

16. Aircraft certified daily by such licensed ground engineers will be periodically re-inspected 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.

