

The outbreak of war necessarily involved a considerable readjustment of the existing orders. Six Wellington aircraft which had been delivered to the New Zealand Flight at Marham, in the United Kingdom, were handed over to the Royal Air Force, and the outstanding orders for these aircraft were cancelled. Orders were placed for the additional training types of aircraft required under the Empire Air Training Scheme. These orders include an additional 90 Tiger Moths for elementary training, and a total of 140 Airspeed Oxfords and 105 Harvards for advanced training.

(c) *Local Manufacture.*

Steps are being taken to utilize the industrial resources of the Dominion in the production of supplies and equipment for the Air Force as far as it is possible to do so. With regard to general equipment not embodied in the aircraft which is not subject to the same standard of rigid inspection, local manufacture has been resorted to for the following: All aerodrome equipment; engine test benches and erecting stands; all barrack stores and equipment; Air Force uniforms; flying-clothing; electric batteries; tools.

Progress in the manufacture of aeronautical equipment, however, is limited to the supplies of aeronautical materials which can be obtained, and, moreover, it is dependent very largely upon the capacity of the aeronautical inspection organization in the Dominion.

Efforts are being made to expand the Aeronautical Inspection Division as quickly as trained staffs and technical test equipment can be secured. A test-house will shortly be erected at the depot which will meet the needs of both Service and civil aviation.

In spite of the difficulties due to lack of an adequate staff of Inspectors and sufficient test equipment, progress has been made in various directions. The local manufacture of aircraft dopes and finishes from imported ingredients is being developed. The number of firms approved for aeronautical work is being steadily increased, and certain small orders for engine spares have been placed, such as piston-rings, tappets, &c. Local manufacture of dual-conversion sets for Gordon and Vildebeeste aircraft, blind-flying hoods for these aircraft, and wireless sets has also been carried out.

During the year additional reserves of bombs were delivered. The existing stocks are considered satisfactory. Further reserve stocks of aviation fuel have been ordered.

(d) *Machine Accounting.*

The Powers Samas machine accounting equipment was introduced into the Air Force in March, 1939. This system of centralized accounting as applied to the technical equipment in the Air Force has resulted in a considerable economy in accounting staffs at Stations, and in a more effective use of available stocks. As an illustration of the amount of work carried out by this equipment the following figures may be quoted: An average of 14,000 vouchers per month are dealt with. These vouchers comprise about 76,000 items, and involve the punching of 152,000 cards. The approximate number of cards passing through the tabulator per month is 400,000.

In addition to the above, a total of 320 airframe inventories are maintained by this method, each inventory involving about 400 entries.

(e) *Mechanical Transport.*

The requirements of motor transport at Air Force Stations did not become a serious problem until the outbreak of war. Under the Motor-vehicles Impressment Emergency Regulations, which were gazetted on the outbreak of war, the vehicles required during the early stages of the mobilization programme for the existing Stations were obtained without delay through the Impressment Officer. A total of 136 cars, lorries, trailers, and tractors are now in use.

(f) *Rations.*

A ration consisting of three very good meals a day is supplied to all personnel quartered in barracks. Special light meals are supplied to personnel engaged on night-flying duties. Suppers to airmen are provided on payment at the Station Institutes by the Y.M.C.A. Any extras above the airmen's scale of rations consumed in officers' and sergeants' messes are charged to the mess concerned. No extra allowances are provided in the case of officers and N.C.O.'s. Experience of messing indicates that a lighter diet than the standard military ration is more suited to the type of work in the Air Force. Considerable economy has been effected at the large stations by the provision of butchers' shops equipped for the manufacture of small-goods. The daily cost of rations per man, exclusive of fuel, at the various Stations between January and March, 1940, was as follows:—

	January.		February.		March.	
	s.	d.	s.	d.	s.	d.
Wigram	1 6	1 4	1 2	1 2	
Hobsonville	1 9	1 8·5	1 7·7	1 7·7	
Ohakea	1 7	1 6	1 6	1 6	
Blenheim	1 9	1 5	1 6	1 6	
Taieri	1 5	1 5	1 6	1 6	
New Plymouth	1 8	1 8	1 8	1 8	
Levin	1 9	1 7	1 7	1 7	
Whenuapai	1 5	1 5	1 7	1 7	

The standard of messing in the Royal New Zealand Air Force is good and reflects great credit on the catering organization at all Stations.