

The disposal of aircraft and engines declared surplus by the R.N.Z.A.F. was continued throughout the year, in conjunction with the War Assets Realization Board. All aircraft and engines were sold "as is, where is" with the exception of those Tiger Moth aircraft which were reconditioned and issued to aero clubs, either on repayment or in discharge of the Government's obligation to replace gift aircraft which had been commandeered at the outbreak of hostilities.

The following is a summary of aircraft and engines disposed of during the year ended 31st March, 1947 :—

Aircraft or Engine type.	Sales to Aero Clubs.	Replacement of Gift Aircraft.	Sales to Private Owners.	Total Disposals Since Cessation of Hostilities.
Tiger Moth ..	36	7	22	86
Moth Minor ..	3	..	2	5
Whitney Straight ..	..	..	2	3
Vega Gull ..	1	..	..	1
Rearwin ..	2	..	..	3
Beechcraft ..	1	..	..	1
Gipsy Major engines ..	..	..	7	7

SECTION VII.—AERONAUTICS DIVISION

SURVEY OF AIRCRAFT FOR CERTIFICATES OF AIRWORTHINESS

Transfers of military aircraft to the Civil Register during the period under review have thrown a high volume of work on this Division.

Statistics for the reconditioning of aircraft to civil airworthiness standards and the issue, renewal, and validation of certificates of airworthiness are as follows—

Reconditioned to certificate of airworthiness standards 78

Surveyed for renewal of certificate of airworthiness—

(a) Dominion certificates 22

(b) Validation of British certificates 10

TECHNICAL INVESTIGATIONS

Thirty-eight (38) engineering investigations were carried through on a routine basis. The granting of certificates of airworthiness on Dakota and Short aircraft was conditional on almost full-time attendance of Branch Surveyors at all stages of the conversion.

The three District Surveyors concerned have been required to cover a mileage in excess of 21,000 miles in connection with such investigations.

"APPROVED FIRM" SYSTEM

In order to ensure the use of airworthy materials, and to verify that all aeronautical work complies with the highest standards of quality and accuracy, the "approved firm" system has been re-established. Visits to some 60 firms and business houses have been made by Branch Surveyors in order to verify that the standards and facilities provided are acceptable under the requirements, resulting in 48 firms receiving formal certificates of approval.

MODIFICATIONS, REPAIR SCHEMES, AND GENERAL MAINTENANCE

In the twelve months covered by this report the Aeronautics Division has approved 40 modifications and repair schemes for aircraft operating in New Zealand, in addition to reporting on 140 drawings covering the conversion of Lockheed Lodestar aircraft for civil use. Conversion of Lodestar and Douglas C. 47B aircraft is being carried out for both the Air Department and New Zealand National Airways Corporation at Palmerston North, Christchurch, and at Essendon, in Australia.

Thirty-one "Notices to Aircraft Owners and Engineers" have been initiated by the Division, together with miscellaneous circular letters affecting firm's approval, and glider airworthiness.