

Aircraft employed on this service were three Short S. 30 (Empire) flying-boats.

Licences held by the company's staff at 31st March, 1946, were—

| | | | | | |
|-----------------------------|----|----|----|----|----|
| Pilot's "B" Licence | .. | .. | .. | .. | 13 |
| Navigator's Licence— | | | | | |
| First Class | .. | .. | .. | .. | 7 |
| Second Class | .. | .. | .. | .. | 7 |
| Radio Operator's Licence— | | | | | |
| First Class | .. | .. | .. | .. | 7 |
| Second Class | .. | .. | .. | .. | 1 |
| Third Class | .. | .. | .. | .. | 1 |
| Aircraft Engineer's Licence | .. | .. | .. | .. | 24 |

SECTION III.—AERO CLUBS

The majority of aero clubs operating during 1939 ceased activities shortly after the outbreak of war, when their aircraft were commandeered for R.N.Z.A.F. training and communication purposes. Three clubs, however, continued their operations on a restricted scale until December, 1941, when, after the Japanese entry into the war, all civil flying, with the exception of commercial scheduled services, was prohibited under Proclamation issued by the Governor-General. This prohibition was lifted on 24th December, 1945. An immediate resumption of club activities was not possible, chiefly due to the lack of airworthy aircraft, non-availability of accommodation at aerodromes, and the shortage of certificated instructors. However, by 31st March, 1946, the following clubs were again operating: Auckland Aero Club, Hawke's Bay and East Coast Aero Club, Middle Districts Aero Club, and New Plymouth Aero Club.

The operations of these organizations from the commencement of post-war activities to 31st March may be summarized in the following table:—

| | | | | | |
|--------------------------|----|----|----|----|-------|
| Aircraft in use | .. | .. | .. | .. | 13 |
| Pupils under instruction | .. | .. | .. | .. | 80 |
| Hours flown | .. | .. | .. | .. | 676 |
| Joy-riding trips | .. | .. | .. | .. | 127 |
| Passengers carried | .. | .. | .. | .. | 127 |
| Membership— | | | | | |
| Associate | .. | .. | .. | .. | 562 |
| Flying | .. | .. | .. | .. | 1,138 |

It is expected that the number of ex-service personnel who can readily qualify for private pilots' licences will greatly augment the amount of flying which would normally be carried out by clubs during the next twelve months, while the availability of aircraft surplus to R.N.Z.A.F. requirements should assist clubs to build up fleets capable of coping with the increased demand for solo hire and for meeting the expected requirements for *ab initio* training.

OTHER FLYING

(1) *Air Mapping*

Only one company (N.Z. Aerial Mapping, Ltd., with headquarters at Hastings) has been engaged solely on aerial photograph and survey during the year. The company operates two aircraft—a Beech A.T.-11 and a Monospar S.T.-11.

(2) *Privately-owned Aircraft*

Although there are nine privately-owned aircraft on the Civil Register, only two of these were in operation during the period under review. No accurate record of flying-hours is available in respect of these aircraft.