

Recommendations.

21. The patrol trawler should be fitted with W/T gear, and it is recommended that the Marconi half-kilowatt set be fitted on the upper deck near the wheel-house, so as not to interfere with the fish-hold. In some of the trawlers the fish-hold was used for the W/T cabinet and as accommodation for the W/T operator.

22. It is recommended that the door of the wheel-house should be removed, as in the event of the vessel being mined the door may become jammed and prevent the exit of those inside, as actually happened in several cases.

(L) Air Training.*

In considering this problem it must be remembered that this young service has not the years of experience behind it that the two older services have, and therefore proposals for training cannot be laid down with the same certainty and assurance as in the case of the other two. The standards and past experience from which proposals can be made were obtained during the war. These aimed, *inter alia*, at the production of a large personnel, quality being sacrificed in some cases for quantity.

2. Valuable as this experience has been, however, the whole system adopted in England needs very careful review and revision to meet the conditions arising under peace regime. No doubt very large alterations in the methods of training have been and will be carried out.

3. The training of personnel in air work for the Navy can best be obtained by making such arrangements as will keep New Zealand fully in touch with the developments there. The methods in use can then be adapted to meet local requirements.

4. In the following remarks no attempt will be made to lay down the syllabus of training, which can be obtained from home, but attention will be drawn to various broad principles.

Command.

5. Owing to the short life of many pilots, and the exigencies of war, a large number of air officers during the late war were pilots only, and not officers in the true sense of the word.

Their knowledge of discipline, administration, &c., was very small. This can, and should be, remedied in peace-time. In future a large proportion of pilots' training must tend towards making them efficient officers, though care is necessary to see that in doing so their professional and technical duties do not suffer.

6. An idea, prevalent at times, that a pilot's work is more or less finished after flying must be checked. The majority of his time must be spent in practices to make himself more efficient in gunnery, signals, &c., supervision and care for the welfare of his men, and care and upkeep of machines, as well as the subjects mentioned above.

Staff Courses.

7. Opportunities of sending flying officers to the Naval War Staff course in England, and to the Air Staff College if one is started, should be taken.

Physical Fitness.

8. Every encouragement must be given to pilots to keep themselves physically fit. It must be remembered that air-stations are often a long way from any town or place where amusement can be found, and consequently officers and men are thrown on their own resources for recreation. Recreation-grounds for the men are considered essential, and recreation should be regarded as part of the training of Air Force personnel.

* NOTE.—This section is drawn up to meet the case of New Zealand establishing a separate Air Force. If New Zealand air personnel becomes a portion of the Royal Air Force, as is recommended, the Royal Air Force Syllabus of Training as issued from time to time should be followed.