

Otago, and Southland. Of four aircraft loaned to clubs during 1935–36, two have been handed over to the clubs concerned, and the remaining two have been destroyed in accidents.

The following statement tabulates the activities of the clubs during the year ended 31st March, 1937.

Light Aero Clubs.

Aero Club.	Average Membership.		Aircraft in use at 31st March, 1937.	Average Number under instruction.		Hours flown during Year.		Pilots trained during Year.
	Associate.	Flying.		Dual.	Solo.	Dual.	Solo.	
Auckland	508	154	9	60	41	736	1,328	21
Western Federated	447	121	2	40	10	362	1,120	17
Middle Districts	144	71	2	24	6	412	559	10
Wellington	284	90	5	20	7	376	1,186	15
Wairarapa and Ruahine	259	68	3	5	3	224	491	11
Hawke's Bay and East Coast	146	118	3	20	8	487	894	12
Marlborough	136	35	2	6	2	182	383	12
Canterbury	94	121	4	26	9	584	1,494	27
Otago	169	64	2	8	4	265	619	13
Southland	97	49	5	9	3	219	659	11
West Coast United	173	38	2	7	2	132	447	9
Total	2,457	929	39	225	95	3,980	9,180	158

6. AERONAUTICAL INSPECTION.

During the year 261 inspections of aircraft were made. A number of special examinations and tests of components and materials were also carried out during this period. This work of checking materials and equipment for compliance with the regulations is increasing rapidly, and the Department has now on hand extensive equipment to enable these tests to be carried out.

An Assistant Aircraft Inspector was appointed at the end of the year, and is attached to the staff of the Controller of Civil Aviation.

7. CERTIFICATES OF REGISTRATION.

The number of certificates of registration issued during the ten months ending 31st March, 1937, was twelve.

Of the fifteen aircraft registered during the period, thirteen were aircraft registered for the first time, and two were aircraft which changed ownership and were registered anew. Of the thirteen machines registered for the first time, three were locally built experimental types for which no certificate of airworthiness is issued.

Changes of ownership, dismantling, crashes, &c., caused the cancellation of eighteen certificates during the year, leaving a total of eighty-nine aircraft registered on 31st March, 1937.

The following is an analysis according to types of the aircraft entered in the register as at 31st March, 1937:—

D.H. 60 ("Moth") (all types)	40
D.H. 80A ("Puss Moth")	5
D.H. 83 ("Fox Moth")	2*
D.H. 84 ("Dragon")	2*
D.H. 86 ("Express Air Liner")	3*
D.H. 87A ("Hornet Moth")	1
D.H. 89 ("Dragon Rapide")	4*
Miles "Hawk"	1
Percival "Gull"	1
Waco (American)	3
Monospar ST 25	2
Avro "Avian"	4
Avro 504k	2
Comper "Swift"	1
Klemm "Swallow"	1
Spartan	6
Boeing (American)	1
De Soutter	2
Pou-du-Ciel	3
Miscellaneous types	5

Of the above total of eighty-nine aircraft, seventy-eight are single-engined machines, eight are twin-engined, and three are fitted with four engines.

8. CERTIFICATES OF AIRWORTHINESS.

The number of aircraft possessing current certificates of airworthiness at the end of the period was sixty-three. The remaining twenty-six aircraft included in the total of eighty-nine aircraft recorded as registered in this country, but not certified as airworthy at the close of the year, comprised aircraft

* Operating in regular air services.