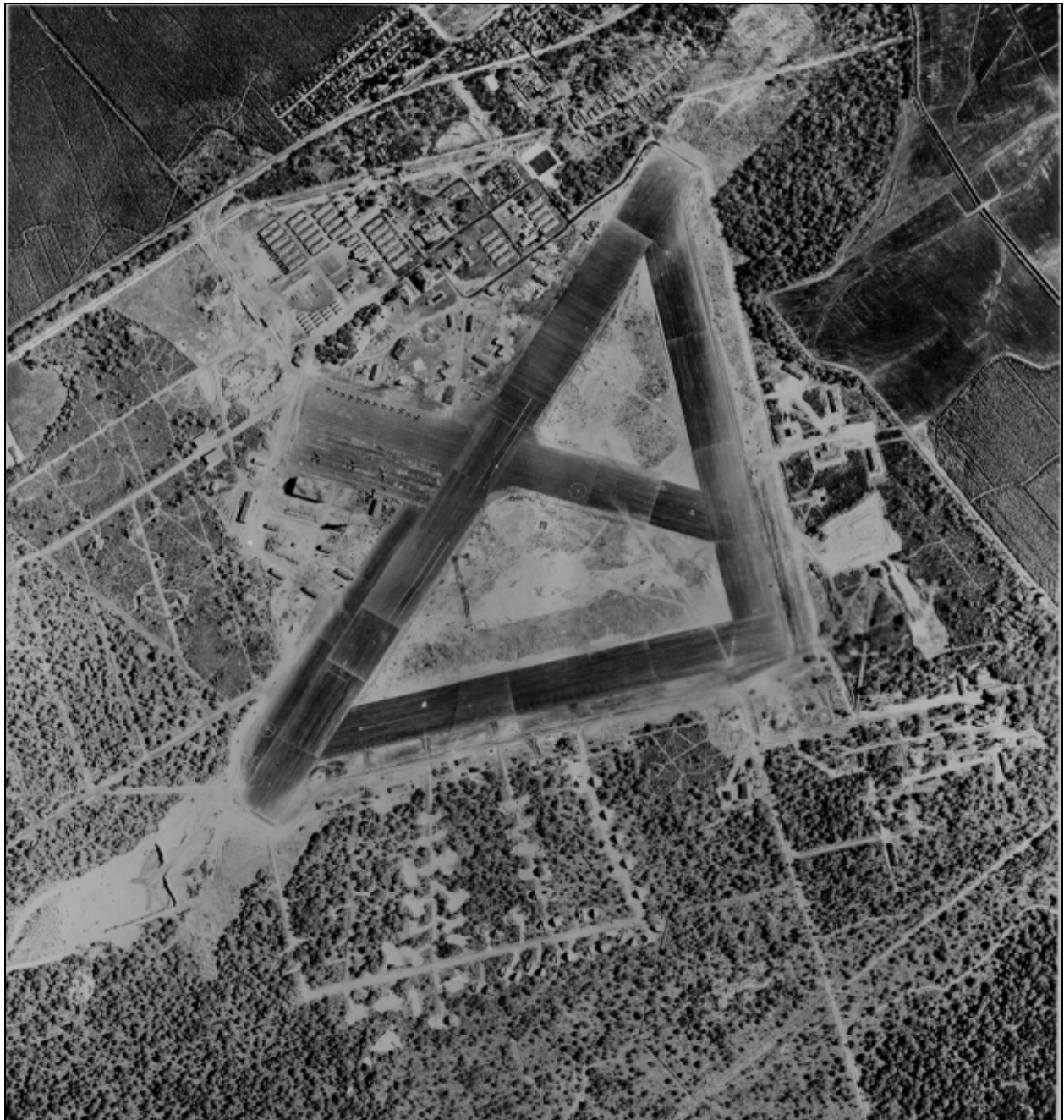
Ewa Plain Battlefield

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Name of Property  
Honolulu County, Hawaii  
-----  
County and State

-----  
Name of multiple listing (if applicable)  
-----

Section numbers 7 & 8 Page 43

Figure 42 of 42 – Ewa Field, September 12, 1942, (Source: Naval History Heritage Command)





**REPORT  
INVESTIGATIONS AT MCAS EWA  
ISLAND OF OAHU  
HAWAII**

**Prepared for  
GAI consultants, Inc.**

**July 2013**

**by  
Donald W. Johnson  
11235 Magnolia St. NW  
Coon Rapids, MN 55448  
don.w.johnson@comcast.net**

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## TABLE OF CONTENTS

	Page
1 Introduction.....	1
2 Methods .....	2
2.1 Reconnaissance .....	2
2.2 Geophysical Investigations.....	2
3 Site Reconnaissance.....	5
4 Geophysical Investigations .....	9
4.1 Fuel Storage Tanks.....	9
4.2 Latrine .....	9
4.3 Flagpole.....	10
4.4 Water Line GPR Reconnaissance.....	10
4.5 Swimming Pool.....	11
4.6 End of Coral Runway.....	11
4.7 Mooring Mast.....	11
4.8 Compass Rose .....	12
5 Summary of Results.....	13
5.1 Railroad Spur.....	13
5.2 Fuel Storage.....	13
5.3 Enlisted Barracks.....	13
5.4 Latrine .....	13
5.5 Flagpole.....	14
5.6 Armory .....	14
5.7 Water Lines .....	14
5.8 Swimming Pool.....	15
5.9 Dispensary.....	15
5.10 Officers Barracks.....	15
5.11 End of Coral Runway.....	15
5.12 Mooring Mast.....	16
5.13 Storage Building.....	16
5.14 Magazine .....	16
5.15 Compass Rose .....	16
5.16 Ammunition Dump.....	17
5.17 Magazine .....	17

---

## LIST OF FIGURES

Figure No.	Title
1	Location of MCAS Ewa
2	MCAS Ewa – December 2, 1941
3	Reconnaissance Areas
4	Fuel Tank Location
5	Magnetometer Survey – Fuel Tank Location
6	GPR Survey – Latrine Area
7	GPR Survey Results – Latrine Area
8	Magnetometer Survey – Flagpole Area
9	Magnetometer Survey Results – Flagpole Area
10	GPR Survey Transects – Water Line Reconnaissance
11	GPR Line 1 – Water Line Reconnaissance
12	GPR Line 2 – Water Line Reconnaissance
13	Magnetometer Transect – Swimming Pool
14	GPR Transect – End of Coral Runway
15	Magnetometer Recon – Mooring Mast
16	Example of Magnetometer Data – Mooring Mast
17	Metal Detection Reconnaissance – Compass Rose

## **1 INTRODUCTION**

This report presents the results of investigations conducted by myself at Marine Corps Air Station, Ewa, Hawaii (Ewa Field) in June, 2013 (Figure 1). The goal of this task of the project was to use geophysical methods to identify features at the airfield that were present when it was attacked on December 7, 1941. Before any geophysical surveys could be conducted, it was necessary to locate areas on the ground where buildings and other features were present at the time of the attack. Many features that were considered geophysical targets prior to the site reconnaissance were discovered to be so well exposed at the surface that no geophysical investigations were necessary to define them. My role in the investigation was expanded beyond geophysics to include exploration of the site to locate and identify 1941 features, thus allowing my client (Lori Frye, representing GAI Consultants, Inc.) to spend her time on the site more efficiently and have more time for her other project related tasks while in Hawaii.

Geophysical methods employed at the site are ground penetrating radar, magnetometry, and metal detection. These methods are discussed more in a later section of this report.

I received considerable and much appreciated assistance from Valerie Van der Veer, Project Manager Ewa Plains Stables Center (aka Ewa Plains Program), throughout the field investigation.

This report will present the results of the geophysical investigations and summarize the findings of the reconnaissance.

## **2 METHODS**

### **2.1 Reconnaissance**

Before any geophysical work could be conducted at Ewa Field, features that were present at the time of the Japanese attack on December 7, 1941 had to be located in the field. This was not a straightforward task because structures present at the time of the attack have been removed and much of the site is overgrown with weeds and thick brushy growth. Even roads that were at the site in 1941 have been changed. Few landmarks were present at the site to guide us to locations that corresponded to structures and other features that were present in 1941.

We were fortunate to have a copy of a December 2, 1941 air photo of Ewa Field (Figure 2) that we were able to georeference and import into a handheld GPS unit. This allowed us to locate ourselves within the 1941 image and determine what, if anything, was visible on the surface and if they were reasonable targets for geophysics.

### **2.2 Geophysical Investigations**

**Ground Penetrating Radar** - Ground penetrating radar (GPR) has evolved over the past two decades into one of the most commonly applied techniques for imaging the shallow subsurface. The method offers the highest resolution of geophysical techniques commercially available today. In many cases, the time required for the acquisition of GPR profiles is minimal and subsurface profiles can normally be obtained in real time, making this tool very cost-effective. GPR works best in non-conductive soils, such as dry sand or sand saturated with fresh water.

The typical result of a GPR survey is a profile that presents radar wave amplitude as a function of distance along the line and two-way travel time. To know the depth to a reflector, it is necessary to know the average propagation velocity from the ground surface. The velocity of a radar pulse in an earth material is dependent on the relative dielectric constant of the material. This velocity can sometimes be estimated from

knowing the characteristics of the subsurface lithology. An average velocity of 0.1 meters/nanosecond is a typical velocity and was used for estimating depths here.

A factor affecting the depth of penetration of the radar signal is attenuation. This attenuation is caused by spreading and scattering losses, as well as electrical losses. Scattering and electrical losses are due primarily to the electrical conductivity of the subsurface materials, which in soils is due mainly to clay and moisture content. The GPR method was able to investigate to depth from 3 to 4 meters at this site.



*Surveying with X3M system*

Land use can create conditions that can be mapped by GPR. Natural soil layers that have been disrupted by digging can often be mapped by radar. Compaction along roads or paths also creates conditions that can be mapped. Discrete objects such as rocks, roots, and utility lines are also found with GPR.

A MALÅ Geoscience X3M radar system was used for this investigation. A shielded 250 MHZ antenna is used with this system.

**Magnetometer** - The magnetometer method measures the total magnetic field strength and is used to map variations in the magnetic field across a site. The total magnetic field consists of the sum of the earth's magnetic field and the field due to magnetic objects and features in the vicinity of the sensor. The earth's field is essentially constant across most sites, so variations in the measured magnetic field (anomalies) represent local features. Maps are generated that show spatial relationships and relative amplitudes of the magnetic anomalies. These are interpreted to determine location, extent, and probable nature of buried magnetic features.

Magnetic methods are used to map subtle changes in soil properties that can indicate historic or prehistoric land use. Magnetic properties of soil are related to its chemical composition, with compounds of iron being one of the most important factors. Land use and organic content of the soil can affect the chemical state of iron and therefore the magnetic properties. This makes it possible to map paths, floors, pits, postholes and

many other features with magnetometer surveys. Some materials that have been heated to high enough temperatures acquire permanent magnetism. Fired ceramics, hearths and even burned walls can be mapped with magnetic surveys.

Nails and metal typically produce much stronger responses than soil variations. Utility lines, buildings, fences, vehicles and other modern site features can also produce strong magnetometer anomalies.

The magnetometer survey was conducted with a Geometrics G-858 Cesium magnetometer. This instrument measures the total magnetic field with two sensors at different heights, and then calculates the vertical gradient from these two values.



*Magnetometer survey with Geometrics G-858*

Gradient data provide higher resolution results than total field (single sensor) data and are not subject to the drift that the total field experiences throughout the day. By its nature, the vertical gradient provides information to a depth of about a meter and minimizes the response of deeper features.

**Metal Detection** – Metal detection is an inexpensive and efficient method of mapping shallow method and is part of the basic tool kit for some archaeological geophysicists. Modern metal detectors discriminate between ferrous and non-ferrous metal and provides depths and highly accurate locations.

A Garrett Ace 350 metal detector was used for this project. It was used to attempt to locate marking pins of the original compass rose beneath a later layer of asphalt. No digging was performed to identify the nature of metal detected by this method.

### **3 SITE RECONNAISSANCE**

Figure 3 indicates specific areas at the site that were visited as part of the reconnaissance effort. The numbers used here correspond to the numbers in Figure 3. Several areas were identified for subsequent geophysical surveys based on this reconnaissance. These surveys are discussed in a later section of this report.

#### **1. Railroad spur**

It was possible to trace the railroad spur for over 500 feet, starting near the Roosevelt Avenue. The rails are no longer present, but the ties are still in place along the railroad spur. Many of the ties exhibited considerable burning.

No geophysical surveys were conducted in this area.

#### **2. Fuel storage tanks**

Four tanks are visible in the 1941 air photo. Reconnaissance found two pipes protruding from the ground at the location of the northern tank. One of the pipes smelled strongly of gasoline. An open access vault is adjacent to the suspected tank. Weeds cover most of this area but were not considered too thick for geophysical surveys. A magnetometer survey was conducted to determine if tanks were present. The weeds were too thick for a GPR survey.

#### **3. Enlisted barracks**

No evidence of these barracks was observed during a walkover of this area.

This area was not investigated with geophysical surveys.

#### **4. Latrine**

This area is located north of an abandoned post war building. A roadway on the north side of the building provided access for a geophysical investigation. A field north of the roadway also covers the latrine location but the growth was too thick to conduct a geophysical survey. GPR and magnetometer methods were used at this site.



## **5. Flagpole**

No evidence for the flagpole or the surrounding sidewalks could be seen during a walkover of the area. A portion of this area is covered with knee to waist high weeds and part is mowed short. A magnetometer survey was conducted over a part of this area to look for evidence of the flagpole.

## **6. Armory**

A concrete floor with a raised concrete platform was found at this location. A paved sidewalk is present alongside part of the floor. A possibly natural depression or sinkhole was found adjacent to the concrete floor. The GPR was run around the possible sinkhole to determine if any additional cavities in the rock were present.

## **7. Water lines**

Later maps of the facility (1942) indicated that water lines were present in this area including a line that extended towards the armory. The area was mostly covered with knee-high weeds but in spite of this a few lines of GPR were conducted to try to detect the water lines.

## **8. Swimming pool**

The pool was under construction at the time of the attack in 1941. It is now filled with dirt and hand rails of the pool's ladders protrude from the dirt. The pavement (sidewalk) surrounding the pool is present. Where exposed, traces of paint could be seen on the inside of the pool. A single magnetometer transect was run across the pool to determine if metal trash was present in the dirt that filled the pool.

## **9. Dispensary**

The dispensary is probably partially covered by an extensive banyan tree that is located where the west side of the building would have been. No evidence of the dispensary was observed.

No geophysics was conducted in this area.

## **10. Officers barracks**

The floors of four officers barracks (identified on later maps as A, B, C and D) were among the features found at this location. A raised curb was present along the outer edges of the floors. The floors exhibited traces of interior walls, doorways, and what were probably shower stalls. In one instance, portions of linoleum floor tiles were still present. Later additions to the barracks that connected barracks A to B and C to D were also present. These connecting structures were apparently latrines.

The floor of the building immediately northwest of barracks A is also present. This was a latrine and possibly showers as the support for a fuel tank for heating water is adjacent to the latrine floor.

The officers mess was located immediately west of barracks C and D. No evidence of this structure was observed, although the sidewalk visible along its south side in the 1941 photo is still present.

Along the roads on the east and north sides of the officers' barracks area are power poles upon which remain period light fixtures.

Geophysical investigations were not needed in the area of the officers barracks.

## **11. End of the earlier coral runway**

A shorter coral runway existed before the paved runway was constructed. A GPR data along the runway was collected in an attempt to locate the end of the earlier runway.

## **12. Mooring mast**

The area in the vicinity of the mooring mast and adjacent support buildings is now paved and covered with brush and small trees growing through the asphalt. The thick brush made conducting a gridded geophysical survey impossible. A magnetometer was used where it was possible to walk to see if evidence of the mooring mast and associated tie-downs existed.

**13. Storage building**

The floor of this building still exists and exhibits traces of interior walls and doorways.

No geophysical surveys were conducted in this area.

**14. Armory**

This structure is within a fenced area and not accessible for either a visual inspection or a geophysical survey.

**15. Compass rose**

No visible evidence of this compass rose was found. A metal detector was used to determine if brass pins such as those used in the later compass rose could be located.

**16. Ammunition dump**

This location is now covered with a large pile of rubble consisting of large pieces of concrete, asphalt and rock. The height of the pile is approximately 10 feet and is covered by vegetation. Walking on the top of the pile was treacherous as the gaps between pieces of rubble were obscured by vegetation and the risk of twisting an ankle was high.

No geophysical investigation could be conducted in this area.

**17. Armory**

The location of this armory is now paved with asphalt. No evidence of the structure could be seen.

No geophysical investigation was conducted here.

## **4 GEOPHYSICAL INVESTIGATIONS**

### **4.1 Fuel Storage Tanks**

The fuel storage area is reconnaissance area number 3 and is shown in Figure 4 on both 1941 and 2013 photographs. A magnetometer survey covering an area of 20 x 30 meters was conducted to determine if any tanks remained in the ground (Figure 5). The corners of the grid were placed using tapes but the weeds caused difficulties when turning a right angle which was not recognized until later. Therefore the survey area is not rectangular.

The pattern of magnetic anomalies indicates a buried object consistent with a tank and located over the northernmost tank as shown in the figure. The strongest part of the anomaly is probably the steel pipe protruding from the ground at the west end of the tank. There are no magnetic anomalies over the locations of the other three fuel tanks indicating these have been removed.

There was no visible cause for the unknown anomaly shown in Figure 5.

### **4.2 Latrine**

The latrine area is reconnaissance area number 5. The only location over the latrine that could accommodate a geophysical survey was the roadway along the north side of the existing building. A GPR survey was conducted in the area shown in Figure 6. A magnetometer survey was initiated over the same area but interference from an unknown source caused the data to be unusable and the data collection was discontinued. The results of the GPR survey are shown in Figure 7.

The time-slice of GPR data shown in Figure 7 shows radar information from a depth of about 1 meter. Linear anomalies delineated in red are very near where the edge of the latrine was anticipated and are probably related to the latrine. One of the linear anomalies is at a completely different angle and may be a utility line.

### **4.3 Flagpole**

The flagpole area is number 5 in Figure 3. This area was covered by a magnetometer survey with the intent of locating the base of the flagpole. The area covered by the survey is shown in Figure 8 on both the 1941 and 2013 air photos of the area. The results of the survey are shown in Figure 9. A strong magnetic anomaly is seen near the anticipated flagpole location and may be due to a cut-off remnant of the flagpole (if steel or iron). Another magnetic anomaly in the northwest corner of the data could be caused by remains of a building seen there in the 1941 photo. A utility vault is the cause of a strong anomaly in the northeast portion of the data and utilities, such as a water line, are the probably cause of the strong responses along the east side of the survey.

### **4.4 Water Line GPR Reconnaissance**

GPR data were collected in reconnaissance area 7 to determine if water lines shown on a 1942 map are still present. GPR line 1 started at the edge of the paved road and was collected south along a dirt road. GPR line 2 was collected west to east near the edge of the runway. The location of the water lines shown in Figure 10 is approximate because of rescaling and the transferring of this information from another map.

Based on the mapping in Figure 10, Line 1 crossed water lines in 2 locations: approximately 14 meters and 43 meters from the start of the line. The GPR record shown in Figure 11 exhibits reflectors that could be due to water lines at about 17 meters and 41 meters. These are close enough to the anticipated water line locations to interpret these reflections as due to the water lines. A miss-orientation of the water line positions on the air photo is given as the reason for the discrepancy. Deep reflections (about 3 meters or 10 feet deep) detected between 76 and 84 meters are probably due to a cavity within the rock.

Line 2 (Figure 12) did not cross any mapped water lines but did cross a shallow object (probably metal) at about 12 meters. The data also show deeper reflection between 20 and 24 meters that may be due to a cavity within the rock. A roughly flat reflector from

about 45 to 50 meters may be due to a water line that runs nearly parallel to this GPR line.

#### **4.5 Swimming Pool**

The swimming pool (reconnaissance area 8) is visible at the surface and did not need to be defined using geophysical methods. The pool has been dirt filled so a magnetometer line was run to determine if the fill was primarily dirt or if other debris (presumably containing metal) was mixed in with the dirt. Figure 13 shows the position of the magnetometer line relative to the pool.

A plot of the magnetometer data is also shown in this figure. Four strong anomalies are clearly evident: two at metal fence posts and two at sides of the pool. The pool is presumably constructed of reinforced concrete or for some other reason has metal in its sides. There is no indication of metal within the pool.

#### **4.6 End of Coral Runway**

The investigation for the end of the earlier coral runway is reconnaissance area number 11. GPR data were collected near the side of the runway as shown in Figure 14. The approximate location where we expected the end of the runway to be is indicated by the rectangle. The transect is a total of about 425 meters long and was collected in 7 sections varying in length from 50 to 68 meters.

The GPR data provided no evidence of the end of the early runway.

#### **4.7 Mooring Mast**

The mooring mast location is identified as reconnaissance area 13 in Figure 3. The area is currently paved over with asphalt and thick with bushes and trees growing through the paving. The goal of the investigation in this area was to locate the base of the mooring mast and/or the anchors for the cables supporting the mooring mast. A systematic, gridded geophysical investigation was impossible because of the thick vegetation.

Magnetometer data were collected along unsurveyed paths where the operator could walk in the vicinity of the mast (Figure 15). It was hoped that the mast foundation and the cable anchors would be the strongest magnetic anomalies and therefore identifiable.

It was immediately evident while collecting the data that there were many very strong magnetic anomalies and not just the few that were expected. An example of magnetometer data from this area is shown in Figure 16. The conclusion was that there is widespread metal in addition to the mast foundation and cable anchors buried beneath the asphalt surface. It was not possible from this reconnaissance with the magnetometer to identify mast related features so the survey was inconclusive. It may not have been possible to distinguish these features from other buried metal if a gridded magnetometer survey had been conducted.

#### **4.8 Compass Rose**

The compass rose was reconnaissance area 15 and is shown in Figure 17. A later compass rose at Ewa used brass pins to mark its center and various compass bearings around the circle. It was hoped that brass pins were also used in the original compass rose. A magnetometer could not be used to determine if any brass pins are still present because brass is not magnetic. A metal detector with capabilities to discriminate different metal types was used to search for the brass pins.

There were so many metal responses within the vicinity of the compass rose that it was not possible to distinguish between brass and other metal. Since the metal detection survey was unable to isolate brass from all the metal responses, the survey was inconclusive.

## **5 SUMMARY OF RESULTS**

### **5.1 Railroad Spur**

**Visual Inspection:** Over 500 feet of railroad ties remain in place. Many are burned.

**Geophysical Survey:** None

**Conclusion:** Remains of the railroad spur are present.

### **5.2 Fuel Storage**

**Visual Inspection:** Pipes are protruding from ground at the location of northern tank. A gasoline smell is present from one of the pipes. A vault is nearby.

**Geophysical Survey:** A magnetometer survey determined that the northern tank is present and the other three have been removed.

**Conclusion:** One tank is still present.

### **5.3 Enlisted Barracks**

**Visual Inspection:** No evidence of the barracks was observed.

**Geophysical Survey:** None

**Conclusion:** No conclusions

### **5.4 Latrine**

**Visual Inspection:** The latrine is partially covered by a paved roadway and a building is now located just south.

**Geophysical Survey:** A GPR survey detected what is interpreted as edges of the latrine. A magnetometer survey was ineffective because of high noise levels from an unknown source.

**Conclusion:** Remains of the latrine still exist beneath the surface.



## **5.5 Flagpole**

**Visual Inspection:** No remnants of the flagpole, surrounding sidewalks, or adjacent buildings can be seen.

**Geophysical Survey:** A magnetometer survey may have mapped the flagpole base and one of the adjacent buildings.

**Conclusion:** Remains of the flagpole and foundations of an adjacent building may still be present beneath the surface.

## **5.6 Armory**

**Visual Inspection:** The floor of the armory and a raised platform were found. A sidewalk around a part of the floor is present. A pit in the limestone adjacent to the armory floor is present.

**Geophysical Survey:** GPR detected no bedrock cavities in the vicinity of the pit.

**Conclusion:** The base of the armory is present. It is not known if the pit is related to the armory.

## **5.7 Water Lines**

**Visual Inspection:** Most of the area of this reconnaissance effort is partially overgrown. No surface evidence of the water lines was seen.

**Geophysical Survey:** GPR data indicated reflectors near the locations anticipated for the pipe lines.

**Conclusion:** Water lines are probably present.

## **5.8 Swimming Pool**

**Visual Inspection:** Edges of the pool, pool ladders and surrounding sidewalks are visible.

**Geophysical Survey:** A magnetometer transect across the pool detected only the edges and surrounding fence (poles).

**Conclusion:** The dirt fill in the pool contains no metal trash.

## **5.9 Dispensary**

**Visual Inspection:** No evidence of the dispensary was observed on the ground.

**Geophysical Survey:** None

**Conclusion:** No Conclusions

## **5.10 Officers Barracks**

**Visual Inspection:** Floors are present. Floors exhibit evidence of wall and door locations as well as shower stall locations. Period light fixtures are attached to the power poles near the barracks. The floor of the latrine and support for a fuel tank are present west of the barracks. Sidewalks are the only evidence of the nearby officers' mess.

**Geophysical Survey:** None

**Conclusion:** Remains of the officers' barracks are present.

## **5.11 End of Coral Runway**

**Visual Inspection:** The coral runway is not visible.

**Geophysical Survey:** GPR data could not detect the end of the coral runway.

**Conclusion:** Inconclusive. The end of the coral runway may not be detectible by GPR.

### **5.12 Mooring Mast**

**Visual Inspection:** There is no visual evidence of the mooring mast, cable anchors, or the associated buildings. The area is currently overgrown.

**Geophysical Survey:** A magnetometer reconnaissance (not a gridded survey) detected many magnetic anomalies and could not determine if any were related to the mooring mast.

**Conclusion:** Inconclusive

### **5.13 Storage Building**

**Visual Inspection:** The floor of this building is present. Marks on the floor indicates possible interior wall locations and doorways.

**Geophysical Survey:** None

**Conclusion:** Remains of this building are present.

### **5.14 Magazine**

**Visual Inspection:** This part of the site is fenced off and not accessible.

**Geophysical Survey:** None

**Conclusion:** No conclusion

### **5.15 Compass Rose**

**Visual Inspection:** There is no visible evidence of the compass rose. The area is paved and partially overgrown.

**Geophysical Survey:** Metal was detected over a wide area and it was not possible to determine if brass pins associated with the compass rose remain

**Conclusion:** Inconclusive.

**5.16 Ammunition Dump**

**Visual Inspection:** A large pile of rubble is present over the site of the ammunition dump. The pile is estimated to be about 10 feet high.

**Geophysical Survey:** None

**Conclusion:** Inconclusive. There is no way to tell what is beneath the rubble.

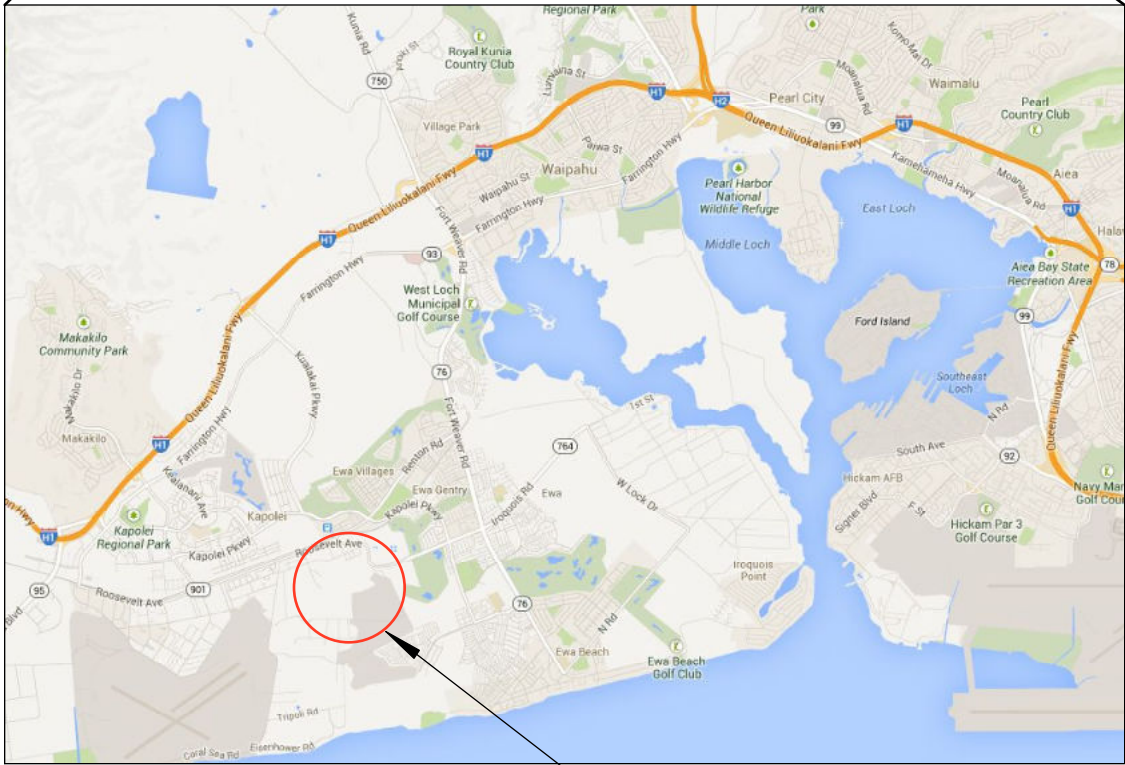
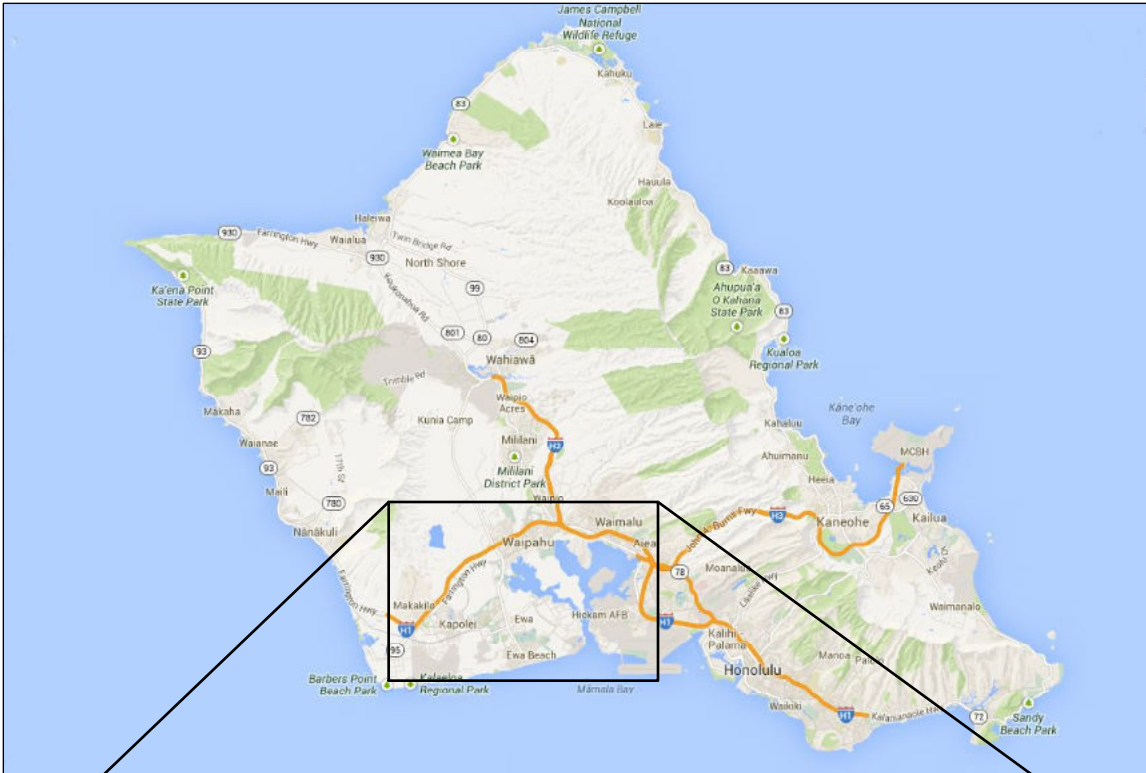
**5.17 Magazine**

**Visual Inspection:** The area of the magazine is paved over.

**Geophysical Survey:** None

**Conclusion:** No conclusion

## **Figures**

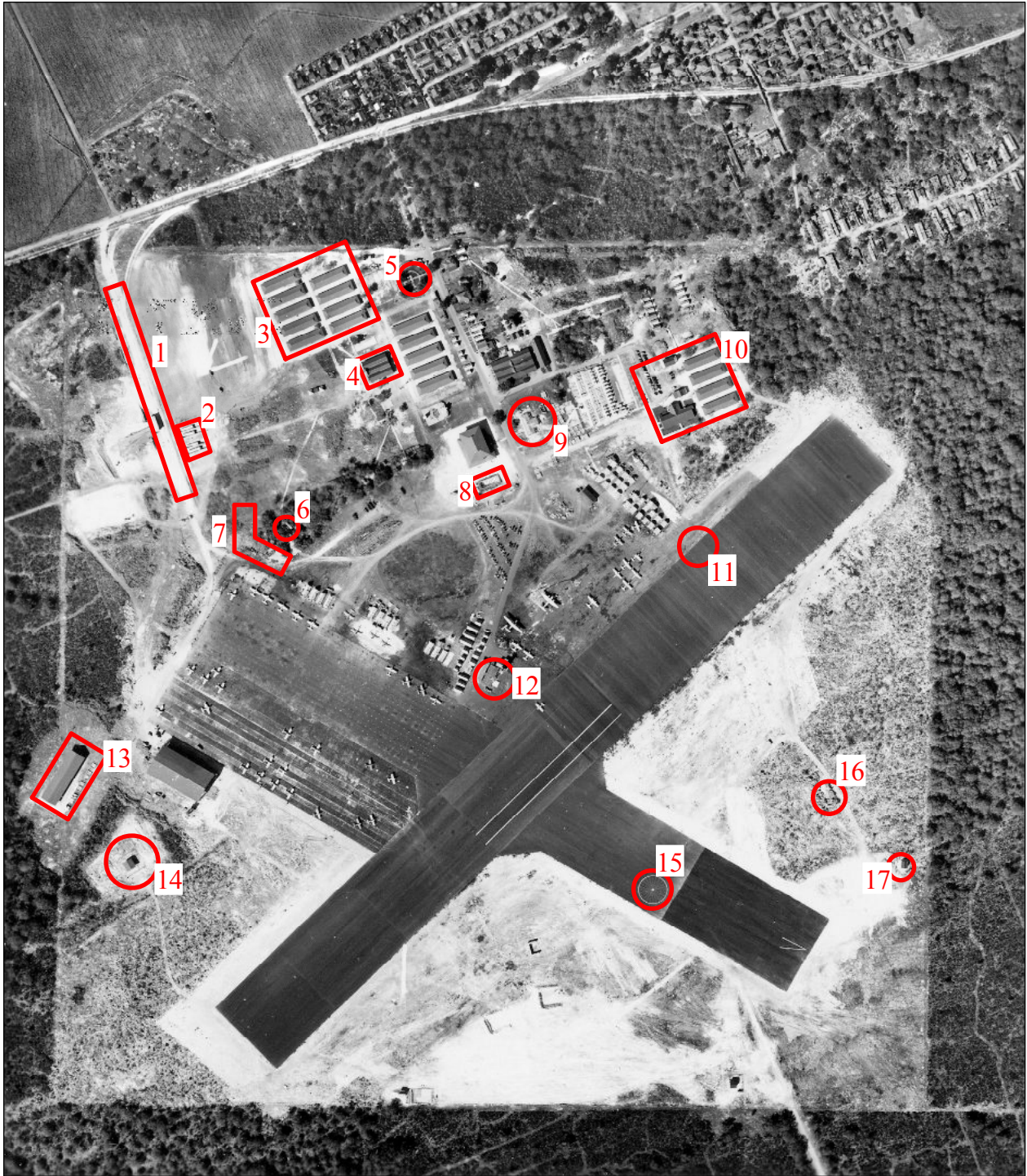


General location of  
MCAS Ewa

Figure 1  
Location of MCAS Ewa  
Island of Oahu  
Hawaii



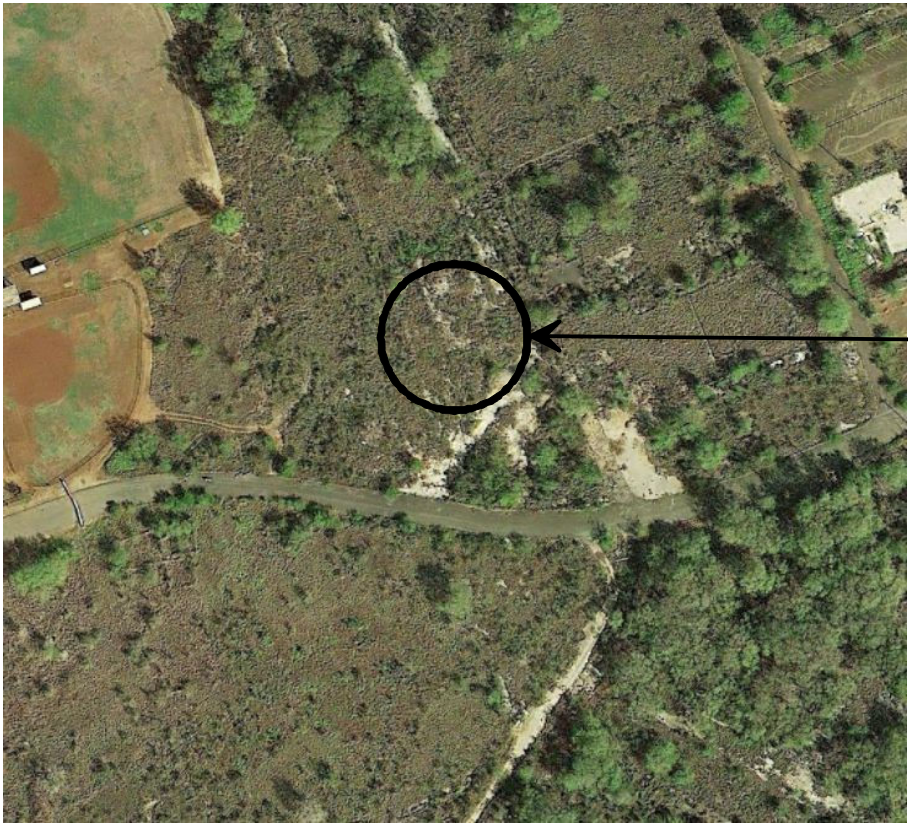
Figure 2  
MCAS Ewa - December 2, 1941  
Island of Oahu  
Hawaii



- |                      |                         |
|----------------------|-------------------------|
| 1. Railroad spur     | 10. Officers barracks   |
| 2. Fuel storage      | 11. End of coral runway |
| 3. Enlisted barracks | 12. Mooring mast        |
| 4. Latrine           | 13. Storage building    |
| 5. Flagpole          | 14. Magazine            |
| 6. Armory            | 15. Compass rose        |
| 7. Water lines       | 16. Ammunition dump     |
| 8. Swimming pool     | 17. Magazine            |
| 9. Dispensary        |                         |

Figure 3  
 Reconnaissance Areas  
 MCAS Ewa  
 Island of Oahu  
 Hawaii





Fuel tanks

2013



Fuel tanks

1941

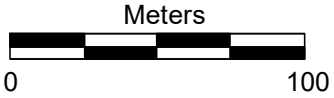


Figure 4  
Fuel Tank Location  
MCAS Ewa  
Island of Oahu  
Hawaii

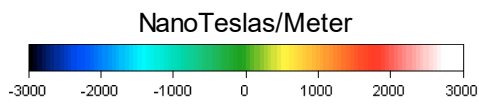
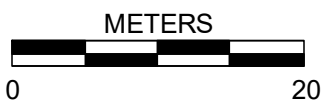
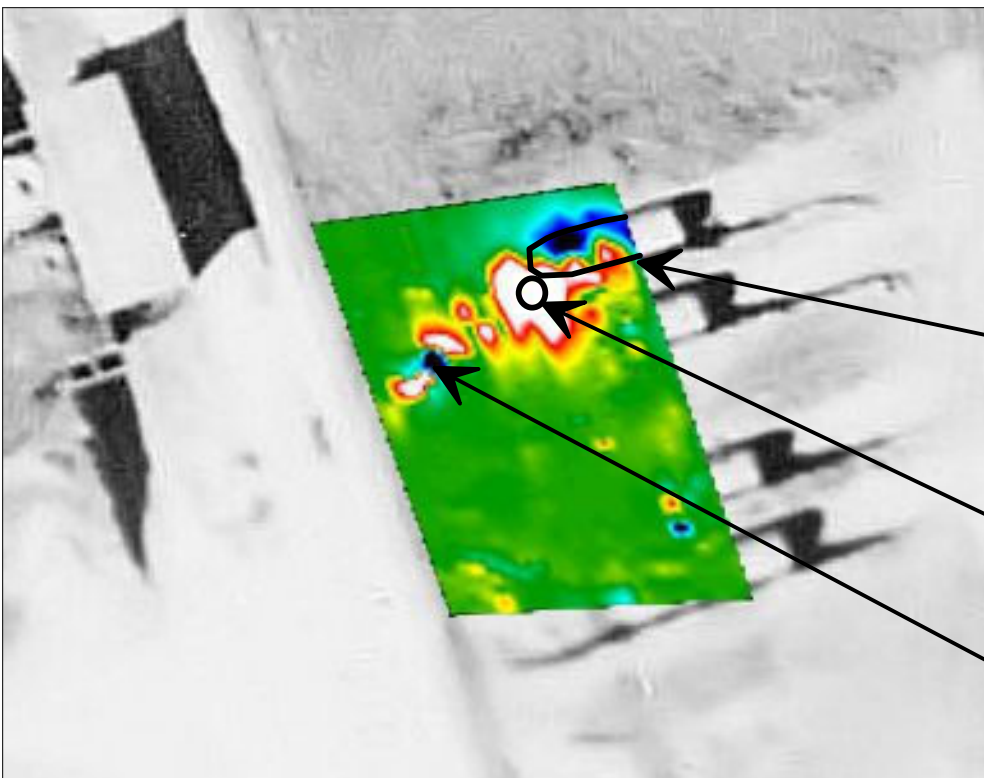
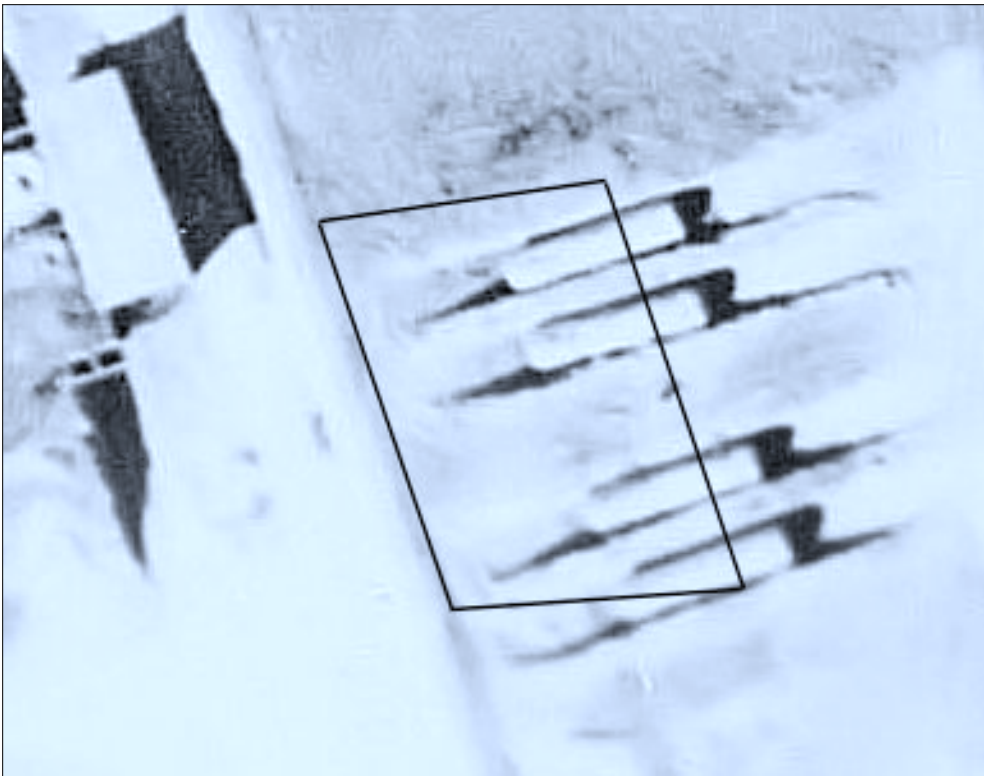


Figure 5  
Magnetometer Survey  
Fuel Tank Location  
MCAS Ewa  
Island of Oahu  
Hawaii

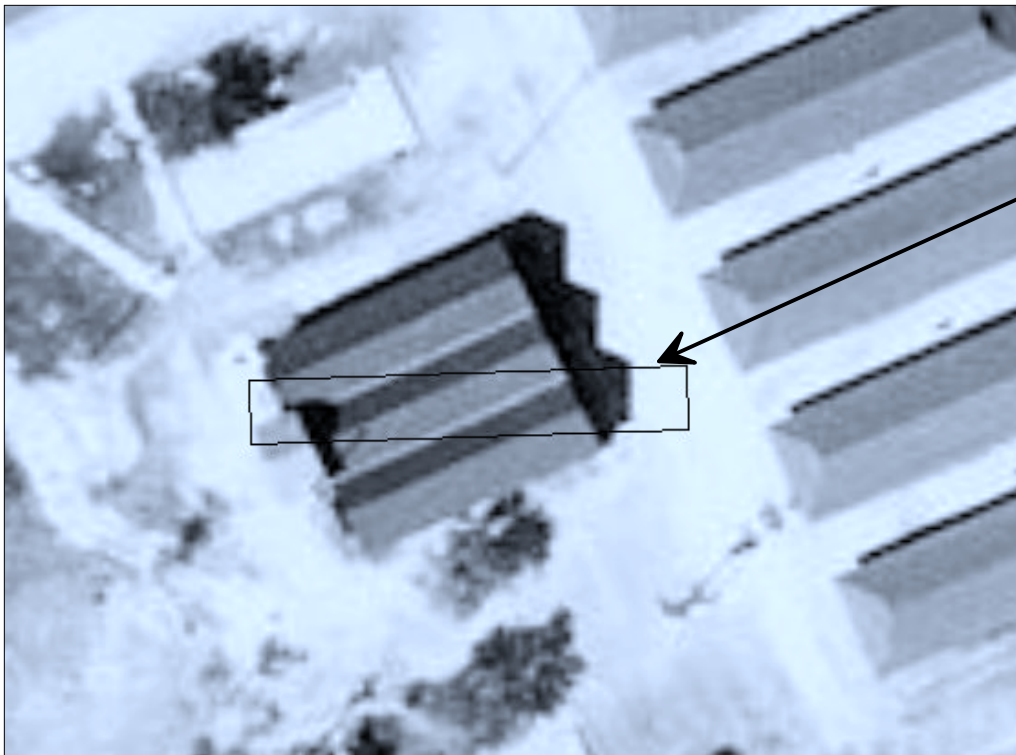


Approx. latrine location

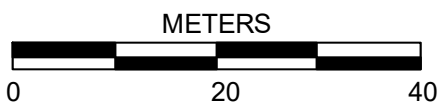
Survey location



2013



Approximate survey location



1941

Figure 6  
GPR Survey  
Latrine Area  
MCAS Ewa  
Island of Oahu  
Hawaii

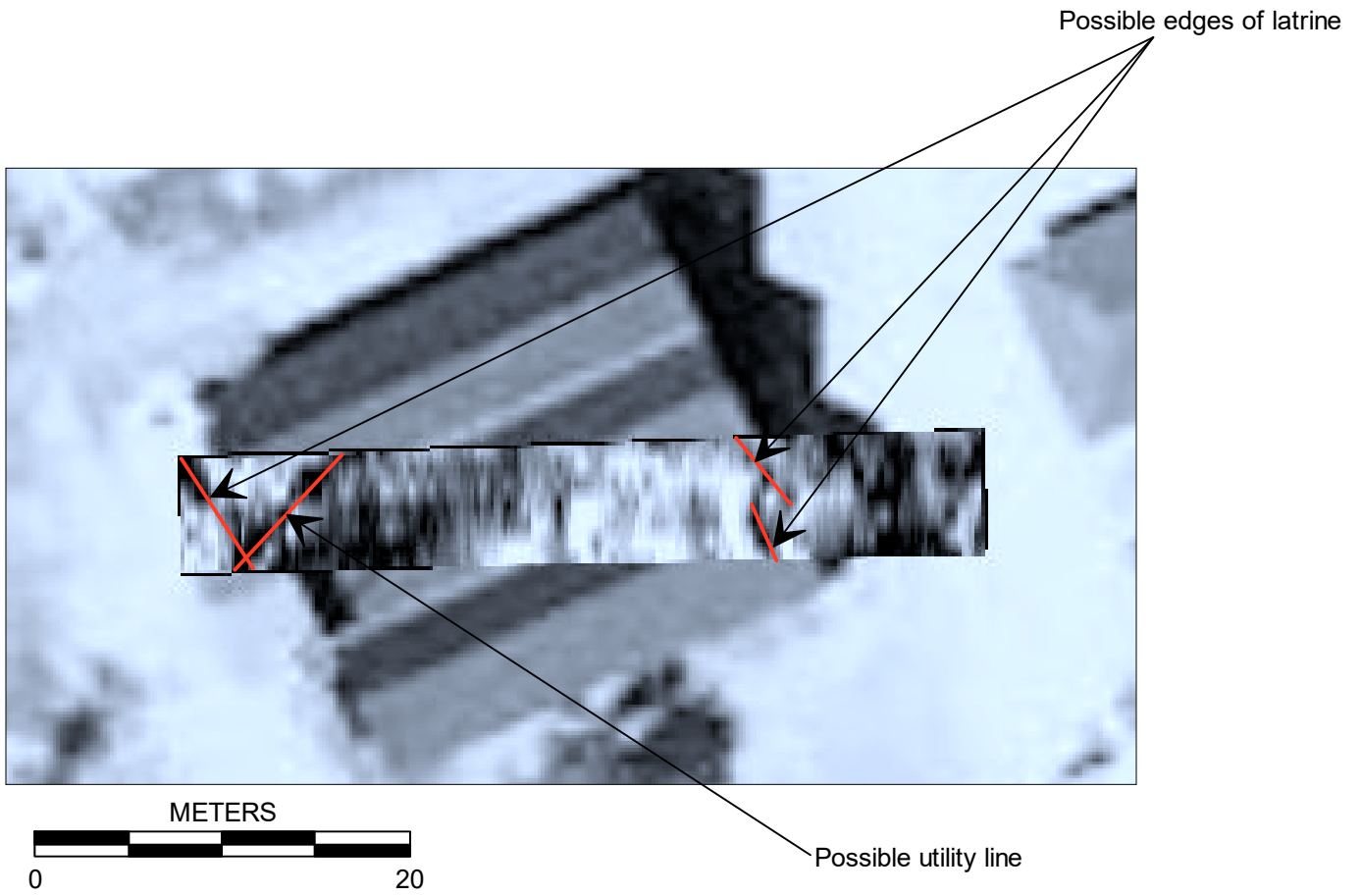


Figure 7  
GPR Survey Results  
Latrine Area  
MCAS Ewa  
Island of Oahu  
Hawaii



Utility vault

2013 air photo



Survey area

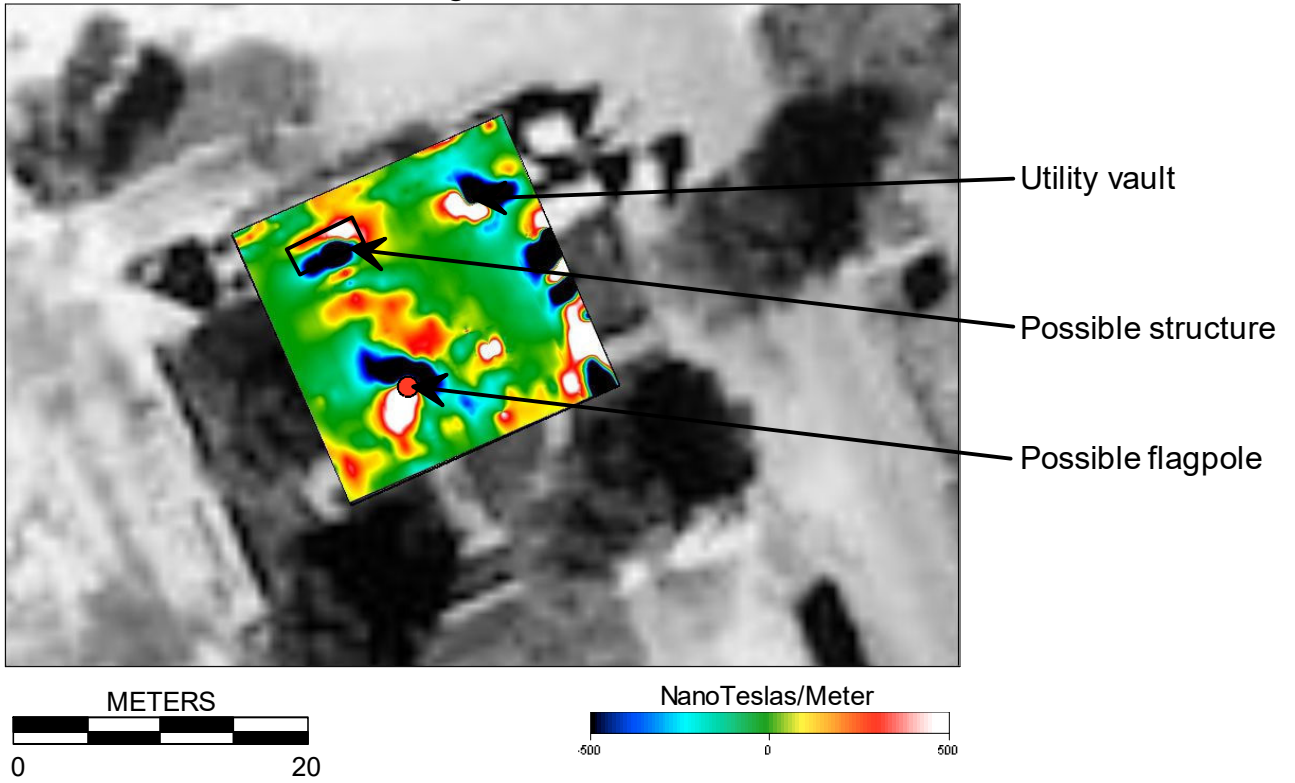


Flagpole

1941 air photo

Figure 8  
Magnetometer Survey  
Flagpole Area  
MCAS Ewa  
Island of Oahu  
Hawaii

### Vertical Magnetic Gradient



### Total Magnetic Field

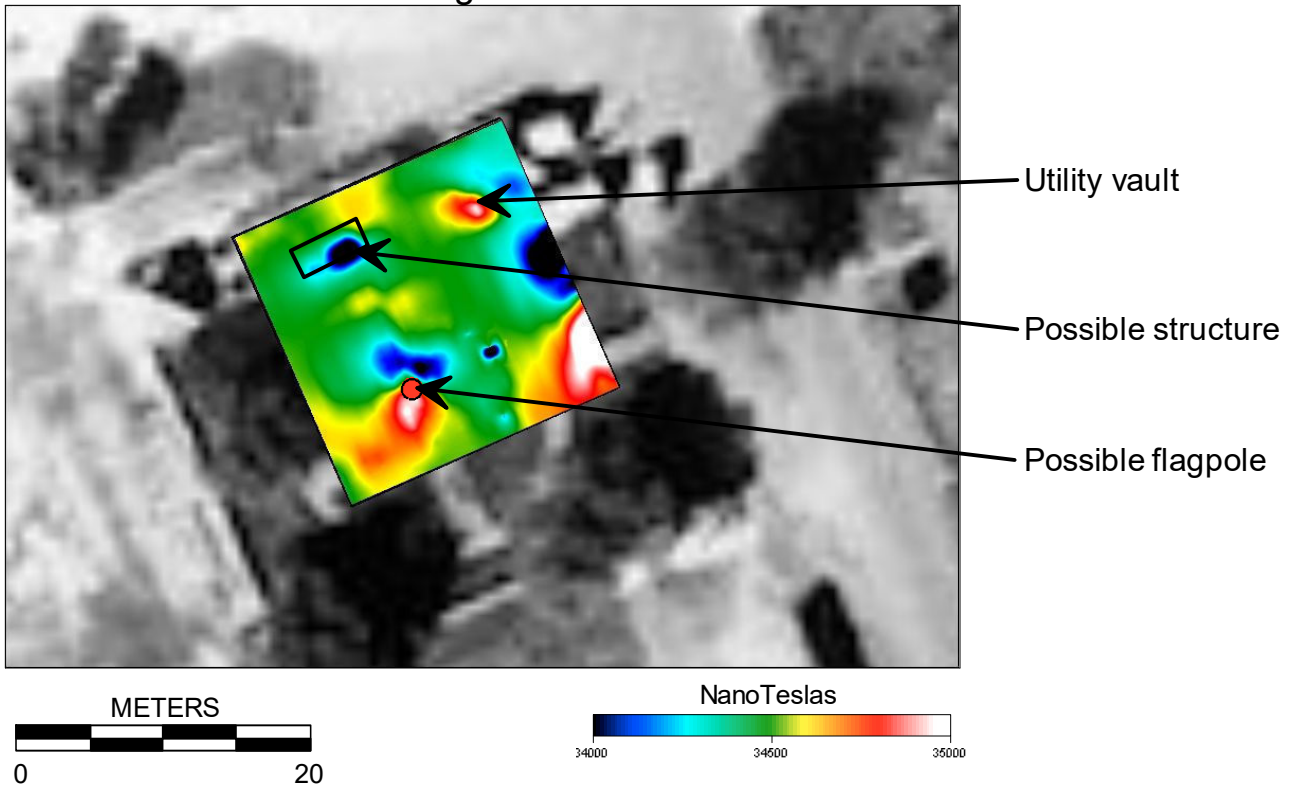
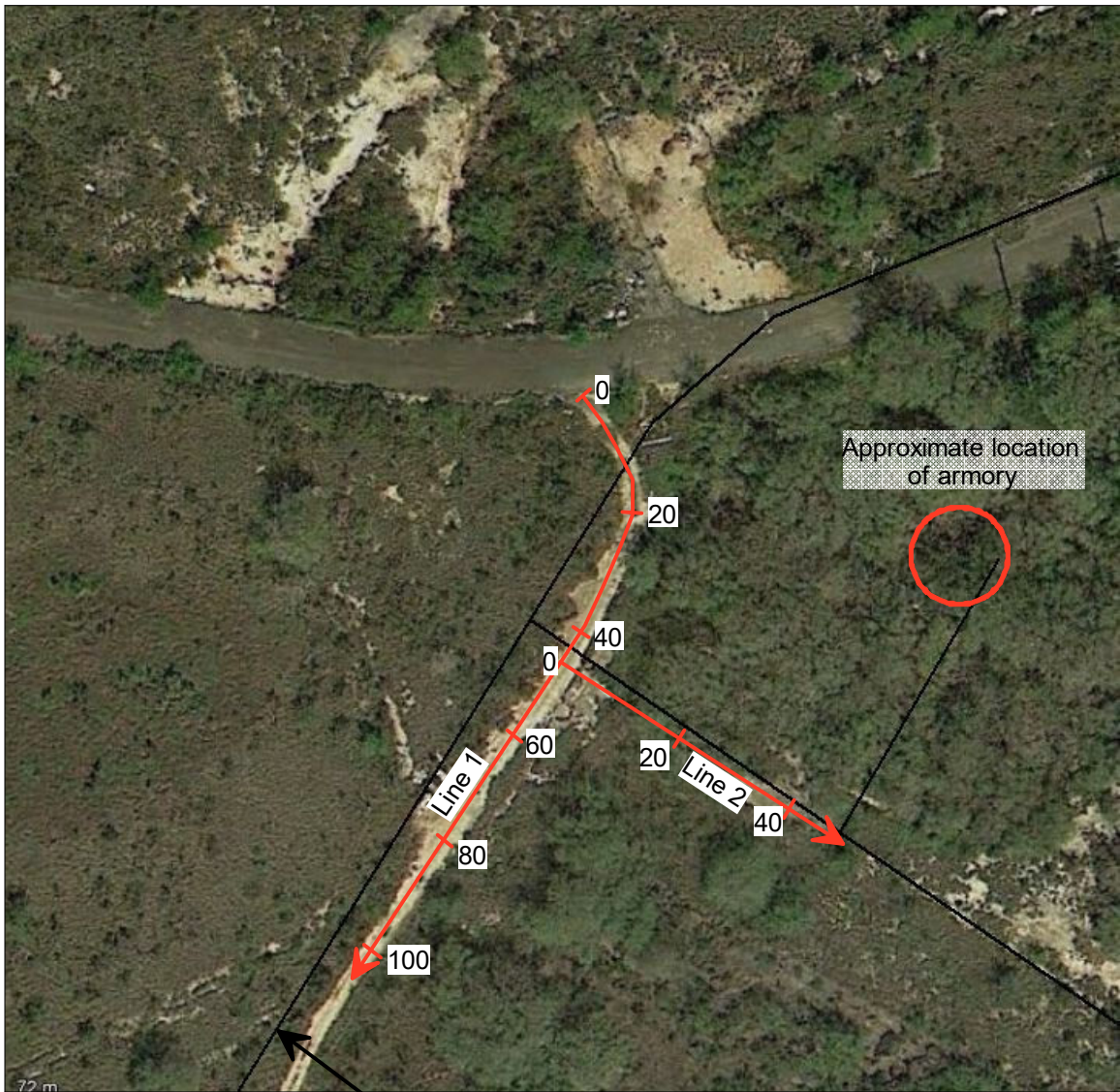


Figure 9  
Magnetometer Survey Results  
Flagpole Area  
MCAS Ewa  
Island of Oahu  
Hawaii



Water lines seen  
in 1942 map



Figure 10  
GPR Survey Transects  
Water Line Reconnaissance  
MCAS Ewa  
Island of Oahu  
Hawaii

# Line 1

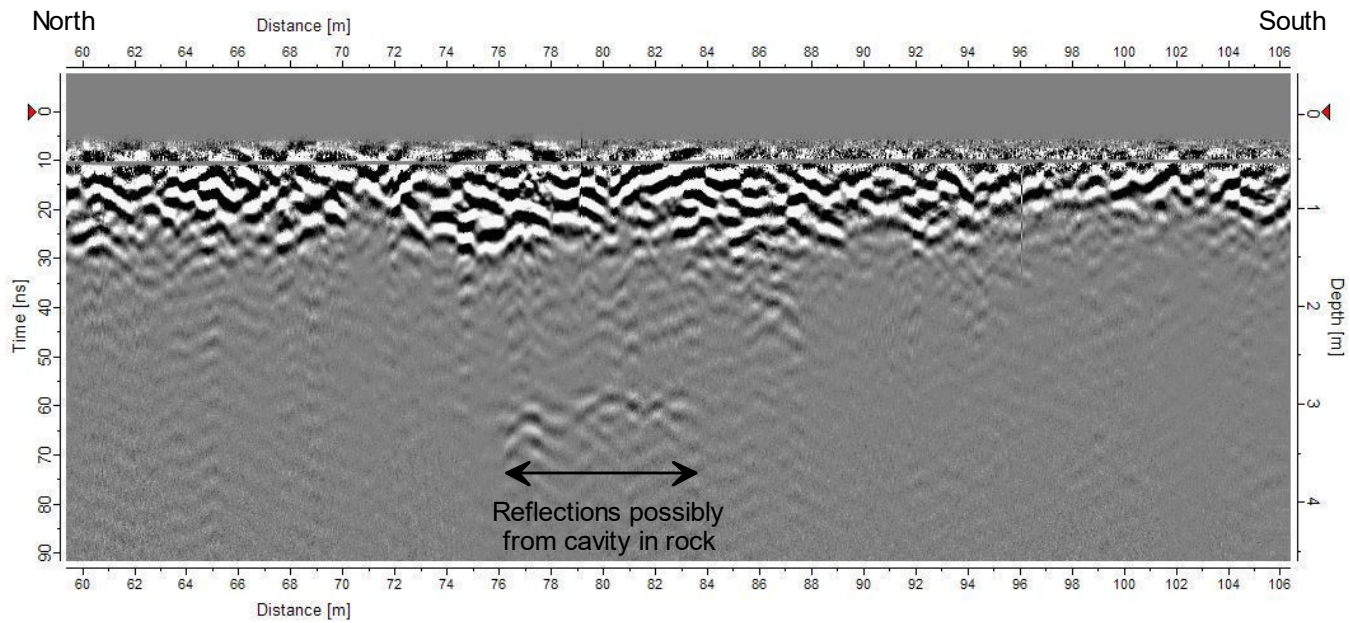
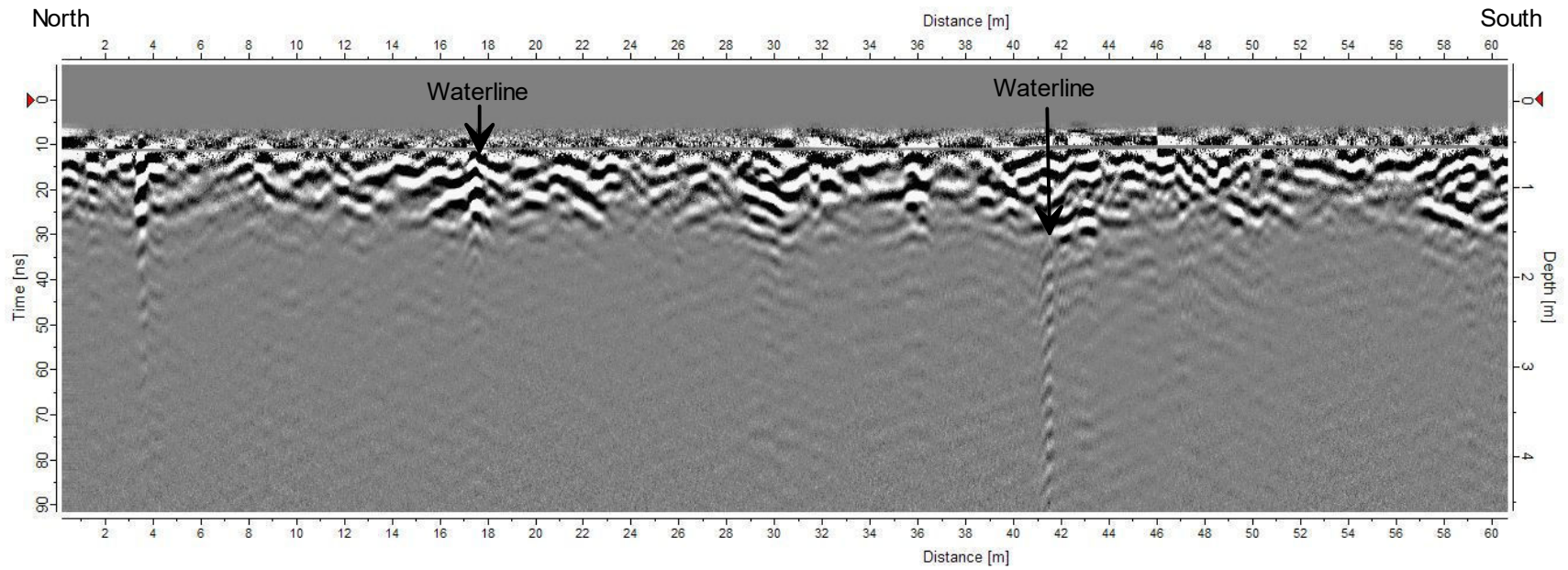


Figure 11  
GPR Line 1  
Water Line Reconnaissance  
MCAS Ewa  
Island of Oahu  
Hawaii



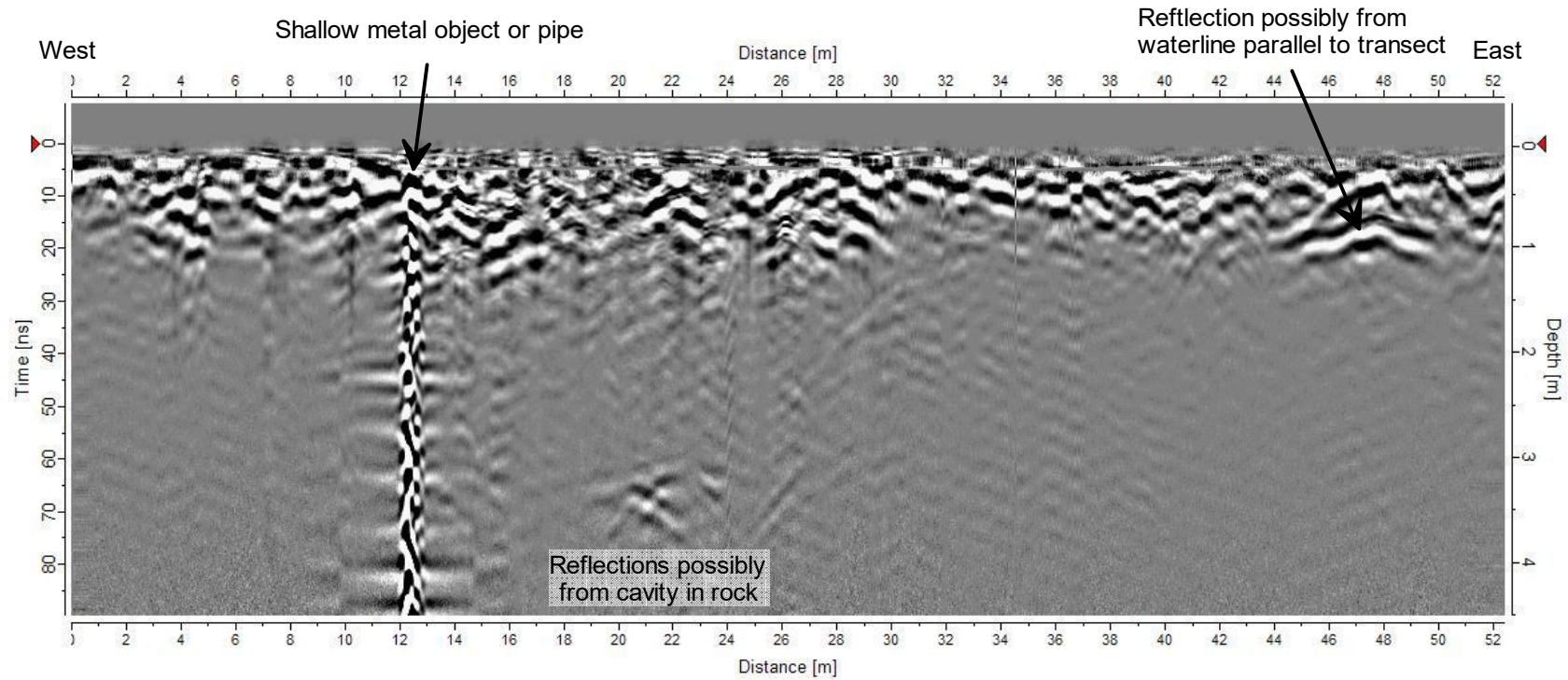


Figure 12  
 GPR Transect 2  
 Water Line Reconnaissance  
 MCAS Ewa  
 Island of Oahu  
 Hawaii

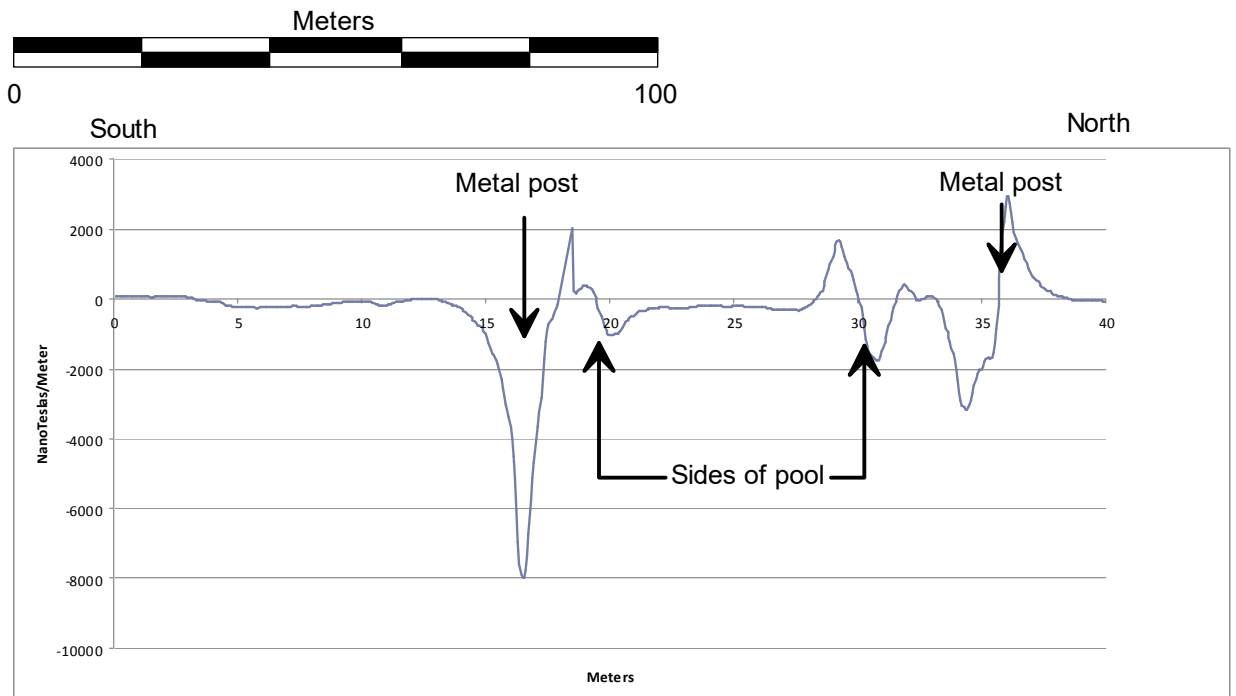


Figure 13  
Magnetometer Transect  
Swimming Pool  
MCAS Ewa  
Island of Oahu  
Hawaii



Anticipated end of coral runway

2013



Anticipated end of coral runway

1941

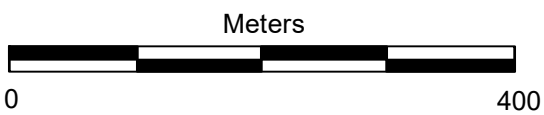


Figure 14  
GPR Transect  
End of Coral Runway  
MCAS Ewa  
Island of Oahu  
Hawaii



Mooring mast area

2013



Mooring mast area

1941

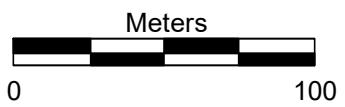
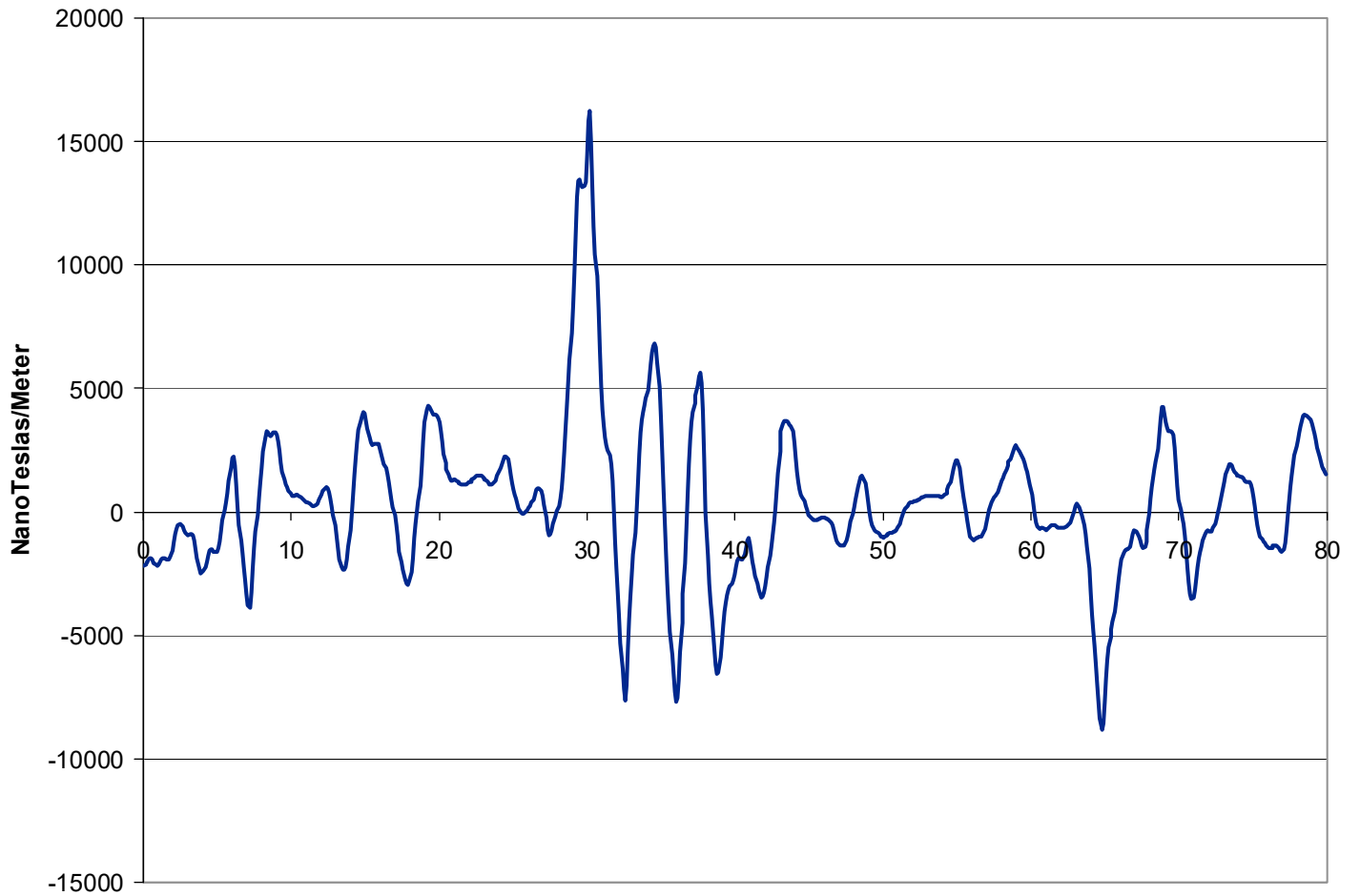
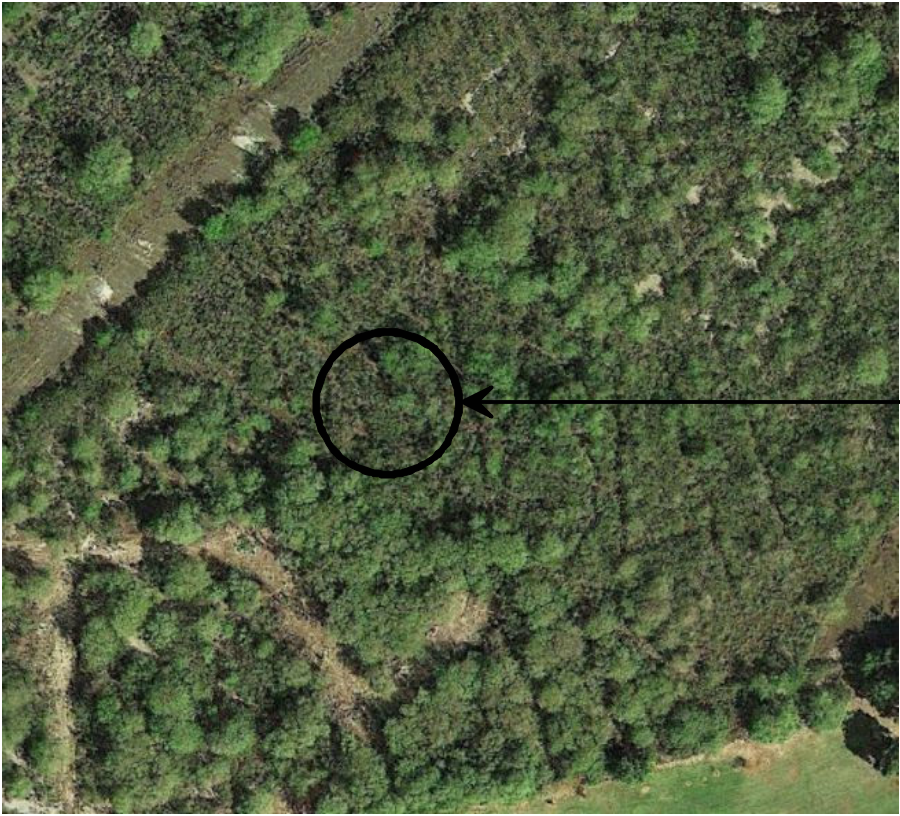


Figure 15  
Magnetometer Recon  
Mooring Mast  
MCAS Ewa  
Island of Oahu  
Hawaii



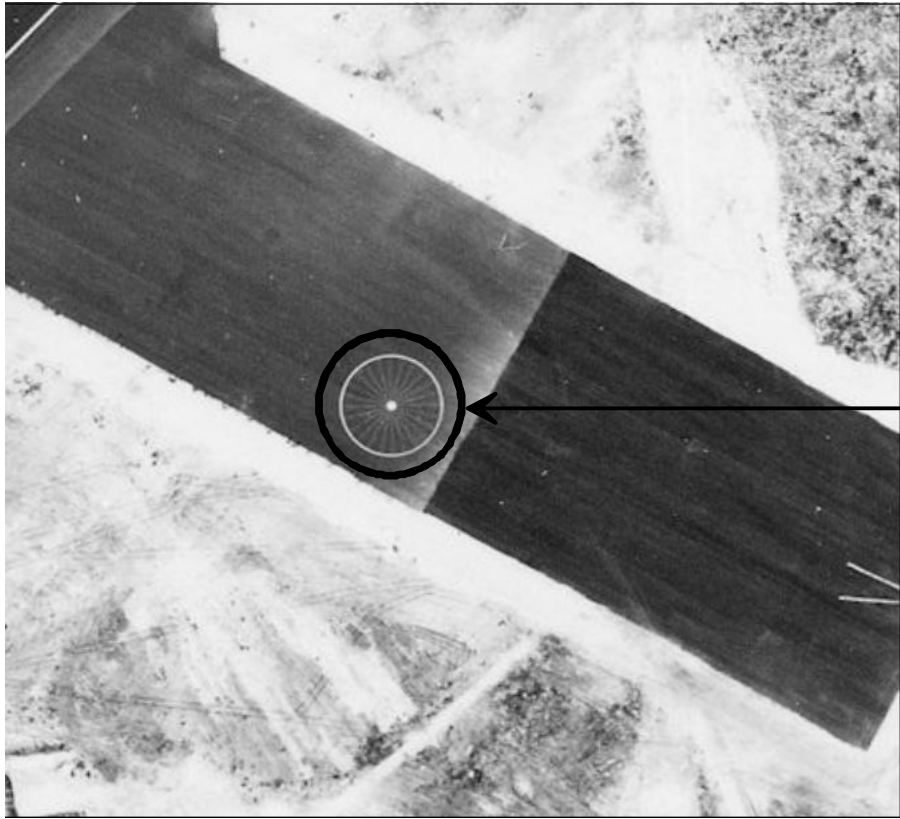
Example of magnetometer data in the vicinity of the mooring mast showing numerous strong anomalies.

Figure 16  
Example of Magnetometer Data  
Mooring Mast  
MCAS Ewa  
Island of Oahu  
Hawaii



Compass rose

2013



Compass rose

1941

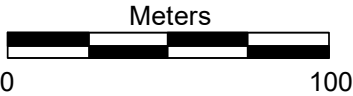


Figure 17  
Metal Detection Reconnaissance  
Compass Rose  
MCAS Ewa  
Island of Oahu  
Hawaii

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

**Appendix B. Japanese Order of Battle, December 7, 1941.<sup>248</sup>**

<b>Imperial Japanese Navy Order of Battle, December 7, 1941</b>
Naval General Staff—Admiral Nagano Osami
Combined Fleet Admiral Yamamoto Isoroku
First Air Fleet Vice Admiral Nagumo Chuichi
First Carrier Division Vice Admiral Nagumo Chuichi
CV Akagi—Captain Hasegawa Kiichi Air Officer—Commander Masuda Shogo VTB Leader—Commander Fuchida Mitsuo 1st Squadron (5xB5N2 "Kate")—CDR Fuchida 2nd Squadron (5xB5N2 "Kate") 3rd Squadron (5xB5N2 "Kate") VT Leader—LCDR Murata 1st Squadron (3xB5N2 "Kate")—LCDR Murata Shigeharu 2nd Squadron (3xB5N2 "Kate") 3rd Squadron (3xB5N2 "Kate") 4th Squadron (3xB5N2 "Kate") VB Leader—LT Chihaya 21st Squadron (3xD3A1 "Val")—LT Chihaya 22nd Squadron (3xD3A1 "Val") 23rd Squadron (3xD3A1 "Val") 25th Squadron (3xD3A1 "Val") 26th Squadron (3xD3A1 "Val") 27th Squadron (3xD3A1 "Val") VF Leader—LCDR Itaya 1st FCU Wave 1 (9xA6M2 "Zeke")—LCDR Itaya Shigeru 1st FCU Wave 2 (9xA6M2 "Zeke")—LT Shindo CAP (9xA6M2 "Zeke")
CV Kaga—Captain Okada Jisaku Air Officer—Commander Sata Naohito VTB Leader—LCDR Hashiguchi 1st Sqdn (5xB5N2 "Kate")—LCDR Hashiguchi 2nd Squadron (5xB5N2 "Kate") 3rd Squadron (5xB5N2 "Kate") VT Leader—LT Kitajima 1st Squadron (3xB5N2 "Kate")—LT Kitajima 2nd Squadron (3xB5N2 "Kate") 3rd Squadron (3xB5N2 "Kate") 4th Squadron (3xB5N2 "Kate") VB Leader—LT Makino 21st Squadron (3xD3A1 "Val")—LT Makino 22nd Squadron (3xD3A1 "Val") 23rd Squadron (3xD3A1 "Val") 24th Squadron (3xD3A1 "Val")

<sup>248</sup> Joseph Czarnecki, Richard Worth, Matthias C. Noch, Mark E. Horan and Tony DiGiulian . Order of Battle Pearl Harbor 7 December 1941, [http://www.navweaps.com/index\\_oob/OOB\\_WWII\\_Pacific/OOB\\_WWII\\_Pearl\\_Harbor.htm](http://www.navweaps.com/index_oob/OOB_WWII_Pacific/OOB_WWII_Pearl_Harbor.htm)

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

<p>25th Squadron (3xD3A1 "Val")  26th Squadron (3xD3A1 "Val")  27th Squadron (3xD3A1 "Val")  28th Squadron (3xD3A1 "Val")  29th Squadron (3xD3A1 "Val")  VF Leader—LT Shiga  2nd FCU Wave 1 (9xA6M2 "Zeke")—LT Shiga  2nd FCU Wave 2 (9xA6M2 "Zeke")—LT Nikaido  CAP (9xA6M2 "Zeke")</p>
<p>Destroyer Division 7 (Midway Attack Unit)  DD Ushio (Fubuki Class)  DD Sazanami (Fubuki Class)</p>
<p>Second Carrier Division  Rear Admiral Yamaguchi Tamon</p>
<p>CV Soryu—Captain Yanagimoto Ryusaku  Air Officer—Commander Kusumoto Ikuto  VTB Leader—LT Abe  1st Squadron (5xB5N2 "Kate")—LT Abe  2nd Squadron (5xB5N2 "Kate")  VT Leader—LT Nagai  1st Squadron (2xB5N2 "Kate")—LT Nagai  2nd Squadron (2xB5N2 "Kate")  3rd Squadron (2xB5N2 "Kate")  4th Squadron (2xB5N2 "Kate")  VB Leader—LCDR Egusa  21st Squadron (3xD3A1 "Val")—LCDR Egusa Takeshige  22nd Squadron (3xD3A1 "Val")  23rd Squadron (3xD3A1 "Val")  24th Squadron (3xD3A1 "Val")  25th Squadron (3xD3A1 "Val")  26th Squadron (3xD3A1 "Val")  VF-Leader—LT Suganami  3rd FCU Wave 1 (9xA6M2 "Zeke")—LT Suganami  3rd FCU Wave 2 (9xA6M2 "Zeke")—LT Iida  CAP (9xA6M2 "Zeke")</p>
<p>CV Hiryu—Captain Kaku Tomeo  Air Officer—Commander Amagai Takahisa  VTB Leader—LCDR Kosumi  1st Squadron (5xB5N2 "Kate")—LCDR Kosumi  2nd Squadron (5xB5N2 "Kate")  VT Leader—LT Matsumura  1st Squadron (2xB5N2 "Kate")—LT Matsumura  2nd Squadron (2xB5N2 "Kate")  3rd Squadron (2xB5N2 "Kate")  4th Squadron (2xB5N2 "Kate")  VB Leader—LT Kobayashi  21st Squadron (3xD3A1 "Val")—LT Kobayashi  22nd Squadron (3xD3A1 "Val")  23rd Squadron (3xD3A1 "Val")  24th Squadron (3xD3A1 "Val")</p>



Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

<p>25th Squadron (3xD3A1 "Val")  26th Squadron (3xD3A1 "Val")  VF Leader—LT Okajima  4th FCU Wave 1 (6xA6M2 "Zeke")—LT Okajima  4th FCU Wave 2 (9xA6M2 "Zeke")—LT Nono  CAP (9xA6M2 "Zeke")</p>
<p>Fifth Carrier Division  Rear Admiral Hara Chuichi</p>
<p>CV Shokaku (Shokaku Class)—Captain Jojima Takatsugu  Air Officer—Commander Wada Tetsujiro  VTB Leader—LCDR Shimazaki  1st Sqdn (9xB5N2 "Kate")—LCDR Shimazaki Shigekazu  2nd Squadron (9xB5N2 "Kate")  3rd Squadron (9xB5N2 "Kate")  VB Leader—LCDR Takahashi  1st Sqdn (9xD3A1 "Val")—LCDR Takahashi Kakuichi  2nd Squadron (9xD3A1 "Val")  3rd Squadron (9xD3A1 "Val")  VF Leader—LT Kaneko  5th FCU Wave 1 (6xA6M2 "Zeke")—LT Kaneko  CAP (9xA6M2 "Zeke")</p>
<p>CV Zuikaku (Shokaku Class)—Captain Yokokawa Ichibei  Air Officer—Commander Shimoda Hisao  VTB Leader—LT Ichihara  1st Squadron (9xB5N2 "Kate")—LT Ichihara  2nd Squadron (9xB5N2 "Kate")  3rd Squadron (9xB5N2 "Kate")  VB Leader—LCDR Sakamoto  1st Sqdn (9xD3A1 "Val")—LCDR Sakamoto Akira  2nd Squadron (9xD3A1 "Val")  3rd Squadron (9xD3A1 "Val")  VF Leader—LT Sato  6th FCU Wave 1 (6xA6M2 "Zeke")—LT Sato  CAP (9xA6M2 "Zeke")</p>
<p>DD Akigumo (Yugumo Class)</p>
<p>Battleship Division 3  Vice Admiral Mikawa Gunichi</p>
<p>BB Hiei  BB Kirishima</p>
<p>Cruiser Division 8</p>
<p>CA Tone  CA Chikuma</p>
<p>Destroyer Squadron 1  Rear Admiral Omori Sentaro</p>
<p>CL Abukuma (Nagara Class)</p>
<p>Destroyer Division 17  DD Urakaze (Kagero Class)  DD Isokaze (Kagero Class)  DD Tanikaze (Kagero Class)</p>

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

DD Hamakaze (Kagero Class)
Destroyer Division 18 (Detached from DesRon 2) DD Kagero (Kagero Class) DD Shiranuhi (Kagero Class) DD Arare (Asashio Class) DD Kasumi (Asashio Class)
Midway Destruction Unit Captain Ohishi Kaname DD Akebono (Fubuki Class) DD Ushio (Fubuki Class)
Submarine Division 2 Captain Imaizumi Kijiro SS I-19 (I-15 Class/Type B1) SS I-21 (I-15 Class/Type B1) SS I-23 (I-15 Class/Type B1)
1st Supply Train AO Kyokuto Maru (Merchant conversion) AO Kenyo Maru (Merchant conversion) AO Kokuyo Maru (Merchant conversion) AO Shinkiku Maru (Merchant conversion) AO Akebono Maru (Merchant conversion)
2nd Supply Train AO Toho Maru (Merchant conversion) AO Toei Maru (Merchant conversion) AO Nippon Maru (Merchant conversion)
Sixth (Submarine) Fleet Vice Admiral Shimizu Mitsumi
1st Submarine Squadron Rear Admiral Sato Tsutomu SS I-9 (I-9 Class/Type A1) SS I-15 (I-15 Class/Type B1) SS I-17 (I-15 Class/Type B1) SS I-25 (I-15 Class/Type B1)
2nd Submarine Squadron Rear Admiral Yamazaki Shigeaki SS I-7 (I-7 Class/Type J3) SS I-1 (I-1 Class/Type J1) SS I-2 (I-1 Class/Type J1) SS I-3 (I-1 Class/Type J1) SS I-4 (I-1 Class/Type J1) SS I-5 (I-5 Class/Type J1M) SS I-6 (I-6 Class/Type J2)
3rd Submarine Squadron Rear Admiral Miwa Shigeyoski SS I-8 (I-7 Class/Type J3) SS I-68 (I-68 Class/Type KD6A) SS I-69 (I-68 Class/Type KD6A) SS I-70 (I-68 Class/Type KD6A) SS I-71 (I-68 Class/Type KD6A)

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

SS I-72 (I-68 Class/Type KD6A) SS I-73 (I-68 Class/Type KD6A) SS I-74 (I-74 Class/Type KD6B) SS I-75 (I-74 Class/Type KD6B)
Special Attack Unit Captain Sasaki Hanku (Mother Submarines Commander) Lt. Naoji Iwasa (Mini-submarines Commander)
SS I-22 (F) (I-16 Class/Type C1) MSS I-22A (A type) SS I-16 (I-16 Class/Type C1) Lt. Cmdr. Hiroshi Hanabusa MSS (mini-submarine) I-16 A (A type)—Ensign Sakamaki Kazuo (USA's first POW) SS I-18 (I-16 Class/Type C1) MSS I-18A (A type) SS I-20 (I-16 Class/Type C1) MMS I-20A (A type) SS I-24 (I-16 Class/Type C1) MSS I-24A (A type)
Submarine Reconnaissance Unit Commander Kashihara Yasuchika SS I-10 (I-9 Class/Type A1) SS I-26 (I-26 Class/Type B1) Cmdr Minoru Yokota

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

<b>Appendix C. United States Military Airfields of the World War II Pacific.</b>				
Area	Island Group	Name of Installation (Island or Region Where Located)	Date of American Military Utilization, Commission, or Construction	Date of American Military Abandonment or Deactivation
Central & Southern Pacific US Possessions	Hawaii	Barking Sands Airfield, Kaua'i	1940	Presently US military (Pacific Missile Range Facility Barking Sands)
		Burns Airfield, Kaua'i	1930	1947
		Bellows Field, Oahu	1917	Presently US military (Bellows Air Force Station)
		Ewa Field	1925 (US Navy)	1952
		Haleiwa Airfield, Oahu	1940	1946
		Hickam Field, Oahu	1935	Presently US military (Hickam Air Force Base)
		Kahuku Air Base, Oahu	1941	circa 1947
		Kaneohe Airfield, Oahu	1918	Presently US military (Marine Corps Air Station Kaneohe Bay)
		Luke Field, Oahu	1918	1962
		Mokuleia Airfield, Oahu	1922	Presently US military (Dillingham Airfield)
		Putnam Airfield, Oahu	1922	1945
		Wheeler Army Air Base, Oahu	1922	Presently US military (Wheeler Army Airfield)
		Lyman Airfield, Hawaii	1941	1947
		Morse Airfield, Hawaii	1940	1946
		Suiter Airfield, Hawaii	1944	1947
		Hana Airfield, Maui	1941	1947
		Puunene Airfield, Maui	1940	1945
		Lanai City Airfield, Lāna'i	1941	1947
	Kalaupapa Airfield, Moloka'i	1941	1947	
	Molokai Airfield, Moloka'i	1941	1947	
French Frigate Shoals	Naval Air Facility French Frigate Shoals, French Frigate Shoals	March 1943	1946	
Johnston Island	Johnston Airfield, Johnston Island	1936	2005	
Line Islands	Lowe Field, Palmyra Island	1941	1947	
Midway Atoll	Eastern Island Airfield, Eastern Island	18 August 1941	1993	

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

	Wake Island	NAS Wake Island, Wake Island	August 1941	1947
South Pacific Area	American Samoa	Tafuna Airfield, Samoa	1942	1945
	Fiji	Nandi Airfield, Viti Levu Island	1942	1945
		Lautoka Airfield, Viti Levu Island	1942	1945
		Nausori Airfield, Viti Levu Island	1942	1945
	New Caledonia Island	Magenta Airfield, New Caledonia	1942	1945
		Tontouta Airfield, New Caledonia	1942	1945
		Koumac Airfield, New Caledonia	Pre-war	1945
		Plaine Des Gaiacs Airfield, New Caledonia	1942	1945
	New Hebrides Islands	Lunganville Airfield, Espiritu Santo	1943	1945
		Pallikulo Field, Espiritu Santo	1943	1945
		Pekoa Field, Espiritu Santo	1943	1945
		Turtle Bay Airfield, Espiritu Santo	1943	1945
		Bauerfield Airfield, Efate Island	1943	1945
		Quoin Hill Airstrip, Efate Island	1943	1945
		Havannah Harbor Fighter Strip, Efate Island	1943	1945
	Society Islands	Navy Air Station Bora Bora, Bora Bora	1943	1946
		Army Airfield, Bora Bora	1943	1946
	Solomon Islands	Henderson Field, Guadalcanal	1942	1945
		Kukum Field, Guadalcanal	1 January 1943	1945
		Carney Field, Guadalcanal	19 December 1942	1945
		Lunga Field, Guadalcanal	9 February 1942	1945
		Koli Field, Guadalcanal	October 1943	1945
		Fighter 3, Guadalcanal	1943	1945
		Naval Air Base Guadalcanal, Guadalcanal	15 February 1943	12 June 1946
		Banika Airfield, Banika Island	March 1943	1945
		Renard Field, Banika Island	June 1943	1945
		Segi Point, New Georgia Island	July 1943	1945
		Munda Airfield, New Georgia Island	August 1943	March 1945
		Ondonga Airfield, Ondonga Island	23 October 1943	March 1945
		Barakoma Airfield, Vella Lavella Island	September 1943	1945
Naval Advance Base, Vella Lavella Island		8 October 1943	15 June 1944	
Solomon Islands (continued)		Pavavu Airfield, Pavavu Island	1944	1945
	Stirling Airfield, Stirling Island	24 December 1943	1945	
Tonga Islands	Army Airfield, Tongatabu Island	May 1942	1943	
Wallis and	Hihifo Airfield, Wallis Island	October 1942	1945	

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

	Futuna	Fighter Strip, Wallis Island	1942	1945
Southwest Pacific Area	Indonesia	Mokmer Airfield, Biak	July 1944	19 January 1946
		Borokoe Airfield, Biak	July 1944	19 January 1946
		Sorido Airfield, Biak	August 1944	19 January 1946
		Kamiri Airfield, Noemfoor Island	July 1944	1945
		Namber Airfield, Noemfoor Island	31 August 1944	1945
		Yebrurro Airfield, Noemfoor Island	July 1944	1945
		Owi Airfield, Irian Jaya	21 June 1944	19 January 1946
		Sanspor Airfield, Irian Jaya	November 1944	1945
		Hollandia Airfield, Irian Jaya	6 June 1944	1 July 1945
		Middleburg Airfield, Irian Jaya	1944	1945
		Wakde Airfield, Irian Jaya	May 1944	19 January 1946
		Sentani Airfield, Irian Jaya	1944	1945
		Cyclops Airfield, Irian Jaya	1944	1945
		Tami Airfield, Irian Jaya	April 1944	1945
		Wama Airfield, Morotai	September 1944	1945
	Pitu Airfield, Morotai	March 1945	1945	
	Papua New Guinea	Navy Advance Base, Thursday Island	May 1943	July 1944
		Kila Kila, Papua New Guinea	October 1943	1945
		Ward Drome, Papua New Guinea	1943	1945
		Jackson Drome, Papua New Guinea	September 1941	1945
		Berry Drome, Papua New Guinea	15 May 1943	1945
		Schwimmer Drome, Papua New Guinea	1942	1945
		Durand Drome, Papua New Guinea	August 1942	1945
		Rogers Drome, Papua New Guinea	June 1942	1945
		Mount Hagen Airfield, Papua New Guinea	1942	1945
		Daru Airfield, Papua New Guinea	1942	1945
		Tadji, Papua New Guinea	24 April 1944	1945
		Telefomin Airfield, Papua New Guinea	1944	1945
		Horanda Drome, Papua New Guinea	1943	1945
		Girua Airfield, Papua New Guinea	1943	1945
Embi Airfield, Papua New Guinea		1943	1945	
Talasea Airfield, Papua New Guinea	March 1944	1945		
Lae Airfield, Papua New Guinea	February 1944	1945		
Gusap Airfield, Papua New Guinea	May 1944	1945		
Tsili Tsili Airfield, Papua New Guinea	1943	1945		
Finschafen Airfield, Papua New Guinea	December 1943	1945		
Naval Advance Base, Aitape, Papua New Guinea	April 1944	November 1945		
Nadzab Airbase Complex, Papua New Guinea	September 1943	1945		
Ocean Airfield, Bougainville	29 March 1944	1945		
Lagoon Airfield, Bougainville	February 1944	1945		

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

	Torokina Airfield, Bougainville	10 December 1943	1945
	Piva Bomber Field, Bouganville	30 December 1943	March 1945
	Piva Fighter Field, Bouganville	21 January 1944	March 1945
	Gurney Airfield, Milne Bay	August 1942	1945
	Turnbull Airfield, Milne Bay	September 1942	1945
	Kiriwina Airfield, Milne Bay	12 October 1943	1945
	Vivigani Airfield, Goodenough Island	December 1943	1945
	Narewa Airfield, Woodlark Island	October 1943	1945
	Momote Airfield, Los Negros Island	March 1944	1945
	Mokerang Airfield, Los Negros Island	1944	1945
	Emirau Airfield, Emirau	28 April 1944	1945
Australia	Bankstown Airfield, Bankstown	1942	1945
	Ballarat Airfield, Victoria	1942	1945
	Mount Gambier Airfield, South Australia	1942	1945
	Fenton Airfield, Northern Territory	1942	1944
	Daly Waters Airfield, Northern Territory	1942	1945
	Mareeba Airfield, Queensland	1942	1943
	Reid River Airfield, Queensland	1942	1943
	Antil Plains Airfield, Queensland	1942	1945
	Charter Towers Airfield, Queensland	1942	1943
	Cloncurry Airfield, Queensland	1942	1945
NAS Palm Island, Queensland	1943	1943	
The Philippines	Guiuan Airfield, Samar Island	14 January 1945	1945
	Mandurriao Airfield, Panay Island	December 1944	1945
	Santa Barbara Airfield, Panay Island	1941	1945
	Zamboanga Airfield, Mindanao	18 March 1945	1945
	San Roque Airfield, Mindanao	March 1945	1945
	Del Monte Airfield, Mindanao	1941	1941
	Malaybalay Airfield, Mindanao	May 1945	1945
	Malabang Airfield, Mindanao	Pre-1941	1945
	Clark Field, Luzon	1917	1991
	Zablan Airfield, Luzon	Pre-1941	1945
	Mangaldan Airfield, Luzon	January 1945	1945
	Nielson Airfield, Luzon	Pre-1941	1947
	Lipa Airfield, Luzon	Pre-1941	Presently US military (Fernando AFB)
	Tanauan Airfield, Luzon	December 1941	1942
Del Carmen Airfield	Pre-1941	1945	
San Marcelino Field	Pre-1941	1945	
Iba Field	Pre-1941	1942	

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

		Orani Airfield, Luzon	1941	1942
		Bataan Airfield, Luzon	1941	1942
		Pilar Airfield, Luzon	1941	1942
		Legaspi Airfield, Luzon	Pre-1941	1945
		Cacaben Airfield	1942	1942
Central Pacific Area	Caroline Islands	Falalop Airfield, Ulithi	1 December 1941	1945
		Sorlen Airfield, Yap	January 1945	1945
	Ellice Islands	Nanumea Airfield, Tuvalu	October 1943	1945
		Fanufuti Airfield, Tuvalu	1942	1945
		Motulalo Airfield, Tuvalu	November 1943	1945
		Baker Island Airfield, Baker Island	1 September 1943	1945
		Kamakaiwi Airfield, Howland Island	mid-1930s	1941
	Gilbert Islands	Bonriki Airfield, Gilbert Islands	November 1943	1945
		Tarawa Field, Gilbert Islands	November 1943	1945
		Abemama Airfield, Gilbert Islands	November 1943	1945
		Canton Airfield, Canton Island	November 1941	1945
	Mariana Islands	North Field, Guam	November 1944	Presently US military (Anderson AFB)
		Northwest Field, Guam	1945	Presently US military (auxiliary to Anderson AFB)
		Depot Field, Guam	1945	1945
		Orote Airfield, Guam	1921	1946
		Isley Field, Saipan	September 1944	1945
		Marpi Point, Saipan	1944	1945
		East Field, Saipan	December 1944	1960s
		Kobler Airfield, Saipan	1944	1945
		Ushi Point Airfield, Tinian	December 1944	1945
		Gurguan Point Airfield, Tinian	1944	1945
	Marshall Islands	Kwajalein Airfield, Kwajalein Atoll	31 January 1944	1945
		Engebi Airfield, Engebi Island	March 1944	1945
Roi Airfield, Roi Island		December 1944	1945	
Majuro Airfield, Dalop Island		15 April 1944	1945	
Enewetak Airfield, Enewetak Island		February 1944	1945	

Source: Bureau of Yards and Docks 1947; Pacific Wrecks 2011; Rottman 2002.



Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

### Appendix D: Japanese Attack Plan

#### *First Attack*<sup>248</sup>

The first attack was designed to land a crippling blow on the US Navy, as well, as destroy the aviation forces on the island. The main objectives were the destruction of the large capital ships of the American fleet (the battleships and the carriers), as well as destruction of airfields and their airplanes. The destruction of the airfields and the airplanes was so successful during the first wave that the attacks planned during the second wave focused on secondary targets (for a lack of targets at the airfields).

#### I. Horizontal Bombing Unit (50 Type 97 Carrier Attack Planes)

Target : Battleships

Considerations:

- a. It was presumed that the American battleships could be effectively crippled by 800-kg armor piercing bombs, dropped from an altitude of 3,000 meters or more.
- b. Horizontal bombing is relatively inaccurate. However, it was estimated, considering the degree of training of the bombing units, that four out of five salvos could be placed on stationary battleships if formation of five airplanes were employed from an altitude of 3,000 meters or more. Therefore it was concluded that about four battleships could be effectively crippled with 10 formations of type 97 bombers.
- c. Because of the accuracy of torpedo attacks, it was desired to use as many torpedoes as possible. However both bombing attacks and torpedo attacks were used for the following reasons:
  1. If torpedo nets were laid, the torpedo attacks would be unsuccessful.
  2. Launching torpedoes in shallow water such as that at Pearl Harbor required special technique.
  3. Ordinarily, ships were moored in pairs breast each other. Consequently, bombing attacks were the only effective method against the inside ships.

#### II. Torpedo Unit (40 Type 97 Carrier Attack Planes)

Target: Battleships and Aircraft Carriers

Considerations:

- a. Short range torpedo runs are very accurate. Therefore the pilots most skillful at shallow water torpedo drops were selected in order to put as many battleships and carriers temporarily out of action due to underwater damage as the conditions mentioned would permit. (Because the carriers were not at their anchorages on the day of the attack, the planes concentrated on the battleships).

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<sup>248</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 16-18.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

III. Dive Bombing Unit (54 Type 99 Carrier Bombers)

Target: Air Bases

No. 15 Attack Unit (27 A/C): Hangars and grounded airplanes at Ford Island.

No. 16 Attack Unit (27 (A/C): Hangars and grounded airplanes at Wheeler Field.

Considerations:

- a. Since the primary objective of the attack on Pearl Harbor was to put the United States Pacific Fleet temporarily out of action, the primary targets were battleships and carriers. However fighter plane bases were to be attacked first because it was necessary to prevent a counterattack by American fighter planes against the horizontal bombing and torpedo units.
- b. It was known that Wheeler Field was a United States Army fighter plane base and that carrier planes from the United States Pacific Fleet were usually kept at Ford Island.

III. Fighter Striking Unit (45 Type Zero Carrier Fighters)

Targets: Airborne planes, grounded planes.

No. 2 Fighter Striking Unit--Ford Island and Hickam.

No. 4 Fighter Striking Unit--Wheeler and Ewa.

No. 6 Fighter Striking Unit--Kaneohe.

Considerations:

- a. At the beginning of the attack the fighter striking unit was to maintain a single formation and patrol over Oahu, attacking any airborne enemy fighter planes.
- b. If no fighter opposition was met in the air, the unit was to split up as indicated above and attack grounded airplanes on the various airfields on Oahu, thereby preventing a counterattack against the Task Force.

*Second Attack.*

I. Horizontal Bombing Unit (54 Type 97 Carrier Attack Planes)

Target: Air Bases

No. 6 Attack Unit: Hangars and grounded aircraft at Hickam.

No. 5 Attack Unit: Hangars and grounded aircraft at Kaneohe, Ford Island and Ewa.

Considerations:

- a. By putting the American airplanes on Oahu temporarily out of action, counterattack against the Task Force could be prevented.

II. Dive Bombing Unit (81 Type 99 Carrier Bombers)

Target: Aircraft Carriers and Cruisers.

Considerations:

- a. Although the 250-kg. bombs which the airplanes were able to carry could not pierce the armor of the battleships, it was estimated that they would be effective against United States cruisers and carriers.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

- b. It was estimated that there were then four or five American carriers operating in the Hawaiian Area. They were the targets of this dive bombing unit. (Since the aircraft carriers were not at their anchorages on the day of the attack, most of the blows were directed against battleships).

III. Fighter Striking Unit (36 Type Zero Fighters)

Target: Airborne airplanes, grounded airplanes

No. 2 Fighter Striking Unit--Ford Island and Hickam.

No. 4 Fighter Striking Unit--Wheeler and Kaneohe.

Considerations:

- a. By destroying enemy aircraft counterattacks against air units and the surface forces would be prevented.
- b. According to the schedule, the first Japanese aircraft took off from their carriers, located 200 miles north of Oahu, at 0600 (Hawaiian Time). The second wave of aircraft followed approximately one hour and fifteen minutes later. Both waves made their approach at an altitude of 3,000 meters above a dense cloud layer at 2,000 meters which provided cover from being spotted by ships at sea. The first group arrived at Oahu at 0740, and below is a list of the first targets.<sup>249</sup>

**Targets of the Japanese's First Wave.<sup>250</sup>**

Unit	Target	Time
Dive Bombing Unit	Wheeler Field	0755
Torpedo Attack Unit	Battleships	0757
Fighter Striking Unit	Grounded Aircraft	0800
Horizontal Bombing Unit	Battleships	0805

<sup>249</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 16-18.

<sup>250</sup> United States Strategic Bombing Survey. *The Campaigns of the Pacific War.*, 16-18.

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

**Appendix E. Japanese Carriers used in the attack on Ewa Field, December 7, 1941**

<b>Name</b>	<b>Hiryu</b>	<b>Kaga (as built)</b>	<b>Kaga (as reconstructed)</b>
Builder	Yokosuka Naval Dockyard	Kawasaki Dockyard Company and Yokosuka Naval	-
Laid Down	8-July-36	19-Jul-20	-
Launched	16-Nov-37	17-Nov-21	-
Commissioned	5-Jul-39	31-Mar-28	-
Displacement	17,300 tons (standard); 20,250(normal)	26,000 tons (standard); 33,693 tons (normal)	38,200 tons (standard); 42,541 tons (normal)
Length	745 ft 11 in (OA); 721 ft 9 in (WL); 687 ft 5 in (PP)	782 ft 6 in (OA), 771 ft 0 in (WL), 715 ft 1 in (PP)	812 ft 6 in (OA), 788 ft 5 in (WL), 738 ft 2 in (PP)
Width	73 ft 3 in	97 ft 0 in	106 ft 8 in
Draught	25 ft 9 in	26 ft 0 in	31 ft 1 in
Machinery	four sets geared turbines, eight Kampon boilers; four shafts	Brown-Curtiss geared turbines, 12 Kampon boilers, four shafts	Kampon geared turbines, eight Kampon boilers, four shafts
Performance	153,000shp; 34.5 knots	91,000shp; 28.5 knot	127,400 shp; 28 knots
Bunkerage	4,400 tons fuel oil (approx)	3,600 tons fuel oil; 1,700 tons coal	8,208 tons fuel oil, 600 tons avgas
Range	10,330 nm at 18 knots	8,000nm at 14 knots	10,000 nm at 16 knots
Flight-deck dimensions	711 ft 6 in x 88 ft 6 in	560 ft 0 in by 100 ft 0in, plus 60 ft (approx) and 160 ft (approx) flying-off platforms at hangar-deck levels	815 ft 6 in x 100 ft 0 in

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

**Appendix E. Japanese Carriers used in the attack on Ewa Field, December 7, 1941 (Continued)**

<b>Name</b>	<b>Hiryu</b>	<b>Kaga (as built)</b>	<b>Kaga (as reconstructed)</b>
Elevators	three (42 ft 8 in by 52 ft 6 in, 42 ft 8 in by 39 ft 4 in, 38 ft 8 in by 42 ft 8 in)	two (37 ft 8 in by 39 ft 5 in, 35 ft 0 in by 52 ft 0 in)	three (37 ft 8 in by 39 ft 5 in, 35 ft 0 in by 52 ft 0 in, 42 ft 0 in by 31ft 5in)
Arrester Wires	six aft, three forward, all hydraulic	six (electrically controlled)	nine (hydraulically controlled)
Hangar Decks	Two	three (upper, middle, and lower; lower used for disassembled aircraft stowage only)	three (upper, middle, and lower; lower used for disassembled aircraft stowage only)
Hangar Dimensions	upper 562 ft by 60 ft by 15ft (approx), lower 467 ft by 60 ft by 14ft (approx); 61,740 sq ft (approx)	upper 415 ft x 65 ft (approx), middle 470 ft x 75 ft (approx), lower 116 ft x 48 ft (approx); upper and middle hangar area 62,225 sq ft (approx), lower hangar	upper and middle 615 ft by 88 ft (approx), lower 116 ft x 48 ft (approx); upper and middle hangar area 108,240 sq ft (approx), lower hangar 5,568 sq ft (approx)
Aircraft	73	60	91
Armament	12 x 5 in/40-cal DP, 31x25mm AA	10 by 8 in/50-cal LA, 12 by 4.7in/45-cal HA, 2 MGs	10 by 8 in/50-cal LA, 16 by 5 in/40-cal DP, 22 by 25 mm AA
Armor	3.5 in belt (magazines 5.9in), 1in deck (2.2in over the magazines)	6 in belt, 1.5 in deck	6 in belt, 1.5 in deck
Complement	1,100	1,340	2,016

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

**Appendix F. Japanese Aircraft used in the attack on Ewa Field**

Make and Model	Official Designation	Subsequent Allied Code Name	Description	Crew	Power Plant	Armament	Bomb Load	Dimensions	Weight	Performance
Mitsubishi A6M2 Model 21	Type 0 carrier fighter	"Zeke"	Single-engine single-seat carrier-borne and land-based fighter	1	1 Nakajima NK1C Sakae 12 14-cylinder air-cooled radial, 940hp at takeoff, driving a 3-bladed propeller	2x7.7mm Type 97 machine guns and 2 x 20mm Type 99 cannon	2x60kg (132lb) bombs, 1x330-liter (72.6-imp-gal) drop tank	39ft 4in (span); 29ft 8in (length); 11ft 6in (height)	3,704lb (empty); 5,313lb (loaded)	332mph at 14,930ft (maximum speed); 207mph (cruising speed); 19,685ft in 7min 27sec (climb); 32,810ft (service ceiling); 1,010nm (1,675nm max) (range)
Nakajima B5N2	Type 97 carrier attack aircraft	"Kate"	Single-engine 3-seat carrier-borne torpedo bomber	3 (pilot, observer/navigator/bomb aimer, radio operator/gunner)	1 Nakajima NK1B Sakae 11 14-cylinder air-cooled radial, 1,000hp at takeoff, driving a 3-bladed propeller	1 flexible rear-firing 7.7mm Type 92 machine gun	1x800kg (1,764lb) torpedo or 800kg (1,764lb) of bombs	50ft 10in (span); 33ft 9in (length); 12ft 1in (height)	5,024lb (empty); 8,378lb (loaded)	235mph at 11,810ft (maximum speed); 161mph at 11,810ft (cruising speed); 9,845 in 7min 40sec (climb); 27,100ft (service ceiling); 528nm (1,075nm max) (range)
Aichi D3A1	Type 99 carrier bomber	"Val"	Single-engine 2-seat carrier-borne and land-based dive bomber	2	1 Mitsubishi Kinsei 43 14-cylinder air-cooled radical, 1,000hp at takeoff, or Mitsubishi Kinsei 44 14-cylinder air-cooled radial, 1,070hp at takeoff, driving a 3-bladed propeller	2 forward-firing 7.7mm Type 97 machine guns and 1 flexible rear-firing 7.7mm Type 92 machine gun	1x250kg (551lb) bomb under the fuselage and 2x60kg (132lb) bombs under the wings	47ft 1in (span); 33ft 5in (length); 12ft 7in (height)	5,309lb (empty); 8,047lb (loaded)	240mph at 9,845ft (maximum speed); 184mph at 9,845ft (cruising speed); 9,845ft in 6min 0sec (climb); 30,050ft (service ceiling); 795nm (range)

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

**Appendix G. American Naval Ships at Pearl Harbor on 7 December 1941.**<sup>252</sup>

Ship Type	Status	Name	Hull Number	Note
Battleships (BB)				
		Pennsylvania	(BB-38)	(in Dry Dock No.1)
	#	Arizona	(BB-39)	
		Nevada	(BB-36)	
	#	Oklahoma	(BB-37)	
		Tennessee	(BB-43)	
	#	California	(BB-44)	
		Maryland	(BB-46)	
	#	West Virginia	(BB-48)	
Heavy Cruisers (CA)				
		New Orleans	(CA-32)	
		San Francisco	(CA-38)	
Light Cruisers (CL)				
		Raleigh	(CL-7)	
		Detroit	(CL-8)	
		Phoenix	(CL-46)	
		Honolulu	(CL-48)	
		St. Louis	(CL-49)	
		Helena	(CL-50)	
Destroyers (DD)				
		Allen	(DD-66)	
		Schley	(DD-103)	
		Chew	(DD-106)	
	*	Ward	(DD-139)	(patrolling Channel entrance to Pearl Harbor)
		Dewey	(DD-349)	
		Farragut	(DD-348)	
		Hull	(DD-350)	
		MacDonough	(DD-351)	
		Worden	(DD-352)	
		Dale	(DD-353)	
		Monaghan	(DD-354)	(preparing to get underway to aid Ward)
		Aylwin	(DD-355)	
		Selfridge	(DD-357)	
		Phelps	(DD-360)	
		Cummings	(DD-365)	
		Reid	(DD-369)	
		Case	(DD-370)	
		Conyngham	(DD-371)	
		Cassin	(DD-372)	(in Dry Dock No.1)

<sup>252</sup> "Ships and District Craft Present at Pearl Harbor, 0800 7 December 1941," Electronic document, <http://www.history.navy.mil/faqs/faq66-2.htm>.

Ewa Plain Battlefield

Honolulu, Hawaii

Name of Property

County and State

		Shaw	(DD-373)	(in floating drydock YFD-2)
		Tucker	(DD-374)	
		Downes	(DD-375)	(in Dry Dock No.1)
		Bagley	(DD-386)	
		Blue	(DD-387)	
		Helm	(DD-388)	(underway, nearing West Loch)
		Mugford	(DD-389)	
		Ralph Talbot	(DD-390)	
		Henley	(DD-391)	
		Patterson	(DD-392)	
		Jarvis	(DD-393)	
Submarines (SS)				
		Narwhal	(SS-167)	
		Dolphin	(SS-169)	
		Cachalot	(SS-170)	
		Tautog	(SS-199)	
Minelayer (CM)				
	#	Oglala	(CM-4)	
Minesweepers (AM)				
		Turkey	(AM-13)	
		Bobolink	(AM-20)	
		Rail	(AM-26)	
		Tern	(AM-31)	
		Grebe	(AM-43)	
		Vireo	(AM-52)	
Coastal Minesweepers (AMc)				
		Cockatoo	(AMc-8)	
		Crossbill	(AMc-9)	
		Condor	(AMc-14)	
		Reedbird	(AMc-30)	
Light Minelayers (DM)				
		Gamble	(DM-15)	
		Ramsay	(DM-16)	
		Montgomery	(DM-17)	
		Breese	(DM-18)	
		Tracy	(DM-19)	
		Preble	(DM-20)	
		Sicard	(DM-21)	
		Pruitt	(DM-22)	
High Speed Minesweepers (DMS)				
		Zane	(DMS-14)	
		Wasmuth	(DMS-15)	
		Trever	(DMS-16)	
		Perry	(DMS-17)	
Gunboat (PG)				
		Sacramento	(PG-19)	
Destroyer Tenders (AD)				
		Dobbin	(AD-3)	



Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

		Whitney	(AD-4)	
Seaplane Tenders (AV)				
		Curtiss	(AV-4)	
		Tangier	(AV-8)	
Seaplane Tenders (Small) (AVP)				
		Avocet	(AVP-4)	
		Swan	(AVP-7)	(on Marine Railway)
Seaplane Tenders (Destroyer) (AVD)				
		Hulbert	(AVD-6)	
		Thornton	(AVD-11)	
Ammunition Ship (AE)				
		Pyro	(AE-1)	(at Naval Ammunition Depot, West Loch)
Oilers (AO)				
		Ramapo	(AO-12)	
		Neosho	(AO-23)	
Repair Ships (AR)				
		Medusa	(AR-1)	
		Vestal	(AR-4)	
Base Repair Ship (ARb)				
		Rigel	(ARb-1)	
Submarine Tender (AS)				
		Pelias	(AS-14)	
Submarine Rescue Ship (ASR)				
		Widgeon	(ASR-1)	
Hospital Ship (AH)				
		Solace	(AH-5)	
Cargo Ship (AK)				
	*	Vega	(AK-17)	(at Honolulu)
General-Stores-Issue Ships (AKS)				
		Castor	(AKS-1)	
	*	Antares	(AKS-3)	at Pearl Harbor entrance
Ocean-going Tugs (AT)				
		Ontario	(AT-13)	
		Sunnadin	(AT-28)	
	*	Keosanqua	(AT-38)	(at Pearl Harbor entrance)
	*	Navajo	(AT-64)	(12 miles outside Pearl Harbor entrance)
Miscellaneous Auxiliaries (AG)				
	#	Utah	(AG-16)	
		Argonne	(AG-31)	
		Sumner	(AG-32)	
Motor Torpedo Boats (PT)				
		PT-20		
		PT-21		
		PT-22		
		PT-23		
		PT-24		

Ewa Plain Battlefield

Name of Property

Honolulu, Hawaii

County and State

		PT-25		
		PT-26		(on pier, Navy Yard)
		PT-27		(on board Ramapo)
		PT-28		(on pier, Navy Yard)
		PT-29		(on board Ramapo)
		PT-30		(on board Ramapo)
		PT-42		(on board Ramapo)
District Craft				
Harbor Tugs (YT)				
		Sotoyomo	(YT-9)	(in YFD-2 with Shaw)
		YT-119		
		Osceola	(YT-129)	
		YT-130		
		YT-142		
		Hoga	(YT-146)	
		YT-152		
		YT-153		(underway in channel)
Motor Tug (YMT)				
		YMT-5		
Torpedo Testing Barge (YTT)				
		YTT-3		
Net Tenders (YN)				
		Ash	(YN-2)	
		Cinchona	(YN-7)	
		Cockenoe	(YN-47)	Honolulu Harbor
		Marin	(YN-53)	
		Wapello	(YN-56)	
District Patrol Vessel (YP)				
		YP-109		
Floating Drydock (YFD)				
		YFD-2		(with Shaw and Sotoyomo docked)
Salvage pontoons (YSP)				
		YSP-11		
		YSP-12		
		YSP-13		
		YSP-14		
		YSP-15		
		YSP-16		
		YSP-17		
		YSP-18		
		YSP-19		
		YSP-20		
Floating Workshops (YR)				
		YR-20		
		YR-22		(alongside Cachalot)
Miscellaneous (Unclassified) (IX)				
		Cheng Ho	(IX-52)	

Ewa Plain Battlefield  
 Name of Property

Honolulu, Hawaii  
 County and State

Gate Vessel (YNg)			
		YNg-17	
Garbage Lighters (YG)			
		YG-15	
		YG-17	
		YG-21	
Ferryboat (YFB)			
		Manuwai	(YFB-15)
		Nihoa	(YFB-17)
Fuel Oil Barges (YO)			
		YO-30	
		YO-43	
		YO-44	
Seaplane Wrecking Derrick (YSD)			
		YSD-9	
Hulk			
		Ex-Baltimore	(CM-1)
Covered Lighters (YF)			
		YF-240	
		YF-241	
Open Lighters (YC)			
		YC-429	
		YC-470	
		YC-473	
		YC-477	
		YC-651	
		YC-699	
Pontoon Storage Barges (YPK)			
		YPK-2	
		YPK-3	
Submarine Rescue Chamber (YRC)			
		YRC-5	
Ash Lighter (YA)			
		YA-66	
Water Barge (YW)			
		YW-10	

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

**Appendix H. Hawaii House of Representative's Resolution concerning United States Marine Corps Air Station, Ewa**

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

HCR49 HD1.DOC

HOUSE OF REPRESENTATIVES  
TWENTY-FIFTH LEGISLATURE, 2009  
STATE OF HAWAII

**H.C.R. NO. 49**  
H.D. 1

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## HOUSE CONCURRENT RESOLUTION

URGING FULL PRESERVATION OF UNITED STATES MARINE CORPS AIR STATION EWA AS A  
NATIONAL MONUMENT, MUSEUM, AND RESTORED PARK FOR THE STATE OF HAWAII.

WHEREAS, as international tensions intensified and military conflicts broke out in Europe and Asia prior to America's entry into World War II, Japan resented what it perceived to be United States interference in the affairs of the Far East; and

WHEREAS, Japan decided to destroy the United States Pacific Fleet based in Pearl Harbor and all Army, Navy, and Marine air forces on Oahu to ensure that the United States could not hinder Japan's plans for conquest in Asia and the Pacific; and

WHEREAS, in order to attain this objective, Japan sent a powerful naval force of six aircraft carriers and supporting ships across the Pacific Ocean to attack American forces based on the island of Oahu; and

WHEREAS, in the early stages of that attack, at approximately 7:53 a.m. on the morning of December 7, 1941, Lieutenant Kiyokuma Okajima led nine Mitsubishi Type 0 (Zero) carrier fighters from the aircraft carrier Hiryu toward the Ewa Mooring Mast Field (later re-designated Marine Corps Air Station Ewa) on the island of Oahu, and coming from the north, the fighters flew as low as 20 feet over the unsuspecting Marine Corps airfield, and in subsequent firing passes, destroyed many of the 49 aircraft there, damaging buildings and equipment; and

WHEREAS, within minutes, fighters from the aircraft carriers Akagi, Kaga, and Soryu arrived over the Ewa Mooring Mast Field and caused further destruction at the base; and

WHEREAS, the attack on Ewa Mooring Mast Field was so precise and well-executed that it appeared as though the Japanese fighters had previously selected their particular targets with the purpose of riddling them, and setting fire to the gas tanks so as to render them useless for pursuit and interception; and

WHEREAS, the Ewa Mooring Mast Field lay along the departure route for many Japanese aircraft flying toward their rendezvous point northwest of Kaena Point, those aircraft subjected the field to additional strafing attacks and completed the destruction of 33 aircraft and the damage to 16 others of the 49 present; and

WHEREAS, within minutes, the Marines mounted a gallant defense of their base, while the remainder of the Japanese strike force attacked Pearl Harbor and other airfields on Oahu; and

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

HCR49 HD1.DOC

WHEREAS, the bravery of the United States Marines at Ewa showed itself in full force that morning, with the men fighting gallantly in the face of a ruthless and determined enemy who carried out their mission of neutralizing any American aircraft that could intercept and counterattack the Japanese invaders; and

WHEREAS, in one example of courage, Private William G. Turner, who died of his wounds and received a posthumous Bronze Star, assisted Master Technical Sergeant Emil S. Peters who jumped into the rear cockpit of a SBD-2 dive bomber, with Peters firing from the cockpit as Turner fed ammunition; and

WHEREAS, the Japanese aircraft also inflicted other casualties among the Marines at the Ewa Mooring Mast Field, killing three men and wounding 13 others; and

WHEREAS, Sergeant Carlo A. Micheletto, Private First Class Edward S. Laurence, and Private William G. Turner, gave their lives in defense of their country, and two civilian residents of Ewa, Yaeko Lillian Oda and Francisco Tacderan, also lost their lives as a result of the attack; and

WHEREAS, Japanese Lieutenant Yoshio Shiga, leader of the first wave fighter unit from the aircraft carrier Kaga, while strafing the parked planes at Ewa Field with his 7.7 mm machine guns, recorded for posterity the account of a lone Marine, who stood amidst the gunfire striking the ground around him and bravely emptied his sidearm at the aircraft attacking overhead, a man in whom Lieutenant Shiga found the "spirit of dogged tenacity that was the very embodiment of bravery and valor" that he did not expect from an American, and commented that this Marine was the bravest soldier he ever encountered; and

WHEREAS, two Army Air Force fighter pilots from Wheeler Field, Second Lieutenants Kenneth M. Taylor and George S. Welch, engaged Japanese dive bombers in the vicinity of the Ewa Mooring Mast Field in one of the most famous dogfights of the war; and

WHEREAS, the Ewa Mooring Mast Field constitutes one of the very first points of the attack against the United States which precipitated our nation's entry into World War II; and

WHEREAS, during 1941, the Marine Corps developed the Ewa Mooring Mast Field which later, as Marine Corps Air Station Ewa, served through World War II; and

WHEREAS, the Marine Corps Air Station Ewa was officially closed on June 18, 1952, and its property assumed by Naval Air Station Barbers Point; and

WHEREAS, the designation and development of Ewa Field as a National Monument, Museum, and Restored Park would preserve this critical American historic site, allowing stories to be told of the associated military conflicts, American sacrifices, and the heroism and determination that became the foundation for victory in the Pacific arena and eventually in World War II itself; and

WHEREAS, a National Monument at the former Marine Corps Air Station Ewa would further preserve documentation of Hawaii's involvement in World War II, serving as a focal point for the observation, remembrance, and expression of American patriotism, honoring those who served within its gates; and

WHEREAS, the preservation of Marine Corps Air Station Ewa as a National Monument would create opportunities for employment, education, and community pride for the people of Hawaii; and

WHEREAS, to designate Ewa Field as a National Monument, Museum, and Restored Park it is necessary to identify an appropriate boundary for

Ewa Plain Battlefield  
Name of Property

Honolulu, Hawaii  
County and State

HCR49 HD1.DOC

nomination to the Hawaii State and National Registers of Historic Places by conducting a battlefield survey and historic research, and making an inventory of contributing and noncontributing historic features; now, therefore,

BE IT RESOLVED by the House of Representatives of the Twenty-fifth Legislature of the State of Hawaii, Regular Session of 2009, the Senate concurring, that the President of the United States, the Secretary of Defense, Secretary of the Interior, and United States Navy are respectfully urged to preserve Marine Corps Air Station Ewa, or a portion of it, as a National Monument; and

BE IT FURTHER RESOLVED that the United States Navy and its private, public and non-profit partners are respectfully requested to proceed with the research, battlefield analysis, and other activities necessary to designate an appropriate boundary for nomination of Ewa Field to the Hawaii State and National Registers of Historic Places; and

BE IT FURTHER RESOLVED that the Department of Land and Natural Resources submit a report no later than 20 days before the convening of the 2010 Regular Session on the research, battlefield analysis, and other activities necessary to designate an appropriate boundary for nomination of Ewa Field to the Hawaii State and National Registers of Historic Places; and

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to the President of the United States, the Secretary of Defense, and the Secretary of the Interior, Commander of Navy Region Hawaii, and to each member of Hawaii's Congressional delegation.















BOQ C  
DETAIL  
PHOTOS































National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Ewa Plain Battlefield

MULTIPLE NAME:

STATE & COUNTY: HAWAII, Honolulu

DATE RECEIVED: 4/08/16 DATE OF PENDING LIST: 4/29/16  
DATE OF 16TH DAY: 5/16/16 DATE OF 45TH DAY: 5/24/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000273

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

\_\_\_ ACCEPT \_\_\_ RETURN \_\_\_ REJECT \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

The Ewa Plain Battlefield (Ewa Mooring Mast Field) is nationally significant under National Register Criterion A (Military History) and D (Archaeology-Historic/Non-Aboriginal) for the role it played in the December 7, 1941 Japanese air attack on the island of Oahu that precipitated the entry of the United States into World War II. The attack was an event of national significance which greatly influenced the trajectory of twentieth-century U. S. history. In military terms the Japanese Imperial Navy's attack on Oahu was comprised of individual assaults on various geographically distinct locations. As a component battlefield site directly associated with the events of December 7th, the former Ewa Mooring Mast Field represents a nationally important battlefield property. The extant above ground features and archeological resources identified in the nomination collectively contribute to our understanding of nationally significant events and convey important aspects of the intense military action on Oahu.

RECOM./CRITERIA Accept Criteria A+D

REVIEWER Paul R. Losignea/Julie Ernsin DISCIPLINE HISTORIAN/ARCHAEOLOGY

TELEPHONE 202-354-2229 DATE 5/23/2016

DOCUMENTATION see attached comments Y/N see attached SLR (Y)N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



VA NEIGHBORHOOD BOARD NO. 23

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 400 • HONOLULU, HAWAII, 96813  
PHONE (808) 527-5749 • FAX (808) 527-5760 • INTERNET: <http://www.honolulu.gov>

August 12, 2008

## **RESOLUTION**

REQUEST FOR THE PRESIDENT OF THE UNITED STATES, THE COMMANDANT OF THE U.S. MARINE CORPS, COMMANDER MARINE FORCES PACIFIC, GOVERNOR OF THE STATE OF HAWAII, STATE AND FEDERAL GOVERNMENT OFFICIALS, THE MAYOR, INCLUDING CITY AND COUNTY OFFICIALS AND NEIGHBORHOOD COMMISSIONS FOR THE CITY OF HONOLULU ; TO REVIEW THE FULL PRESERVATION OF A NATURAL HISTORICAL SITE, ON THE WEST SIDE OF THE ISLAND O'AHU, STATE OF HAWAII, BETTER KNOWN AS; U.S. MARINE CORPS AIR STATION EWA FIELD; THE FIRST UNITED STATES INSTALLATION ATTACKED ON DECEMBER 7<sup>TH</sup> 1941, BY THE ARMED FORCES OF THE EMPIRE OF JAPAN, TO BE PRESERVED AS A NATIONAL LANDMARK, BATTLEFIELD, MUSEUM AND RESTORED PARK FOR THE STATE OF HAWAII.

WHEREAS, MCAS Ewa is one of the first Airfields in Hawaii, carved out of Kiawe Bush in 1925 and is currently 83 years old, as of this year (2008), and

WHEREAS, MCAS Ewa was a designated mooring site for the U.S. Navy's Dirigible Program of the 1930's, and

WHEREAS, four (4) U.S. Marines: Sgt William E. Lutschan, Sgt Karolo Micheletta, PFC William G. Turner, and PFC Edward S. Lawrence, were killed defending MCAS Ewa, against the direct enemy action of the Empire of Japan's armed Naval Air Force, and

WHEREAS, two (2) civilians: Yaeko Lillian Oda (6 years old) and Francisco Tacderan (34 years old), residents from Ewa Community, were killed by the Empire of Japan's armed Naval Air Force, and

WHEREAS, MCAS Ewa was the major Marine Aviation Headquarters in the Pacific during World War Two (WWII), a staging and transit point for all Marine Aviation assets moving into combat against the Empire of Japan's Air, Naval and Ground Forces, and

WHEREAS, MCAS Ewa is the birth place of Marine Fighter Squadron 214th, known as "The Blacksheep", including other famous Marine Aviation units, and

WHEREAS, MCAS Ewa Field should be considered as a National American Battlefield of the National Parks Services and to be placed on the list of National Historic places as a National Landmark, and

WHEREAS, MCAS Ewa Field is currently being considered by the President of the United States, to establish the Airport at Ewa as an expansion of the Pearl Harbor National Monument, and

WHEREAS, the Naval Air Museum Barbers Point, The Marine Corps League, Flying Leatherneck Museum, Senator Mike Gabbard, Senator Will Espero, Representative Kymberly



Pine, Representative Rida Cabanilla, members of the Oahu Veteran Council, Lt.Gen Hank Stackpole USMC (Ret), Brig.Gen Jerome Hagen USMC (Ret), Brig Gen Bob Butcher USMC (Ret), Col John Bates USMC (Ret), Major Mark Moses USMC (Ret), Major Greg Estvander USMC, Capt Ed McCourt USMC (Ret), Brad Hayes USMC, John Bond, GySgt Ronald Schaedel USMC (Ret), Bev Brennan PNCM (AW) USN (Ret), MSgt William McCray USMC, Major Colin Perry USAF (Ret), Major Don Hinton USAF (Ret), Mr David Aiken, Mr Ray Emory, Mr Dan Martinez; are ardent and strong supporters of full preservation of MCAS Ewa Field, and

**THEREFORE be it resolved, that Ewa Neighborhood Board #23 supports and encourages your full support for the Preservation of MCAS Ewa Air Field, placing this Historical Landmark on the National American Battlefield register of the National Parks Service, and further encourages the support from the Office of the Governor, Office of the Mayor and other State, City and County Officials for the State of Hawaii.**

**BE it further resolved, that MCAS Ewa Air Field, would be considered as a National Historical Landmark, which will enhance the economy of Hawaii's Travel Industry, offering the expansion of Pearl Harbor Historical Battlefield in the Pacific. This expansion will benefit from attracting Visitors from around the world to visit MCAS Ewa Air Field, Museum and Park, enjoying a reenactment of the Empire of Japan's Naval Air Attack of World War Two (WWII). Honolulu Community Residents and Families would benefit and enjoy being employed at one of Americans greatest Historical sites in the Pacific.**

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## HOUSE CONCURRENT RESOLUTION

URGING FULL PRESERVATION OF UNITED STATES MARINE CORPS AIR  
STATION EWA AS A NATIONAL MONUMENT, MUSEUM, AND RESTORED  
PARK FOR THE STATE OF HAWAII.

1           WHEREAS, as international tensions intensified and military  
2 conflicts broke out in Europe and Asia prior to America's entry  
3 into World War II, Japan resented what it perceived to be United  
4 States interference in the affairs of the Far East; and

5  
6           WHEREAS, Japan decided to destroy the United States Pacific  
7 Fleet based in Pearl Harbor and all Army, Navy, and Marine air  
8 forces on Oahu to ensure that the United States could not hinder  
9 Japan's plans for conquest in Asia and the Pacific; and

10  
11           WHEREAS, in order to attain this objective, Japan sent a  
12 powerful naval force of six aircraft carriers and supporting  
13 ships across the Pacific Ocean to attack American forces based  
14 on the island of Oahu; and

15  
16           WHEREAS, in the early stages of that attack, at  
17 approximately 7:53 a.m. on the morning of December 7, 1941,  
18 Lieutenant Kiyokuma Okajima led nine Mitsubishi Type 0 (Zero)  
19 carrier fighters from the aircraft carrier Hiryu toward the Ewa  
20 Mooring Mast Field (later re-designated Marine Corps Air Station  
21 Ewa) on the island of Oahu, and coming from the north, the  
22 fighters flew as low as 20 feet over the unsuspecting Marine  
23 Corps airfield, and in subsequent firing passes, destroyed many  
24 of the 49 aircraft there, damaging buildings and equipment; and

25  
26           WHEREAS, within minutes, fighters from the aircraft  
27 carriers Akagi, Kaga, and Soryu arrived over the Ewa Mooring  
28 Mast Field and caused further destruction at the base; and

29  
30           WHEREAS, the attack on Ewa Mooring Mast Field was so  
31 precise and well-executed that it appeared as though the  
32 Japanese fighters had previously selected their particular



1 targets with the purpose of riddling them, and setting fire to  
2 the gas tanks so as to render them useless for pursuit and  
3 interception; and

4  
5 WHEREAS, the Ewa Mooring Mast Field lay along the departure  
6 route for many Japanese aircraft flying toward their rendezvous  
7 point northwest of Kaena Point, those aircraft subjected the  
8 field to additional strafing attacks and completed the  
9 destruction of 33 aircraft and the damage to 16 others of the 49  
10 present; and

11  
12 WHEREAS, within minutes, the Marines mounted a gallant  
13 defense of their base, while the remainder of the Japanese  
14 strike force attacked Pearl Harbor and other airfields on Oahu;  
15 and

16  
17 WHEREAS, the bravery of the United States Marines at Ewa  
18 showed itself in full force that morning, with the men fighting  
19 gallantly in the face of a ruthless and determined enemy who  
20 carried out their mission of neutralizing any American aircraft  
21 that could intercept and counterattack the Japanese invaders;  
22 and

23  
24 WHEREAS, in one example of courage, Private William G.  
25 Turner, who died of his wounds and received a posthumous Bronze  
26 Star, assisted Master Technical Sergeant Emil S. Peters who  
27 jumped into the rear cockpit of a SBD-2 dive bomber, with Peters  
28 firing from the cockpit as Turner fed ammunition; and

29  
30 WHEREAS, the Japanese aircraft also inflicted other  
31 casualties among the Marines at the Ewa Mooring Mast Field,  
32 killing three men and wounding 13 others; and

33  
34 WHEREAS, Sergeant Carlo A. Micheletto, Private First Class  
35 Edward S. Laurence, and Private William G. Turner, gave their  
36 lives in defense of their country, and two civilian residents of  
37 Ewa, Yaeko Lillian Oda and Francisco Tacderan, also lost their  
38 lives as a result of the attack; and

39  
40 WHEREAS, Japanese Lieutenant Yoshio Shiga, leader of the  
41 first wave fighter unit from the aircraft carrier Kaga, while  
42 strafing the parked planes at Ewa Field with his 7.7 mm machine  
43 guns, recorded for posterity the account of a lone Marine, who  
44 stood amidst the gunfire striking the ground around him and





1 bravely emptied his sidearm at the aircraft attacking overhead,  
2 a man in whom Lieutenant Shiga found the "spirit of dogged  
3 tenacity that was the very embodiment of bravery and valor" that  
4 he did not expect from an American, and commented that this  
5 Marine was the bravest soldier he ever encountered; and  
6

7 WHEREAS, two Army Air Force fighter pilots from Wheeler  
8 Field, Second Lieutenants Kenneth M. Taylor and George S. Welch,  
9 engaged Japanese dive bombers in the vicinity of the Ewa Mooring  
10 Mast Field in one of the most famous dogfights of the war; and  
11

12 WHEREAS, the Ewa Mooring Mast Field constitutes one of the  
13 very first points of the attack against the United States which  
14 precipitated our nation's entry into World War II; and  
15

16 WHEREAS, during 1941, the Marine Corps developed the Ewa  
17 Mooring Mast Field which later, as Marine Corps Air Station Ewa,  
18 served through World War II; and  
19

20 WHEREAS, the Marine Corps Air Station Ewa was officially  
21 closed on June 18, 1952, and its property assumed by Naval Air  
22 Station Barbers Point; and  
23

24 WHEREAS, the designation and development of Ewa Field as a  
25 National Monument, Museum, and Restored Park would preserve this  
26 critical American historic site, allowing stories to be told of  
27 the associated military conflicts, American sacrifices, and the  
28 heroism and determination that became the foundation for victory  
29 in the Pacific arena and eventually in World War II itself; and  
30

31 WHEREAS, a National Monument at the former Marine Corps Air  
32 Station Ewa would further preserve documentation of Hawaii's  
33 involvement in World War II, serving as a focal point for the  
34 observation, remembrance, and expression of American patriotism,  
35 honoring those who served within its gates; and  
36

37 WHEREAS, the preservation of Marine Corps Air Station Ewa  
38 as a National Monument would create opportunities for  
39 employment, education, and community pride for the people of  
40 Hawaii; and  
41

42 WHEREAS, to designate Ewa Field as a National Monument,  
43 Museum, and Restored Park it is necessary to identify an  
44 appropriate boundary for nomination to the Hawaii State and



1 National Registers of Historic Places by conducting a  
2 battlefield survey and historic research, and making an  
3 inventory of contributing and noncontributing historic features;  
4 now, therefore,  
5

6 BE IT RESOLVED by the House of Representatives of the  
7 Twenty-fifth Legislature of the State of Hawaii, Regular Session  
8 of 2009, the Senate concurring, that the President of the United  
9 States, the Secretary of Defense, Secretary of the Interior, and  
10 United States Navy are respectfully urged to preserve Marine  
11 Corps Air Station Ewa, or a portion of it, as a National  
12 Monument; and  
13

14 BE IT FURTHER RESOLVED that the United States Navy and its  
15 private, public and non-profit partners are respectfully  
16 requested to proceed with the research, battlefield analysis,  
17 and other activities necessary to designate an appropriate  
18 boundary for nomination of Ewa Field to the Hawaii State and  
19 National Registers of Historic Places; and  
20

21 BE IT FURTHER RESOLVED that the Department of Land and  
22 Natural Resources submit a report no later than 20 days before  
23 the convening of the 2010 Regular Session on the research,  
24 battlefield analysis, and other activities necessary to  
25 designate an appropriate boundary for nomination of Ewa Field to  
26 the Hawaii State and National Registers of Historic Places; and  
27

28 BE IT FURTHER RESOLVED that certified copies of this  
29 Concurrent Resolution be transmitted to the President of the  
30 United States, the Secretary of Defense, and the Secretary of  
31 the Interior, Commander of Navy Region Hawaii, and to each  
32 member of Hawaii's Congressional delegation.



**WAIPAHU NEIGHBORHOOD BOARD NUMBER 22  
RESOLUTION IN SUPPORT OF  
THE HISTORIC PRESERVATION OF EWA FIELD**

**Whereas** historic Marine Corps Air Station (MCAS) Ewa, one of the first airfields in Hawaii, was established in 1925; and

**Whereas** the US Navy, which had owned the property, has transferred 499 acres of land, including parcels containing the former Marine Corps Air Station, to private developer Ford Island Properties LLC, a subsidiary of Texas-based Hunt Companies; and

**Whereas** the transfer took place without the historic resource inventory analysis requested by the Historic Preservation Division of the Hawaii Department of Land and Natural Resources, a survey that would have cataloged the historically significant architectural, archaeological and cultural elements of the property; and

**Whereas** Ford Island Properties has not made public its intentions for the land, but given its prime location near the Barbers Point Golf Course and the 67-acre shopping center being planned by the Department of Hawaiian Home Lands, it is safe to assume that it will make an attractive site for development; and

**Whereas** MCAS Ewa was a designated mooring site for the US Navy's dirigible program of the 1930's; and

**Whereas** MCAS Ewa was the first US facility attacked by naval air forces of the Empire of Japan on December 7<sup>th</sup> 1941; and

**Whereas** four United States Marines (Sergeant William E. Lutschan, Sergeant Karolo Micheletta, Private First Class William George Turner and Private First Class Edward Steven Lawrence) gave their lives defending the air station; and

**Whereas** two innocent civilian residents of the Ewa community, six-year-old Yaeko Lillian Oda and 34-year-old Francisco Tacderan, were also killed by the attacking Japanese naval air forces; and

**Whereas** MCAS Ewa was the major United States Marine Corps aviation headquarters in the Pacific during World War II and a staging and transit point for all Marine aviation assets moving into the combat zones of the South Pacific; and was also the place to which all Marine aviation assets returned after hard combat against the air, naval, and ground forces of the Empire of Japan; and

**Whereas** MCAS Ewa is the birthplace of Marine Fighter Squadron Two One Four, made famous as "The "Black Sheep," as well as other famous Marine aviation units; and

Waipahu Neighborhood Board No. 22 Resolution in Support of historic preservation of Ewa Field, November 20<sup>th</sup> 2008

**Whereas** MCAS Ewa Field is being considered by the President of the United States to establish the airfield at Ewa as an expansion of the Pearl Harbor National Monument; and

**Whereas**, support for the objectives of this Resolution has been independently expressed by numerous organizations and dignitaries including the Naval Air Museum Barbers Point, Hawaii; The Marine Corps League; the Flying Leatherneck Museum; State Senators Will Espero and Mike Gabbard; State Representatives Rida Cabanilla and Kymberly Pine; Members of the Oahu Veterans' Council; Lieutenant General Henry Stackpole USMC (Retired); Brigadier General Jerome Hagen USMC (Retired); Brigadier General Robert Butcher USMC (Retired), John Bond; and many others; now therefore

**Be it resolved** that MCAS Ewa Field either be designated by the President of the United States as an expansion of the Pearl Harbor National Monument; or be designated a National American Battlefield by the National Park Service; and that it be registered as a National Historic Landmark; and

**Be it further resolved** that the aforementioned Historic Preservation Division be permitted to inventory MCAS Ewa Field's historic elements; and

**Be it further resolved that** Ford Island Properties LLC and the Hawaii Community Development Authority work together with the community on development plans for the area that would include the preservation of MCAS Ewa Field; and

**Be it further resolved** that the members of the Hawaii Congressional Delegation actively support the preservation of historic MCAS Ewa Field and encourage all parties involved to actively cooperate in achieving that objective; and

**Be it finally resolved** that copies of this Resolution be forwarded to the President of the United States; all members of Hawaii's Congressional delegation; the Secretary of Defense; the Secretary of the Navy; the Commander, United States Pacific Fleet; the Commandant of the Marine Corps; the Commander, US Marine Corps Forces Pacific; the Director, National Park Service; the Governor of the State of Hawaii; all members of the Hawaii State Legislature; the State of Hawaii Department of Land and Natural Resources; the Mayor, members of the City Council, Managing Director, Director of Parks and Recreation and the Director of the Office of Economic Development (all of the City and County of Honolulu); Ford Island Properties LLC; and to all Neighborhood Boards.

*Adopted by Waipahu Neighborhood Board No. 22 at its regular meeting November 20<sup>th</sup> 2008 by unanimous consent*



Hunt Development Group, LLC  
737 Bishop Street, Suite 2750  
Honolulu, Hawai'i 96813  
Office: 808-585-7900

November 2, 2015

Via E-mail: [Megan.Borthwick@hawaii.gov](mailto:Megan.Borthwick@hawaii.gov)

Dr. William Chapman  
Chair, Hawaii Historic Places Review Board  
c/o Megan Borthwick  
Hawaii State Historic Preservation Division  
601 Kamokila Boulevard, Unit 555  
Kapolei, Hawaii 96707

**Re: Ewa Plain Battlefield Nomination**

Dear Dr. Chapman:

Kalaeloa Ventures, LLC ("Kalaeloa Ventures") provides this testimony to the Hawaii Historic Review Board ("Board") for consideration in anticipation of the Board's review of the application to nominate the Ewa Plain Battlefield for listing on the National Register of Historic Places.

Kalaeloa Ventures is currently the lessee of a significant portion of the land contained within the proposed boundary for the Ewa Plain Battlefield. While the land within the proposed Ewa Plain Battlefield is currently owned by the Department of the Navy, Kalaeloa Ventures' lease with the Navy states that Kalaeloa Ventures will become the fee owner of the land within the Ewa Plain Battlefield currently under Navy ownership. Accordingly, any decision on this application and nomination for listing will have a direct impact on Kalaeloa Ventures, as the current lessee and future owner of the land.

The current application in front of the Board proposes the nomination and listing of a 180-acre area comprised of the fenced boundary of the 1941 Ewa Mooring Mast Field ("Ewa Plain Battlefield") to the National Register of Historic Places. For the following reasons, Kalaeloa Ventures asks the Board to reject or defer the current nomination:

- First, the boundary set forth in the application for the Ewa Plain Battlefield includes resources that were not significant to the attack on December 7, 1941 that cannot and should not be included within the nomination. The Japanese attack on December 7, 1941 on Ewa Mooring Mast Field was an early morning aerial attack concentrated on destroying the aircraft parked at Ewa Mooring Mast Field. The purpose of the attack was to destroy and ground any American aircraft that could otherwise become airborne. There is no indication in the record that the Japanese were targeting anything other than the location of the airplanes. All of the airplanes were parked in the area of the concrete warming up platform and the asphalt mooring apron at the time of the attack. This limited area was the focus of the attack. Today, the only visible damage to Ewa Mooring Mast Field from the December 7, 1941 attack is on the concrete warming up platform. All across the island of Oahu on the morning of December 7, 1941, the people of Hawaii took cover from the Japanese airplanes flying above.

To expand the boundary of any area listed beyond that of those areas of the core battle is inconsistent with the requirements for the listing of battlefields.

- Second, as a whole, the Ewa Plains Battlefield lacks the integrity required to be eligible as a battlefield site in connection with the December 7, 1941 attack. Prior studies conducted on the area have concluded that the integrity of the individual resources within the Ewa Mooring Mast Field are substantially diminished and may not be supported for National Register eligibility. Specifically, in 2011, AECOM and Mason Architects, Inc. ("MAI") conducted a comprehensive battlefield evaluation for Ewa Field and concluded that "Ewa Field retains minimal integrity as a battlefield site." See AECOM & MAI 2011, *Battlefield Evaluation of Ewa Field, Inventory and Historic Contexts* ("2011 Battlefield Evaluation") (emphasis added).

To be listed as eligible on the National Register, the Proposed Battlefield Site must be both: (1) significant to the December 7, 1941 attack; and (2) retain its integrity. See National Register Bulletin 40, *Guidelines For Identifying, Evaluating And Registering Battlefields* (rev. 1999); see also National Register Bulletin 16a, *How to Complete the National Register Registration Form* (1997) (Boundaries should "include only portions of the site retaining historic integrity and documented to have been directly associated with the event"). The basic test of integrity for a battlefield is whether a participant in the battle would recognize the property as it exists today. See National Register Bulletin 40. In this case, whether the proposed site retains sufficient integrity is answered by whether a participant in the battle on December 7, 1941 would recognize the property as it exists today. Except for the concrete warming up platform that has visible damage from the attack which is still visible today, the answer to this question is no.

The proposed contributing resources in their current state are in such a diminished and degraded condition that they no longer convey significance to the December 7, 1941 attack. An aerial view of the area today shows that the mooring apron is no longer visible as it has been destroyed by extensive overgrowth of trees, brush and vegetation, so much so that the area looks more like a grove of kiawe trees than remnants of an asphalt apron. The current aerial view of the 1941 runways illustrates that the runways are barely visible today due to the degradation that has occurred over time. The 1941 hangar 123 foundation that was under construction at the time of the December 7, 1941 attack is also no longer present. The swimming pool that was used as a defensive position during the December 7, 1941 attack was long ago destroyed. Those features of the pool that may remain today were not central to the battle as the pool was only forms at the time of the attack and had not yet been constructed. The tent/camp area that was once located within the base boundary has also long since been lost. In its description of the current conditions of the resources, the application acknowledges that there is little left within the former 1941 Ewa Mooring Mast Field that has not been overgrown by trees and vegetation, or that still exists and is visible from the surface. Accordingly, the boundary being proposed for listing is overly inclusive of areas that no longer retain the integrity necessary for listing on the National Register.

- Third, the nominated Ewa Plains Battlefield is inconsistent with and does not meet National Park Service standards and guidelines for the registration of historic sites. In determining the boundary for a historic site, the National Park Service provides the following guidelines:
  1. The boundary for a proposed site must encompass, but not exceed, the full extent of the significant resources and land making up the property;
  2. The area to be registered should not include "buffer zones" or acreage not directly contributing to the significance of the property; and
  3. Peripheral areas of the property that no longer retain integrity should be left out.

National Register Bulletin 16a, *How to Complete the National Register Registration Form*.

The boundary being proposed violates all of these guidelines. The boundary extends beyond the parameters of the significant resources within the battlefield. The proposed boundary includes land that is not directly contributing to the significance of the property. Finally, the proposed boundary includes peripheral areas of the property that no longer retain integrity that should be left out.

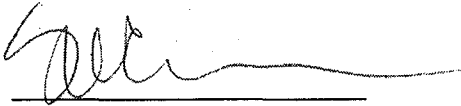
As evidenced by the issues set forth in this letter, the current nomination goes beyond the guidelines that have been set up for evaluating whether a property or area should be listed on the National Register. While the December 7, 1941 attack is of importance to both our National and State history, it is imperative that we still question and evaluate whether the entirety of the area being proposed for nomination truly retains the integrity and significance in its current condition to the December 7, 1941 attack to merit listing on the National Register.

We appreciate the Board taking these comments into consideration.

Sincerely,

Hunt Development Group, LLC  
A Texas Limited Liability Company

By: \_\_\_\_\_

  
Steven W. Colón  
Authorized Signatory



*Thomas L. Wilkerson*  
*President & CEO*

5535 Hempstead Way, Springfield, Virginia 22151-4094  
Tel: 703.750.1342 • [twilkerson@naus.org](mailto:twilkerson@naus.org)

26 October 2015

John Bond, President  
Kenehili Hui—Save Ewa Field  
P.O. Box 75578  
Kapolei, Hawaii 96707

Dear Mr. Bond:

On behalf of the National Association for Uniformed Services (NAUS), I write to support the nomination of Ewa Plain Battlefield to the NPS National Historic Register as an important battlefield site that has local and national significance as part of the December 7, 1941, attack on Pearl Harbor.

The main air attack on Pearl Harbor was directed through Ewa Plain, which saw sustained ground and air combat actions resulting in the death or injury of U.S. Marines, U.S. Army soldiers, U.S. Naval aviators and Ewa Village civilians.

Other Pearl Harbor historic battlefield sites have been nominated to the National Historic Register and become part of the World War II Valor in the Pacific National Monument. It is appropriate that Ewa Plain Battlefield also receives this long overdue historic recognition and become a place of commemoration for Americans citizens and foreign visitors to see.

Semper Fidelis,

Thomas L. Wilkerson  
Major General, USMC (Ret)

---

*“The Service Member’s Voice in Government”*



*Albert Grasselli  
6025 Orris Street  
McLean, VA 22101  
(703) 790 5865*

*18 November, 2013*

*Dear Keeper of the Register  
National Park Service  
Washington, D.C.*

*I support the nomination of Ewa Field to the National Historic Register as a very important and critical battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor.*

*I can personally attest that the main air attack on Pearl Harbor was directed through Ewa which saw sustained combat action resulting in the death or injury of local civilians as well as Marines, soldiers, and naval aviators.*

*Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. Ewa Field and the Ewa Community should receive the same recognition bestowed on other Pearl Harbor battle sites.*

*Please see enclosed publications concerning Ewa. As a token of support, I also had a letter hand delivered to the Honorable Chuck Hagel expressing my strong support for this nomination.*

*Sincerely,*

*Albert A. Grasselli  
Major, USMC (Ret).  
Pearl Harbor Survivor*

.....

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Senator Carol Fukunaga, Chair  
Senator Rosalyn H. Baker, Vice Chair

COMMITTEE ON PUBLIC SAFETY AND MILITARY AFFAIRS

Senator Will Espero, Chair  
Senator Robert Bunda, Vice Chair

HCR 49, HD1 (HSCR 1408)

URGING FULL PRESERVATION OF UNITED STATES MARINE CORPS AIR STATION EWA AS A  
NATIONAL MONUMENT, MUSEUM, AND RESTORED PARK FOR THE STATE OF HAWAII

Committee Chairs Senators Fukunaga and Espero;

At the January 8, 2009 the Kailua Neighborhood Board adopted the following motion by a vote of 13 in support and 1 abstention.

**The Kailua Neighborhood Board supports the preservation of historic portions of the area known as Ewa Field, which was a former Marine Base located at Kalaeloa.**

In adopting this motion the Kailua Neighborhood Board recognizes the importance of preserving Hawaii's historical sites, buildings and structures especially this area that played such a significant role in World War II.

The Board found it extremely significant that Ewa field was the first place attacked on December 7, 1941 and that the first civilians of World War II were killed at this site.

Charles A. Prentiss, Ph.D.  
Chair, Kailua Neighborhood Board

October 30, 2015

Keeper of the Register  
National Park Service  
Washington, D.C.

Re: Supporting the Nomination of Ewa Plain Battlefield to the National Register of Historic Places.

Dear Keeper of the Register:

Aloha!

This is a letter in support of the nomination of the Ewa Plain Battlefield to the National Register of Historic Places. Inclusion is the just thing to do.

My family was attracted to the rich history of Ewa and this was a factor in our decision to have a home here. We have come to appreciate the need for preserving layers of history and ensure that many voices from the past will be remembered and "rediscovered." The inclusion of the Ewa Plain Battlefield to the National Register of Historic Places will ensure that the historic site will be honored and remain accessible to the general public.

Thank you.

Sincerely,

*Carolyn W-Hildebrand*

Carolyn Weygan-Hildebrand  
91-1159 Hapua Street  
Ewa Beach, Hawaii 96706

11-20-2013

FROM: Dean Kalani Capelouto

Transportation Chair, Kapolei Neighborhood Board # 34

TO: Keeper of the Register


National Park Service

Washington, D.C.

As Transportation Chair of the Kapolei-Makakilo-Honokai Hale Neighborhood board, I just wanted to pass on my unconditional support for the nomination of Ewa Battlefield into the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. As a retired Navy sailor, I distinctly recognize the importance of never forgetting the sacrifices and blood paid that others have made, so that Americans can enjoy the freedoms that our families now enjoy. Unfortunately our world is not a perfect place, and until it is, people will always have to be willing to make that ultimate sacrifice. They are heroes in my book, and heroes must be remembered, in that the blood spilled, would not be in vain.

I think it is very much past due that this location be honored for sacrifices made. It is hallowed ground, and as such deserves to receive the same due historic recognition and commemorative honor as the other Pearl Harbor battle sites.

Sincerely,



Dean Kalani Capelouto

91-240 Kuhela Street

Kapolei, Hawaii 96707

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# HAWAII CHAPTER

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7 December 2013

Keeper of the Register  
National Park Service  
Washington, D.C.

NAUS Hawaii Chapter (HI-1) supports nominating MCAS Ewa Field to the National Historic Battlefield Register. This currently unrecognized battleground has local, state and national significance, for the role it played in the December 7, 1941 attack on Pearl Harbor.

The enemy directed their main air strike through the Ewa plain, where MCAS Ewa Field is located. Sustained combat actions, at this site, resulted in injury and deaths of Marines, Solders, Naval aviators, as well as local civilians.

Numerous other December 7 Pearl Harbor battlefield sites have been designated National Historic Landmarks, and part of the World War II Valor in the Pacific National Monument. We believe the MCAS Ewa Field site and neighboring community deserve the same solemn National Parks Service honor and recognition.

Still serving proudly,

*D Egge*

Dennis Egge; Chapter President

Keeper of the Register  
National Park Service  
Washington, D. C.

I Douglas Wall support the nomination of Ewa Battlefield to the National Historic Register as part of the December 7, 1941 attack on Pearl Harbor.

The main air attack was directed over and through Ewa. Our house was located across Renton Road from the managers house and received bullet holes from enemy air craft.

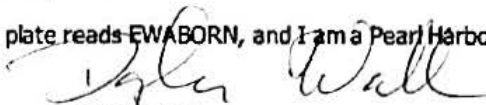
My father Dr. Garton E. Wall, was the plantation doctor, and the events as I remember as a 3&1/2 year old follow.

My Mom and Dad were in town for Saturday night, and remained over night at my Grandparents house.

My sister and I spent the night with a Japanese family on the plantation. When the attack occurred, June left her family, as her boy's were older, and took my sister and myself to the hospital. Dad and Mom returned to the hospital, and along with June, we lived in my Dads office for the first week of the war.

I was not aware of what was really going on, but I remember the staff that was there, running all over the place, and my sister sleeping in the bottom drawer of a dresser in the library room of his office.

I am proud of my Ewa Plantation roots. My licence plate reads EWABORN, and I am a Pearl Harbor Survivor.



Douglas Wall  
2011 Windward Point  
Discovery Bay, Ca. 9450

# 'EWA BEACH COMMUNITY ASSOCIATION

CHARTERED 1960 - 53 YEARS OF COMMUNITY SERVICE

December 2, 2013

Glenn Oamilda, President  
'Ewa Beach Community Association  
91-1179 Puamae'ole Sreet, 24V  
'Ewa Beach, Hawai'i 96706  
Email: imkanaka2@yahoo.com

Keeper of the Register  
National Park Service  
Washington, D.C.

Subject: In Support of Nomination to the National Historic Register, the 'Ewa Battlefield, Kalaeloa, 'Ewa, Hawai'i

Aloha, ano'ai, Sir,

The 'Ewa Beach Community Association (EBCA) has a long history of advocating for the preservation and protection of recorded significant historical sites on the 'Ewa plains as well as throughout the state of Hawai'i. 'Ewa Beach, a coastal community and the neighboring 'Ewa Villages are both contiguous landmass with Kalaeloa, the old Barbers Point, a thirty-six-hundred acre parcel under military control for almost a century had little to no historical assessments done on the property. However, based on recent studies and available written documents, many people in the community have strongly acknowledged that Kalaeloa is an historically *sensitive* area.

The EBCA is concerned about all the historical properties and assets that affect the 'Ewa Battlefield and had provided valuable information and important community perspective as a Section 106 consulting party; therefore, the community strongly supports the nomination of the 'Ewa Battlefield to the National Historic Register.

The December 7, 1941 Japanese main aerial assault on Pearl Harbor was a direct route through the communities of 'Ewa and 'Ewa Beach and the actions that ensued drastically altered and reshaped the areas' physical and social landscape forever. Old-time residents, military veterans and oral historians have corroborated and documented those local combat action, those stories of death and injuries sustained to civilians, military soldiers, marines, in which the community believe are all significant and relevant incidents in the Battle of Pearl Harbor, and worthy of preservation in the written annals of great American wars. By including the 'Ewa Battlefield to the National Historic Registry, it will join other recognized and honored National Historic Battlefield Landmarks located in Hawai'i: Pearl Harbor, Hickam Air Force Base and Wheeler military base.

Many citizens in the community have reacted to the idea that recognition of the 'Ewa Battlefield will also serve as an important economic engine to the nearby State Historic 'Ewa Villages – Renton, Tenney, Varona, the old plantation manager's mansion, the grave yard and the Historic OR & L Railway. In 1990 after a century of sugar production, 'Ewa's entire sugar plantation operation grinded down to a halt; the ethnically diverse community of elders and retirees made up the greater portion of the population, and since the closing, these three historic 'Ewa sugar plantation Villages had become a bedroom community. The Historic OR & L Railway presently is the only one in operation, but, as the 'Ewa Battlefield comes on board, many believe and envision, both can provide economic benefits, serve as economic drivers and partners to local commercial business providing the local area with job and training programs that will co-ops and revitalizes a Village community of former sugar plantation labors, young family members, newcomers, and even the older retirees. Presently, the 'Ewa Villages are located in a designated land boundary on the State of Hawai'i Historic Registry, agreement among leaders in the community is to eventually extend the boundary to include the nearby, 'Ewa Battlefield, the Historic OR & L Railway, into a Special Historical Preservation District.

Mahalo, 'io 'oe,

Glenn J Oamilda, President



October 25, 2015

Dr. William Chapman  
Chair, Hawaii Historic Places Review Board  
c/o Megan Borthwick  
Hawaii State Historic Preservation Division  
601 Kamokila Boulevard, Unit 555  
Kapolei, HI 96707,

Dear Dr. Chapman,

The purpose of this letter is to support Ewa Field for both the Hawaii and National Registers of Historic Places.

I think that several points need to be made.

- (1) The nomination focuses on the base. Indeed, the soldiers who died, and the soldiers who survived, were **defending the base**, not just portions of the base. The base, compared to other facilities that were attacked at the time, is very small. The area under consideration should not be minimized.
- (2) The fact that members of the community pursued and received funding from the federal government for the nomination shows that residents of the Ewa Plain (and the entire island) consider this an important issue that should not be minimized.
- (3) No less than the federal Battlefield Commission has provided the nomination grant.
- (4) The Keeper of the National Register of Historic Places has indicated eligibility. The Keeper has recommended inclusion of Criteria D, additional research and acreage. The Navy itself had stated that inclusion of Criteria D would warrant further remote sensing. The Navy has also commissioned a cultural landscape assessment (which unfortunately is not complete, but could be provided in draft form.)
- (5) The fact that Ewa Field was a major element in the Pacific War, especially immediately previous to and after hostilities began, should not be discounted.
- (6) The fact that the federal government has not as yet included Ewa Field in its list of Pacific War sites is an oversight that needs to be corrected.
- (7) The upcoming urbanization of the Ewa Plain will make the preserved open space of Ewa Field all the more of a focus for community activities. What better way to honor our fallen soldiers than to have the location of their sacrifices be frequented by our people?
- (8) As to the argument that there is nothing there: Incorrect. The former base contains building foundations, runways, and artifacts. Note that recently the Honouliuli Internment Camp, just a few miles mauka of Ewa Field, was placed on the National Register. Honouliuli also consists mostly of foundations. I can see no difference between these two sites in eligibility.



(9) Listing Ewa Field on the Historic Registers will encourage research and preservation of other battlefield sites in Ewa (such as Ewa Villages, Camp Molokole and Fort Barrette) and also help create more employment based on cultural histories there.

I do hope that the Hawaii Historic Places Review Board will follow the community's will and both place Ewa Field on the Hawaii Register of Historic Places and recommend listing on the National Register of Historic Places. Also important is that the Board be on record supporting the Keeper's recommendation for additional research to better define a larger battlefield boundary.

Mahalo nui loa for your time and consideration,

A handwritten signature in blue ink that reads "Ross W. Stephenson". The signature is written in a cursive, flowing style.

Ross W. Stephenson, PhD  
Historian  
38 South Judd Street, Unit 24B  
Honolulu, HI 96817  
rwaylands808@aol.com  
(808) 679-9060

November 26, 2013

Keeper of the Register  
National Park Service  
Washington, D.C.

Re: Support for Nomination of Ewa Field

Aloha,

I've lived in Ewa since the 70's and I fully support the nomination of Ewa Field. Ewa Village was a bustling town then. The community was close because they had gone through rough times together. Now, all the new people don't know what happened here. They don't know that young men lost their lives here on December 7, 1941. They don't know that the Japanese even shot at civilians.

We have to have a museum to educate all the new people coming to Ewa. This area was the beginning of battle that changed history.

I strongly encourage you to grant this nomination for an American battlefield.

Sincerely,

A handwritten signature in black ink that reads "Gary Schwichtenberg". The signature is written in a cursive style and is enclosed within a hand-drawn arrow-shaped outline that points to the right.

GARY SCHWICHTENBERG  
91-429 Ewa Beach Road  
Ewa Beach, HI 96706

TO: Keeper of the Register  
National Park Service  
Washington, D.C.

I am a military historian and a contributing writer to the "Coast Defense Journal." As a member of the Coast Defense Study Group I support the nomination of Ewa Battlefield to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor and other military installations. The main attack on Pearl Harbor was directed above the Ewa District of the Island of Oahu, which saw sustained combat actions resulting in the death or injury of civilians, marines, naval aviators, and soldiers.

Other Pearl Harbor historic battlefields have become National Historic Landmarks as part of the World War II Valor in the Pacific Monument. It is only just that the Ewa Battlefield and the Ewa Community receive the same acknowledgement and commemorative honor as other Pearl Harbor battle sites.

Respectfully Submitted,

  
John D. Bennett

45-340 Mokulele Drove  
Kaneohe, HI 96744

*Kanehili Cultural Hui P.O. Box 75578, Kapolei, Hawaii 96707*

November 22, 2013

Aloha Pumehana,

The Kanehili Cultural Hui was formed as a non-profit 501-c-3 to address the inventorying, protection, and preservation of important cultural and historical sites, trails, Karsts, flora, and fauna of this Honouliuli ahupua'a for responsible community stewardship through education and preservation advocacy of these very significant Ewa Plain resources.

This area is the ancient and sacred Hawaiian area known as Kanehili which later became used for cattle ranching, Sisal and sugarcane production. In 1925 the Ewa airship mooring airfield was constructed and the 1941 Ewa Mooring Mast Field became MCAS Ewa during WW-II.

It is very important that ancient bird species have been found here as bone artifacts in the karst caves and sinkholes in this area as well as Hawaiian iwi throughout this entire area. Since ancient times this area has been known for birds, bird feathers for royal capes, wandering spirits, and a spiritual leaping place. It became a place planned for airships and then used for many thousands of airplanes. There is spiritual connection here with birds, souls and flight.

On December 7, 1941 this Marine air base was attacked, along with the adjacent Ewa Plantation community, by Imperial Japanese naval air forces, thrusting the Territory of Hawaii into war and forever changing the cultural landscape of Ewa and the Hawaiian Islands. This is the most important event of all time and must be preserved as a National Landmark and American battlefield for future generations to enjoy, contemplate and revere.

This area is a Pearl Harbor battlefield, Ancient Hawaiian burial area, a Federal EIS designated "Leina a ka Uhane" -Spiritual leaping place for Hawaiian souls, and location of Royal Navy mapped 1825 Malden Trails which are approximately 1000 years old. How could a place not be more significant and worthy of nomination to the National Register than the Ewa battlefield?

A handwritten signature in black ink that reads "John Bond". The signature is fluid and cursive, with the first name "John" and last name "Bond" clearly legible.

John Bond, President  
Kanehili Cultural Hui  
P.O. Box 75578,  
Kapolei, Hawaii 96707

December 1, 2013

Commandant of the Marine Corps  
3280 Russell Rd.  
Quantico, VA 22134

Dear Sir:

The former Marine Corps Air Field at Ewa, Oahu, Hawaii is being considered for entry into the National Historic Register.

This is an important battle site as it was one of the first places hit during the Japanese attack on December 7, 1941. Four Marines were killed and thirteen wounded. Ewa Field sustained losses of thirty-three aircraft destroyed and fifteen damaged. This comprised the total Air Group except for the squadron at sea.

Your support in this nomination would be very effective in having it accepted and greatly appreciated. The recommendation will be submitted to the Keeper of the Register of the National Park Service in Washington, D.C.

I was a member of Marine Air Group 21 at Ewa, so I have a personal interest in the battle site being remembered.

Very Respectfully,

John A. Hughes  
Major USMC (Retired)  
1114 N. Lyon Street  
Santa Ana, CA 92701-3225

Jonna Doolittle Hoppes  
P.O. Box 861  
Pebble Beach, California 93953

October 29, 2015


John Bond, President  
Kenehili Hui – Save Ewa Field  
P.O. Box 75578  
Kapolei, Hawaii 96707

Dear Mr. Bond:

I would like to personally support the nomination of Ewa Plain battlefield to the National Register of Historic Places. It is vitally important that we preserve our history and remember the men and women who gave so much to protect this great nation.

As a frequent visitor to the Hawaiian Islands, I am impressed by the way the state of Hawaii maintains their historic sites and am grateful to the National Park Service for the role they've played in protecting our heritage.

Sincerely,



Jonna Doolittle Hoppes

November 26, 2013

Keeper of the Register  
National Park Service  
Washington, D.C.

Re: Support for Nomination of Ewa Field

Aloha,

I am a recent resident of Ewa and I fully support the nomination of Ewa Field. When I moved here, I knew nothing of the abandoned airfield where I walk rescue dogs daily over the bullet-riddled concrete air field and down the blacktop runway. Fortunately, new friends and my 92 year old neighbor who has a great memory, have been able to tell me about Barber's Point, the Ewa Field, and Ewa Village.

I strongly support this nomination for two reasons: (1) so that others can learn our rich history, and we will not forget the day that our community became a battlefield, and (2) because the area is in dire need of open, park-like space.

Thank you for your consideration.

Aloha,



Karen Luke  
91-429 Ewa Beach Road  
Ewa Beach, HI 96706

November 27, 2013

To: Keeper of the Register  
National Park Service  
Washington, D.C.

We, Kiyoshi and Jane Ikeda, strongly support the nomination of Ewa Battlefield to the National Historic Register. The attack on Ewa Battlefield on December 7, 1941, as part of the Pearl Harbor attack, played an important, significant part on local, state, and the national level.

The Ewa Battlefield attack not only included the military sites outside of Ewa Plantation (now known as Ewa Villages), but the Ewa Plantation and the adjacent Hawaii Railway station.

“On December 7, 1941, I, Kiyoshi Ikeda, was a thirteen year old youngster very much interested in the military planes flying in and out of the nearby airfields.

I lived in Mill Village, right off Renton Road, which was the main through street in Ewa. I learned to identify and distinguish the various planes from each other.

On the morning of December 7, 1941, I heard and saw some unfamiliar planes coming from the direction of the airfields. It confused me for some moment but then I realized that the planes were Japanese planes as I recognized the red insignia on them.

I started waving at the plane that flew right above my home but soon realized that I was being shot at when I heard the “zing” of the flying bullets.

I ran and had just reached our front door when I felt a shot to my left. It missed me but left an everlasting hole on our doorway. Until my last visit to my home in Mill Village (Ewa Plantation), I always thought of that moment on December 7, 1941, with that bullet hole on the front entry as a reminder.”

Although seventy-two years would have passed on December 7, 2013 since the attack on the Ewa Battlefield, by placing the Ewa Battlefield on the Register, it will be partly in lasting remembrance of our Ewa neighbors and friends who were injured and killed on December 7, 1941.

We ask that the Ewa Battlefield nomination be approved.

With Much Respect and Aloha,

Kiyoshi Ikeda, Ph.D., Sociology

*Jane S. Ikeda  
for Kiyoshi Ikeda*

Jane S. Ikeda

*Jane S. Ikeda*

7266 Kalanipuu Place  
Honolulu, Hawaii  
96825



LINDA LINGLE  
GOVERNOR OF HAWAII



LAURA H. THIELEN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI  
FIRST DEPUTY

KEN C. KAWAHARA  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAIKOOLOAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS



**STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

**Testimony of  
LAURA H. THIELEN  
Chairperson**

**Before the House Committee on  
ECONOMIC REVITALIZATION, BUSINESS, & MILITARY AFFAIRS**

**Tuesday, March 3, 2009  
9:45 AM  
State Capitol, Conference Room 312**

**In consideration of  
HOUSE CONCURRENT RESOLUTION 49  
URGING FULL PRESERVATION OF UNITED STATE MARINE CORPS AIR  
STATION EWA AS A NATIONAL MONUMENT, MUSEUM AND RESTORED PARK  
FOR THE STATE OF HAWAII**

House Concurrent Resolution 49 resolves to encourage the President, Secretary of Defense and the Secretary of the Interior to preserve Marine Corp Air Station Ewa, or a portion of it, as a National Monument. The Department of Land and Natural Resources (Department) supports this concurrent resolution.

As the concurrent resolution details, Marine Corp Air Station Ewa played a significant role in World War II as it was attacked before Japanese aircraft targeted Pearl Harbor. Three marines lost their lives in the initial attack on Hawaii, yet this part of the America's entry into World War II is overshadowed by the attack on Pearl Harbor. The Department believes that the Marine Corp Air Station Ewa represents a significant period in the history of Hawaii and the Nation and at the very least, parts of the Air Station should be incorporated into the Valor in the Pacific National Monument.

The Department is working with a group of interested individuals to nominate a portion of Marine Corp Air Station Ewa to the National Register of Historic Places. A National Monument designation would be an even more fitting tribute to the valor and sacrifices of all Marines.



Li Col Y. Oshiro USAF (Ret)  
 98-1140 Komo Mai Dr  
 Pearl City, HI 96782-1828

HONOLULU HI 968

20 NOV 2013 PM 5 1



TO: Keeper of the Register  
 National Park Service  
 Washington, D.C.

Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is only fair that Ewa Battlefield and the Ewa Community also receive this same due historic recognition and commemorative honor as have other Pearl Harbor battle sites.

Sincerely,

*I was present and witness of the Japanese fighter strafing Ewa Field  
 My home was about 500yds away from the landing gate  
 of the field. I am a WWII veteran, MIS, CIE in Japan.  
 (Military Intelligence Service)*

*Yoshimichi Oshiro, E.D.*

*98-1140 Komo Mai Dr. Pearl City HI 96782 Ph 455-2500*



10 November 2015

Paul "Makani" Christensen  
Veteran, Small Business Owner  
Keawe Adventures  
P.O. Box 240353  
Honolulu, HI 96824

Aloha,

I support the nomination of Ewa Battlefield to be placed on the National Park Service Register of Historic Places. As we know this was a critical base in the battle for the Pacific and ultimately our victory in WWII. We cannot afford to downgrade a significant historic site of a War that Changed the world.

I am a veteran of two wars and a Naval Academy Graduate. I understand the sacrifices that have been made by fellow Americans. If this site is not protected, then what are we saying to individuals that put their lives on the line and to individuals that sacrificed all? Turning a blind eye on those who have protected our way of life is not an option.

Please consider this letter when making a decision on this issue.

Mahalo,

Makani Christensen  
808-780-1253

TO: Keeper of the Register  
National Park Service  
Washington, D.C.

I am writing as a retired United States Marine and the former Hawaii State Representative of the area encompassing all of the former Ewa Marine Corps Air Field.

I enthusiastically endorse the nomination of Ewa Battlefield to the National Historic Register as an important battlefield site that has immense local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. The main air attack thrust was through Ewa, which saw sustained combat actions resulting in the death or injury of local civilians as well as Marines, soldiers and naval aviators.

Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is reasonable and just that Ewa Battlefield and the Ewa and Kapolei Communities also receive this same due historic recognition and commemorative honor, as have other Pearl Harbor battle sites.

Sincerely,



Mark S. Moses Major, U.S.M.C. (Ret)

Former Hawaii State Representative Kapolei, Ewa, Village Park, Royal  
Kunia, Kunia



# United States Department of the Interior

NATIONAL PARK SERVICE  
WWII Valor in the Pacific National Monument  
1845 Wasp Boulevard, Building # 176  
Honolulu, Hawaii 96818



IN REPLY REFER TO:

July 10, 2015

Ms. Valerie Van der Veer  
Final Draft Ewa Plains Project C130203.00  
Ewa Mooring Mast Field Battlefield Delineation  
& National Register Nomination

Dear Ms. Van der Veer

Thank you for the opportunity to comment on this draft battlefield nomination of Ewa Mooring Mast Field. First, I would like to extend my professional congratulations to all who worked on this thorough and informative document. I 'am very familiar with the Ewa's history and was pleased to learn more about the battlefield that was unknown to me.

In my review I would like to comment on few items that caught my eye. Concerning your bibliography, I found that it was well documented and was sound historiography. However, one very important source that should be listed is... Cressman, Robert J., and Wenger, J. Michael. **Steady Nerves and Stout Hearts. The *Enterprise* (CV-6) Air Group and Pearl Harbor 7 December 1941.** Pictorial Histories Publishing Company, Missoula, Montana 1989.

On another subject was the archeological investigation of Ewa Field. Certainly ethnographic consideration is needed to understand the development of Hawaiian native habitation and broader examination the contested ground through battlefield archeology. This evidence thus far is compelling but further in depth examination could yield value that is yet to be discovered.

Regarding the defensive complex of the Ewa plain, I believe that a further research of the military sites at Camp Malokole, Battery Barrette, West Loch Naval Magazine and Fort Weaver would emphasize the intricacy of the defenses and its function in west Oahu in 1941. Thus, the role of Ewa Mooring Mast Field would have shaper context as historic site and battlefield.

Lastly, the broader implication of the battlefield at Ewa Mooring Mast Field is the tangible loss of American and Japanese military personnel, on the ground and in the air. Often forgotten but well noted in this document are the civilians that were killed and wounded. This place is sacred ground to the United States Marines that died there, to the Japanese aviators that perished and the civilian residents of Ewa plantation. Remembering our solemn commitment to their memory is the promise that is fulfilled at battlegrounds that are preserved and enshrined by our nation.

This document in my view fulfills the professional standards necessary to give full consideration for its nomination as National Registered battlefield. I strongly endorse this documented study.

Daniel A. Martinez, Chief Historian  
WWII Valor in the Pacific National Monument



Michael W. Sawamoto  
PO Box 60382  
Ewa Beach HI 96706

I support the nomination of Ewa Plain battlefield to the National Register of Historic Places.

My family has resided in Ewa for over a century – my grandfather Kaichi and grandmother Wakayo Sawamoto worked for the Ewa Plantation Company (EPCo) as did my Uncle Takumi Sawamoto and other members of my family.

In regards to December 7, 1941, and the attack on Pearl Harbor and various other bases on Oahu, including Ewa Marine Corps Air Station – members of my family and family friends were eyewitnesses.

My father, Akira Sawamoto, watched Japanese Imperial Naval aircraft flying over Ewa and saw smoke over Pearl Harbor. My Uncle Takumi saw the same thing. One or both were watching from the area of the waste ditch. My uncle said the planes were flying so low that they could clearly see the faces of pilots and aircrew.

Later in the morning my father and his friends were standing around by the long store building across from the Japanese Social Club. A GI came running by – threw bandoleers of rifle ammunition into the door of one of the stores and told my father and others to pass out the ammo to any GIs who came by.

My friend's father, Mr. Ogawa, said the Japanese planes flew low over Ewa as they lined up to strafe the Marine airbase. He saw dust flying up from the road and heard things hitting the sheet iron, totan, roofs of houses and buildings. Though some reported that the Japanese machine gunned the road – Mr. Ogawa's recollection was that it was actually ejected shell casings from the Japanese aircraft which caused the puffs of dust on the road.

Mr. Ogawa – after the attack – went to dig out a bullet he had seen hit the edge of a house roof. He said he was surprised when his hoped for “Japanese souvenir” turned out to be an American .45 ACP bullet.

Mr. Abe – another friend's father – recalled seeing the Japanese dive bombers diving to strafe the Marine base and the dive bombers pulling up at a steep angle, nearly vertical, after their initial strafing run. This maneuver gave the dive bomber

rear gunners a clear field of fire to continue strafing with the rear gun. The Aichi Type 99 “Val” dive bombers thus strafed while diving with their forward guns and then again as they pulled up with their rear guns.

Mr. Abe also said machine gun fire continued into the night as nervous troops fired bursts at the sugarcane fields when the wind caused the leaves to rustle.

Ewa was clearly a battlefield in every sense of the word. Witnessing the attack – my Uncle Takumi Sawamoto told me he felt scared. When asked why – he said he fully expected the Japanese to invade. He said that: “America not going stand for that and everything going get bus’ up” – meaning that a Japanese occupation would be answered by an American counterattack which would cause widespread devastation.

Takumi enlisted in 1943 when the call went out for volunteers for the 442<sup>nd</sup> RCT and served in Italy and France. Mr. Ogawa served in Hawaii with the 1399<sup>th</sup>.

Many Ewa men were drafted before or right after the attack – the Nisei among them mostly served in the 100<sup>th</sup> BN. My Uncle Takumi was supposed to be drafted in early 1942 – I still have a notice telling him to report to Washington Intermediate School for his draft physical. He did not get drafted even though he passed his physical as he was held back as an “essential worker” by the sugar plantation. One year later he enlisted – telling the plantation he was going: “I have to go – don’t hold me back this time.”

Perhaps soldiers from Hawaii and especially people who had witnessed the December 7, 1941, attack on Oahu had a personal reason for wanting to go to war. They saw the beginning of the war and many, no doubt, wanted to help end it.

Ewa – after all – had been an actual battlefield as the Marines and Army aircraft fought against the Japanese naval attack planes flying over Ewa and Ewa Beach.

Again – I support the nomination of Ewa Plain battlefield to the National Register of Historic Places.

Thank you.

Sincerely;

Michael W. Sawamoto

November 30, 2013

TO: Keeper of the Register  
National Park Service  
Washington, D.C.

Aloha Pehea 'oe,

This area is within the native cultural practice of my family and I believe that this very important area known as Kanehili must be preserved and protected by all means.

The former military area that was once known as Ewa Field and later Ewa Marine Air Station is not only a WW-II battlefield, it is also an ancient native Hawaiian cultural and burial area known for many karst caves and sinkholes. This area's cultural history has been told in the thousand year old chants of the Hawaiian goddess Hī'ikaka-Pele's sister.

This same area is also the location of ancient native Hawaiian trails identified in an 1825 Royal Navy published Oahu island survey by Lt. Malden. These important trails are 1000 years old and constructed by the Ewa Honouliuli area's first native Hawaiian immigrants that I am a descendant of.

This same area was also formally recognized as the National Register eligible "Leina a ka Ulane" –the Spirit Leaping off place for souls to the eternal homeland. Clearly everything points to the cultural importance and sacredness of this area, which must be preserved and I fully support all means to do this on every level possible.



MICHAEL KUMUKAUOHA LEE  
91-1200 Keaunui Drive, Unit 614,  
Ewa Beach, Hawaii 96701  
808-683-1954



November 23, 2013

TO: Keeper of the Register  
National Park Service  
Washington, D.C.

I am writing to show my support for the nomination of Ewa Field to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. The main air attack was directed through Ewa, which saw sustained combat action resulting in the death or injury of local civilians as well as Marines, soldiers and naval aviators.

Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is only fair that Ewa Field and the Ewa Community also receive this same due historic recognition and commemorative honor as have other Pearl Harbor battle sites. American involvement in the Second World War was a defining moment for the United States and each day we lose the veterans who served during this conflict. As time passes those who witnessed the events of December 7, 1941, will no longer be here to share their memoirs. Let's do our part to ensure that the sites associated with the war, such as Ewa Field, are properly marked as a lasting reminder of this significant time in American history.

Sincerely,



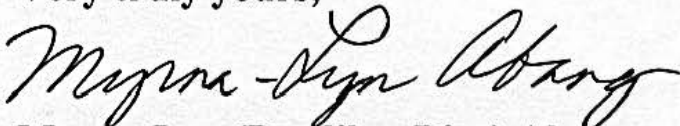
Mitchell A. Yockelson  
Author/Historian  
3009 Solstice Lane  
Annapolis, MD 21401  
443-223-8781  
yockelso@usna.edu

**TO: Keeper of the Register  
National Park Service  
Washington, D.C.**

**Please allow me to introduce myself to you. My name is Myrna-Lyn (Pagdilao-Diaz) Abang and I write in support of the nomination of the Ewa Battlefield to the National Historic Register. I believe the current Historic Ewa Villages and its proximity to the Marine Corps Ewa Field makes it part of (and was in the crosshairs of) an important battle that took place on December 7, 1941. As a granddaughter of a sugar plantation worker, and a daughter of a sugar plantation Industrial Relations-Office worker, I have been intrigued and touched by stories of their past, learning that the Ewa Battlefield site has local, state and national significance as part of the December 7, 1941, attack on Pearl Harbor. There is no doubt that these events occurred especially when I listened to children born in the 1920s and 1930s talk about and describe their experience as they saw the planes of the main air attack fly through and over villages of Ewa. Some of these same people saw for themselves, or heard stories of the sustained combat actions which resulted in the death or injury of local civilians as well as Marines, soldiers and naval aviators.**

**Growing up in Hawaii, I know from my elementary school history classes that other Pearl Harbor historic battlefield sites have become National Historic Landmarks and are part of the World War II Valor in the Pacific National Monument. As a longtime member of the Ewa Community, I believe it is very fair and appropriate that the Ewa Battlefield and the community villages of Ewa receive the same historic recognition and commemorative honor like the other Pearl Harbor battle sites.**

**Very truly yours,**



**Myrna-Lyn (Pagdilao-Diaz) Abang  
91-470 Ewa Beach Road  
Ewa Beach, HI 96706  
(808) 265-2412  
[coachabang@earthlink.net](mailto:coachabang@earthlink.net)**

Owen Miyamoto  
3209 Paty Drive  
Honolulu, HI 96822-1439

November 20, 2013

Keeper of the National Register of Historic Places  
U.S. Department of the Interior  
National Park Service  
1849 C St., NW (2280)  
Washington, DC 20240-0001

I support the nomination of Ewa Battlefield to the National Historic Register. I was the Airports Engineer prior to becoming the Airports Administrator of the Hawaii State Department of Transportation. At the start of my career in 1962, the Federal Aviation Administration recommended the establishment of a general aviation airport to relieve congestion at Honolulu International Airport. I was assigned the task to find a reliever airport. Barbers Point Naval Air Station was one of the alternative sites studied which included the Ewa Marine Corps Air Station.

Land in Ewa was purchased in the 1930s by the Navy and a mooring mast for dirigibles was built, although a dirigible never flew to Hawaii. Additional land was acquired and the original 1,500 foot long runway was expanded to accommodate the new Ewa Marine Corps Air Station. In November 1941 the Navy began work on a separate airfield west of Ewa MCAS for what would become Barbers Point NAS. After the attack on December 7, 1941, the Navy concentrated their efforts to complete Ewa MCAS. It served as a training base through World War II and the Korean conflict. In 1952 the Marines closed Ewa and moved across the island to Kaneohe Bay.

In September 1997 the Base Realignment and Closure Act transferred Barbers Point Naval Air Station to the State of Hawaii and the long sought reliever airport was created and renamed Kalaeloa Airport. The historic buildings of the base are being preserved for the important role they played in military aviation from World War II through the Cold War.

I urge your favorable action to accept the nomination of Ewa Battlefield to the National Historic Register.

Sincerely yours,

  
Owen Miyamoto



**Mal Middlesworth**  
**National President – 2005-2008**  
**Pearl Harbor Survivors Association, Inc.**  
**Publisher/Editor the Pearl Harbor Gram**

Keeper of the Register  
National Park Service  
Washington, D.C.

November 20, 2013

The members of the Pearl Harbor Association, Inc. would certainly support the nomination of Ewa Field to the National Historic Register as an important battlefield site that has recognized local, state, and national significance as one of the military bases that was attacked on the Island of Oahu on Dec. 7<sup>th</sup>, 1941. For obvious reasons, the Pearl Harbor Survivors, Inc. Association was dissolved on December 7<sup>th</sup>, 2011.

As the longest serving National President, and National Vice-President in the year of the Association's dissolution, I can assure the Keeper of the Register that the members of the Association would join me in this important nomination of Ewa Field.

It is logical that Ewa Field should join other Pearl Harbor battlefield sites that have become National Historic Landmarks and part of the World War II Valor in the Pacific Monument.

Yours truly,

Mal Middlesworth

November 29, 2013

*TO: Keeper of the Register  
National Park Service  
Washington, D.C*

I, Patricia Nasario Peterman, support the nomination of Ewa Battlefield to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941, attack on Pearl Harbor. The main air attack was directed through Ewa, which saw sustained combat actions resulting in the death or injury of local civilians as well as Marines, soldiers and naval aviators.

My father, Simon Nasario, was born and raised on Ewa Plantation (Oct. 18, 1918) and was drafted into the United States Army in November 1941. He completed his basic training at Schofield Barracks on Friday, Dec. 5, 1941. He had been granted his first weekend pass and thus was at the home of his grandmother and aunt who lived directly across the road from Ewa Airfield. That morning (Dec. 7) he was enjoying being able to sleep in when the attack began. His grandmother awoke him, and he ran outside (still in his "skivvies", as he likes to retell) to witness the enemy planes overhead shooting as they swooped in over the airfield. The shooting and bombing continued close to their home, and a bullet struck the front of the house where his uncle sat reading his newspaper on the front porch. My father then heard all military personnel were instructed to return to base, and he and several others headed for Schofield. All roads were being closed, and an MP directing traffic ordered a motorist to drive them to Schofield. They were in the bed of a truck; and, as the attack continued, they would occasionally have to dive for cover in the cane fields where they would be hidden from view. My father is now 95 years old. He has lived a good, productive life and contributed much to our society. Since I have grown up with this remarkable historian, I am always amazed how few people in this country are even aware of the strategic part Ewa Airfield played in the onset of World War II. While almost everyone has heard of Pearl Harbor, not so Ewa.

Since other Pearl Harbor historic battlefields sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument, it is only just and fair that Ewa Battlefield and the Ewa Community also receive the same due historic recognition and commemorative honor as have other Pearl Harbor battle sites. It is, in my opinion, unconscionable this historic site and its people have gone so long without the proper recognition due. As members of a grateful nation, we need to rectify this "oversight" so these people know we have NOT forgotten.

Sincerely,  
*Patti Peterman*  
*8900 Yorktown Ave.*  
*Los Angeles, CA 90045*  
*310-686-6664*

*Simon Nasario*  
*921 Las Amigas Dr.*  
*Barstow, CA 92311*  
*760-256-7986*

---


November 18, 2013

Keeper of the Register  
National Park Service  
Washington, DC

I am writing to support the nomination of the Ewa Battlefield to the National Historic Register. My involvement in the effort to save Ewa Field/MCAS Ewa began a few years ago while a Veterans of Foreign Wars (VFW) Post Commander in Hawaii. Multiple Past Commanders of the VFW Department of Hawaii (state level organization) have participated in commemoration events at Ewa Field and nearby Fort Barrette. Participation in these events introduced me to Ewa history and led to my involvement with the Naval Air Museum Barbers Point (NAMBP). Part of the NAMBP mission statement includes preservation of the history of MCAS Ewa Field. Although I have moved away from Hawaii, I remain actively involved as a member of the Board of Directors of NAMBP and as its Historic Preservation Officer.

The initial attack on Ewa Field occurred slightly before the attacks at nearby Pearl Harbor and Hickam Field. Ewa Field was along the flight path of aircraft attacking those targets and the Japanese wanted to ensure Marine aircraft would not disrupt their attacks. Ewa Field and the surrounding area seem to have subsequently received extra attention from the attacking Japanese aircraft on December 7, 1941 due to being located under a rendezvous point. Japanese aircraft formed up near Ewa Field after their Pearl Harbor and Hickam Field attacks, prior to returning to their carriers. Those with remaining munitions often expended them on military and civilian targets in Ewa. Four U.S. Marines were killed at Ewa Field and others were wounded. One U.S. Army soldier was killed by strafing aircraft at Fort Barrette. Four U.S. Navy aircraft from the USS Enterprise (CV-6) were shot down by Japanese aircraft in the skies over Ewa and just off shore. And there were two civilian deaths from strafing in the nearby Ewa Plantation Village. Thus the attack was not just on Ewa Field, but was spread over the Ewa plain. The entire area deserves recognition as Ewa Battlefield, a significant part of the overall Japanese air attack on Oahu, and should be included in the World War II Valor in the Pacific National Monument.

Sincerely,



Richard L. Ferris  
5351 Kings Drive  
Gloucester, VA 23061



# MILITARY ORDER OF THE PURPLE HEART

CHARTERED BY CONGRESS

NATIONAL HEADQUARTERS  
5413-B BACKLICK ROAD  
SPRINGFIELD, VA 22151-3960  
Phone: (703) 642-5360  
Fax: (703) 642-2054

October 26, 2015

John Bond  
Director  
Kanehili Hui – Save Ewa Field  
P.O. Box 75578  
Kapolei, Hi. 96707

Dear Mr. Bond

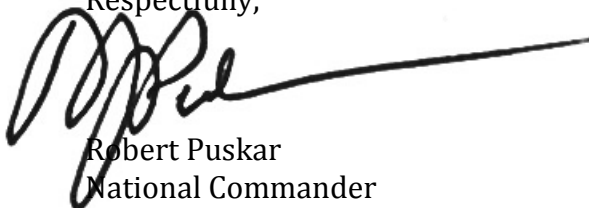
On behalf of the Military Order of the Purple Heart (MOPH), we support the nomination of Ewa Plain battlefield to the National Register of Historic Places.

This is an important battlefield site that has local and national significance as part of the December 7, 1941 attack on Pearl Harbor. The main air attack on Pearl Harbor was directed through Ewa Plain, which saw sustained group and air combat actions resulting in the death or injury of US Marines, US Army soldiers, US Naval aviators and Ewa Village civilians.

Other Pearl Harbor historic battlefield sites have been nominated to the National Historic Register and become part of the World War II Valor in the Pacific National Monument.

It is now time that Ewa Pain Battlefield also receive this same, long overdue historic recognition and become a place of commemoration for American citizens and foreign visitors to visit.

Respectfully,



Robert Puskar  
National Commander





Robin C. Jackson  
Past Commandant  
Department of California

3 December 2013

Keeper of the Register  
National Park Service  
Washington D.C

I totally support the nomination of Ewa Field to the National Historic Register. The field is most certainly an important site with particular significance for those who served bravely and faithfully in the Pacific Campaign.

The Marine Corps League, and particularly the South West Division, which includes Hawaii and Okinawa, is extremely interested in seeing Ewa Field receive the recognition and honor it deserves.

Semper Fidelis.

A handwritten signature in black ink, appearing to read "Robin C. Jackson", with a long horizontal flourish extending to the right.

Robin C. Jackson  
Past Commandant  
Department of California

Aide de Camp  
Southwest Division

Post Office Box 75623  
Kapolei, Hawaii 96707  
December 2, 2013

TO: Keeper of the Register  
National Park Service  
Washington, D.C.

I am writing in behalf of the General Aviation Council of Hawaii as well as my self in supporting the nomination of the Ewa Battlefield to the National Historic Register as an important battlefield site that has great significance to people of Hawaii and the general aviation community as part of the December 7, 1941 attack on Pearl Harbor. The General Aviation Council of Hawaii (GACH) represents over 200 aviators and businesses in Hawaii and most Hawaii aviators know of the contributions that general aviation played in the attack by the Japanese on Hawaii. At the time Hawaii had three flight training businesses at the nearby John Rodgers Air Field. Unfortunately, the co-owner of KT Air and three (maybe four) civilian pilots flying during the time of the attack were killed on December 7, 1941. It is of interest that the civilian pilots were shot down in their Piper Cubs near Ewa.

Aviation is deeply a part of Hawaii and people here support Hawaii's rich history which includes aviation museums and sites. Having the Ewa Battlefield a part of other well known sites would help to tell the story on what happened to Hawaii and the United States on December 7, 1941.

Sincerely,

*Rob Moore*

Robert P. Moore, President  
General Aviation Council of Hawaii  
[www.gach.us.com](http://www.gach.us.com)  
808-223-9991  
[rob.moore@gach.us.com](mailto:rob.moore@gach.us.com)

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**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
530 SOUTH KING STREET, ROOM 202  
HONOLULU, HAWAII 96813-3065  
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

**RON MENOR**  
*Councilmember, District 9*  
Email: [rmenor@honolulu.gov](mailto:rmenor@honolulu.gov)  
Phone: 808-768-5009  
FAX: 808-768-5011

December 1, 2013

Keeper of the Register  
National Park Service  
Washington, D.C.

Dear Sir or Madam:

I fully support the nomination of the Ewa Battlefield in West Oahu to the National Historic Register as an important battlefield site with local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. The attack was an iconic moment in time which completely altered the course of American history.

Over time, other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is only fitting that the Ewa Battlefield and the Ewa Community also receive this same due historic recognition and commemorative honor as have other Pearl Harbor battle sites.

Very truly yours,

A handwritten signature in black ink, appearing to read "Ron Menor", is written over the typed name.

RON MENOR  
Councilmember  
Council District 9

November 17, 2013

Keeper of the Register  
National Park Service  
Washington, D.C.

To whom it may concern:

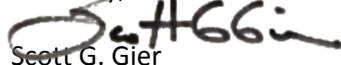
Please add my voice in ardent support of the battlefield nomination of Ewa Battlefield to the National Historic Register. The events of December 7, 1941 speak for themselves, and the combat activities focused on, around, and above the Ewa Marine Air Base on that day comprise an integral and critical phase of the attack on Pearl Harbor. Ewa Field was a prime navigation point for Japanese ingress and egress, and is in all likelihood where some of the first, if not the first, shots were fired. It was an important target in its own right, sustaining multiple attacks. All of its aircraft were destroyed. Not content with just destroying aircraft, the Japanese also strafed the area, including civilian housing areas of the nearby Ewa Sugar Plantation. Marines were killed on Ewa Field and local civilians were wounded, all in direct combat activities.

Ewa Field was also the focus of much of the day's fierce air-to-air combat, witnessing numerous dogfights and casualties on both sides directly overhead or just off-shore.

But for me, and for many others like me, Ewa Marine Air Base is more than a memorial to those who bravely fought and died on December 7, 1941. It is the home of Marine Corps Aviation in the Pacific, and it is also a memorial to the thousands of Marine Aviators that deployed into the Pacific Theater of Operations in both WWII and Korea. For hundreds of those Marines Ewa Marine Air Base was the last plot of U.S. soil they ever saw, having giving the full measure of their devotion to our nation.

My father was one of those Marines. He was a Corsair pilot shot down in Korea in 1951. He was a pilot from Ewa Marine Air Base. It's pretty important to me.

Sincerely,

  
Scott G. Gier

91-016 Popoi Pl.  
Ewa Beach, HI 96706

.....



## HOUSE OF REPRESENTATIVES

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

November 26, 2013

To: Keeper of the Register  
National Parks Service  
Washington, D.C.

Dear Sir/Madam,

My name is Sharon Har. I represent the 42 House District, which includes the West Oahu communities of Kapolei and Makakilo. I am writing to support the nomination of Ewa Battlefield to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. Nearly everyone today knows the story of "Pearl Harbor" and what happened. But that story largely neglects what happened in West Oahu. At the time of the attack, Marine Corps Air Corps Station 'Ewa was the largest US Marine Corps aviation center and operations hub in the Pacific. The Japanese attack damaged or destroyed over 30 U.S. aircraft, and killed four Marines and two civilians. 65 people were wounded and taken to local hospitals.

Marine Corps Air Corps Station 'Ewa is a place of great historic significance because it was one of the first battlefields of U.S. involvement in World War II. Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is only fair that that Ewa Battlefield and the Ewa Community also receive the same historic recognition and commemorative honor as have other Pearl Harbor battle sites.

Thank you for your attention and consideration.

*Aloha,  
Sharon E. Har*

Sharon E. Har  
State Representative  
42nd House District  
Kapolei, Makakilo

CODE

Representative Sharon E. Har  
State Capitol, Room 313 • Honolulu, Hawaii 96813  
Phone: (808) 586-8500 • Fax: (808) 586-8504 • E-mail: rephar@capitol.hawaii.gov

November 1, 2015

Dr. William R. Chapman  
Hawaii Historic Places Review Board  
Hawaii State Historic Preservation Division  
(Sent via electronic mail to Megan.borthwick@hawaii.gov)

RE: Comments on Nomination / Ewa Plain Battlefield

Aloha Dr. Chapman and Members of the Hawaii Historic Places Review Board,

We are pleased the nomination of Ewa Plain Battlefield / Ewa Mooring Mast Field has been submitted to the Hawaii Historic Places Review Board for review and approval. This written testimony is presented in support of Ewa Plain Battlefield's nomination to the Hawaii and National Registers of Historic Places.

The nomination was prepared with the guidance of and using the professional standards of the American Battlefield Protection Program (ABPP). In addition, the nomination speaks specifically to an area previously reviewed and determined eligible by the Keeper of the National Register.

On February 2, 2015, the Keeper of the National Register provided the US Navy (Donald R. Schregardus, FPO, Deputy Secretary of the Navy) with a Determination of Eligibility Notification for the Ewa Plain Battlefield boundary represented by this nomination and wrote:

*"The Ewa Mooring Mast Field is eligible for listing in the National Register of Historic Places under Criteria A and D at the national level of significance, based on the national significance of the event and the national significance of the archeological resources that can contribute information to nationally significant research questions."*

We believe this is the first time advocates on all levels (community, state, and federal) have been in agreement and we look forward to your approval of the Ewa Field Battlefield nomination.

Ewa Plain Battlefield should receive its long overdue place in history.

Mahalo nui loa,  
Valerie Van der Veer  
Ewa Plains Programs  
Project Manager (volunteer)  
SlammerF16@aol.com  
808-799-5698



## USMC/COMBAT HELICOPTER ASSOCIATION

12/1/2013

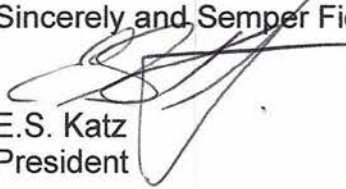
TO: Keeper of the Register  
National Park Service  
Washington, D.C.

On behalf of the 2,000 members of the USMC/Combat Helicopter Association I'd like to express our full support in the nomination of Ewa Field to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor.

As a local resident in the Washington, D.C. area I have personally had the privilege of meeting veterans of the "Greatest Generation" as they visit the Memorials in the capitol. Some of these veterans had started World War II serving in Hawaii on 7 December 1941. Their stories are filled with emotion and pride and to a person take no personal credit, but relate stories of heroism and valor of military and civilians who stood in defense of the attack.

Ewa Field should be added to the other Pearl Harbor historic battlefield sites that have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It would not be considered an oversight, but a travesty if Ewa Field and the Ewa Community do not receive the deserved historic recognition and commemorative honor as have other Pearl Harbor battle sites.

Sincerely and Semper Fidelis,



E.S. Katz  
President

16001 PRESTWICK CT. MONTCLAIR, VA 22025  
(703) 463-6192 SKATZ@POPASMOKE.COM

THE USMC/COMBAT HELICOPTER ASSOCIATION IS A TAX EXEMPT 501 C(19) ORGANIZATION



**SDPHS National President**  
**National Office 7514 Lincoln Street S.E., East Canton, OH 44730**

**November 16, 2013**

**Keeper of the Register**  
**National Park Service**  
**Washington, D.C.**

I am the National President of the Sons and Daughters of Pearl Harbor Survivors, Inc. We have over 4,000 members and covers the entire U.S. and some foreign countries and some in the Military. We carry the legacy – the memories of the Pearl Harbor Military of December 7, 1941. Our organization is in full support of the nomination of Ewa Field to the National Historic Register as an important battlefield site. It has very important local, state and national significance. Ewa Field lost military personnel on December 7, 1941 and is a part of the history of December 7, 1941 and should be remembered and honored. Ewa Field saw combat action as did the other military bases on Oahu that day. We lost or endured injuries of Marines, soldiers and Naval Aviators as well as civilians that infamous day.

Ewa Field is a part of World War II Valor in the Pacific – part of the Bombing of Pearl Harbor – it is a historic battlefield and should be part of the Historic Landmarks like the other battlefield sites have become. Not listing Ewa Field would mean that those stationed there on December 7, 1941 who died - died in vain or the injuries inflicted upon them meant nothing to the United States of America and that would be a travesty. We must give the honor to Ewa Field and the military that they deserve! Ewa Field deserves the historic recognition and commemorative honor due just like other Pearl Harbor battlefield sites have been given.

Sincerely,

Louella "Lou" Large

**SDPHS National President**

**7514 Lincoln St. S.E., East Canton, OH. 44730**

**PH: 330-488-0290 or 330-309-2813**

**E-Mail: [sdphsnp@gmail.com](mailto:sdphsnp@gmail.com)**





TO: Keeper of the Register  
National Park Service  
Washington, D.C.

I am the Commandant of the local Marine Corps League Santa Rosa CA Detachment #686. We support the nomination of Ewa Field to the National Historic Register as an important battlefield site that has local, state and national significance for its part in the December 7, 1941 attack on Pearl Harbor. The main air attack was directed through Ewa Field, which saw sustained combat action resulting in the death or injury of numerous local civilians as well as Marines, soldiers and naval aviators.

My family was stationed at Hickham Field shortly after the war and our home still had bullet holes, which I clearly remember, that had been left to remind us of the attack on our women and children during that horrific day. Ewa Field deserves recognition for its critical part in the attack.

Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. It is only fair that Ewa Field and the Ewa Community also receive this same historic recognition and commemorative honors as have other Pearl Harbor battlesites.

Semper Fidelis,

  
Steve Bosshard

Commandant MCL Det 686

Sgt USMC '64-'68 RVN

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# THE FREEDOM COMMITTEE OF ORANGE COUNTY

"PASSING THE TORCH OF LIBERTY ON TO FUTURE GENERATIONS"

(A California Non Profit Public Benefit Corporation)

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- Sidney Yahn

November 27, 2013

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Jack R. Hammett

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Mr. John Bond  
Ewa Field Commemoration  
P.O. Box 75578  
Kapolei, HI 96707

Dear Mr. Bond

As a Pearl Harbor Survivor, I support the nomination of Ewa Field to the National Historic Register as an important battlefield site that has local, state and national significance as part of the December 7, 1941 attack on Pearl Harbor. I was stationed at the Navy Hospital in the Navy Yard as a Navy corpsman.

Major John A. Hughes, USMC (Ret.), a member of this committee was stationed at Ewa; saw the sustained combat action resulting in the death or injury of local civilians as well as Marines, soldiers and naval aviators.

Other Pearl Harbor sites have become National Historic Landmarks and part of the WWII Valor in the Pacific National Monument. It is only fair that EWA Field and the Ewa Community also receive the same due historic recognition and commemorative honor as the other Pearl Harbor battle sights.

I further hope that Major John A. Hughes receives recognition for his valiant service in not only WWII, but also Korea.

Sincerely,

Jack R. Hammett,



# VMSB 333

7351 Hawthorne Lane  
Indianapolis, IN 46250  
(317) 849-1335  
fthughes@sbcglobal.net



To: Keeper of the Register  
National Park Service  
Washington, DC

On behalf of the only 48 remaining members of Marine Dive Bombing Squadron VMSB 333 who served our country during WWII and were stationed on Ewa Field, Oahu, Hawaii, on two occasions during 1944 and 1945, do sincerely support the nomination of Ewa Field to the National Historic Register.

This relatively small field was the primary Marine air base from which thousands of men embarked for further duty in the Pacific theater. It was from this small tract of land that many dedicated men gave their lives and it is only proper and fit that this land be dedicated to those who have trod on and flew from its soil.

I had the opportunity to visit Ewa Field in 2011 – 76 yrs. after having proudly served there. I was appalled and disgusted at the complete hovel, the shameless abandonment, the lack of respect of the field and the people who served there. To make it worse, a cheap, after-thought stone was erected at Barbers Point indicating that Ewa Field had survived the dastardly Japanese attack .

Yes, Ewa Field is entitled to and should be listed in the National Historic Register and physically restored; so that it can be recognized as a monument; so that future generations do not forget.

Semper Fi,  
*Francis T. Hughes*  
Francis T. Hughes



# Marines

***The Few. The Proud.***

December 1, 2013

TO The Keeper of the National Register  
National Park Service  
Washington D.C.

Dear Keeper,

I am writing in support of the nomination of 'Ewa Field to the National Register of Historic Places. As a life-long resident and an archaeologist/historian specializing in Hawaiian and military sites, 'Ewa Field holds a special place in my memories, and in history.

I grew up on Ford Island in Pearl Harbor. My father was Navy pilot and used to land his seaplane squadron at the seaplane runways on the island. As a career I have been involved with many projects related to WW I and II, and the importance of the December 7<sup>th</sup> attack on Pearl Harbor. As an archeologist working on Guam, Tinian and Saipan working on WW II military sites, and as the Cultural Resources Manager with the Hawai'i Army National Guard responsible for many WWI and II sites under the National Guard's stewardship in Hawai'i, the preservation of 'Ewa Field knits the history of two World Wars into the fabric of the remaining historic military infrastructure in Hawai'i as well as the Pacific.

'Ewa Field is one of the oldest bases in Hawai'i, and suffered casualties during the attack on Pearl Harbor. This base ranks with the Civil War Battlefields parks and monuments in the US, not because many people lost their lives, but because just a few Marines died there, and their sacrifice has been pushed to the background. 'Ewa Field seems to have been forgotten by military planners and the public, with the exception of the surviving Marines that were stationed there during the attack, and by concerned citizens, historians and other preservation specialists such as myself. Preservation will bring 'Ewa Field back into the milieu. Other Pearl Harbor historic battlefield sites have become National Historic Landmarks and part of the World War II Valor in the Pacific National Monument. 'Ewa Field is a part of history surrounding military operations in the Pacific theater during both World Wars. I urge the acceptance of the nomination.

Respectfully,



Wendy Tolleson, MA  
1870 Lusitana Street, #306  
Honolulu, HI 96813



COLLEEN HANABUSA  
PRESIDENT

RUSSELL KOKUBUN  
VICE PRESIDENT

GARY L. HOOSER  
MAJORITY LEADER

FRED HEMMINGS  
MINORITY LEADER

## The Senate

STATE CAPITOL  
HONOLULU, HAWAII 96813

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SECOND DISTRICT  
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SEVENTH DISTRICT  
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TWELFTH DISTRICT  
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WILL ESPERO

TWENTY-FIRST DISTRICT  
COLLEEN HANABUSA

TWENTY-SECOND DISTRICT  
ROBERT BUNDA

TWENTY-THIRD DISTRICT  
CLAYTON HEE

TWENTY-FOURTH DISTRICT  
JILL N. TOKUDA

TWENTY-FIFTH DISTRICT  
FRED HEMMINGS

CHIEF CLERK  
CAROL TANIGUCHI

January 12, 2010

Mr. Paul Hawke  
Chief  
American Battlefield Protection Program  
National Park Service  
Dept. of the Interior  
1849 C Street NW (2255)  
Washington, D.C. 20240-0001

Ms. Kristen McMasters  
Grants Manager  
American Battlefield Protection Program  
National Park Service  
Dept. of the Interior  
1849 C Street NW (2255)  
Washington, D.C. 20240-0001

Re: Ewa Field

Dear Mr. Hawke and Ms. McMasters,

I support the National Park Service American Battlefield Protection Program grant application to conduct a GPS/GIS site survey to determine the delineation of the extent of the December 7, 1941 battlefield boundaries at Ewa Mooring Mast Field between US Marine defenders and attacking Imperial Japanese naval air units. Historical records show that the well-planned air raid on the Ewa Marine Corps Air Station preceded the later, fateful attack on Pearl Harbor which brought the United States into the Second World War.

This survey will be of significant assistance in clarifying the specific battlefield area that needs further future preservation, analysis and historic interpretation. There is widespread community support and interest in this project from local civic, veteran and historic interest groups.

The courage and patriotism of the Marines who lost their lives defending the Ewa Air Field in the ambush was no less deserving of respect and honor than other members of our uniformed services. The American engagement of

Japanese dive bombers over the field was one of the most famous dogfights of the war. At least one Bronze Star was awarded to an airman, who with another Marine, jumped into an aircraft to fire back at the Mitsubishi fighters overhead. Japanese Lieutenant Yoshio Shiga, leader of the first fighter unit aboard the aircraft carrier *Kaga*, recorded for posterity the account of a lone Marine who stood amidst the Japanese gunfire striking the ground around him. The Marine heroically emptied his sidearm at the aircraft attacking overhead. Lt. Shiga commented that this was a man in whom he found the "spirit of dogged tenacity that was the very embodiment of bravery and valor" not expected from an American. Shiga declared that this Marine was the bravest soldier he ever encountered. These are just a handful of examples in the historical record of Ewa Marine Corps Air Station.

The USS Arizona Memorial averages 4,500 visitors each day and more than 1.5 million visitors from around the world each year. The Park's brochures are written in 23 different languages and its audio tours are in seven languages to accommodate international visitors. This demonstrates the tremendous interest in the historic sites of World War II in Hawaii. The interest in the historic value of a future National Park at Ewa Field can be extrapolated from these figures.

I humbly request your approval of the Battlefield Survey Project grant application presented by the Save Ewa Field organization and its coordinator Mr. John Bond. It is among the first steps toward the efforts to preserving this very important World War II site both as a place of significant historical value and in honor of our fallen heroes in uniform.

Sincerely,

A handwritten signature in dark ink that reads "Will Espero". The signature is written in a cursive, flowing style.

Will Espero  
Senator

Cc: John Bond



DEPARTMENT OF THE NAVY  
OFFICE OF THE ASSISTANT SECRETARY  
(ENERGY, INSTALLATIONS AND ENVIRONMENT)  
1000 NAVY PENTAGON  
WASHINGTON, DC 20305-1000

April 5, 2016

RECEIVED 2280

APR 08 2016

Nat. Register of Historic Places  
National Park Service

Stephanie Toothman  
Keeper of the National Register of Historic Places  
National Park Service  
1201 Eye Street, NW (2280)  
Washington, DC 20005

SUBJECT: NATIONAL REGISTER NOMINATION, EWA PLAIN BATTLEFIELD

Dear Ms. Toothman:

The enclosed disks contain the true and correct copy of the nomination for the Ewa Plain Battlefield to the National Register of Historic Places.

Should you have any questions or require additional information, please contact Mr. William Manley, Acting Deputy Federal Preservation Officer, U.S. Navy, at (202) 685-9324 or [william.manley@navy.mil](mailto:william.manley@navy.mil).

Sincerely,

Karnig Ohannessian  
Federal Preservation Officer

Enclosures:

1. Disc 1, Nomination and Correspondence
2. Disc 2, Digital Photographs
3. Signed State/Federal Agency Certification

Copies to (w/o enclosures):

Captain D. Tufts, Navy Region Hawaii  
John Lohr, NAVFAC Hawaii  
William R. Manley, NAVFAC Headquarters