

(c) AIRCRAFT AND EQUIPMENT.

The aircraft as shown in my previous report have still been maintained in service, and the two flights of Vickers Vildebeest have been delivered to stations.

In addition, an order was placed for four Avro 626 aircraft, fitted with "Cheetah" engines. This type is an advanced training type, and will be allotted to the Flying Training Flight at Wigram Aerodrome.

A further flight of Avro 626 is to be ordered next year in accordance with the policy to provide aircraft for the training of N.Z.A.F. personnel.

This type has several alternative equipment schemes which enable instruction and practice in the various specialist duties of pilots, navigators, bomb-timers, air gunners, wireless operators, and observers.

(d) ROYAL NEW ZEALAND AIR FORCE AERODROMES.

Much work has been done on the two Air Force Stations at Auckland and Christchurch, and is still in hand.

At R.N.Z.A.F. Base, Auckland, extensive levelling operations are being carried out, and three houses have been erected for married officers; contracts have also been let for the construction of the following buildings: 1 new hangar, 1 single men's barracks, 10 married airmen's quarters.

At Wigram Aerodrome, levelling operations and roading have been carried out in the residential area, and contracts have been let for the construction of two new hangars.

Plans have been prepared for a new workshop block and residence for the Officer Commanding to replace old buildings which are to be dismantled. These old buildings were taken over from the Canterbury Aviation Co., and can no longer serve their purpose.

(e) CIVIL AVIATION.

(i) General.

The amount voted for civil aviation for the financial year 1934-35 was £14,850, and the expenditure £11,316.

Civil-aviation statistics as they affect the Defence Department, as at 31st May, were as follows:—

Pilots' "A" licenses (private)	..	..	..	316
Pilots' "B" licenses (commercial)	..	..	..	56
Aerodromes (licensed)	..	..	..	44
Aircraft	..	..	..	81
Ground engineers	..	..	..	64

During the year two companies, licensed by the Transport Co-ordination Board, commenced operations—viz., The East Coast Airways, Ltd., and N.Z. Air Travel, Ltd. The former plies between Gisborne and Napier and the latter between Incheon and Okuru, on the west coast of the South Island.

The statistics for these companies since the commencement of operations to 31st May are as follows:—

N.Z. East Coast Airways (commenced 15th April, 1935).

Hours flown.	Passengers.	Passengers' Luggage (free).	Freight carried.	One Trip, Special Mail.
160 hr. 5 min.	518	Lb. 8,936	Lb. 4,749	Lb. 97

During this period the company operated with one D.H. "Dragon."

N.Z. Air Travel, Ltd. (commenced 29th December, 1934).

Hours flown.	Passengers.	Freight carried.	Mail carried.
90 hr. 30 min.	142	Lb. 1,026	Lb. 1,553

During this period the company operated with one D.H. "Fox" Moth.

An attempt was made to engage a specially qualified official to take charge of the Aeronautical Inspection Branch, but, owing to the heavy demand for inspectors in England, due to increased aircraft production, no suitable application was received, and it has been decided to engage a local graduate, and, after undergoing preliminary instruction at an Air Force Station, to send him to England for specialist training.