

conclusions have been reached by the Mission. It is confined to giving the best advice of which the Mission is capable on the matters referred to it, on the basis of the evidence which we have been able to collect.

We should not like it to be inferred from our criticisms of some features in New Zealand civil aviation that these features are unique to this country. Far from this, it is often because we in our respective spheres have shared responsibility for practices open to the very same criticisms that we are now quick to detect them here. In respect of the control and development of civil aviation in its early stages, New Zealand is, in our opinion, less vulnerable to criticism than were other countries, of which we have experience, at a comparable stage in their history.

We would also emphasise that in no country, nor in I.C.A.O. itself, has a complete solution to all the complex problems of adjusting the regulation of civil aviation to the modern development of aeronautics been reached, and the efforts which have been made in this connection in New Zealand are deserving of praise. As for practical achievements, New Zealand's record in civil aviation, having regard to her small population and relatively late start, is second to none.

The Mission has been given every assistance by Government to facilitate its work, and furnished with information by the operators, flying clubs, local authorities, and officers of Government—in particular, the officers of the Air Department and the Director of Civil Aviation and his staff. We are indebted to the Chief of Air Staff and officers of the Royal New Zealand Air Force who have given us advice and information and afforded facilities for our air travel. At every centre we have visited we have been privileged to meet the leading citizens and representatives of business, who have devoted much of their valuable time to meetings and inspections in order to acquaint us with the aspects of the aviation problem which concerned them. We wish to acknowledge with gratitude this ready assistance and the hospitality which everywhere has been extended to us.

We attach as Appendices A and B statements recording the places visited in New Zealand and the authorities and officials whom we have consulted and who have supplied information.

We gratefully acknowledge the services of the staff placed at our disposal by the New Zealand Government. We cannot praise too highly the services of Squadron Leader M. B. Furlong, R.N.Z.A.F., who was posted as Official Secretary to the Mission. He not only handled all office and travel arrangements unfailingly, but also his knowledge of New Zealand and its problems and personalities and his wisdom and judgment were of the greatest value both in our investigations and in compiling our Report. Among the secretarial staff who have all given efficient and