

275. The larger development expenditure at Wigram might suggest that this aerodrome should be retained rather than Harewood. We would not advise this course, for the following reasons :

- (a) Wigram is within three miles of a range of hills to the south-east, which in fact would constitute a circuit obstruction for an international civil aerodrome.
- (b) Wigram is not located on the gravel subsoil which makes Harewood and other sites inland from Christchurch so suitable for construction. Runways at Wigram would be more costly than at Harewood.
- (c) Wigram is situated on the edge of an industrial area which is to be vigorously developed. It appears that the aerodrome will be surrounded on two sides by a built-up area, and there will be sundry obstructions in the form of high chimneys and buildings.

276. A statement of the views of the Harewood Overseas Air Terminal Committee is attached as Appendix J.

Water aerodromes

277. The I.C.A.O. Aerodrome classification B2 recommended is based on the use of flying-boats of approximately the size of the Short Solent. If at some future date a flying-boat of the Saunders Roe SR45 class (350,000 lb. all-up weight) were to operate to New Zealand, the harbours at Auckland and Wellington would appear to be suitable.

278. *Auckland*.—It is unnecessary to say anything about the suitability of Waitemata Harbour, which has been used for so many years. We only wish to call attention to the need for reviewing carefully proposals for major capital expenditure on the development of the seaplane base, in view of the uncertainty that flying-boats will be available for the replacement of the Solent flying-boats at the end of their period of operation (*vide* Chapter 5, paragraphs 90–93).

279. *Wellington*.—We do not feel satisfied that the condemnation of Wellington Harbour as a suitable place for the operation of flying-boats, which was based on investigations made some ten years ago, is valid. The advances which have been made in flying-boat design and the greater size and better performance of modern flying-boats justify a fresh investigation, which should be undertaken by pilots with up-to-date experience of flying-boat operation. Trials may be necessary to give a satisfactory answer to all the questions which arise, and they should be undertaken with flying-boats having a good reserve performance. The favourable factors in flying-boat operation at Wellington, which are absent in some other harbours we have inspected, is that there is a water area of adequate depth extending up to five miles in all directions, and