

Details of the operation of these services will be found in the tables of statistics in Section VII of this report.

NON-SCHEDULED COMMERCIAL FLYING.

During the year the following companies operated non-scheduled services :

Waikato Aviation Co.
New Zealand Aerial Mapping, Ltd.
Southland Airways, Ltd.
Queenstown - Mount Cook Airways, Ltd.

Similar facilities were offered by the companies operating the scheduled services mentioned in the earlier part of this section.

The total flying carried out on charter during the twelve months under review amounted to 2,546 hours, during which 10,342 passengers were carried, compared with 1,870 hours and 7,774 passengers for the previous year.

INTERNATIONAL SERVICES.

Pan-American Airways.

No further flights to New Zealand have been made by Pan-American Airways since the loss of the "Samoan Clipper" in 1937, but the company hopes to resume its service during 1939, when it is expected that the new equipment at present undergoing trials will be available.

Tasman Empire Airways.

Imperial Airways, Ltd., of London, undertook a survey flight from the United Kingdom to New Zealand during December, 1937, and negotiations between the United Kingdom, Australian, and New Zealand Governments were entered into with a view to providing an organization to control a proposed trans-Tasman air service.

A company, to be known as "Tasman Empire Airways," will be formed and will operate three aircraft of the Short Empire-class flying-boat on the Sydney-Auckland route. The cost of the initial ground equipment is to be borne by each of the Governments concerned, and the initial share capital of the company is to be taken up in the proportion United Kingdom 38 per cent., Australia 23 per cent., and New Zealand 39 per cent.

In December the contract was let for the provision of the necessary buildings at Mechanic's Bay. The work was pushed ahead, and construction is proceeding satisfactorily. These buildings include an administration building, a workshop, an engine-test house, and all subsidiary offices.

The administration building, of two stories will provide modern accommodation for the staffs of the operating company, the Meteorological Office, and the Customs and Health Departments. For the convenience of passengers, comfortable reception-rooms and a buffet will also be included.

The workshop at Mechanic's Bay, with a floor space of 15,000 square feet, will include all the necessary facilities to enable the servicing of aircraft using the base. Orders have also been placed in the United Kingdom for the equipment for berthing the aircraft.

It is anticipated that the buildings at Mechanic's Bay will be completed at the end of May and that the moorings and berthing-equipment will be installed early in June.

For a base of this nature it is essential that seaworthy and speedy launches should be provided, and a 37 ft. control launch and a 23 ft. auxiliary launch, capable of maximum speeds of 25 knots, have therefore been ordered from the United Kingdom, and delivery is expected early in June.

In addition to the above, a hangar of approximately 15,000 square feet floor space is to be erected at the R.N.Z.A.F. Depot, Hobsonville. This will enable the service to make use of the slipway at the depot for the beaching of aircraft when required.

It is expected that all the work will be completed by June, when complete terminal facilities for the service will be available. It is hoped to commence the service about September, 1939.

THE AIR PILOTS' GUILD OF NEW ZEALAND.

The Air Pilots' Guild of New Zealand was incorporated on 14th November, 1935, with the object of protecting the interests of the commercial pilots in the Dominion, providing an organization where technical and other matters could be discussed, and constituting a body of experienced airmen who would be available to assist the Government in any matters relating to aviation in which their services might be required.

The management of the guild is conducted by a committee of officers comprising a master, deputy master, and council, all of whom are licensed commercial pilots. The guild is affiliated with the Guild of Air Pilots and Navigators in the United Kingdom.

SECTION III.—AERO CLUBS AND FLYING TRAINING OPERATIONS.

AERO CLUBS.

Although an aero club was formed in New Zealand in 1909, club flying was not commenced until, with Government recognition and assistance, the movement proper got under way in 1928. For the purposes of subsidy, the Dominion was divided that year into ten districts, in each of which a federation of clubs was "approved" to receive subsidy from a vote placed on the annual civil aviation estimates. Between 1928 and 1930 the following approved clubs commenced operations: Auckland, Western Federated, Hawke's Bay and East Coast, Wairarapa and Ruahine, Wellington, Marlborough, Canterbury, Otago, and Southland, while the West Coast United and the Middle Districts Clubs came into being in 1933 and 1935 respectively. Later, the Auckland Aero Club formed an additional training centre at Hamilton, which ultimately took over some of the equipment of the parent club and functioned as a separate organization. In September, 1938, an organization known as the "South Auckland Aero Club" was approved for subsidy purposes.