

In the early part of the year the vocational-training and surgical-appliances workshops were combined under one control. The disposal of the latter has already been described above.

MEDICAL TREATMENT.

Arrangements have been made and became effective as from the 1st July, 1922, by which the medical treatment and other medical activities in relation to service patients should be carried out by the Pensions Department. It is considered that by amalgamating this work some overlapping may be avoided, and the co-ordination of medical treatment and pensioning be more completely and economically carried out. This will also have the advantage of freeing the Defence Department of this work and leave it free to carry on its proper functions. The Director-General of Medical Services will be in charge of the medical work relating to war pensions at the Pensions Department. This will therefore be the last report from the Defence Department on medical activities in relation to service patients.

D. J. MCGAVIN, Brigadier-General,
Director-General of Medical Services.

APPENDIX B.—REPORT ON CIVIL AVIATION.

GROUND ORGANIZATION.

A suitable site for a key aerodrome has been selected at Tamaki, West Auckland. This site will accommodate both seaplanes and aeroplanes.

Several landing-grounds in various parts of the Dominion have been selected and marked out.

LICENSES AND CERTIFICATES.

Licenses and certificates in accordance with the provisions of the Aviation Regulations have been issued as under :—

Commercial pilots	..	..	..	..	..	..	..	11
Ground engineers	..	..	..	..	..	..	..	19
Registration of aircraft	..	..	..	..	..	..	..	16
Aerodrome licenses	..	..	..	..	..	..	..	2

AERIAL MAIL-SERVICES.

Experiments have been made with aerial mail-services, but they were not financially successful, for the reasons that—(a) The machines in use were unsuited for long-distance work ; (b) the routes were previously supplied with normal modes of transport ; (c) the aerial postal service was not patronized by the public.

GOVERNMENT SUBSIDIES.

The Canterbury Aviation Company (Sockburn) and the New Zealand Flying School (Auckland) have each been subsidized to the extent of £150 per month from the 1st April, 1921, to the 31st March, 1922, except when carrying out aerial mail-services under Government contract. This subsidy, which ceased on the latter date, was paid without regard to the work done by the companies for the Government or the efficiency of their machines for defence in case of emergency.

On the 1st April, 1922, a new subsidy was instituted providing for payments on a graduated scale according to the relative efficiency of aerodromes, machines, material, and personnel maintained, and work done by each company. This subsidy is paid to each of the three aviation companies in the Dominion.

ACTIVITIES OF CIVIL AVIATION COMPANIES.

The only flights worthy of special mention were as follows :—

(1.) On the 4th October, 1921, the New Zealand Flying School's supermarine flying-boat flew from Auckland to Wellington, via Kawhia and Wanganui, at which centres stops were made to refill tanks. Actual flying-time, 5 hours 5 minutes.

(2.) On the 24th October, 1921, the New Zealand Aero Transport Company essayed to fly a D.H.9 from Invercargill to Auckland in one day. On reaching Timaru the flight was postponed owing to unfavourable weather conditions over the northern portion of the route ; but, in order that the feasibility of a one-day flight might be demonstrated, the journey was continued next day in accordance with the schedule previously arranged. Auckland was reached at 6.8 p.m. Stops were made to replenish tanks at Timaru, Kaikoura, Trentham, and Hawera. Actual flying-time, 8 hours 54 minutes.

Appended is a table showing passengers carried, hours flown, and approximate machine mileage for the period under review. During this time several minor accidents or mishaps have occurred, and one which it is regretted was attended with fatal results, the pilot, Mr. H. C. Grout, of the Canterbury Aviation Company, dying of injuries received. Two pilots received minor injuries, but no injuries to passengers have to be recorded. With the exception of these three cases, in two of which the machines were "written off," the extent of damage was chiefly confined to the undercarriages of machines making forced landings under unfavourable conditions.