

staff is composed of Service personnel. A twenty-four-hourly forecasting service is maintained, which provides, in addition to Service requirements, most of the forecasting for internal commercial aviation and trans-ocean flying.

Increased overseas commitments in this field, as well as local extensions, have necessitated a substantial increase in staff. Several courses have been conducted to train airmen and W.A.A.F. meteorological observers and to prepare them for trade tests. Their progress has been very satisfactory. Whenever possible, W.A.A.F. observers have been used to replace airmen observers.

*Band of the R.N.Z.A.F.*—A heavy programme has been carried out by the Band of the Royal New Zealand Air Force during the period under review, although, as a result of transfers to aircrew, technical trades, and other Services, the personnel of the Band has undergone many changes. Despite these difficulties, however, a high standard of performance has been maintained. In addition to its Service duties, the Band has been instrumental in raising very large sums for patriotic purposes.

*Conclusion.*—I desire to thank all members of the Royal New Zealand Air Force and the civilian staff for their efforts during the past year. The success of our expansion schemes has been largely due to their enthusiasm and unremitting toil during a period which has imposed a heavy strain on all.

I have, &c.,

L. M. ISITT, Air Vice-Marshal,  
Chief of the Air Staff.

## REPORT OF THE ACTING CONTROLLER OF CIVIL AVIATION FOR THE YEAR ENDED 31st MARCH, 1943

The Hon. the MINISTER OF DEFENCE.

DESPITE the difficulties encountered through the release of equipment and trained personnel to the fighting Services, civil aviation has provided a most valuable method of transporting essential passengers, mail, and freight between the main centres of the Dominion and also to Australia.

Throughout the United Nations, plans are already being developed for post-war aviation, which almost certainly will play an ever-increasing part in world transport. Both by reason of its geographical position and the advances it has already made in air travel, the Dominion will be considerably affected by these measures, and much importance is therefore attached to the proposals at present being formulated for consideration by Government which are intended to ensure that the needs of the Dominion will be adequately provided and safeguarded.

*Commercial Aircraft Services.*—Six internal scheduled aircraft services operated throughout the year, with a total route mileage of 1,318. The following table shows the main statistics in comparison with the previous two war years:—

	1942-43.	1941-42.	1940-41.
Passengers .. .. .	30,634	39,058	37,023
Mail (lb.) .. .. .	220,527	165,670	130,806
Freight (lb.) .. .. .	174,757	194,858	206,936
Miles flown .. .. .	667,953	688,723	645,702

*International Aircraft Services.*—The only international service operated during the year was the Auckland-Sydney service by Tasman Empire Airways, Ltd. Traffic on this service is summarized in the following table, figures for the previous year being shown in parentheses:—

Passengers.	Mail.	Freight.
2,256 (1,959)	101,741 (167,275) lb.	35,195 (32,230) lb.

The drop in mail and freight figures is due to two main factors: (a) the cessation of the Pan-American Airways Pacific service, and (b) the suspension of the Empire service from Darwin to Cairo.

*Conclusion.*—I desire to record my appreciation of the excellent work done by members of the staff during the year.

I have, &c.,

J. M. BUCKERIDGE, Flight Lieutenant,  
Acting Controller of Civil Aviation.

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