

Wharves and Jetties.—Napier; Te Hapua, Parengarenga; Westhaven Inlet; Tauranga; Quarryman's Bay; Kauri Point, Auckland; Bluff Harbour; Motukaraka, Wairupe Creek; Hokianga; Ravensbourne, Dunedin; Motuihi Island.

Boat Sheds and Skids.—St. Mary's Bay, Auckland; Vauxhall, Otago Harbour; Evans Bay, Wellington (2); Anderson's Bay, Otago; Rocky Point, Otago Harbour; Mechanics Bay, Auckland Harbour.

Bridges.—Port Ahuriri; Pukapuka Stream, Mahurangi; Waitotara River; Puhinui Creek, Manukau Harbour; Long Bay Bridges, Auckland Harbour; Hoteo River Bridge, Whangarei Harbour.

Training-walls.—Motueka Harbour; Protective groyne, Patea River.

Reclamations.—Evans Bay, Wellington; Putiki Bay, Waikeke Island; Hobsonville, Auckland; Okarito Harbour.

Sewerage Outfalls.—East Clive, Hastings.

ESTABLISHMENT OF AERODROMES AND LANDING-GROUNDS.

In pursuance of the Government's policy to establish a chain of aerodromes and intermediate emergency landing-grounds throughout the Dominion to cater for the needs of the New Zealand Air Force, private flying, and commercial air transport, considerable expansion of this branch of the Department's activities has taken place during the year ending 30th June, 1936. In connection with this work, through the attachment of one of my officers to the Defence Department, very close co-operation has been established between my Department and the Royal New Zealand Air Force and Civil Aviation Branches of the Defence Department. Very considerable assistance has also been received from the Labour Department, the Transport Board, and the Lands and Survey Department.

Apart from the actual construction and development of aerodromes and landing-fields, the work has entailed a considerable amount of investigation connected with projected air routes and the selection of the most suitable sites for development as aerodromes. In addition to the expansion and development of the Royal New Zealand Air Force Base at Hobsonville and the Royal New Zealand Air Force Flying Training School at Wigram, investigations have now been extended to 106 sites in both Islands, many of which have been found to be quite unsuitable.

Preliminary surveys have been carried out on twenty-five possible sites, and thirty-two areas have been surveyed with a view to development, and construction actually undertaken on forty, of which nine have been completed at least to a primary stage of development.

During the year by far the greater proportion of the cost of construction was met from the Employment Funds for the utilization of unemployed labour, which would otherwise, in many cases, have been employed on work of little permanent value. Several aerodromes have been commenced, utilizing plant methods of construction, and proposals have been in the course of preparation to undertake all new works commencing in the coming year by plant methods as far as is practicable. During the year a maximum of 2,400 men were employed on aerodrome construction.

In addition to the aerodrome work involving the actual preparation of the flying-fields, this Department is also preparing the designs and supervising the construction and layout of buildings and facilities at the Air Force stations, acts in an expert and advisory capacity in all matters connected with civil aerodromes, the establishment of air routes, and, generally, in conjunction with the Civil Aviation Branch of the Defence Department, in an advisory capacity on many matters pertaining to civil-aviation development.

New Zealand Air Pilot.—In conjunction with the Civil Aviation Branch of the Defence Department, this Department has been responsible for the issue of a New Zealand Air Pilot on similar lines to the Air Pilot of Great Britain. The Aerodrome Branch of the Department has been engaged in the collection, compilation, and preparation of all information in connection with this publication now available to all aviators.

Strip Maps.—In conjunction with the Lands and Survey Department, the preparation of aviation strip maps in six maps covering the whole Dominion has been proceeded with. These maps embody the best features of aviation maps published throughout the world. The first sections are already in the hands of the printer and should be available shortly.

Details of the aerodrome works at present in hand in the various Public Works Districts are as follows :—

ROYAL NEW ZEALAND AIR FORCE.

Auckland District: Hobsonville Air Base.—During the year construction work has been continued on the enlargement and improvement of the flying-field to enable it to accommodate the increased use of land planes at this station; regrading operations are now being extended to cover 90 acres, the work has been heavy and has involved the shifting of 82,500 cubic yards of spoil during the period.

Excavation and reclamation for an additional seaplane hangar has been put in hand, is now nearing completion, and has involved the shifting of 23,500 cubic yards of spoil.

A single men's barracks to accommodate sixty airmen and ten cottages for other ranks, the erection of which were in hand last year, have been completed and put into service.

No. 2 land plane hangar—120 ft. by 85 ft.—has been completed during the period.

In addition to the above structures, extensive improvements to the grounds generally, extensive sewerage, water-supply, and electrical-reticulation schemes have been extended during the year.

Christchurch District: Wigram Aerodrome.—During the year small extensions in the outfield of the flying-field have been regraded and levelled, and a small area of 5 acres near the hangars has been tile drained.