

## REPORT OF THE ACTING CONTROLLER OF CIVIL AVIATION FOR THE YEAR ENDED 31st MARCH, 1940.

The Hon. the MINISTER OF DEFENCE.

In the past twelve months it can be said that the facilities offered by the companies operating scheduled air services were, on the whole, much better patronized by the general public than in previous years and, had the war not intervened, there is no doubt that all previous traffic records would have been surpassed. Much the same state of affairs applies to the aero clubs, whose training facilities were being used to the utmost. As a result of the taking-over of civil aircraft under the Aviation Emergency Regulations 1939, ten aero clubs and one company operating regular services were obliged to cease operations.

During the year the installation of the facilities necessary for the overseas services was proceeded with, and preliminary tests were conducted during initial survey flights. With the outbreak of war it appeared likely that the inauguration of the Auckland-Sydney service would be delayed, but the operation of the service was commenced on 29th April.

### SECTION I.—ADMINISTRATION.

#### 1. CIVIL AVIATION VOTE.

The civil aviation votes for previous years, commencing with the first allocation (1929-30), are shown hereunder:—

Year.	Voted.	Expended.
	£	£
1929-30 .. .. .	7,300	7,532
1930-31 .. .. .	7,600	7,057
1931-32 .. .. .	2,200	2,093
1932-33 .. .. .	4,750	4,243
1933-34 .. .. .	7,250	1,813
1934-35 .. .. .	14,850	11,316
1935-36 .. .. .	20,014	13,171
1936-37 .. .. .	21,914	21,802
1937-38 .. .. .	42,234	35,490
1938-39 .. .. .	50,871	46,057
1939-40 .. .. .	42,015	

#### 2. PERSONNEL.

In December, 1939, the Chief Inspector of Aircraft, Mr. R. C. Kean, returned from a period of attachment to various branches of the Air Ministry. Earlier in the year three technical officers were appointed to the staff, two as operations officers and one as an engines inspector with the Aircraft Inspection Branch. A full-time control officer was also appointed at the marine aircraft base established at Mechanic's Bay, Auckland, for the trans-Tasman service and the southern terminal of the Pan-American Airways' San Francisco-New Zealand service.

In February of this year the Controller of Civil Aviation (Group Captain T. M. Wilkes, C.B.E., M.C., A.D.C.) was appointed New Zealand Liaison Officer in Melbourne to the Royal Australian Air Force and the Australian Defence Forces, and Flight Lieutenant J. M. Buckeridge was appointed Acting Controller of Civil Aviation during his absence.

#### INTERNATIONAL AGREEMENTS.

##### *Importation of Aircraft of American Manufacture.*

The visit of the Chief Inspector of Aircraft to the United States last year afforded the opportunity of direct discussion with representatives of the Civil Aeronautics authority in Washington, on outstanding questions of interpretation and technical requirements of an arrangement between the United States of America and this Dominion relating to the importation into New Zealand of aircraft and aircraft components manufactured in the United States, to which reference was made in my last report.

From these discussions it was possible to formulate a set of mutually acceptable conditions, and the arrangement became effective on 1st March, 1940.