

The number of aerodromes licensed on 31st March, 1946, was less than on the corresponding date in 1939 prior to the outbreak of war. This is due to the fact that the majority of airfields in use by civil operators have not yet been returned to the original owners, and as they are directly under the control of the Civil Aviation Branch they have been made available for use by special permission of the Minister of Defence in terms of Regulation 7 (i) of the Air Navigation Regulations 1933. The total number of licensed fields at 31st March, 1946, was sixteen; twenty-three airfields were available under Ministerial approval, and two R.N.Z.A.F. stations, which have been designated as Customs aerodromes—Whenuapai and Mechanics Bay—are used by overseas civil aircraft.

## SECTION VI.—AIRCRAFT

There has been an appreciable increase in the number of aircraft on the Civil Register during the year, due, in the main, to the disposal of surplus Service aircraft. Additions to the Register comprised two Lockheed Lodestar (C. 60), one Lockheed Hudson, one Rearwin, one Miles Whitney Straight, and twenty-one Tiger Moths.

The three Lockheed aircraft were purchased by Union Airways of New Zealand, Ltd., the Lodestars for use on the Main Trunk routes, and the Hudson for training.

On the 31st March, 1946, there were fifty-four aircraft on the Civil Register, comprising the following types:—

|                          |    |    |                               |    |   |
|--------------------------|----|----|-------------------------------|----|---|
| D.H. 82 Tiger Moth       | .. | 18 | Beechcraft A.T. 11            | .. | 1 |
| D.H. 60 Moth             | .. | 3  | Rearwin                       | .. | 1 |
| D.H. 90 Dragonfly        | .. | 1  | Short S. 30 flying-boats      | .. | 2 |
| D.H. 89 Rapide           | .. | 1  | Percival Proctor              | .. | 1 |
| D.H. 86 Express Airliner | 1  |    | Tui (locally built)           | .. | 1 |
| D.H. 82 Fox Moth         | .. | 2  | Heath Parasol (locally built) | 1  |   |
| Lockheed 10A             | .. | 3  | Fleet 7B                      | .. | 1 |
| Lockheed Lodestar        | .. | 2  | Avro Avian                    | .. | 2 |
| Lockheed Hudson          | .. | 1  | Pour de Ciel                  | .. | 3 |
| Miles Whitney Straight   | .. | 2  | Monocoupe                     | .. | 1 |
| Monospar S.T. 25         | .. | 1  | Desoutter                     | .. | 1 |
| Piper Cub                | .. | 4  |                               |    |   |

Of the total fifty-four shown, thirty-two were in possession of current Certificates of Airworthiness, the remainder being stored pending the resumption of activities by aero clubs.

The cessation of hostilities rendered surplus to Royal New Zealand Air Force requirements a number of Tiger Moth aircraft, as well as a number of other civil-type aircraft which had been acquired from aero clubs and private owners on the outbreak of hostilities. In accordance with the procedure for disposal of surplus war assets, these aircraft were declared to the War Assets Realization Board for disposal. It was agreed that previous owners should be given the opportunity of first refusal on their respective aircraft.

After the cessation of hostilities attention was directed to the resumption of aero club flying activities, a pre-requisite being the replacement of club aircraft taken over for war purposes. The immediate requirement was for training aircraft, and the surplus Tiger Moth aircraft, which type was the