

Visits were paid to the existing Air Force establishments, and various places in the North and South Islands which were of strategic importance in connection with the defence of the Dominion, and on the 17th October a report was submitted to His Excellency the Governor-General.

The Air-Marshal departed from Auckland on the 24th October, on his return to the United Kingdom.

(f) CIVIL AVIATION.

During the past year there has been a very encouraging display of public interest and practical support in the direction of developing Aero Clubs. Four clubs have commenced active flying operations—*i.e.*, Auckland Aero Club, Hawke's Bay Aero Club, Marlborough Aero Club, and Canterbury Aero Club.

With the exception of the Hawke's Bay Club, all have received Government assistance by way of loan of two Moth aeroplanes, the four Moths referred to in my previous report going to the Auckland and Canterbury Clubs, whilst the Marlborough Club obtained its machines under an arrangement with the Department whereby it agreed to pay the cost of two machines for delivery in the financial year 1928–29 on an understanding that it was to be reimbursed during the succeeding year. This procedure, however, was found unnecessary owing to the non-arrival of other aircraft on order, so that funds were available from the 1928–29 vote to meet the cost.

The Hawke's Bay Club has purchased its own Moth from club funds.

Pilot instructors nominated by the Aero Clubs were taken into Wigram Aerodrome and given a special instructors' course in flying training for a period of one month. The course was carried out on aircraft of the type to be used by the clubs, so that in addition to becoming acquainted with the latest methods of flying training the instructors were made thoroughly familiar with the type of machine on which they were to give instruction. These officers, who already had considerable previous flying experience, duly qualified, and were approved by the Department as flying instructors.

Up till the 31st May three aero-club trainees have been successful in passing the standard tests for the issue of a private pilot's license. All clubs, however, have pupils carrying out solo flying who should shortly be ready to take the qualifying tests.

During the period under review three clubs have held air displays, each of which was highly successful and aroused great public interest and support.

In June last Sir Charles Wakefield, Bart., offered a light plane to the Government to be used as an aid to the development of civil aviation in the Dominion. This offer was accepted with warm appreciation of the generosity and public-spirited action of the donor. The aeroplane, a D.H. 60x Moth, fitted with the auto-slot safety-device, on arrival was erected and tested at Wigram Aerodrome, and subsequently handed over to the Marlborough Aero Club on the 9th March, 1929.

Two other clubs have received generous support by way of donation of aircraft—*i.e.*, the *New Zealand Herald*, Auckland, has presented a D.H. 60x Moth (auto slots) to the Auckland Aero Club, and the *Evening Post*, Wellington, has also offered a plane to the Wellington Aero Club when it is ready to commence operations.

By the generosity of Sir Henry Wigram, the Canterbury Aero Club has secured a block of land adjoining Wigram Aerodrome so located as to enable the club to take full advantage of that excellent training-ground.

In many other centres local bodies are taking steps to provide suitable public aerodromes to meet the requirements of future air development, and in several cases valuable assistance has been given by public-spirited citizens, amongst whom may be mentioned Mr. Charles R. Todd, Dunedin; Messrs. Fairhall Bros., Blenheim; Mr. J. S. Connett, New Plymouth; Mr. Eriata Nopera, Dannevirke; and Mr. McC. Peacock, Auckland.

The undermentioned civil companies have commenced operations with aircraft as shown: Air Survey and Transport Co., Ltd., Auckland—one D.H. 60x Moth; Southern Cross Airways, Ltd., Auckland—one Blackburn Bluebird Genet; Hamilton Airways, Ltd., Hamilton—one D.H. 60x Moth. The two latter companies undertake short passenger flights only, whilst the former carried out photographic surveys in addition to air-taxi work.

3. TERRITORIAL FORCE.

(a) COMMANDS.

During the year officers have been transferred to the Reserve after completing their term in command of units as follows:—

Mounted Rifles:—

Lieut.-Colonel L. C. Chaytor, M.C., V.D. (Nelson-Marlborough Mounted Rifles).
Lieut.-Colonel R. Wyman, D.S.O. (Waikato Mounted Rifles).

Artillery:—

Lieut.-Colonel N. S. Falla, C.M.G., D.S.O., V.D., A.D.C. (Central Coast Artillery Group).
Lieut.-Colonel R. C. Wickens, D.S.O., V.D. (Southern Artillery Group).

Engineers:—

Lieut.-Colonel D. J. Gibbs, D.S.O., V.D. (Commanding Corps of Engineers).

Infantry:—

Colonel R. St. J. Beere, D.S.O., V.D. (2nd Infantry Brigade).
Lieut.-Colonel H. E. Barrowclough, D.S.O., M.C. (1st Battalion, Otago Regiment).
Lieut.-Colonel R. L. Evatt, V.D. (1st Battalion, Wellington Regiment).
Colonel S. S. Allen, C.M.G., D.S.O., V.D. (1st Battalion, Hauraki Regiment).