

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

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Kaneohe Naval Air Station

and/or common Marine Corps Air Station, Kaneohe

**2. Location**

street & number \_\_\_\_\_ not for publication

city, town \_\_\_\_\_ vicinity of Kailua

state Hawaii code 15 county Honolulu code 003

**3. Classification**

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name U.S. Navy

street & number Pearl Harbor Naval Base

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Facilities Engineer

street & number Kaneohe Marine Corps Air Station

city, town \_\_\_\_\_ state

**6. Representation in Existing Surveys**

title \_\_\_\_\_ has this property been determined eligible?  yes  no

date \_\_\_\_\_ federal  state  county  local

depository for survey records

city, town \_\_\_\_\_ state

## 7. Description

### Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

### Check one

unaltered  
 altered

### Check one

original site  
 moved      date

Describe the present and original (if known) physical appearance

Construction of a naval air station on the western half of Mokapu Peninsula, Oahu, began in September 1939. As of December 1941, two of five planned, steel hangars had been completed, each measuring 225 feet by 400 feet. Because the hangars were built on filled land, piles were driven for the foundations. Twenty-foot lean-tos housing shops and offices adjoined the hangars. The walls, partitions, and roofs were made of corrugated metal and corrugated asbestos.

A rectangular area between the hangars and Kaneohe Bay measuring approximately 2,800 feet by 300 feet was paved to serve as a parking apron for seaplanes. Five concrete ramps led from this parking area into the bay. Extensive dredging was carried out in Kaneohe Bay for seaplane runways. The contractor built a 5,700-foot land runway west of the hangars. Today, the parking area and the ramps are intact. The row of hangars now numbers four. Hangar number 1, which was bombed and set on fire on December 7, 1941, was subsequently repaired. In recent years it has been further updated. The base is now a U.S. Marine Corps air station. Fighter planes have replaced the Catalina flying boats of World War II.

The historic district includes the following nationally significant features: hangar No. 1, the parking area between the hangars and Kaneohe Bay, and the five ramps.

## 8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion
1400-1499	archeology-historic	conservation	law	science
1500-1599	agriculture	economics	literature	sculpture
1600-1699	architecture	education	<input checked="" type="checkbox"/> military	social/
1700-1799	art	engineering	music	humanitarian
1800-1899	commerce	exploration/settlement	philosophy	theater
<input checked="" type="checkbox"/> 1900-	communications	industry	politics/government	transportation
		invention		other (specify)

Specific dates 1941 Builder/Architect U.S. Navy

### Statement of Significance (in one paragraph)

In the morning of December 7, 1941, two waves of Japanese planes consisting of 350 fighters, high-level bombers, dive bombers, and torpedo planes roared over Oahu, attacking military airfields and the naval base at Pearl Harbor. Nearly sixty percent of the attacking planes had the airfields as their targets. Their mission was to destroy American planes before they could take to the air and interfere with the bombing of Pearl Harbor. At 7:48 a.m., seven minutes before they bombed Pearl harbor, Japanese fighters and dive bombers attacked Kaneohe Naval Air Station. A second wave of fighters and high-level bombers strafed and bombed the station at 8:55 a.m. On the ground, damage was extensive. Of thirty-three Catalina flying boats, six were damaged and twenty-seven were destroyed. Hangar No. 1 was set on fire. Fifteen sailors and two civilians were killed and sixty-seven personnel were wounded. Kaneohe, along with the fleet and the other army and navy airfields suffered dreadful losses on that December Sunday.

### Background

In 1939 the U.S. Navy awarded a contract to Pacific Naval Air Bases Contractors that called for the construction of a naval air station at Kaneohe Bay on the windward side of Oahu, Hawaii. Construction of the five-squadron station began that September. By December 1941, three of the squadrons (Patrol Squadrons 11, 12, and 14) had been assigned to Kaneohe. Each squadron had twelve PBVs, or Catalina flying boats. Their principal mission was patrolling the Pacific waters around Hawaii.

Because of the growing tensions between the United States and Japan and the large number of people of Japanese descent in Hawaiian Territory, the army and navy commanders were greatly concerned about internal sabotage. Consequently, airfield commanders received orders directing them to park

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreege of nominated property 41 acres

Quadrangle name Mokapu

Quadrangle scale 1: 24,000

### UTM References

A	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>7</u> <u>8</u> <u>6</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>1</u> <u>8</u> <u>8</u> <u>0</u>
	Zone	Easting	Northing

B	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>7</u> <u>7</u> <u>2</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>1</u> <u>6</u> <u>2</u> <u>0</u>
	Zone	Easting	Northing

C	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>6</u> <u>9</u> <u>4</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>2</u> <u>0</u> <u>0</u> <u>0</u>
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D	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>6</u> <u>9</u> <u>4</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>2</u> <u>1</u> <u>0</u> <u>0</u>
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E	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>7</u> <u>5</u> <u>2</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>1</u> <u>8</u> <u>6</u> <u>0</u>
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F	<u>0</u> <u>4</u>	<u>6</u> <u>2</u> <u>7</u> <u>5</u> <u>8</u> <u>0</u>	<u>2</u> <u>3</u> <u>7</u> <u>2</u> <u>0</u> <u>3</u> <u>0</u>
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G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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### Verbal boundary description and justification

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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# 11. Form Prepared By

name/title Erwin N. Thompson, Historian

organization Western Regional Office, NPS

date June 17, 1986

street & number 450 Golden Gate Avenue

telephone 556-4165

city or town San Francisco

state California 94102

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national     state     local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title \_\_\_\_\_ date \_\_\_\_\_

For NPS use only

I hereby certify that this property is included in the National Register

date \_\_\_\_\_

Keeper of the National Register

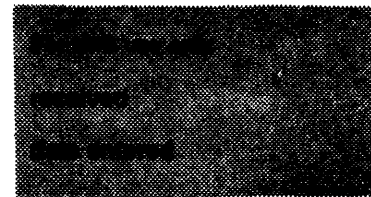
Attest:

date \_\_\_\_\_

Chief of Registration

United States Department of the Interior  
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their aircraft wing-tip to wing-tip for closer security.<sup>1</sup> This was a stroke of luck for Japanese pilots on December 7. The Catalinas that Sunday morning were located as follows: three were on patrol; four were in hangar no. 1; another four were moored in Kaneohe Bay, about 1,000 yards apart; and the remaining twenty-five were packed together on the parking apron between the hangars and the bay.

The first wave of Japanese planes flew over Oahu and struck at the air station from the west at 7:48 a.m. Fighters and dive bombers bombed and strafed the parked planes. Surprised personnel on the ground raced to set up machine guns to return the fire. The second wave flew down Oahu's east coast and attacked the station at 8:55 a.m.<sup>2</sup> First, nine Zero fighters strafed the station. Nine high-level bombers followed. Their bombs hit the southeast corner of No.1 hangar, setting it on fire and destroying the four Catalinas inside. The fire burned throughout the day. The Zeros returned for a final strafing.

Besides the destroyed hangar and aircraft, fifteen sailors and two civilians were killed. They were buried temporarily on the station the following day. Sixty-seven others were wounded. Two Japanese planes were lost over Kaneohe. Ground personnel shot down one of them; the other apparently deliberately crashed on the station, doing no damage.

A Medal of Honor was awarded Lieutenant John W. Finn, U.S.N., for his actions on that grim day. During the first

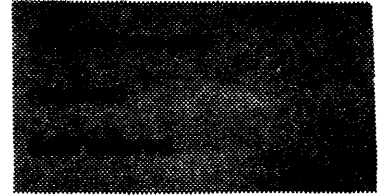
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1. It turned out there was no sabotage in Hawaii. An employee in the Japanese consulate did visit the Kaneohe area three times in 1941, observing the naval air station. Gordon W., Prange, At Dawn We Slept, The Untold Story of Pearl Harbor (New York: McGraw-Hill, 1981), pp. 148 and 254.

2. The times differ in different accounts. These given here are from Prange, At Dawn We Slept.

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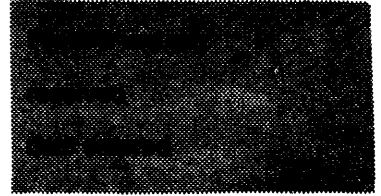
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Japanese attack, Finn manned a .50 caliber machine gun mounted on an instruction stand in the parking area. Completely exposed, he returned fire with the Japanese planes that were strafing. Painfully wounded many times, Finn continued firing with complete disregard for his own safety. Only a direct order made him seek medical attention. Following first-aid, he returned to the squadron area although suffering great pain, and supervised the rearming of three Catalinas that had been on patrol.

Following the Japanese attack, the U.S. Army established Fort Hase on the eastern half of Mokapu Peninsula to provide coastal defenses for Kaneohe Naval Air Station. The principal armament consisted of Battery Forrest J. French, with two 6-inch coastal guns, and Battery Pennsylvania, having a steel turret containing three 14-inch guns which was removed from USS Arizona, sunk at Pearl Harbor. In 1952 the naval air station and Fort Hase were transferred to the U.S. Marine Corps. The air station now houses the 1st Marine Brigade, an organization in which air and ground units live and train as a single, cohesive unit.

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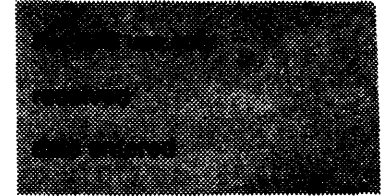
U.S. Congress, Senate. Medal of Honor, 1863-1968. 90th Cong., 2d sess., 1968.

U.S. Navy, Bureau of Yards and Docks. Building the Navy's Bases in World War II, 2 vols. Washington: Government Printing Office, 1947.

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Beginning at a point where the south curb of 1st Street meets the northeast corner of a paved parking area 650 feet east southeast of hangar No. 1; then in a straight line southwest along the east side of the paved area for 1,100 feet to the shore line of Kaneohe Bay; then in a straight line northwest 1.57 miles along the edge of the air station where it meets Kaneohe Bay; then in a straight line northeast 350 feet to the southwest corner of a road that encompasses hangar No. 4; then southeast in a straight line along the south curb of a road running past hangars Nos. 4, 3, and 2, to the junction of a road running north-south between hangars Nos. 2 and 1; then north in a straight line along the east curb of the north-south road between hangars Nos. 2 and 1 to its junction with 1st Street; then southeast in a straight line along the south curb of 1st Street to the point of beginning.