

APPENDIX II.—NET EXPENDITURE DURING LAST NINE YEARS.

Year.						Military Forces.	Aviation.	Total.
<i>Defence Vote.</i>								
						£	£	£
1927-28	..	..	..	..	..	453,580	28,179	481,759
1928-29	..	..	..	..	..	425,813	38,782	464,595
1929-30	..	..	..	..	..	401,645	53,183	454,828
1930-31	..	..	..	..	..	229,050	48,749	277,799
1931-32	..	..	..	..	..	156,311	26,663	182,974
1932-33	..	..	..	..	..	180,112	27,715	207,827
1933-34	..	..	..	..	..	215,950	48,773	264,723
1934-35	..	..	..	..	..	321,686	143,546	465,232
1935-36	..	..	..	..	..	378,181	173,944	552,125
<i>Public Works Fund.—Vote, Contingent Defence.</i>								
1927-28	..	..	..	..	..	39,706	280	39,986
1928-29	..	..	..	..	..	23,029	44,623	67,652
1929-30	..	..	..	..	..	7,896	38,870	46,766
1930-31	..	..	..	..	..	363	13,449	13,812
1931-32	..	..	..	..	..	Nil	Nil	Nil
1932-33	..	..	..	..	..	Nil	Nil	Nil
1933-34	..	..	..	..	..	Nil	Nil	Nil
1934-35	..	..	..	..	..	Nil	Nil	Nil
1935-36	..	..	..	..	..	Nil	Nil	Nil

APPENDIX III.

1. GENERAL.

The amount voted for civil aviation for the financial year 1935-36 was £20,014, and the expenditure £13,171, leaving an unexpended balance of £6,843.

Civil aviation statistics, as they affect this branch as at 31st May, are as follows:—

Current Licences.

Pilots' A Licences (private)	..	..	..	395
Pilots' B Licences (commercial)	..	..	..	67
Aerodrome Licences	..	..	..	47
Registered aircraft	..	..	..	94
Ground Engineers' Licences	..	..	..	85

During the year four commercial companies operated services under licences issued by the Transport Department over the following routes:—

Company.	Route.
East Coast Airways, Ltd...	.. Napier-Gisborne.
Air Travel (N.Z.), Ltd. ..	.. Inehbonnie-Okuru, via intermediate aerodromes.
Union Airways, Ltd. ..	.. Palmerston North - Dunedin, via Blenheim and Christchurch.
Cook Strait Airways, Ltd. ..	.. Nelson-Blenheim-Wellington.

Statistics for these companies are shown hereunder.

During the year Mr. R. C. Kean, A.M.I.Mech.E., was appointed Chief Inspector of Aircraft, and attached to the staff of the Controller of Civil Aviation at Defence Headquarters, Wellington.

2. AERO-CLUB MOVEMENT.

During the year 125 pilots qualified for issue of A licences, and the sum of £4,480 was paid to clubs for pilots trained, and licences renewed, out of a total of £4,500 voted for this purpose.

Of the above pilots trained, twenty-six, being either females or over the age-limit, were ineligible for subsidy. Each of the following clubs received issues on loan of one D.H. Moth aircraft, which were withdrawn from the Royal New Zealand Air Force: Auckland, Marlborough, Canterbury, and West Coast United Aero Clubs.

Statistics showing activities of aero clubs for the period 1st April, 1935, to 31st March, 1936, are given hereunder.

3. ACCIDENTS.

During the period under review the following accidents occurred, involving loss of life:—

On 20th June, 1935, D.H. Moth ZK-ADO crashed at Waiho as a result of the rudder-bar being jammed by a roll of newspapers. The aircraft struck a tree-stump and burst into flames. The pilot was badly burned whilst making gallant efforts to rescue his passenger, whose life was lost.