

REPORT OF THE ACTING CONTROLLER OF CIVIL AVIATION FOR THE YEAR ENDED 31st MARCH, 1941.

The Hon. the MINISTER OF DEFENCE.

ALTHOUGH activities in civil aviation have been further reduced since the presentation of my last report, the fullest use is being made of the equipment still available for civil purposes. The scheduled aircraft services, although reduced to the main trunk route (Auckland-Wellington), the Cook Strait Service, and the Nelson-West Coast and South Westland services, are operating to the maximum degree with the material and personnel available. Three clubs and two companies are providing flying facilities for private pilots who were formerly members of the larger aero club federations, but unfortunately only two clubs are now able to provide training facilities.

Notwithstanding the war, the plans for the linking of the United States of America and Australia with the Dominion were brought to fruition, with the result that Tasman Empire Airways, Ltd., commenced a regular scheduled service on 30th April, 1940, whilst the first commercial flight of Pan-American Airways carrying passengers terminated at Auckland on 11th September, 1940. The public evinced a rapid appreciation of the saving of time effected by the use of air services, and the result has been a steady increase on both these services in passengers, freight, and mail traffic.

The inauguration of overseas services has necessitated the institution of special meteorological services and radio aids essential for the safe navigation of aircraft operating on such long routes. The provision of these facilities has presented many problems which, however, have been overcome by the willing co-operation of the Departments concerned and of the Australian authorities. At the same time, the Aeradio and Direction-finding Organizations for the internal air services have been improved, and during the forthcoming year it is hoped, with the co-operation of the Royal New Zealand Air Force, to complete the calibration of all D/F stations.

LICENSES AND CERTIFICATES.

The following licenses and certificates provided for in the Air Navigation Regulations 1933 are issued by the Controller of Civil Aviation:

1. For Personnel.

Pilots' Class "A" (private) Licenses.

Pilots' Class "B" (commercial) Licenses.

Navigators' Licenses, first and second class.

Ground Engineers' Licenses, in categories A, Ae, B, C, Ce, D, and X.

Instructors' Authorities.

2. For Equipment.

Aircraft: Certificates of Registration and Certificates of Airworthiness.

Aerodrome: Public Licenses and Temporary Licenses.

As anticipated, the numbers of licenses and certificates issued during the year are generally considerably below the corresponding totals for the pre-war years. The following table indicates the figures for the current year and quotes, for comparative purposes, the figures for the years 1938-39 and 1939-40. The total licenses and certificates current at the end of each year are also given:—

		Issued, 1940-41.	Current on 31st March, 1941.	Issued, 1939-40.	Current on 31st March, 1940.	Issued, 1938-39.	Current on 31st March, 1939.
Pilots' "A" Licenses	..	30	115	86	447	205	588
Pilots' "B" Licenses	..	4	24	20	26	26	86
Navigators' Licenses	..	6	11	9	9	2	4
Ground Engineers' Licenses	..	8	46	11	64	16	76
Certificates of Airworthiness	..	4	27	5	25	9	78
Certificates of Registration	..	4	39	5	39	22	107
Aerodrome licenses							
Temporary	5	3	1	3	5	4
Public	26	4	39	12	55

Towards the end of 1939 it was decided to defer the holding of examinations for "B" Pilots', Navigators', and Ground Engineers' Licenses during the war period, but as certain civil aviation activities continued to operate it was necessary to reconsider this decision, with the result that examinations for Ground Engineers' were resumed as from 1st January, 1941.

FLYING TRAINING.

During the year the following civil organization were providing flying-training facilities:—

Rotorua and Bay of Plenty Aero Club, using one D.H. 60, one Avro Avian, and one Piper Cub;

New Plymouth Aero Club, using one Piper Cub, one Porterfield, and one Rearwin;

Associated Air Pilots, Ltd., using one Piper Cub; and

Air Work (N.Z.), Ltd., using one Moth Minor.