

been made available for air-navigation purposes, thereby increasing the aeradio resources in the southern area and allowing a more continuous service, interruptions for maintenance being avoided.

FANZARO ORGANIZATION

The Fanzaro organization details the radio and meteorological arrangements for overseas flying to the north and west of New Zealand. It was brought into effect in July last. In general, the organization embraces and extends a somewhat similar organization set up some years ago to cover trans-Tasman flights. It is functioning very satisfactorily, and has been the basis of further plans which are expected to develop in regard to overseas flying in the future.

RADIO LICENSING AND AIRWORTHINESS

The policy previously established in regard to the control of aircraft has been continued during the year, and it appears that the organization will meet the growing requirements of the industry.

Nine inspections of aircraft radio installations were carried out during the year, and, in general, the standard of workmanship was good. In some cases slight modifications were necessary, but in all cases certificates of airworthiness were granted.

There were thirty cases of the failure of aircraft radio equipment, and, where necessary, steps were taken to ensure that the contributory causes were eliminated.

Four candidates offered themselves for examination for Aircraft Engineers' Licences in Category X, Section VII, and in all cases were successful. During the year the Class II Licence relating to inspection during manufacture of aircraft radio equipment was abolished in order to conform with current overseas practice.

Visits were made to Auckland, Palmerston North, and Hokitika for the purpose of checking up on the maintenance facilities provided by the three operating companies.

SECTION V.—AERODROMES AND RELATED GROUND FACILITIES

During the war period 1939 to 1945, when civil flying was suspended entirely except for severely reduced commercial air services between main centres, all civil aerodromes were taken over temporarily by the Government, and the responsibility for their upkeep and functioning assumed by Air Department. This position continued throughout the financial year 1945-46 now under review. The following aerodromes were used as temporary Air Force stations: Waipapakauri, Onerahi (Whangarei), Mangere, Rukuhia (Hamilton), Tauranga, Rongotai (Wellington), Nelson, Omaka (Blenheim), Harewood (Christchurch), Gisborne, New Plymouth, Milson (Palmerston North), Masterton, Levin, Ashburton, Taieri (Dunedin).

A number of smaller fields were also used as satellite airfields by R.N.Z.A.F.

All the above fields had reverted to civil aviation control and responsibility before 31st March, 1946, with the exception of Rukuhia, New Plymouth, Nelson, Harewood, and Taieri, which will revert during 1946. The following aerodromes were used by commercial services during the same period: Mangere, Milson, Rongotai, Gisborne, Napier, Omaka, Nelson, Harewood, Taieri, Westport, Greymouth, Hokitika, Waiho, Weheka, Haast, Mussel Point, Jackson's Bay, and Invercargill.