

The major activity at Wigram, which contains the Flying Training School, Advanced Flying School, and Air Navigation School, has been in the preparation of instruction for forthcoming new aircrew intakes to the new standards. During the year a total of twenty-nine pilots passed out from instructors' and refresher courses, together with 7 Army officers who each completed fifty hours *ab initio* flying training prior to their specialization in Army/Air co-operation duties. A.T.C. Cadets who commenced training under the Government-subsidized A.T.C. Flying Training Scheme were given flying checks by R.N.Z.A.F. instructors, and it appears that good aircrew material will be forthcoming from this source. The categorization of civilian pilots for Civil Instructors' Licences was also undertaken. The Air Navigation School continued with refresher and instructors' courses. Previously situated at Whenuapai, the Instrument Flying School moved to Wigram to be incorporated in the Advanced Flying School in November, 1947, and re-equipped with Oxford aircraft.

Technical Training.—Work has proceeded on the preparation of instructional syllabi and facilities following the introduction of the new trade structure. Training in all except administrative trades is now developing satisfactorily. Administrative trades are not attracting the required number of recruits. Since the educational standard of the average recruit has been inadequate, especially in certain subjects, it has been necessary to provide additional basic educational instruction not previously contemplated, before allowing recruits to pass to the technical training schools.

NON-REGULAR AIR FORCES

The Non-regular Air Forces established by statute comprise the Territorial Air Force, the Air Force Reserve, and the Air Training Corps. The desirability of establishing the Territorial Air Force on an active basis and of reorganizing the Air Force Reserve as early as possible is fully recognized, as trained reserves are still an essential part of any fighting force. The efficient operation of Territorial squadrons, however, depends primarily on the strength and training of the Regular cadres maintained for their administration and instruction, and it will be some time before regular personnel can be made available for these duties. It is anticipated that the Territorial Air Force will be established and a measure of training activity commenced by the end of 1948.

The Air Training Corps has continued to give satisfactory service, although the training programmes this year were restricted by the poliomyelitis epidemic. The strength of the Corps on 30th November last, when A.T.C. squadrons and school units passed into recess for the season, was 5,253. The scheme of flying training for selected Cadets at aero clubs has proved a welcome incentive to service in the A.T.C. One hundred and thirty-nine Cadets have been selected and trained, of whom only 5 failed to complete their course.

EQUIPMENT

The period under review saw the implementation of the policy outlined in last year's report—viz., that of reverting to British aircraft and retaining only those American aircraft that were absolutely essential to fulfil current commitments. On 31st April, 1947, aircraft strength stood at 1,110. Since then 685 aircraft (mostly unserviceable American combat aircraft) have been disposed of in various ways, the sales through War Assets Realization Board and to aero clubs realizing £24,009 10s. Included in the above total, 14 Dakota aircraft and 4 Sunderland flying-boats and all spares, together with 50 per cent. of the total R.N.Z.A.F. holdings of C.47 spares, were transferred to N.Z.N.A.C. Of the remaining 535 aircraft, the Catalinas and Dakotas which have been retained surplus to establishment are being dismantled for spares and the 58 surplus Tiger Moths are held pending their transfer to the Royal New Zealand Aero Club, to whom they were presented by the Government in compensation for club aircraft appropriated during the war. The holdings of aero engines and engine and airframe