

179. When a Board of Inquiry is set up to investigate an accident, it is the duty of the Inspector of Accidents and of the Director of Civil Aviation to assist the Board in whatever manner the Board may deem appropriate.

180. As regards the many happenings to aircraft which are embraced within the term "incident," the Director of Civil Aviation should be receiving a continuous stream of information from a variety of sources such as his own surveyors, air traffic controllers, the national and other operators, flying clubs, and licensed personnel. He must record and collate this information, and analyse it from time to time to disclose trends and other significant features. The Inspector of Accidents may on occasion find a clue to the cause of an accident in the record of incidents. To maintain and stimulate widespread interest in the reporting of incidents, the Director should from time to time give some publicity to valuable contributions to air safety resulting from this work. It is, however, essential that this publicity should not extend to disclosing, except when strictly necessary in the interests of safety, information that responsible interests might reasonably consider had been given in confidence.

CHAPTER 14.—TRAINING

181. The administration and operation of civil aviation depend on the supply of adequate numbers of trained personnel in many widely varying specialist categories. The position at present is that New Zealand is depending on war-trained personnel released from the Royal New Zealand Air Force, and the country is well situated in this respect. The conversion training to civil methods and civil standards is, however, a present problem, and the whole training problem will assume increasing proportions and importance as the war-trained reserves are used up and demand increases.

182. In the first part of this Report (paragraphs 34, 39, 44), we have advised the establishment of a post of Director of Training and Licensing in the Civil Aviation Directorate to bring under one head the duties and responsibilities in this connection, which are at present dispersed between a number of officers.

183. We have noted that training schools and courses of training have been established or are proposed to be established to deal with some of the technical personnel required both by the Director of Civil Aviation and the air transport operators. We have not made a study of this problem in detail and do not propose to do more than urge the importance of this aspect of civil aviation organisation, both as concerns the short-term arrangements now in existence or planned, and more especially the long-term planning problem. We offer a few comments on those aspects of