



SUPPLEMENT
TO THE
NEW ZEALAND GAZETTE

OF
FRIDAY, MARCH 18, 1921.

Published by Authority.

WELLINGTON, FRIDAY, MARCH 18, 1921.

Regulations under the Aviation Act, 1918 (Provisional).

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 21st day of February, 1921.

Present :

THE RIGHT HONOURABLE W. F. MASSEY, P.C., PRESIDING
IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred upon him by the Aviation Act, 1918, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby make the following regulations under the said Act, and declare that such regulations shall come into force as from the date of publication thereof in the *Gazette*.

REGULATIONS.

GENERAL CONDITIONS OF FLYING.

1. No aircraft shall fly within the limits of the Islands of New Zealand and the territorial waters adjacent thereto unless the following conditions are complied with:—

- (i.) The aircraft shall be registered in the prescribed manner.
- (ii.) The aircraft shall be certified in the prescribed manner as airworthy.
- (iii.) The personnel of the aircraft shall be licensed in the prescribed manner.
- (iv.) Aircraft shall bear the prescribed registration-mark fixed or painted on the aircraft in the prescribed manner.
- (v.) There shall be carried in the aircraft—
 - (a.) The certificate of registration;
 - (b.) The license of any member of the personnel who is required to be licensed.
- (vi.) The provisions as to the general safety as set out in these regulations shall be duly complied with.
- (vii.) No mails shall be carried without the consent in writing of the Postmaster-General, and no wireless apparatus shall be installed or worked except under and in accordance with a license granted by the Minister of Telegraphs.

(viii.) Aircraft shall not fly over any prohibited area which is defined by these regulations or may be proclaimed from time to time.

(ix.) Aircraft carrying passengers shall not use, as a place of departure or place of landing, any place other than a licensed aerodrome or such place or places as have been approved by the Air Board.

GENERAL SAFETY PROVISIONS.

2. An aircraft shall not fly over any city or town except at such an altitude as will enable aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other causes:

Provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed or State-owned aerodrome or of any aerodrome under the control of the Air Board.

3. No person in any aircraft shall—

- (a.) Carry out any trick-flying or exhibition-flying over any city, or town, or closely populated district; or
- (b.) Carry out any trick-flying or exhibition-flying over any regatta, race meeting, or meeting for public games or sports, except where specially arranged for in writing by the promoters of such regatta or meeting; or
- (c.) Carry out any flying which, by reason of low altitude or proximity to persons or dwellings, is dangerous to public safety; or
- (d.) Drop, or cause or permit to be dropped, from the aircraft any articles except as may be authorized in writing by the local governing body concerned.

PENALTIES.

4. (1.) Where any aircraft flies in contravention of or fails to comply with these regulations or any provision thereof, the owner of the aircraft and also the pilot or commander shall be deemed to have contravened or, as the case may be, failed to comply with these regulations:

Provided that it shall be a good defence to any proceedings for contravention or failure to comply with these regulations if the contravention or failure is proved to have been due to stress of weather or other unavoidable cause.

(2.) If any person obstructs or impedes any person acting under the authority of the Air Board in the exercise of its powers and duties under these regulations such first-mentioned person shall be deemed to have acted in contravention of these regulations.

(3.) Any person contravening or failing to comply with these regulations or any provision thereof is liable on summary conviction to a fine not exceeding one hundred pounds (£100).

POWER TO CANCEL OR SUSPEND LICENSES AND CERTIFICATES.

5. (1.) The license of any member of the personnel of an aircraft or the license of any aerodrome may be cancelled or suspended by the Air Board after due inquiry, and its decision shall be final:

Provided that in special cases the Air Board may suspend any such license temporarily and provisionally pending the holding of an inquiry.

(2.) Any certificate relating to the airworthiness of an aircraft may be cancelled or suspended by the Air Board if it is satisfied that reasonable doubt exists as to the safety of the aircraft in question or of the type to which the aircraft in question belongs.

(3.) Where any person is convicted of any breach of or failure to comply with these regulations in respect of any aircraft the Air Board may cancel or suspend the certificate of registration of that aircraft.

INTERPRETATIONS.

6. In these regulations, unless the context otherwise requires,—

“Aerodrome” means any definite and limited ground or water area intended to be used and capable of being used, either wholly or in part, for the landing or departure of aircraft:

“Air Board” means such Board as may be constituted by the New Zealand Government for the promotion and control of aviation, and includes, in relation to any purpose of these regulations, any person authorized by the Air Board for that purpose:

“Approved” means approved by the Air Board:

“Licensed aerodrome” means an aerodrome licensed under these regulations:

“Military aircraft” includes Naval, Military, and Air Force aircraft:

“Passenger aircraft” and “goods aircraft” mean respectively aircraft intended for carrying passengers or goods (including mails) for hire or reward, and include respectively aircraft on which passengers or goods are actually carried:

“Personnel” (in relation to any aircraft) includes any pilot, commander, navigator, and engineer, and any operative member of the crew:

“Prescribed” means prescribed by these regulations or by directions of the Air Board thereunder:

“Proprietor of an aerodrome” includes any person responsible for the management thereof.

REFERENCE TO SCHEDULES.

7. (1.) The provisions in the schedules to these regulations shall have effect as part of these regulations, and shall be duly observed by all persons concerned in the cases to which they relate, that is to say:—

Schedule.	Subject-matter.
I	Registration of aircraft.
II	Licensing of aerodromes and personnel.
III	Certificates of airworthiness for passenger aircraft, and periodical overhaul and examination of such aircraft and engines therein installed.
IV	Registration-marks.
V	Log-books.

(2.) The Board may, if it thinks fit, issue directions for the purpose of supplementing or giving full effect to the provisions of the above schedules, or for any purpose for which provision is, under these regulations, to be made by direction of the Air Board.

8. Nothing in these regulations shall be construed as conferring any right to land in any place as against the owner of the land or other persons interested therein, or as prejudicing the rights or remedies of any persons in respect of any injury to persons or property caused by any aircraft.

SHORT TITLE.

9. These regulations may be cited as “The Aviation Regulations, 1921.”

SCHEDULES.

SCHEDULE I.—REGISTRATION OF AIRCRAFT.

1. Certificates for registration shall be granted by the Air Board, and upon registration there shall be assigned to the registered aircraft a registration-mark.

2. The applicant, unless the Air Board in special cases otherwise allows, must be a British subject, or, in the case of a body corporate, must be registered and have its principal place of business in the Dominion of New Zealand.

3. Application for registration shall be made to the Secretary, Air Board, Wellington.

4. The fee for registration shall be one guinea (£1 ls.).

5. Upon any change of ownership of registered aircraft the certificate of registration shall lapse, but a fresh certificate may be applied for by the new owner.

SCHEDULE II.—LICENSING OF AERODROMES AND PERSONNEL.

LICENSING AUTHORITY.

1. Licenses shall be granted by the Air Board. Applications therefor shall be made to the Secretary, Air Board, Wellington.

AERODROMES.

2. Aerodromes may be licensed by the Air Board, and such licenses may be made subject to such conditions as the Air Board may direct for the public safety.

3. Upon any change of ownership of an aerodrome the license shall lapse, but a fresh license may be applied for by the new owner.

4. A fee of two guineas (£2 2s.) shall be charged for the license of an aerodrome.

5. Temporary landing-grounds may be licensed by the Air Board for use under certain conditions for a specified period not exceeding six months.

6. A fee of ten shillings (10s.) shall be charged for the license of a temporary landing-ground.

7. At every licensed aerodrome and approved temporary landing-ground the direction of the wind shall be clearly indicated by one or more of the recognized methods—i.e., conical streamer, smudge fire, landing-tee, wind-vane, &c.

8. Any aircraft shall have the right to land on a licensed aerodrome.

9. The proprietor of any licensed aerodrome shall be permitted to charge approved landing fees for aircraft, other than Government aircraft, making use of the aerodrome.

10. The scale of charges shall be prominently displayed at the aerodrome.

FLYING-CERTIFICATES.

11. Certificates for pilots of flying-machines:—

“A”—Flying-certificate for private pilots (not valid for flying passenger or goods aircraft).

“B”—Pilot’s flying-certificate for flying passenger or goods aircraft.

“A”—*Private Pilot’s Flying-certificate.*

(1.) PRACTICAL TESTS:—

In each practical test the candidate must be alone in the machine.

(a.) *Tests for Altitude and Gliding Flight.*—A flight without landing, during which the pilot shall remain for at least an hour at a minimum altitude of 6,000 ft. above the point of departure. The descent shall finish with a glide, the engines cut off at 4,500 ft. above the landing-ground. The landing shall be made within 150 yards or less of a point fixed beforehand by the official examiners of the test, without starting the engine again.

(b.) *Tests of Skill.*—A flight without landing around two posts (or buoys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 600 ft. above the ground (or water) without touching the ground (or water). The landing shall be effected by—

(i.) Finally shutting off the engine or engines at latest when the aircraft touches the ground (or water):

(ii.) Finally stopping the flying-machine within a distance of 50 yards from a point fixed by the candidate before starting.

(2.) TECHNICAL EXAMINATIONS:—

Rules for aerial traffic in the vicinity of aerodromes.

“B”—*Pilot’s Flying-certificate for flying Passenger or Goods Aircraft.*

A person applying for a pilot’s license to fly passenger or goods aircraft will be required to—

(a.) Pass a medical examination carried out under the control of the Air Board:

(b.) Produce a certificate of competency issued by the Air Board (qualifications in Royal Air Force as pilot will suffice):

- (c.) Submit proof of recent reasonable flying experience on the class of machine for which the license is required, or, failing such proof, undergo practical tests.

With regard to (b) above the requirements are as follows:—

(1.) PRACTICAL TESTS:—

In each practical test the candidate must be alone in the flying-machine.

(a.) The tests for altitude and gliding flight and for skill are the same as those required for a private pilot's flying-certificate. Candidates already in possession of the latter certificate are not required to pass these tests again.

(b.) *Test of Endurance.*—A cross-country or oversea flight of at least 200 miles, and the final landing shall be made at the point of departure. This flight shall be carried out by the same aircraft within eight hours; and includes two obligatory landings during which the machine must come to rest, which shall not be at the point of departure, but which shall be fixed by the judges. At the time of departure the candidate shall be informed of his course and furnished with a map. The judges shall decide if the course has been correctly followed.

(2.) TECHNICAL EXAMINATION:—

After satisfactory practical tests have been passed, candidates will submit themselves when summoned to examination on (a) Flying-machines, (b) engines, (c) navigation.

(a.) *Flying-machines: Aeroplanes and Seaplanes.*—Theoretical abstract knowledge of the resistance of the air in connection with planes, rudders, elevators, and propellers; functions of the different parts of the machine and of their controls. Assembling of aeroplanes, propellers, under-carriages, rudders, elevators, and their controls. Practical tests on rigging.

(b.) *Engines.*—General knowledge of internal-combustion engines and their various functions, valve-gear, carburation, ignition, exhaust. Characteristics of aero engines, and a general idea of their construction, adjustment, and assembling. Causes of the faulty running of engines. Fuel and oils. Description of the details of the aero engines used. Adjustments, lubrication, upkeep, disassembling and assembling of the principal parts; causes of breakdown. Use of throttle and other controls. Practical tests in running repairs.

(c.) *Navigation.*—Knowledge of rules for aerial traffic in the vicinity of aerodromes. Practical knowledge of the special conditions of aerial traffic. Map-reading, use of compass, location of position.

Remarks.

The practical tests shall be carried out within a maximum period of one month. They may be carried out in any order, and each may be attempted twice. They shall be witnessed by at least two properly accredited examiners, who will hand over the official reports to the proper authorities.

The official reports will give full details of the flights, especially of the landings. The candidates shall furnish, before each test, proof of identity, which the examiners have the right to demand.

A barograph shall be carried on all practical tests; and the graph, signed by the two examiners, shall be attached to their report.

MEDICAL REQUIREMENTS.

Every applicant, before obtaining a license as pilot of aircraft engaged in public transport, will present himself for examination by specially qualified men appointed by or acting under the authority of the Air Board.

Medical supervision, both for the selection and the maintenance of efficiency, shall be based upon the following requirements of mental and physical fitness:—

- (a.) Good family and personal history, with particular reference to nervous stability. Absence of mental, moral, or physical defect which will interfere with flying-efficiency.
- (b.) Minimum age for pilots engaged in public transport shall be nineteen years.
- (c.) General surgical examination: The applicant must neither suffer from any wound, injury, or operation, nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.
- (d.) General medical examination: The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lungs, kidneys, and nervous system capable of withstanding the effects of altitude and also the effect of prolonged flight.
- (e.) Eye-examination: The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. No pilot shall have more than two diopres of latent hypermetropia;

muscle-balance must be good and commensurate with the refraction. He must have a good field of vision in each eye, and must possess normal colour-perception.

- (f.) Ear-examination: The middle ear must be healthy. The applicant must possess a degree of auditory acuity compatible with the efficient performance of his duties.
- (g.) The vestibular mechanism must be intact, and neither unduly hypersensitive nor hyposensitive.
- (h.) Nose and throat examination: The applicant must possess free nasal air-entry on either side, and not suffer from serious acute or chronic affections of the upper respiratory tract.

The successful applicant will receive a medical certificate of acceptance, which must be produced before the license can be issued.

In order to ensure the maintenance of efficiency every applicant shall be re-examined periodically, at least every six months, and the findings attached to his original record. In case of illness or accident, also, a pilot shall be re-examined and pronounced fit before resuming aerial duties. The date and result of each re-examination shall be recorded on the applicant's flying-certificate.

No applicant who before the 1st May, 1919, has given proof of his flying ability shall, so long as he retains such ability, be necessarily disqualified because he fails to fulfil all of the above requirements.

Applications for medical examination should be made to the Secretary, Air Board.

GENERAL.

Holders of licenses may be required from time to time to undergo further medical examination carried out under the control of the Air Board.

Licenses shall remain valid for the following periods: Pilot's license, six months; other licenses, twelve months; and shall not be valid unless endorsed by the Air Board at these intervals.

The fee to be charged in respect of each license issued and in respect to each such endorsement as aforesaid shall be five shillings (5s.).

In the event of any applicant being required to undergo such practical test as is specified in paragraphs above a further fee of one guinea (£1 1s.) will be charged.

PERSONS COMPETENT TO UNDERTAKE PERIODICAL INSPECTION AND OVERHAUL AND EXAMINATION BEFORE EACH FLIGHT OF AIRCRAFT.

12. A person desirous of being licensed as a competent person (hereinafter referred to as a "ground engineer") to undertake the inspection of periodic overhauls of aircraft required to be certified as airworthy, or as a competent person to examine such aircraft before each flight, will be required to undergo an examination conducted under the control of the Air Board. At this examination the candidate will be required to submit proof—(a) That he is not less than twenty-one years of age; (b) that he has served at least two years as a mechanic or engineer on internal-combustion engines, or a like period on aircraft construction or maintenance, or a period of not under three years on joint aero-engine and aircraft construction or maintenance.

13. A candidate may apply to be licensed as a ground engineer to overhaul and inspect *all* flying-machines and [or] engines after overhaul and each day before flight; or may apply for a license limited to the inspection of *any* named type or types of flying machine or engine, either after overhaul and [or] each day before flight.

14. Candidates will be required to submit proof of knowledge—

- (a.) For engines: Of the general principles of internal-combustion engines applied to aircraft, including the general principles of ignition, carburation, lubrication, and cooling; knowledge of the inspection, testing, and adjustments necessary for the installation and functioning of the complete power unit in the aircraft; and the capacity to supervise or inspect running repairs and [or] overhaul of particular engines.
- (b.) For flying-machines: The general principles of construction, rigging, trueing-up, and adjustment of flying-machines; a detailed knowledge of construction, adjustments, maintenance, and final inspection of the flying-machine's components; and the capacity to supervise or inspect running repairs and [or] the overhaul of specified types of flying-machines.

15. The examination may be in part written and in part oral. Candidates may be required to give practical proof of knowledge.

16. Aircraft certified daily by such licensed ground engineers will be periodically reinspected by a person or persons duly authorized by the Air Board, which reserves the right to suspend or revoke licenses granted as above should such certified aircraft be deemed by it, as a result of such examination, to be unsafe.

17. Ground engineers certifying flying machines or engines as airworthy after overhaul must be in a position to certify that the conditions as required for the inspection of aircraft as set out in Schedule III, that apply to the overhaul, have been carried out. The Air Board reserves the right to suspend or revoke the license of the ground engineer responsible for certifying that the overhaul has been correctly carried out, should a test inspection be deemed by an official duly authorized by the Air Board to indicate that the flying-machine is not airworthy.

SCHEDULE III.—CERTIFICATES FOR AIRWORTHINESS FOR PASSENGER AIRCRAFT AND PERIODICAL OVERHAUL AND EXAMINATION OF SUCH AIRCRAFT.

GENERAL.

1. A certificate of airworthiness in respect of locally constructed aircraft of any type (hereinafter referred to as "a type aircraft") will be issued by the Air Board, at a charge of two guineas (£2 2s.), in accordance with the conditions stipulated below:—

- (a.) The design must be approved by the Air Board in regard to safety.
- (b.) The construction must be so approved in regard to workmanship and material used.
- (c.) A satisfactory demonstration, in accordance with the directions of the Air Board, shall be made in flying-trials that the aircraft is safe for the purpose for which it is intended.

2. A certificate of airworthiness in respect of imported approved aircraft will be issued by the Air Board in accordance with the conditions set out hereunder, at a charge of one guinea (£1 1s.):—

- (a.) The aircraft will be of a design approved by the Air Board in regard to safety.
- (b.) A satisfactory demonstration that the aircraft is safe for the purpose for which it is intended must be given by flying-trials made in accordance with the directions of the Air Board.

PERIODICAL OVERHAUL.

3. All passenger aircraft must be inspected, overhauled, and certified as airworthy by competent persons appointed by the owners or users of them, and licensed for the purpose under these regulations, at such times as the Air Board may direct; and such certificate or certificates must be produced to the Air Board on demand.

4. Engines installed in passenger and instructional aircraft will be taken down, inspected, and completely overhauled in accordance with the following running-times: Gnome Monosoupape, after 25 hours; other rotary types, after 35 hours; stationary types, after 150 hours: except that all engines installed in passenger and instructional aircraft will be given a complete overhaul at least once in six months, irrespective of the number of hours run.

5. Aircraft inspected, overhauled, or certified as provided in the foregoing paragraph may be inspected by authorized representatives of the Air Board; and the Air Board is entitled under these regulations to cancel or suspend the certificate of airworthiness of any aircraft deemed to be unsafe as a result of such inspection.

EXAMINATION BEFORE EACH FLIGHT.

6. No passenger aircraft carrying passengers shall on any day proceed on any journey unless it has previously been inspected at least once on that day by a competent person licensed for the purpose under the regulations, who shall not be the pilot of the particular machine.

7. If such competent person is satisfied that the aircraft is fit in every way for the flight or flights proposed he shall sign in duplicate a certificate to that effect, which certificate shall be countersigned by another person in the employment of the owner, giving the time and date of certification. For this purpose the countersignature of the pilot may be accepted.

8. One copy of each certificate will be retained by the owner of the aircraft, and the duplicate copy must be carried in the aircraft.

9. The pilot will be responsible for seeing that the aircraft before commencing any flights is, in his opinion, in a satisfactory condition and does not carry more than the load specified in the certificate of airworthiness, and must sign a certificate to that effect.

SCHEDULE IV.—REGISTRATION-MARK.

1. The registration-mark shall be such as the Air Board may direct.

2. The registration-mark shall be affixed in black on a white ground in the following manner, and underlined with a black line: The marks shall be painted once on the lower surface of the lower main planes, and once on the upper surface of the top main planes, the top of the letters to be towards the leading edge. They shall also be painted along each side of the fuselage, between the main planes and the tail planes. In cases where the machine is not provided with a fuselage the marks shall be painted on the nacelle.

3. The height of marks on the main planes shall be equal to four-fifths of the chord. The height of the marks on the fuselage or nacelle shall be equal to four-fifths of the depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

4. The width of the numbers or letters shall be two-thirds of their height, and the thickness shall be one-sixth of their height. The numbers or letters shall be painted in plain block type, and shall be uniform in shape and size. A space equal to half the width of the numbers or letters shall be left between each number or letter.

5. In the case of underlined letters the thickness of the lines shall be equal to the thickness of the letter. The space between the bottom of the letters and the lines shall be equal to the thickness of the line.

6. The registration-mark shall be displayed to the best possible advantage, taking into consideration the constructional features of the aircraft. The mark must be kept clean and visible.

SCHEDULE V.—LOG-BOOKS.

1. Log-books shall take the form of an aircraft log-book, an engine log-book, a journey log-book, and a signal log-book. If more than one engine is fitted a separate log-book shall be provided for each engine.

2. Each log-book shall be self-contained, but all log-books shall be kept together in the aircraft in a waterproof bag.

3. The log-books shall conform in all essentials to the patterns authorized by the Air Board, and shall contain such information and particulars as the Air Board may direct.

F. D. THOMSON,
Clerk of the Executive Council.

Prohibiting the Exportation of Frozen Mutton and Lamb and Chilled and Frozen Beef and Veal.

JELLICOE, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 18th day of March, 1921.

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

HIS Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of that Dominion, and in exercise of the powers conferred upon him by section forty-seven of the Customs Act, 1913, and section twenty-four of the Regulation of Trade and Commerce Act, 1914, doth hereby prohibit the exportation from New Zealand, without the consent of the Minister of Customs, of frozen mutton and lamb and chilled and frozen beef and veal.

F. D. THOMSON,
Clerk of the Executive Council.

