

97. At the same time, there are advantages to be gained by the admission of independent local enterprise in such operations as "joyriding" and charter or taxi flying. The proper service of the public in these activities requires that aircraft shall be available locally at short notice, and the proper development of such services requires the attention of local management. The national operator, whose attention must be concentrated on the major air transport problems of the country, cannot give the same attention to such local operations, of an entirely different character, as an independent operator; nor would the non-scheduled operations of such independent carriers affect to any material extent the operations of the national carrier. Subject to precautions against the growth of such non-scheduled operations to an extent assuming the character of a scheduled service competing directly with the national operator, the effect of such independent operations is likely to be beneficial to the national operator in feeding traffic on to the scheduled services.

98. The provision of scope for such independent local operations has been in the past beneficial to aviation. Independent operators, as well as flying clubs, have in most countries played a substantial part in the development of civil aviation in that country, and, indeed, a significant part in the development of aircraft and aviation in its wider sense. To nationalise all air transport operations of a country, including charter or taxi flying and joyriding, involves a sterilisation of that enterprise which in the past has contributed substantially to aeronautical progress.

99. It would be incorrect to say that the whole of this activity can be looked after by flying clubs. While flying clubs can with advantage give service of this kind, it is well known that they are limited in development by the nature of their organisation and their different objectives. The flying clubs' limited power of raising capital, the form of their management (by committee), and their pre-occupation with the provision of training and private flying facilities limit the extent to which they can meet the public need for such services. We recommend, therefore, that Government give consideration to the desirability of permitting a limited degree of free development in air transport of this kind.

100. There is in some regions scope for the use of seaplanes or small amphibians, which would avoid having to construct land aerodromes, and which would serve places at which no landing ground could be constructed. We cite Central Otago as one area where air transport could be built up on this basis. There should be a National Airways scheduled air service to a central aerodrome in this region, such as Alexandra. Minor air services which are required to connect the scheduled service at Alexandra with such centres as Cromwell, Wanaka,