

- (g) A candidate who desires a licence permitting him to fly a type of flying-machine equipped with two or more engines will be required to undergo a practical test of his ability to fly and manoeuvre such a machine with each engine in turn completely throttled down.
- (2) *Technical Examination.*—Candidates will submit themselves, when summoned, to an examination in the following subjects, under arrangements made by the Controller of Civil Aviation:—
- (a) *Flying-machines.*—Theoretical knowledge of the laws of the resistance of the air, especially as concerns its effects on wings and tail-planes, rudders, elevators, and airscrews; functions of the different parts of the machine and of their controls. Assembling of flying-machines, propellers, undercarriages, rudders, elevators and their controls. Knowledge of instruments and equipment (exclusive of engine instruments).
- (b) *Engines.*—General knowledge of internal-combustion engines, and their various functions, valve gear, carburation, ignition, exhaust. Characteristics of aero engines and a general knowledge of their construction, adjustment, and assembling. Causes of the faulty running of engines. Fuels 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. Knowledge of engine instruments.
- (c) *Air Regulations and Pilotage.*—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. Knowledge of the special conditions of air traffic and international air legislation. 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. Map-reading, measurement of distances, calculation of courses, compensation of compasses for deviation, and method of determining drift, elementary meteorology.
- (d) *Practical tests in running repairs and on rigging.*
 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 and examinations, except as regards the subjects of the examination, specified in (c). Such exception may be made conditional upon the satisfactory completion of a special flying test.

26. The practical tests specified in paragraph 25 shall be carried out within a maximum period of one month:—

- (a) 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 Controller of Civil Aviation.
- (b) 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.
- (c) A barograph shall be carried on all practical tests, and the graph signed by the two examiners shall be attached to their report.
27. As regards pilots' licences for passenger or goods flying-machines,—
- (a) The maximum period for which an applicant for the issue or renewal of a licence may not have flown, but yet may be considered to have recent reasonable flying experience is six months:
- (b) An applicant for the issue of a licence will be required to produce proof that during the preceding two years he has carried out as pilot in sole charge of a flying-machine at least 100 hours' flying, and at least thirty landings:
- (c) A licence will be granted only for such types of flying-machines as the applicant can produce evidence of his ability to fly. A licence may, however, be extended to cover further types on production of proof of the holder's ability to fly these types:
- (d) An applicant for the renewal of a licence will be required to produce proof of recent reasonable flying experience on the class of flying-machines for which the renewal is required, or, failing such proof, to undergo practical tests.

28. With reference to proviso (b) to clause 5 (1) and proviso (c) to clause 6 (1) of the regulations, a flying-machine may be flown by a person not holding a pilot's licence for flying-machines for the purpose of becoming eligible for the issue or renewal of such a licence, provided that the following conditions are complied with:—

- (i) The flight must start from, take place within three miles of, and finish at, a licensed aerodrome, a N.Z. Air Force Aerodrome, or an aerodrome under the control of the Minister.
- (ii) Before the flight is commenced, notice that it is being undertaken for the purpose stated above must be given to the person in charge of the aerodrome from which the flight starts.
- (iii) No passengers may be carried.

NAVIGATORS.

29. (1) There shall be two classes of licences to navigate aircraft—second and first class.

(2) A candidate for a second-class licence to navigate aircraft will be required to produce proofs of competency in the practice and theory of the subjects specified in Sub-Schedule A below. He will also be required to produce proof of having had at least two years' air experience, during which at least 300 hours must have been spent in the air.

(3) A candidate for a first-class licence to navigate aircraft will be required to produce proofs of competency in the practice and theory of the subjects specified in Sub-Schedule B below. He will also be required to produce proof of having