

Excluding a few minor items, the New Zealand Government purchased on behalf of the combined Commonwealth Governments all the American assets and interests at Nandi. This does not include the aeradio equipment and installations for which, although a settlement figure has been determined and the equipment is in the custody of Air Department, final title has not yet been given.

A decision has not yet been reached as to whether the ultimate international overseas airport for Fiji will be established at Nandi or, alternatively, at Nausori, an airfield on the Suva side of Vita Levu. Considerable investigations and engineering surveys have been made to assist in determining this matter, and a decision is expected from the next meeting of the South Pacific Air Transport Council.

In the meantime, Nandi must serve the immediate needs as an overseas airport, and is expected to serve that purpose in approximately its present condition. A considerable amount of work has had to be undertaken to convert this aerodrome from its Service function to provide the minimum requirements and facilities for a long-range regular overseas airport.

SECTION VI.—AIRCRAFT

The increase noted during the previous year in the number of aircraft on the Civil Register has been accelerated during the year, from two sources; the disposal of surplus Service aircraft and importation from overseas. The additions to the Register comprise 7 Lockheed Lodestars (2 imported from Australia and 5 transferred from R.N.Z.A.F.), 2 Lockheed Electra 10A (imported from Australia), 6 Douglas Dakotas (transferred from R.N.Z.A.F.), 6 D.H. 89B Dominies (transferred from R.N.Z.A.F.), 3 Short Brothers' flying-boats (imported from England), 4 Percival Proctor (imported from England), 3 Auster V (imported from England), 57 D.H. 82 Tiger Moths (ex R.N.Z.A.F.), 2 Miles Whitney Straight, 1 Piper Cub, 1 Beechcraft, 3 Rearwins, 5 D.H. 94 Moth Minors, 1 Percival Vega Gull, 2 Wacos, and 1 Miles Magister.

The 9 Lockheeds and 6 Dominies were purchased by the New Zealand National Airways Corporation for use on the main trunk routes. The 3 Short Sunderland flying-boats were hired by Tasman Empire Airways, Ltd., as reinforcements for the Tasman service. The 6 Dakotas were taken over in the name of the Air Secretary for carriage of passengers and freight on the main trunk routes, this as an interim measure pending their conversion to civil standards and absorption into the fleet of New Zealand National Airways Corporation.

On 31st March, 1947, there were 154 aircraft on the Civil Register, comprising the following types:—

D.H. 82 Tiger Moth	..	75	Miles Whitney Straight	..	4
D.H. 60 Moth	..	2	Miles Magister	..	1
D.H. 90 Dragonfly	..	1	Monospar S.T. 25	..	1
D.H. 89A Rapide	..	1	Piper Cub	..	5
D.H. 89B Dominie	..	6	Beechcraft	..	2
D.H. 83 Fox Moth	..	2	Rearwin	..	4
D.H. 80 Puss Moth	..	2	Short flying-boats	..	5
D.H. 94 Moth Minor	..	5	Percival Proctor	..	5
Lockheed 10A	..	5	Percival Vega Gull	..	1
Lockheed Lodestar (18-56)	9		Waco	..	2
Douglas Dakota C. 47	..	6	Auster	..	3
Avro Avian	..	2	Monocoupe	..	1
Desoutter	..	1	Pou-de-Ciel	..	3

Of the total shown, 110 were in possession of certificates of airworthiness, the remainder being at repair stations for rebuild and overhaul.