

- (e) Any surgical intervention in the biliary passages or the digestive tube, except appendicitis, involving a total or partial excision or a diversion of one of these organs, any anatomical lesion in the walls of any part whatever of the digestive tube, any stricture of its calibre, any calculus or foreign body, any peritoneal lesion, established by clinical or laboratory examinations will entail rejection, unless two years after a surgical operation the effects of the operation are not deemed liable to cause sudden incapacity in the air. Exception may be made for spasmodic strictures not accompanied by other troubles, and for ptoses compensated by a good abdominal musculature :
- (f) Diseases of the liver (including those of the biliary passages) and of the pancreas will in cases where it is deemed necessary be verified by laboratory examination, particularly by radiography as well as by an examination of the blood and of the urine and will entail rejection only if they afford indication of the existence of a calculus, tumour, or lesion involving a persistent impairment of function of these organs :
- (g) *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, lung, and nervous system in a state to withstand the effects of altitude. He must be free from kidney disease, and must not present any clinical sign of syphilis, nor have any cardiac lesion :
- (h) *Eye Examination.*—The candidate must possess, with correction by glasses if necessary, a visual acuity equal to at least 80 per cent. of the normal visual acuity, for each eye taken separately, or 90 per cent. for one eye and 70 per cent. for the other, the visual acuity being measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly into the eyes of the examinee. Binocular vision, ocular poise, the field of vision of each eye, and colour perception must be normal :
- (i) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the perception of the whispered voice at one metre. The vestibular mechanism must be intact and not hypersensitive. It must be equal on both sides :
- (j) *Nose, Throat, and Mouth Examination.*—The applicant must possess free tubal air entry on both sides :
- Provided, however, that a person who does not satisfy the above requirements may, at the discretion of the Minister, be accepted as eligible for the issue of a licence, so far as medical requirements are concerned, if he has been previously found medically fit for flying.

## PILOTS OF FLYING-MACHINES.

" A " *Private Pilot's Licence.*

9. The tests and examination of a pilot's licence to fly flying-machines other than flying-machines carrying passengers and goods for hire or reward or being flown for any industrial purpose shall be as follows :—

- (1) *Practical Tests* (in each test the candidate must be alone in the flying-machine)—
- (a) *Test for Altitude and Gliding Flight.*—A flight which shall finish with a glide. To carry out the glide the candidate must, at a height of not less than 2,000 ft. above the landing or alighting area, either cut off the engine or completely throttle down the engine. The landing shall be made without restarting the engine or engines or without opening the throttles of the engines and within 150 yards or less of a point fixed beforehand by the official examiners of the test.
- (b) *Test of Skill.*—A flight without landing around two posts (or bouys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or bouys). 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 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.
- (c) The above practical tests may be attempted twice during the course of an official flying test.
- (2) *Technical Examination* :—
- (a) Knowledge of rules as to lights and signals, general rules for air traffic, and special rules for air traffic on and in the vicinity of aerodromes open to public use.
- (b) A practical knowledge of international air legislation.
- (c) A general knowledge of, in so far as they affect the responsibilities of a pilot, the Regulations and Notices to Airmen, issued by the Controller of Civil Aviation :

Provided that, for the purpose of the grant of such licences, persons who are qualified as pilots in the Air Forces of the British Empire may be exempted from the above tests.

*Flying Experience, &c.*

10. As regards private pilots' licences for flying-machines :—
- (a) An applicant for the issue of a licence will be required to produce satisfactory evidence that he has carried out not less than five hours' solo flying during the twelve months preceding the date of the application. The evidence normally required for this purpose will consist of the production of a pilot's log-book recording such flying, or of a certificate issued by a responsible authority or person approved for the purpose by the Minister.