

addition, it continues to serve its normal R.N.Z.A.F. functions. Beyond the improvement of temporary buildings for airport functional purposes in handling passengers, no developments of importance have been undertaken.

The flying-boat base at Mechanics Bay, Auckland, continues to serve a similar function for marine craft.

PACIFIC AERODROMES

The New Zealand National Airways Corporation regional Pacific air services have operated through Nandi and Nausori Aerodromes (Fiji), Faleolo Aerodrome (British Samoa), Aitutaki and Rarotonga Aerodromes (Cook Group), and Fua'A'Motu Aerodrome in Tonga. Each of these aerodromes is under the administration of Air Department, with the New Zealand Ministry of Works undertaking the work of maintenance and improvement to civil standards. No major works have been undertaken, and work has been confined to converting wartime temporary Service facilities to conform to civil requirements.

At the Nandi International Airport in Fiji New Zealand, on behalf of the other interested British Commonwealth Governments, has continued to discharge the full responsibilities for administration, operation, maintenance, and development, as accepted at the Civil Aviation Conference of March, 1946. Work beyond essential maintenance has been confined to conversion of temporary service facilities to minimum requirements, to enable the airport to function as a civil airport. These facilities, including staff accommodation, are of a temporary nature until the location of the permanent airport for Fiji is finalized.

During the past year a British Commonwealth Commission was set up to determine the final location for the international airport in Fiji. The Commission has concluded its deliberations, but has yet to release its recommendations.

SECTION VI.—AIRCRAFT

The increase for the past twelve months in the number of aircraft on the Civil Register was made by the disposal of surplus Service aircraft and importation of aircraft from overseas. The Government made available 42 Tiger Moths, to be transferred to the aero clubs for club training. Several of these machines have been delivered to the clubs in question and have been taken on the Register.

Additions to the Register are as follows :—

Public transport aircraft	..	..	..	..	..	18
Private aircraft	..	..	..	..	..	9
Club aircraft	..	..	..	..	..	50

made up as detailed below :—

Two Airspeed Oxfords (ex R.N.Z.A.F. and disposed of through War Assets Realization Board).

Three Auster V (imported from England).

One Avro Tutor 626 (ex Air Training Corps and sold to a private owner).

Four Douglas Dakota C. 47B passenger aircraft (ex R.N.Z.A.F. These machines were converted and overhauled in Australia).

Four Douglas Dakota C. 47B freighter aircraft (ex R.N.Z.A.F., converted and overhauled in the Dominion).

One D.H. C. 1 Chipmunk (imported from Canada, assembled in New Zealand).

Thirty-nine D.H. 82 Tiger Moths (ex R.N.Z.A.F., overhauled to civil requirements in New Zealand).

Three D.H. 83c Fox Moths (imported from Canada, assembled in New Zealand).

One D.H. 104 Dove (imported from England, assembled in New Zealand).

One Ercoupe (flown from Belgium by a private owner).

Four Lockheed Lodestars (purchased and converted in Australia; flown to New Zealand).

Three Miles Gemini (imported from England, assembled in New Zealand).