

The total number of aircraft operated by aero clubs as at 31st March, 1938, was fifty-eight, distributed as follows :—

Club.	Aircraft.	
	Number.	Type.
Auckland	4	D.H. 60.
	1	Avro Avian.
	2	D.H. 82.
	1	Beechcraft.
	1	Miles Magister.
Western Federated	3	D.H. 60.
	2	D.H. 82.
	1	Miles Hawk.
Middle Districts	1	D.H. 60.
	2	D.H. 82.
	1	Porterfield.
Wellington	2	D.H. 60.
	1	D.H. 82.
	1	Miles Hawk.
	1	Miles Magister.
	1	Waco.
Wairarapa	3	D.H. 60.
	1	Whitney Straight.
Hawke's Bay and East Coast	2	D.H. 60.
	1	D.H. 87.
	1	D.H. 82.
	1	Porterfield.
Marlborough	2	D.H. 60.
	1	Miles Hawk.
	1	Fleet Trainer.
	1	Waco.
Canterbury	3	D.H. 60.
	1	Miles Hawk.
	1	Monospar S.T. 25.
	1	Whitney Straight.
Otago	3	D.H. 60.
	1	Miles Magister.
	1	Waco.
Southland	2	D.H. 60.
	1	D.H. 80A.
West Coast United	2	D.H. 82.
Waikato	2	D.H. 60.
	1	D.H. 80A.

In August, 1937, the Government agreed to make advances free of interest to the "approved" aero clubs for the purchase of new training aircraft, repayable over a period of three years. Under this scheme four Miles Magisters, five Tiger Moths, one Whitney Straight, and one Hornet Moth were purchased.

The four Magisters referred to above were ordered in 1936, and it was originally intended to issue these on loan to the four clubs most needing additional aircraft. However, with the initiation of the Government training scheme these machines were supplied on repayment to those clubs appointed to undertake the training of Air Force candidates, and in their place four Tiger Moths were ordered for issue on loan.

The practice of granting subsidies to clubs in respect of male pilots trained or renewing their pilots' licences was discontinued from 31st March, 1937, when the Department entered into an agreement with clubs for the training of Air Force candidates and pilots of the Civil Reserve.

The total number of Civil Reserve and Air Force candidates trained during the year 1937-38 was 123, comprising 24 Air Force trainees and 99 civil reservists.

In addition to their training activities, each of the clubs possessing aircraft holds an Aircraft Taxi License issued by the Minister of Transport which permits them to undertake charter work to any part of the Dominion.

As a safeguard to established scheduled services clubs are required to charge 10 per cent. above the service fares when operating along a scheduled aircraft service route.

A statistical summary of aero club activities is set out in Appendices.

Private Flying.

At 31st March, 1938, there were twenty-three private persons owning a total of twenty-five aircraft. Two owners have leased their aircraft to clubs for training and taxi purposes.