

to us necessary that Government should consider the establishment of both landplane and seaplane services across the Tasman. We have been provided by Tasman Empire Airways with analyses of the problem of operation of this service with flying-boats and with available types of landplanes. While we have not attempted anything in the nature of an independent investigation, we are satisfied that the Solent flying-boats which have been ordered for the replacement of the Sandringhams will provide an eminently satisfactory service, and we think that the company have made a good case for its selection as the best solution available at present.

87. We note that Tasman Empire Airways plans for the operation of flying-boats are based on day flying only, and in the comparisons of landplanes and seaplanes which have frequently been made, the limitation of flying-boats to day flying has been emphasised as an adverse factor for the flying-boat. We are unable to appreciate the reason for this distinction. It has been said that pressurised aircraft are required for operation on the Tasman route in order to avoid the storms which are encountered, and which by day are negotiated by flying below the cloud. We observe, however, that during the past year the unpressurised DC 4 aircraft operated by Australian National Airways have operated on a regular night flying schedule. Since a new contract has recently been made with Australian National Airways for the continued operation of these aircraft on a regular night flying schedule, we assume that the difficulties referred to have not proved serious. We wish to point out that this limitation to day flying by flying-boats, which is inconsistent with the practice adopted in the operation of DC 4's across the Tasman and has not been found necessary in many years of operation elsewhere, imposes a serious adverse factor on the service, both in its utility to the travelling public and its economy.

88. In order to serve Christchurch, the company would have to acquire a certain number of landplanes either by purchase or charter. A complete changeover to landplanes at this stage would dislocate the company's organisation, which is based on Mechanics Bay, to an extent which might result in transferring the responsibility for engineering and even operation from New Zealand to Australia. The company would thereby cease to be what it is at present—namely, the medium for development of New Zealand-controlled international air transport. For the operation of landplanes to Christchurch, we recommend that arrangements should be made between Tasman Empire Airways, Limited, and the National Airways Corporation for the maintenance and overhaul of Tasman Empire Airways' landplanes in the Corporation base at Harewood. This base is well organised and capable of development to undertake this additional work. The Tasman Empire Airways landplanes could also operate alternatively to Auckland, using Whenuapai.