

The total number of hours flown amounts to 210. The average dual-control flying per Cadet was 7 hours 40 minutes, and the average solo flying 15 hours. Several Cadets showed exceptional promise, and should make excellent service pilots.

Ground instruction was given in engines, rigging, airmanship, air pilotage, wireless, Vickers gun, and photography, practical tests and written examinations being held periodically. The results of these examinations were highly satisfactory, and showed that a most intelligent interest had been taken by the Cadets in all branches of instruction.

During the course one accident occurred involving slight injury to personnel. In addition there were several forced landings which were successfully negotiated by the Cadet pilot.

Two camps, each of ten days, were held from the 17th March to the 5th April, at which twenty-one officers attended for their annual refresher course. The high standard of flying displayed last year was well maintained, and a great feature of both classes was the excellent formation flying and air drill of the Bristol Fighter flight.

The total flying-time was 212 hours 20 minutes, giving an average per pilot of 10 hours 7 minutes.

Valuable meteorological data was obtained during the courses by means of the barothermograph and psychrometer mounted in a Bristol Fighter. The readings thus obtained were forwarded to the Director of the Meteorological Office.

Ground training included instruction and practical work in wireless and gunnery, and a series of lectures on air duties.

The twenty other ranks enlisted into the N.Z. Air Force (Territorial) were selected from applicants who in civil life are employed in various trades closely allied to those of the Air Service. The training of these mechanics has commenced, and is identical as regards obligations to those of the other units of the Military Forces.

(c) *Aircraft and Equipment.*

The total number of aircraft on charge at Wigram Aerodrome is seventeen. The Monosoupape engine in use in the Avro 504 K training aircraft has given increased trouble during the past year, and steps have been taken for the gradual replacement of these machines by D.H. 60 (Moth) aeroplane for instructional purposes. The Avro aeroplanes will be used only by pilots experienced in use of the rotary engines until such time as the aircraft becomes unserviceable, when they will be written off.

A Gloster "Grebe" Single-seater Fighter fitted with a 385 h.p. Armstrong-Siddeley "Jaguar" engine arrived during the year, Sir Henry Wigram's generous gift of £2,500 having been utilized as the basis of the purchase price. Two additional "Grebes" have been ordered, and are due to arrive shortly. Eight D.H. 60 (Moth) aeroplanes, four of which are earmarked for issue on loan to light-aeroplanes clubs and four for use at Wigram Aerodrome, are due in October next.

Orders have also been placed for one Fairey 111 F. landplane for Wigram Aerodrome, and for one Fairey 111 F seaplane and one D.H. 60 G (Moth) seaplane for the Air Force Base at Hobsonville. The Fairey 111 F is a general-service type of aircraft, and may be rigged either as a float seaplane or as a landplane, the sea and land undercarriages being readily interchangeable. As a seaplane it is employed for fleet spotting and reconnaissance duties, whilst as a landplane it is used for bombing and reconnaissance.

A proportion of alternative float and wheel undercarriages will be held, to enable aircraft to be utilized either as seaplanes or landplanes in case of necessity. By this policy of using general service aircraft it will be possible to effect economy in the stocks of spare parts to be carried in the Dominion.

(d) *Air Force Base, Hobsonville.*

The engineering survey of the Hobsonville combined landplane and seaplane station has been completed, and the layout plan and design of the various buildings and works are being prepared. It has been ascertained that no difficulties are to be expected on account of foundations in construction of the slipway, sea-wall, and other foreshore work.

The work required to develop the base comprises the following main items :—

- (i) For seaplanes : Slipway, apron (a levelled area between the slipway and hangars), three hangars, petrol-storage system, and access road.
- (ii) For landplanes : Hangars, levelling and clearing area.
- (iii) For general purposes : Workshops, stores building, offices, dining-hall, and cookhouses, conveniences, water-supply, power and light, single men's quarters, and married quarters.

The work immediately necessary for the housing and use of both seaplanes and landplanes is being put in hand as soon as the plans and specifications are completed.

The two seaplanes of the float type which have been ordered are expected to arrive in the Dominion towards the end of the present year, when the station should be ready for their reception and use. Negotiations are also in train for the purchase of a suitable training type of flying-boat, which will be used to train personnel for duty in larger boats to be employed on coastal reconnaissance and naval co-operation duties.

(e) *British Airship Mission.*

On the 29th August the members of the British Airship Mission arrived in New Zealand for the purpose of making a tour of inspection and selecting a suitable site for an airship mooring-tower base. The party consisted of Group Captain P. F. M. Fellowes, D.S.O., A.D.C., R.A.F., Director of Airship Development; Mr. M. A. Giblett, Superintendent of Airship Meteorological Work; and Flight Lieutenant S. Nixon, O.B.E., R.A.F., of the Royal Airship Works.

In order to permit suitable sites being located in the minimum of time, an aeroplane, piloted by Captain J. L. Findlay, M.C., was placed at the disposal of the mission. In it Group Captain Fellowes reconnoitred the country from the air and selected localities for more detailed ground surveys. Possible