

(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):