

(2) Subject, however, to any such order, such costs and expenses, including the cost of service of process, shall be part of the expenditure incurred by the Minister, and shall be paid out of moneys specifically appropriated by Parliament to the purposes of the Act.

42. The report of a Board of inquiry to the Minister as to the cause of and responsibility for the accident, shall, where necessary, include observations and recommendations with a view to the preservation of life and the avoidance of similar accidents in future, including a recommendation for the cancellation, suspension, or endorsement of any licence or certificate.

43. A person shall not obstruct or impede a Board of inquiry, an Inspector of Accidents, or any person acting under the authority of the Minister in the exercise of any powers or duties under these regulations.

*Penalties.*

44. If any person contravenes or commits a breach of, or fails to comply with, the foregoing regulations or any provisions thereof, relating to the notification and investigation of accidents, he shall be liable on summary conviction to a fine not exceeding fifty pounds, or to imprisonment for a term not exceeding three months.

SCHEDULE 1.—REGISTRATION AND MARKING OF AIRCRAFT.

A.—REGISTRATION.

*Certificates of Registration of Aircraft.*

1. (1) THE registration of aircraft in New Zealand shall be carried out by the Minister, who may grant to the owner of any aircraft a certificate of registration in respect thereof, and shall assign to the registered aircraft a registration mark.

(2) Application for the registration of aircraft in New Zealand should be made to the Controller of Civil Aviation, Defence, Wellington, by whom application forms will be supplied on demand.

*Register of New Zealand Aircraft.*

2. The register of New Zealand aircraft shall be open for inspection at such times, and subject to such conditions, as may be convenient.

*Certificates of Registration to be granted to British Subjects only.*

3. Except in special cases, a certificate of registration in respect of an aircraft shall not be granted to any person unless he is a British subject, or to any firm or company unless it is registered in and has its principal place of business in New Zealand, and whereof the chairman and at least two-thirds of the directors are British subjects.

4. In the event of any change in the ownership of a registered aircraft, or if a registered aircraft ceases to be owned wholly either by persons or by a company or corporation fulfilling the conditions specified in the preceding paragraph of this Schedule, then:—

(1) The registered owner of the aircraft shall forthwith notify the Controller of Civil Aviation of such change of ownership, or, as the case may be, that the aircraft has ceased to be so owned as aforesaid; and

(2) The registration and the certificate thereof shall lapse as from the date of such change of ownership or the date on which the aircraft ceased to be so owned.

5. When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall, as soon as possible, notify the Controller of Civil Aviation accordingly, and the registration and the certificate thereof shall lapse as from the date of such notification.

6. No aircraft shall be registered in New Zealand which is already validly registered in any other State.

B.—MARKING.

*Form of Registration and Nationality Marks.*

7. The New Zealand nationality mark shall be the capital letters "ZK" or "ZM" or "ZL" in Roman character, and the registration mark shall be a group assigned by the Controller of Civil Aviation of three capital letters in Roman character—e.g., ZK-AAA.

*The Affixing of Marks.*

8. (1) The marks shall be of such a colour in relation to the colour of the background on which they are painted as will render them clearly legible at a distance of not less than 250 yards in a clear atmosphere.

(a) *Flying-machines.*—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.

(b) *Airships and Balloons.*—In the case of airships the marks shall be painted near the maximum cross-section on both sides and on the upper surface, equidistant from the letters on the sides. In the case of balloons, the marks shall be painted twice near the maximum horizontal circumference, of a spherical balloon as far as possible from one another, and on a non-spherical balloon, near the maximum cross-section on both sides immediately above the rigging band or the points of attachment of the basket suspension cables. In the case both of airships and balloons the side marks shall be visible both from the sides and ground.