

standard elementary trainer used by the Royal New Zealand Air Force, provided the only suitable source of supply. In recognition of the value of aero clubs as a national asset, the Government agreed to recondition a number of these aircraft for sale to aero clubs at the price of £450 each, as well as to provide aircraft to discharge the Government's obligation to replace fifteen gift aircraft which had been taken over from clubs.

The following is a summary of aircraft disposed of up to 31st March, 1946:—

Tiger Moth aircraft—	
Sales to aero clubs	15
Supplies in replacement of gift aircraft ..	6
Rearwin aircraft—	
Sale to private owner	1
Whitney Straight—	
Sale to aero club	1
Total disposals	
	23

It is expected that more than 100 aircraft, mostly Tiger Moths, will be released by the R.N.Z.A.F. for sale through the War Assets Realization Board to aero clubs and private purchasers.

SECTION VII.—AERONAUTICAL ENGINEERING SECTION

SURVEY OF AIRCRAFT FOR CERTIFICATES OF AIRWORTHINESS

During the period under review the volume of work has increased considerably, due to transfer of military aircraft to civil registration. In this connection twenty-five aircraft were reconditioned to civil airworthiness standards. A further twenty-one aircraft were surveyed and certificates of airworthiness renewed.

AIRCRAFT ENGINEERS

The syllabus for aircraft engineers' licences has been modified to conform more closely to Air Registration Board standards, and the examinations, which in the past have been wholly oral, are, under the new requirements, both written and oral.

TECHNICAL INVESTIGATIONS

In conjunction with the technical adviser to the acting Controller of Civil Aviation and the Director of Air Transport, R.N.Z.A.F., investigations were made into the connected take-off and landing-runs for D.H. 89 aircraft, and data was obtained from which the usability of airfields for this type could be determined. Questions relating to the approval of modifications associated with the conversion of Dominie aircraft from service to civil category were also examined in detail.

Twenty miscellaneous technical investigations were carried out in connection with civil aircraft and other aeronautical equipment.

"APPROVED" FIRM SYSTEM

To provide that basic requirements for safety will be satisfied, the approved-firm system has been continued. This, in effect, means that, to ensure the use of correct materials and to establish that all aeronautical work complies with the standards of quality and accuracy, firms engaged in such work must employ an approved system of storage, recording, and inspection. The conditions laid down in this respect by Civil Aviation Branch are