

The operations of these organizations during the year may be summarized as follows :—

(a) *Training*

Aircraft in use	..	..	..	..	73
Pupils under instruction at 31st March, 1947	..	..	..	..	504
Hours flown	..	..	..	..	14,203
Membership—					
Associate	..	..	..	..	2,185
Flying	..	..	..	..	2,401

(b) *Commercial operations*

Hours flown	..	..	..	..	1,514
Miles flown	..	..	..	..	151,636
Number of trips	..	..	..	..	3,172
Passengers carried	..	..	..	..	5,512

Club fleets of aircraft were augmented by imported aircraft from overseas and acquisition of aircraft surplus to R.N.Z.A.F. requirements through War Assets Realization Board.

The types and number of aircraft used by the clubs are—

D.H. 82	..	..	..	..	..	56
Percival Proctor	..	..	..	..	..	3
D.H. 94	..	..	..	..	..	3
Rearwin 9,000	..	..	..	..	..	3
Waco U.O.C.	..	..	..	..	..	2
Miles Magister	..	..	..	..	..	1
Vega Gull	..	..	..	..	..	1
D.H. 90A	..	..	..	..	..	1
Taylor Cub J 2	..	..	..	..	..	1
Miles Whitney Straight M 2A	..	..	..	..	..	1
Beechcraft C 17L	..	..	..	..	..	1

OTHER FLYING

Privately Owned Aircraft

There were six privately owned aircraft operating as at 31st March, 1947.

SECTION IV.—AERADIO SERVICES

The wartime arrangements whereby the operation of aeradio services was shared by the Royal New Zealand Air Force and the Post and Telegraph Department continued for the greater part of the year, but during January, 1947, civilian employees of the Air Department replaced the R.N.Z.A.F. personnel. These civilians were recruited, in the main, from personnel or former personnel of the Armed Forces, thus the change-over has resulted in the rehabilitation of a substantial number of servicemen in a sphere where many of them had had the opportunity of acquiring valuable training and experience during the war years.

This transfer followed recommendations made by a joint conference between the Post and Telegraph Department and the Air Department. The recommendation submitted to Government by this conference indicated that it was desirable that complete control of aeradio services be co-ordinated in one authority and, as is the case in most overseas countries, that authority should be an aeronautical body. At certain aeradio stations where a considerable amount of radio traffic other than aeronautical traffic is handled the Post Office is to continue to administer the stations on behalf of and under the operational control of the Air Department. It is expected ultimately that, in the interests of staff economy and certain operational requirements, these stations will be replaced by establishments located in the immediate vicinity of the aerodromes which