

1936.
NEW ZEALAND.

DEFENCE FORCES OF NEW ZEALAND.

ANNUAL REPORT OF THE GENERAL OFFICER COMMANDING NEW ZEALAND
MILITARY FORCES.

Presented to both Houses of the General Assembly by Command of His Excellency.

REPORT.

The Hon. the Minister of Defence.

Wellington, 30th July, 1936.

SIR,—

I have the honour to submit the following report on the New Zealand Military Forces for the period 1st June, 1935, to 31st May, 1936:—

1. NEW ZEALAND REGULAR FORCES.

(a) COMMANDS AND STAFF.

The strength of the Regular Forces is shown in Appendix I.

Colonel F. Symon, C.B., C.M.G., D.S.O., R.N.Z.A., A.D.C. to the King, Director of Artillery, having reached the age for retirement, proceeded on retiring leave on the 6th May, 1936.

Major L. G. Goss, N.Z.S.C., relinquished the appointment of Assistant Adjutant and Quartermaster-General, Central Command, and was appointed S.O.R.D. 7, Napier, on the 18th March, 1936, *vice* Captain A. Bongard, M.C., N.Z.S.C.

Captain V. G. Jervis, N.Z.S.C., relinquished the appointments of S.O. (Exams.) and O.C. Records, Regular Forces, at General Headquarters, and was appointed Assistant Adjutant and Quartermaster-General, Central Command, dated 18th March, 1936.

Major A. J. Edney, R.E. (on loan from the British Army), was appointed Staff Officer, Fortifications and Works, on 9th October, 1935.

Captain G. H. Clifton, M.C., N.Z.S.C., after completing a tour of instruction in England, returned to the Dominion on the 9th October, 1935, and was appointed G.S.O. (Intelligence), at General Headquarters.

Captain W. G. Gentry, N.Z.S.C., after completing a tour of instruction in England, returned to New Zealand on 10th February, 1936, and was appointed Staff Officer, Engineers and Exams., at General Headquarters.

Captain J. I. Brooke, N.Z.S.C., proceeded to Australia on 23rd August, 1935, and was appointed to the staff of the Royal Military College of Australia, Sydney, as an instructor. He is seconded while so employed.

Captain C. S. J. Duff, after completing courses of instruction in England, returned to New Zealand on 15th October, 1935, and was appointed Assistant Staff Officer, Artillery (temp.), at General Headquarters, and has since been appointed O.C. Fort Dorset and Instructor in Gunnery, Central Command.

Flight Lieutenant V. J. Somerset-Thomas, Royal New Zealand Air Force, resigned his commission on 15th July, 1935.

Captain S. F. Allen, N.Z.S.C., relinquished the appointment of Staff Officer, Engineers, and was appointed Officer in Charge Records, Regular Forces, in addition to his appointment of Staff Officer, Signals, at General Headquarters. Dated 18th March, 1936.

The undermentioned were appointed to commissions in the Regular Forces:—

- (i) To the New Zealand Staff Corps—
 Lieutenant G. Sanders, A.M.I.C.E.
 Lieutenant J. B. White, B.E., M.Sc., A.M.I.C.E.
 Lieutenant E. J. Horwood, M.Sc.
 Lieutenant W. S. McKinnon, B.Sc.

These candidates were drawn from outside the Service, and were specially selected to fill vacancies in the establishment for which they were particularly suited by their educational qualifications and experience.

- (ii) To the Royal New Zealand Air Force—
 Flight Lieutenant W. Man, D.F.C.
 Flying Officer C. E. Kay.
 Flying Officer H. W. Duffy.
 Flying Officer A. G. Lester.
 Flying Officer R. J. Cohen.
 Flying Officer C. C. Hunter.
 Flying Officer F. R. Dix.
 Flying Officer H. G. Wilson, M.M.
 Flying Officer F. L. Truman.
 Flying Officer H. L. Tancred.
- (iii) To the New Zealand Army Ordnance Corps—
 Lieutenant A. H. Andrews, B.E.

(b) MILITARY EDUCATION.

Lieutenant G. H. Heal, N.Z. Staff Corps, proceeded to England on 13th July, 1935, to attend qualifying courses for Officers, Royal Corps of Signals.

Captain A. H. L. Sugden, N.Z. Staff Corps, left for England on the 7th December, 1935, to undergo a series of courses in small-arms training.

Lieutenant S. B. Wallace, B.E., N.Z. Army Ordnance Corps, proceeded to England on 15th February, 1936, for the purpose of undergoing a course of instruction at the Military School of Science, Woolwich.

Five additional cadets entered the Royal Military College of Australia on 1st March, 1935, making a total of sixteen New Zealand cadets who are undergoing a four-years' course at the College. On graduating, they will be appointed to commissions in the N.Z. Regular Forces.

I am pleased to report that it has been decided by the Government that the Dominion will resume representation at the Imperial Defence College in 1937, and an officer of the Regular Forces has been selected for the year's course there.

(c) LIAISON WITH AUSTRALIA.

In furtherance of the policy of interchanges with Australia, Major H. C. H. Robertson, D.S.O., Australian Staff Corps, visited the training camps and military establishments in New Zealand, in January and February last, and Captain G. Dittmer, M.B.E., M.C., N.Z. Staff Corps, did similar duty in Australia in February and March.

(d) CASUALTIES.

During the year the total casualties in other ranks was twenty-two; this included three deaths, two retirements on account of age, while the remaining seventeen were discharged at their own request.

2. TERRITORIAL FORCE.

(a) COMMANDS AND STAFF.

Lieutenant-Colonel F. W. Kemp, M.C., M.D., M.R.C.S. Eng., L.R.C.P. Lond., was appointed Assistant Director of Medical Services, General Headquarters, on 1st August, 1935.

During the past year a number of officers commanding brigades and units have relinquished their commands, on account of having completed the normal period during which such appointments may be held, and to them I wish to extend my appreciation of the valuable services they have rendered.

(b) STRENGTH.

The strength of the Territorial Force as on 31st May, 1936, is shown in Appendix I. There has been a slight decrease on last year's figures.

3. COAST DEFENCES.

The construction of Coast Defence works has progressed in accordance with the authorized plan, and the actual constructional work will be completed within the time anticipated.

The full installation of the armament, however, cannot be completed in 1936, owing to the delay in procuring the necessary technical equipment from the United Kingdom. This delay is due to the fact that, in order to obtain delivery of special equipment within a specified period, it is necessary to place the actual order some eighteen months or two years prior to the date on which delivery is desired. Prior to such order being placed, financial authority is first required, but, owing to financial considerations, it has not always been possible to place the orders at the appropriate time.

I would stress the fact that the accelerated rearmament programme in the United Kingdom may, during the next two or three years, cause difficulty and further delay in the delivery of technical equipment and warlike stores. For these reasons it is essential that financial authority be given to place these orders at the earliest possible moment in each case.

4. AIR SERVICES.

(a) ROYAL NEW ZEALAND AIR FORCE.

The strength of the Royal New Zealand Air Force as at 31st May, 1936, was 20 officers and 107 airmen, new enlistments during the period under review being 11 officers and 11 airmen. One officer resigned his commission, 4 airmen were discharged, and 1 airman died.

Although there was a decrease in the Air vote as compared with that voted for the previous year, the amount actually expended for 1935–36 exceeded that of the year 1934–35 by £31,441. A net sum of £154,854 was voted for military aviation, the amount expended being £163,671, representing an over-expenditure of £8,817, which was primarily due to large commitments carried over from the previous year.

The flight of advanced training aircraft, ordered in the training year 1933–34, and referred to in my last report, arrived from England early in the year, and was brought into service at Wigram Aerodrome.

Co-operation with Naval and Land Forces has been carried out by both Air Force stations during the training year. The total actual flying time involved in these exercises being—with Naval Forces, 72 hours; with Land Forces, 123 hours. A further 137 hours' flying was done in movements to and from camps, &c.

(b) NEW ZEALAND AIR FORCE.

The strength of the New Zealand Air Force totals 74 officers and 4 N.Z. Medical Corps Officers, and 1 N.Z. Artillery Officer attached. No new appointments were made during this year.

Annual training, consisting of a six-days' refresher course and ten days' annual camp, was carried out during the year at Wigram Aerodrome by the four squadrons. In addition, selected officers underwent training as Flying Instructors and in instrument-flying.

The refresher courses were held during October, 1935, and the annual camps during February and March of this year.

The attendance and flying times were as follows:—

—		Officers attending.	Hours flown.
Refresher courses (six days)	..	54	480
Annual camps (ten days) ..	..	57	1,031

The syllabus of training undertaken included practices in the following: Air gunnery, camera obscura, photography, musketry, navigation, wireless, and bombing with 8½ lb. practice bombs.

It is with regret that I have to report that during the annual camp of No. 1 (A.C.) Squadron, Flying Officer G. M. Owen, who was the pilot and sole occupant of a Bristol Fighter carrying out air-gunnery practice, was killed instantly as the result of an accident.

An Air Force Band is in process of formation. A number of players have been enrolled and regular practices are being held, under the conductorship of Flying Officer G. A. Booth.

A contract has been let for the making of uniforms. The material to be used is being manufactured in the Dominion, and is considered to be of a quality superior to that previously imported.

(c) AIRCRAFT AND EQUIPMENT.

The four Avro 626 advanced training machines, fitted with Cheetah engines delivered to Wigram Aerodrome, have proved themselves to be most valuable. Their adaptability enables a variety of training to be undertaken with a minimum of expenditure.

No other new aircraft have been received.

Four of the Air Force D.H. Moth machines have been handed over to aero clubs.

(d) ROYAL NEW ZEALAND AIR FORCE AERODROMES.

Very considerable progress has been made during the past few years in the development of the Service aerodrome at Auckland, and attention is now being directed more particularly to Wigram Aerodrome, Christchurch.

(i) *R.N.Z.A.F Base, Auckland.*

Levelling operations are nearing completion. The new hangar, single men's barracks, and ten married airmen's quarters, mentioned in last year's report, have been completed. An electric standby plant will be available shortly.

Additional married quarters for officers and other ranks, accommodation for single officers, magazines, a small hospital, garages for married quarters, and increased store accommodation, are the main items required to complete the present plan for this station.

The facilities which have already been provided are as follows:—

Two landplane hangars.	Meteorological hut.
Landing-area.	Garage.
Offices.	Five officers' married quarters.
Barracks for single airmen.	Seventeen other ranks' married quarters.
Store building.	

Seaplane establishment comprising:—

Seaplane-hangar.	Wharf and mooring jetty.
Engine-repair shop.	Concrete slipway.
Aircraft-repair shop.	Water tower and supply.
Marine store.	Electric-power and light.
Dope shop.	

Additional land is urgently necessary for extension of the landing-area, in view of the almost certain increase in size and weight of machines; sites for married quarters and other buildings; and to facilitate the general working and administration of the Base. The matter is under action.

(ii) *Wigram Aerodrome.*

The generous gift by the late Sir Henry Wigram of an additional area of land has ensured that the landing-ground at this aerodrome is ample for all requirements, both now and in the future.

The development of the Royal N.Z. Air Force Base, Auckland, being well advanced, a considerable construction programme has been commenced at Wigram Aerodrome.

The two large new hangars, mentioned in last year's report, and a house for the Officer Commanding, are practically completed. The workshop block and large barracks for single airmen are under construction, while plans have been completed for the administration building.

Extensive levelling operations have been in progress and will shortly be completed.

This year's programme includes the construction of quarters for single officers, fire station and appliances, transport shed, and photographic building, and the provision of communications, water-supply, drainage, and miscellaneous items.

Appendix III attached hereto gives details of civil aviation, as far as these affect the activities of the Defence Department.

5. TRAINING.

(a) TRAINING: REGULAR FORCES.

With the arrival this year in the Dominion of the anti-aircraft equipment ordered in 1934 it was possible to commence the training of the Regular Forces allotted to its use and maintenance.

Elementary courses of two weeks' duration have been held in height-finding and predictor work. The theory of these complicated instruments and their construction was touched on, but the main direction of these courses was towards familiarizing personnel with these somewhat novel equipments and the drill of their use. Practice in following aircraft targets was, with the co-operation of the Royal New Zealand Air Force, carried out daily during the courses. While the standard of training reached is highly encouraging, all ranks were impressed with the necessity for continual practice and the high degree of concentration required by the detachments concerned.

Apart from the ordinary routine duties carried out at stations, it has not been possible to afford the Regular Forces any combined instruction, other than during the annual course of fourteen days' duration held in each Command. Opportunity was taken at these courses for officers to carry out exercises in tactics and staff duties, both on the map and on the ground, with a view to introducing them to the many new problems which arise in handling armoured and mechanized forces.

The work carried out by the warrant and non-commissioned officers was designed to assist them in the preparation for the annual training of units, the object being to ensure uniformity of system of instruction, together with the adoption of methods which would arouse and maintain the maximum degree of interest in those under instruction.

Training at General Headquarters Training Depot for army recruits for the New Zealand Regular Forces has been continuous throughout the year. The strength of the depot, in recruits, has varied from 75 to 30, at which figure it now stands.

Drafts of recruits who had finished their year's recruit training were posted to stations in September, 1935, and February, 1936, and a new draft entered the Depot in September, 1935.

(b) TRAINING: TERRITORIAL FORCE.

The annual training prescribed for all units remained unchanged—*i.e.*, a camp of six days' duration, excluding days of arrival and departure (ten days for Coast Artillery Units), and a minimum of thirty-six hours out-of-camp training (sixty hours Coast Artillery Units). In both cases pay of rank was given for both camp training and out-of-camp training for these periods. In addition, two week-end bivouacs were again authorized for each unit.

I regret to have to report that, with few exceptions, attendances at camp were most disappointing. In the country districts harvests and other seasonal work did not fall within the anticipated period, while in the towns the rising tide of prosperity found employers short-staffed or otherwise unwilling to give leave to their employees to attend camp.

The small numbers available greatly hampered the training of all units, and, in some cases, it was impossible for units to carry out more than company or squadron schemes. I would again express my appreciation for the action of those employers who were able and willing to grant their employees leave to attend camp, but, at the same time, I cannot refrain from pointing out that, in many cases, such attendance resulted in the sacrifice of money as well as time on the part of those attending. In the case of one unit which was brought to my notice attendance at camp represented an average financial gain of 10s. per man to forty-two men, but an average loss of 23s. per man to seventy-four men. The demands made upon the time of officers and non-commissioned officers by way of attendance at courses of instruction adds to the difficulty of solving a problem, which becomes more acute each year. It is only possible for them to devote a limited time to their military duties, whereas the complexity of modern war material demands an ever-increasing standard of military knowledge. The problem lies in equating these two factors.

It is, however, pleasing to be able to record a marked improvement in the standard of training achieved by cadet units at most secondary schools.

The Earl Roberts Imperial Cadet Trophy, which is competed for annually by cadet units throughout the Empire, was won by the Otago Boys' High School team, with a score of 295 points.

The standard of small-bore rifle shooting is also steadily improving, and, although New Zealand did not succeed in winning a team event in the Imperial Challenge Shields competition, the number of medals awarded to individual competitors was fifty-nine, as against twenty-two in the preceding year.

6. NEW ZEALAND ARMY RIFLE ASSOCIATION.

Financial limitations still preclude the reintroduction of the annual meeting of this association.

7. TERRITORIAL FORCE ASSOCIATIONS.

The valuable work of these associations has been continuous throughout the year. Apart from their constant attention to the physical well-being of the citizen soldier, they are a valuable aid in endeavouring to combat that enemy with which the Territorial Force is constantly faced—public apathy.

I desire, both on my own behalf and on that of the Forces under my command, again to place on record my appreciation of their efforts in both directions.

8. ORDNANCE SERVICES.

(a) DUTIES.

The duties of the N.Z. Army Ordnance Corps were described in last year's report.

The important work of maintaining stores and equipment in serviceable condition has been performed as usual, while the inspection and testing of small-arms ammunition has been continued.

(b) PERSONNEL.

Officers.—Some improvement has been effected in the position as it existed last year. One junior officer has been sent to England to attend the Ordnance Mechanical Engineers' Course, another with the B.E. degree has been appointed, and, after experience in a civilian workshop, has been posted to the Main Ordnance Depot at Trentham.

An additional officer should be appointed this year for administrative work at the Main Ordnance Depot.

Other Ranks (Including Civilians).—Four men are being selected for appointment as armourers and will be trained under a Warrant Officer (Armourer Sergeant-Major) from the Royal Army Ordnance Corps, England, who has recently been appointed. An additional instrument-repairer (ex Warrant Officer, R.A.O.C.) has also been appointed.

Probably two armourers for the Royal N.Z. Air Force will receive their initial training at the same time.

A laboratory foreman, whose duties comprise the testing of gun ammunition, has received training in Australia during the year.

(c) EQUIPMENT AND STORES.

It has not been possible to effect any improvement in the very unsatisfactory position regarding reserves of equipment and stores, as reported last year. The matter calls for immediate and urgent consideration.

(d) STORE BUILDING AND WORKSHOPS.

Sketch plans of additional storage and workshop accommodation at Trentham, referred to in last year's report, have been prepared, and an item for the work has been provided in this year's estimates.

The buildings required comprise two large storehouses, to be served by an extension of the existing railway siding, and various additions and alterations to the workshops. A substantial economy in staff and administrative expenses will result from the carrying-out of this work.

(e) RIFLE RANGES.

The situation remains the same as reported last year.

9. DEFENCE BUILDINGS: OFFICES, DRILL HALLS, BARRACKS, ETC.

(a) EXISTING BUILDINGS.

No improvement in the position, as reported last year, has been effected.

Considerable expenditure on maintenance is essential at the earliest possible date, and particularly so at Narrow Neck Camp, Auckland. Practically all drill halls and offices require a thorough overhaul and renovation, both inside and out, to keep them in a serviceable condition and to make them reasonably presentable and attractive from a recruiting point of view.

(b) NEW BUILDINGS.

Buildings required in connection with the strengthening of the defences of the Dominion have been proceeded with during the year.

At Fort Dorset the principal buildings have been erected; surfacing, roading, and drainage will be completed this year. A few additional buildings, such as a small hospital and quarters, are still required.

At Narrow Neck, Auckland, the buildings required to accommodate anti-aircraft guns, vehicles, and equipment have been completed, and the large barracks to accommodate single personnel of the Royal N.Z. Artillery are now ready for occupation. A small hospital building and roading, also surfacing, have still to be completed.

At Burnham Camp a small building to accommodate single civilian personnel of the Ordnance Depot has been erected, but additions are now required to meet an increase in the number of men employed at this station.

11. FINANCE.

The net appropriation for defence purposes for the year ended 31st March, 1936, amounted to £549,455, made up as follows: Land forces, £378,837; military aviation, £150,604; civil aviation, £20,014.

The net expenditure for the financial year amounted to £552,125, apportioned as follows, the previous year's figures being shown in parentheses: Land forces, £378,181 (£321,686); military aviation, £160,773 (£132,230); civil aviation, £13,171 (£11,316).

The overexpenditure on military aviation is accounted for by payments in excess of anticipation being made on account of the construction of buildings at the Royal N.Z. Air Force stations at Hobsonville and Wigram and to the provision made for the purchase of aircraft spares, spirit, and oil being exceeded.

On the other hand, the expenditure on civil aviation proved to be less than the sum voted, by £6,843, this being due largely to outstanding accounts on emergency-landing grounds not coming to charge before the end of the financial year, and to the item of £3,200 provided for the purchase of aircraft for loan to the aero clubs not being required, by reason of certain Royal N.Z. Air Force planes being transferred to the clubs, in lieu of new machines being purchased, as was originally intended.

The expenditure of £552,125 has enabled steady progress to be maintained with the scheme of strengthening the air and coast defences of the Dominion, particularly as regards the erection of necessary buildings at the various stations for the housing of personnel and equipment, there having been a sum of £211,167 paid out for this purpose, and in settlement of accounts for armament, ammunition, aircraft, and other military material. The balance of the sum of £552,125, amounting to £340,958, has been disbursed in carrying on the ordinary training and maintenance activities of the Department.

The outstanding liabilities as at the 31st March, 1936, carried forward were £16,709 14s. 1d., and the Department's commitments as at the same date amounted to £201,134.

The usual table showing the annual expenditure on the land and air defences of the Dominion over the last nine years will be found in Appendix II of this report.

I have the honour to be, Sir,

Your obedient servant,

W. L. H. SINCLAIR-BURGESS, Major-General,
Commanding N.Z. Military Forces.

APPENDICES.

APPENDIX I.—TABLES SHOWING STRENGTH OF THE N.Z. MILITARY FORCES AS AT 31ST MARCH, 1936.

(a) NEW ZEALAND REGULAR FORCES.

Unit.	Officers.	Officer Cadets.	Other Ranks.	Total.
N.Z. Staff Corps	63	..	..	63
N.Z. Permanent Staff .. .. .	..	..	110	110
Royal N.Z. Artillery	17	..	159	176
Royal N.Z. Air Force	20	..	105	125
N.Z. Permanent Army Service Corps .. .. .	..	..	7	7
N.Z. Army Medical Corps .. .. .	..	..	1	1
N.Z. Army Ordnance Corps	5	..	25	30
General Duty Section .. .. .	..	..	5	5
Attached from British Army	1	..	1	2
Officer Cadets (in Australia) .. .. .	..	16	..	16
Recruits .. .. .	..	..	31	31
Totals	106	16	444	566

(b) TERRITORIAL FORCE (ACTIVE LIST ONLY).

Arm or Service.	Officers.	Warrant Officers and Non-Commissioned Officers.	Men.	Total.
Mounted Rifles	176	408	2,132	2,716
Artillery	104	369	934	1,407
Engineers	16	51	141	208
Signals	15	51	68	134
Infantry	318	591	3,015	3,924
Army Service Corps	20	56	113	189
Medical Corps	109	77	245	431
Veterinary Corps	32	..	..	32
Dental Corps				
Army Legal Department .. .. .	..	..	..	..
Totals	790	1,603	6,648	9,041

NOTE.—In addition to the above there are 946 bandmen and 47 prospective recruits in regimental Cadet detachments.

(c) CADETS.

Command.	Officers.	Other Ranks.	Total.
Northern	111	4,183	4,294
Central	111	4,521	4,632
Southern	134	6,429	6,563
Totals	356	15,133	15,489

(d) RIFLE CLUBS.

Command.	Number of Clubs.	Membership.
Northern	21	832
Central	60	2,167
Southern	67	2,150
Totals	148	5,149

APPENDIX II.—NET EXPENDITURE DURING LAST NINE YEARS.

Year.						Military Forces.	Aviation.	Total.
Defence Vote.								
						£	£	£
1927-28	..	..	..	..	..	453,580	28,179	481,759
1928-29	..	..	..	..	..	425,813	38,782	464,595
1929-30	..	..	..	..	..	401,645	53,183	454,828
1930-31	..	..	..	..	..	229,050	48,749	277,799
1931-32	..	..	..	..	..	156,311	26,663	182,974
1932-33	..	..	..	..	..	180,112	27,715	207,827
1933-34	..	..	..	..	..	215,950	48,773	264,723
1934-35	..	..	..	..	..	321,686	143,546	465,232
1935-36	..	..	..	..	..	378,181	173,944	552,125
Public Works Fund.—Vote, Contingent Defence.								
1927-28	..	..	..	..	..	39,706	280	39,986
1928-29	..	..	..	..	..	23,029	44,623	67,652
1929-30	..	..	..	..	..	7,896	38,870	46,766
1930-31	..	..	..	..	..	363	13,449	13,812
1931-32	..	..	..	..	..	Nil	Nil	Nil
1932-33	..	..	..	..	..	Nil	Nil	Nil
1933-34	..	..	..	..	..	Nil	Nil	Nil
1934-35	..	..	..	..	..	Nil	Nil	Nil
1935-36	..	..	..	..	..	Nil	Nil	Nil

APPENDIX III.

1. GENERAL.

The amount voted for civil aviation for the financial year 1935-36 was £20,014, and the expenditure £13,171, leaving an unexpended balance of £6,843.

Civil aviation statistics, as they affect this branch as at 31st May, are as follows:—

Current Licences.

Pilots' A Licences (private)	..	..	..	395
Pilots' B Licences (commercial)	..	..	..	67
Aerodrome Licences	..	..	..	47
Registered aircraft	..	..	..	94
Ground Engineers' Licences	..	..	..	85

During the year four commercial companies operated services under licences issued by the Transport Department over the following routes:—

Company.	Route.
East Coast Airways, Ltd...	.. Napier-Gisborne.
Air Travel (N.Z.), Ltd. ..	.. Inehbonnie-Okuru, via intermediate aerodromes.
Union Airways, Ltd. ....	.. Palmerston North - Dunedin, via Blenheim and Christchurch.
Cook Strait Airways, Ltd. ..	.. Nelson-Blenheim-Wellington.

Statistics for these companies are shown hereunder.

During the year Mr. R. C. Kean, A.M.I.Mech.E., was appointed Chief Inspector of Aircraft, and attached to the staff of the Controller of Civil Aviation at Defence Headquarters, Wellington.

2. AERO-CLUB MOVEMENT.

During the year 125 pilots qualified for issue of A licences, and the sum of £4,480 was paid to clubs for pilots trained, and licences renewed, out of a total of £4,500 voted for this purpose.

Of the above pilots trained, twenty-six, being either females or over the age-limit, were ineligible for subsidy. Each of the following clubs received issues on loan of one D.H. Moth aircraft, which were withdrawn from the Royal New Zealand Air Force: Auckland, Marlborough, Canterbury, and West Coast United Aero Clubs.

Statistics showing activities of aero clubs for the period 1st April, 1935, to 31st March, 1936, are given hereunder.

3. ACCIDENTS.

During the period under review the following accidents occurred, involving loss of life:—

On 20th June, 1935, D.H. Moth ZK-ADO crashed at Waiho as a result of the rudder-bar being jammed by a roll of newspapers. The aircraft struck a tree-stump and burst into flames. The pilot was badly burned whilst making gallant efforts to rescue his passenger, whose life was lost.

On 21st July, 1935, a D.H. Moth ZK-ABM was reported missing on a flight from Akitio to Hastings, under conditions of bad visibility. After extensive searching by Air Force and aero-club machines, working in co-operation with ground parties, the aircraft was finally found on the 4th August in a slightly damaged condition on high country in the Wakarara Ranges. The search had been considerably hampered by continuous bad weather with clouds over the ranges. No trace was found of the pilot.

On 19th February, 1936, a Miles Falcon, owned by Union Airways, Ltd., struck an anemometer mast on the boundary of Rongotai Aerodrome, Wellington, whilst landing in misty rain and a strong gusty wind. The passenger was uninjured, but the pilot received fatal injuries.

On 28th March, 1936, a parachutist was killed at Rongotai Aerodrome, Wellington, when his parachute failed to open. It was subsequently found that a packing wire had not been removed.

4. AIRCRAFT INSPECTION.

With the growth of aviation in the Dominion, the inspection of civil aircraft for the purpose of granting certificates has been increased. The number of inspections made last year totalled 150. During this period fifty-five certificates were renewed, and sixteen new certificates were issued. The number of new aircraft added to the register was sixteen, making the total of registered aircraft at 31st May, ninety-four. During the past year official investigation was made into five accidents affecting civil aviation.

An increasing number of the larger types of commercial aircraft is now operating in the Dominion, and, in order that the modern instruments and apparatus with which these machines are equipped may be periodically checked for accuracy, it has been necessary to obtain further specialized testing-equipment from abroad.

5. GROUND ENGINEERS.

The number of applicants offering themselves for examination for ground engineers' licences was in excess of the number that could be dealt with at each of the two examinations held during the year. The method of conducting these examinations is under revision, and an endeavour will be made to hold them at more frequent intervals. New licences issued amounted to twenty-eight, making the total current in all categories at 31st May, eighty-five.

CIVIL AVIATION.—SUMMARY OF STATISTICS OF AIRCRAFT SERVICES FROM 1ST APRIL, 1935, TO 31ST MARCH, 1936.

Company.	Route.	Aircraft.	Hours flown.	Miles flown.	Paying Passengers.	Freight.	Mail.	Number of Trips.		
								Sched-ule.	Com-pulsory.	Regu-lar.
Air Travel (N.Z.), Ltd.	Hokitika-Haast-Okuru-Inchbonnie-Hokitika-Franz Josef and Fox Glaciers	2 D.H. 83	872	87,233	1,030	lb. 10,774	lb. 17,568	189	185	Per Cent. 97·8
East Coast Airways, Ltd.	Gisborne-Napier ..	2 D.H. 84	1,322	129,363	3,808	53,398	..	1,301	1,253	96·3
Cook Strait Airways, Ltd.*	Wellington-Blenheim-Nelson	2 D.H. 89	464	58,000	3,056	3,981	710†	850	808	95·0
Union Airways of New Zealand, Ltd.	Palmerston North-Blenheim-Christchurch-Dunedin	2 D.H. 86	562	71,575	1,212	861	1,055‡	154	154	100·0

* Commenced service 29th December, 1935. † Granted mail contract 16th March, 1936. ‡ Commenced service 15th January, 1936.

CIVIL AVIATION.—SUMMARY OF STATISTICS OF LIGHT AERO CLUBS AS AT 31ST MARCH, 1936 : TRAINING.

Aero Club.	Members.		Aircraft in use.†	Pilots trained.	Hours flown.		Licences valid.	
	Associate.	Flying.*			Training.	By Members.	Private.	Com-mercial.
Auckland	572	111	7	15	2,060	471	65	6
Western Federated (North Island)	300	67	3	12	715	270	47	1
Hawke's Bay and East Coast ..	122	57	3	11	939	222	33	..
Marlborough	103	38	3	9	501	162	14	1
Canterbury	107	87	3	26	1,399	604	58	3
Otago	157	44	4	9	774	356	32	1
Southland	85	43	4	13	944	417	32	1
Middle Districts	185	37	2	10	513	152	22	1
Wairarapa and Ruahine ..	240	32	3	4	494	196	21	1
West Coast United	435	22	2	6	356	118	11	..
Wellington	256	75	5	14	923	426	40	4

* Training or with valid licences.

† Excludes aircraft used for commercial purposes only.

CIVIL AVIATION. — SUMMARY OF STATISTICS OF LIGHT AERO CLUBS : COMMERCIAL OPERATIONS
QUARTER ENDED 31ST MARCH, 1936.

Club.	Aircraft available.*		Number of Trips.	Passen- gers carried.	Hours flown.	Miles flown.
	Number.	Type.				
Auckland	1	D.H. 80 ..	} 390	478	131	12,000
	6	D.H. 60 ..				
Western Federated (North Island)	1	D.H. 60 ..	1	1	..	6
Hawke's Bay and East Coast ..	1	Desoutter ..	} 16	17	3	220
	2	D.H. 60 ..				
Marlborough	1	D.H. 60 ..	30	30	21	1,685
Canterbury	1	D.H. 83 ..	} 133	193	57	5,110
	3	D.H. 60 ..				
Otago	1	Waco ..	} 369	580	65	5,751
	3	D.H. 60 ..				
Southland	1	D.H. 83 ..	} 27	27	28	1,985
	3	D.H. 60 ..				
Middle Districts	2	D.H. 60 ..	102	102	17	1,340
Wairarapa and Ruahine	2	D.H. 60 ..	99	99	22	1,565
West Coast United (South Island) ..	1	D.H. 60 ..	30	30	6	480
Wellington	1	Waco ..	} 106	210	45	3,320
	1	Miles Hawk ..				
	3	D.H. 60 ..				

* Excludes Government-loaned aircraft which are for training purposes.

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