

SUPPLEMENT TO THE UNION OF SOUTH AFRICA GOVERNMENT GAZETTE.

BIJVOEGSEL TOT DE STAATSKOERANT VAN DE UNIE VAN ZUID-AFRIKA.

PRETORIA, 27TH JUNE, 1924.

PROCLAMATIONS

BY MAJOR-GENERAL HIS EXCELLENCY THE RIGHT HONOURABLE THE EARL OF ATHLONE, KNIGHT GRAND CROSS OF THE MOST HONOURABLE ORDER OF THE BATH, KNIGHT GRAND CROSS OF THE MOST DISTINGUISHED ORDER OF ST. MICHAEL AND ST. GEORGE, KNIGHT GRAND CROSS OF THE ROYAL VICTORIAN ORDER, COMPANION OF THE DISTINGUISHED SERVICE ORDER, PERSONAL AIDE-DE-CAMP TO HIS MAJESTY THE KING, HIGH COMMISSIONER FOR SOUTH AFRICA, AND GOVERNOR-GENERAL AND COMMANDER-IN-CHIEF IN AND OVER THE UNION OF SOUTH AFRICA.

* No. 140, 1924.]

Under and by virtue of the powers in me vested by section *twenty-one* of the Aviation Act, No. 16 of 1923, I do hereby proclaim, declare and make known that the said Act shall commence and come into operation on the first day of July One thousand Nine hundred and Twenty-four.

GOD SAVE THE KING.

Given under my Hand and the Great Seal of the Union of South Africa at Pretoria this Twenty-third day of June One thousand Nine hundred and Twenty-four.

ATHLONE,
Governor-General.

By Command of His Excellency the
Governor-General-in-Council.

THOS. WATT.

* No. 141, 1924.]

Whereas the International Convention for determining by common agreement between the Powers and States signatory to the Convention certain uniform rules with respect to International Air Navigation was together with the additional protocol to that Convention adopted by the Union of South Africa by the Aviation Act No. 16 of 1923, the Convention and additional protocol thereto being set out in the Schedule of the Act;

And whereas it is expedient to apply the provisions of the Convention to air navigation within the limits of the Union;

Now, therefore, under and by virtue of the powers vested in me by section *two* (c) of the Act, I hereby proclaim, declare and make known that—

- (1) from the 1st day of July, 1924, all the provisions of the Convention and any protocol thereto shall apply to air navigation within the Union, subject to the modifications, adaptations and consequential or supplementary provisions deemed by me to be necessary or expedient, and to be found incorporated in the regulations made by me under section *three* of the Act.
- (2) Proclamation No. 22 of the 31st day of January, 1924, is hereby cancelled.

GOD SAVE THE KING.

Given under my Hand and the Great Seal of the Union of South Africa at Pretoria this Twenty-third day of June, One thousand Nine hundred and Twenty-four.

ATHLONE,
Governor-General.

By Command of His Excellency the
Governor-General-in-Council.

THOS. WATT.

PROKLAMATIES

VAN GENERAAL-MAJOR ZIJN EXCELLENTIE DE HOOGDEDELICHTBARE DE GRAAF VAN ATHLONE, GROOTKRUIS RIDDER VAN DE MEEST EDELICHTBARE BATHORDE, GROOTKRUIS RIDDER VAN DE MEEST ONDERSCHIEDEN ORDE VAN ST. MICHAEL EN ST. GEORGE, GROOTKRUIS RIDDER VAN DE KONINKLIJKE VICTORIA ORDE, RIDDER VAN DE ONDERSCHIEDEN DIENSTORDE, PERSOONLIJKE AIDE-DE-CAMP VAN ZIJN MAJESTEIT DE KONING, HOOG KOMMISSARIS VOOR ZUID-AFRIKA EN GOVERNEUR-GENERAAL EN OPPERBEVELHEBBER IN EN OVER DE UNIE VAN ZUID-AFRIKA.

* No. 140, 1924.]

Kragtens en uit hoofd van die magte my verleen deur artikel *een-en-twintig* van die Lugvaart Wet, No. 16 van 1923, verklaar ek, proklameer ek, en maak ek mits dese bekend dat genoemde wet begin sal en in werking sal tree op die eerste dag van Julie Een-duisend Negehoenderd Vier-en-twintig.

GOD BEHOEDE DIE KONING.

Gegee onder my Hand en die Grootseël van die Unie van Suid-afrika, te Pretoria, op die Drie-en-twintigste dag van Junie Een-duisend Negehoenderd Vier-en-twintig.

ATHLONE,
Goewerneurgeneraal.

Op las van Sy Eksellensie die
Goewerneurgeneraal-in-Rade.

THOS. WATT.

* No. 141, 1924.]

Nademaal die Internasionale Konvensie vir die vasstelling met eenparige ooreenkoms tussen die ondertekende State en Moonthede van die Konvensie, van sekere gelykvormige regulasies, met betrekking tot die Internasionale Lugvaart, tesame met die bykomende Protokol tot daardie Konvensie, aangeneem werd deur die Unie van Suidafrika, kragtens Lugvaart Wet, No. 16 van 1923, in die skedule waarvan die Konvensie en die bykomende protokol uiteengeset is;

En nademaal dit noodsaaklik is om die bepalinge van die Konvensie van toepassing te maak op die Lugvaart binne die perke van die Unie;

So is dit dat ek kragtens, en by mag van die bevoeghede my verleen by artikel *twee* (c) van die Wet, proklameer en bekend maak dat—

- (1) met intreding van Mei 1924, alle bepalinge van die Konvensie en van enige protokol daarby, van toepassing sal wees op die Lugvaart binne die Unie, onderwerp aan die nadere bepalinge of daaruit voortvloeiende of bykomende bepalinge, wat deur my noodsaaklik of passend beskou word en wat alreeds voorkom in die regulasies wat onder artikel *drie* van die Wet deur my opgestel is.
- (2) Proklamasie No. 22 van 31 Januarie 1924 word hierby gekanseleer.

GOD BEHOEDE DIE KONING.

Gegee onder my Hand en die Grootseël van die Unie van Suid-afrika, te Pretoria, op die Drie-en-twintigste dag van Junie Een-duisend Negehoenderd Vier-en-twintig.

ATHLONE,
Goewerneurgeneraal.

Op las van Sy Eksellensie die
Goewerneurgeneraal-in-Rade.

THOS. WATT.

Government Notices—Goevernements Kennisgevingen.

DEPARTMENT OF POSTS AND TELEGRAPHS.

The following Government Notices are published for general information.

H. J. LENTON,
Acting Postmaster-General.

Department of Posts and Telegraphs, Pretoria.

* No. 1060.]

[27th June, 1924.

It is hereby notified for general information that His Excellency the Governor-General has, under section *three* of the Aviation Act, 1923 (No. 16 of 1923), been pleased to make the following regulations, to have effect as from the date fixed for the coming into operation of the Act, and to rescind the regulations published under Government Notices Nos. 287 of 22nd February, 1924, and 455 of 15th March, 1924.

UNION OF SOUTH AFRICA.

AIR NAVIGATION REGULATIONS, 1924.
MADE IN TERMS OF THE AVIATION ACT, No. 16, 1923.

Short Title.

1. These regulations may be cited as "The Air Navigation Regulations, 1924."

DEPARTEMENT VAN POST- EN TELEGRAAFWEZEN.

De volgende Kennisgevingen worden voor algemene informatie gepubliceerd.

H. J. LENTON,
Waarnemende Postmeester-generaal.

Hoofposkantoor, Pretoria.

* No. 1060.]

[27 Junie 1924.

Vir algemene informasie word hierby bekend gemaak dat dit Sy Eksellensie die Goewerneurgeneraal behaag het, onder artikel *drie* van die Lugvaart Wet, 1923 (No. 16 van 1923), om die volgende regulasies te maak, met intreding van die datum vasgestel vir die bekendmaking van die Wet, en om die regulasies wat onder Goewernementskennisgewinge No. 287 van 22 Februarie 1924 en No. 455 van 15 Maart 1924, te kansleer.

UNIE VAN SUIDAFRIKA.

LUGVAARTREGULASIES, 1924,
OPGETREK KRAGTENS DIE LUGVAART WET, No. 16, 1923.

Korte Tittel.

1. Hierdie regulasies kan aangehaal word as "Die Lugvaarts-regulasies, 1924."

Interpretation of Terms.

2. (1) In these regulations, unless inconsistent with the context—
- (a) "the Act" means the Aviation Act, No. 16, 1923;
 - (b) "aerodrome" means any definite and limited ground or water area or any building used or intended to be used either wholly or in part, for the landing or departure of aircraft;
 - (c) "aircraft" means and includes all flying machines, aeroplanes, seaplanes, flying boats, and other aircraft designed to be heavier than air, also all airships and balloons or other aircraft designed to be lighter than air;
 - (d) "flying machine" includes aeroplanes, seaplanes, flying boats, or other aircraft heavier than air and having means of propulsion;
 - (e) "authorized person" means any person duly authorized by the Postmaster-General;
 - (f) "by day" means between sunrise and sunset;
 - (g) "by night" means between sunset and sunrise;
 - (h) "Convention" means the International Convention for the Regulation of Aerial Navigation signed at Paris on the 13th day of October, 1919, and includes the additional protocols thereto and any additions to, or amendments of, the said International Convention ratified and proclaimed under the authority of section two (b) of Act No. 16 of 1923;
 - (i) "contracting State" means any State which is for the time being a party to the Convention, and these regulations shall apply to aircraft possessing the nationality of a State in respect of which a derogation to the Government of the Union of South Africa has been granted under the protocol modifying Article 5 of the Convention as it applies to aircraft possessing the nationality of a contracting State;
 - (j) "the Director of Medical Services" means the Director of Medical Services, Defence;
 - (k) "military aircraft" includes His Majesty's naval, military, and air force aircraft and every aircraft commanded by a person in His Majesty's naval, military, or air force service detailed for the purpose shall be deemed to be a military aircraft;
 - (l) "Minister" means the Minister of Posts and Telegraphs or any other Minister to whom the Governor-General may from time to time assign the administration of the Act, or any Minister acting for him in his absence;
 - (m) "owner," except where otherwise specially defined, means in relation to an aircraft or aerodrome the person in whose name the aircraft or aerodrome is registered, and includes any person who is or has been acting as agent in the Union for a foreign owner, or any person by whom the aircraft or aerodrome is hired at the time;
 - (n) "passenger aircraft," "mail aircraft," and "goods aircraft" mean respectively aircraft intended for carrying passengers, mails, or goods for hire or reward, and include respectively aircraft in which passengers, mails, or goods are actually so carried. Any references in these regulations to passengers carried for hire or reward include references to persons carried in aircraft for the purposes of instruction in flying for which payment is made;
 - (o) "personnel" (in relation to aircraft) includes the pilot, commander, navigator and aircraft engineer, and any operative member of the crew;
 - (p) "Postmaster-General" means the Postmaster-General of the Union or any person acting for him;
 - (q) "prescribed" means prescribed by or under the Act or by or under any proclamation or regulation;
 - (r) "prohibited area" means any area declared to be a prohibited area for the purposes of these regulations;
 - (s) "proprietor of an aerodrome" includes any person responsible for the management thereof;
 - (t) "regulations for preventing collisions at sea" means the rules of law for preventing collisions at sea;
 - (u) "under way" in relation to an airship means not made fast to the ground or any object on land or water;
 - (v) "Union" means the Union of South Africa and includes the mandated territory of South-West Africa;
 - (w) "Union aircraft" means an aircraft registered in the Union.

Aircraft to which Regulations apply.

3. The provisions of these regulations apply (unless the contrary intention appears) to all Union aircraft registered in the Union and to foreign aircraft when in or over the Union.

Nationality of Aircraft.

4. An aircraft shall be deemed to possess the nationality of the State on the register of which it is entered.

Exceptions.

5. Except where otherwise expressly stated, these regulations apply to aircraft registered in the Union, other than military aircraft, but shall not apply to any aircraft or person to which or to whom the Minister directs that these regulations or any part thereof shall not apply.

Application to Foreign and to Foreign Military Aircraft.

6. The provisions in Schedules I, III, and V to these regulations shall not apply to foreign aircraft, provided that no foreign military aircraft shall fly over or land in the Union, except on the express invitation or with the express permission of the Minister; but any such aircraft so flying over or landing in the Union shall be exempt from these regulations to such extent and on such conditions as are specified in the invitation or permission. Provided, further, that where any foreign aircraft, after landing in the Union, flies over any part thereof, except in such manner as is necessary in order to proceed to a foreign destination, all the provisions of these regulations shall apply to that aircraft, unless there are carried in the aircraft and produced for inspection as and when required by the Postmaster-General, certificates, licences, and logbooks, issued by the responsible authority in the country to which the aircraft belongs, complying substantially with the provisions of these regulations, and unless (in the case of a passenger aircraft) the condition of the aircraft, having regard to the safety of the passengers and personnel, corresponds substantially with the particulars contained in the certificates produced.

Woordbepaling.

2. (1) Tensy die samehang 'n ander sin aanwys word in hierdie regulasies verstaan onder—
- (a) "die Wet" die Lugvaart Wet, No. 16 van 1923;
 - (b) "aerodroom" 'n bepaalde of beperkte grond- of water-terrein of 'n gebou, geheel of gedeeltelik gebruik of bedoel vir sodanige gebruik as neerdalings- of afvaartterrein van lugvaartuie;
 - (c) "Lugvaartuig" tewens alle vliegmasiene, aeroplane, seepplane, vliegbote en ander lugvaartuie, bedoel om swaarder as lug te wees en ook alle lugskepe en ballonne of ander lugvaartuie, bedoel om ligter as lug te wees;
 - (d) "vliegmasien" tewens aeroplane, seepplane, vliegbote of ander lugvaartuie swaarder dan lug voorsien van dryfkrag;
 - (e) "gemagtigde persoon" 'n behoorlik deur die Posmeester-generaal gemagtigde persoon;
 - (f) "oordag" die periode tussen sonsop- en sonsondergang;
 - (g) "snags" die periode tussen sonsonder- en sonsopgang;
 - (h) "Konvensie" die Internasionale Konvensie vir die Reëling van Lugvaart, geteken te Parys op die 13de Oktober 1919, en tewens die aanvullende protokols daartoe en verdere aanvullinge tot, en wysinge van, die genoemde Internasionale Konvensie bekragtig en geproklameer ingevolge artikel twee (b) van Wet No. 16 van 1923;
 - (i) "Kontrakterende Staat" 'n Staat, so lank as hy 'n party tot die Konvensie is en hierdie regulasies is van toepassing op lugvaartuie besittende die nasionaliteit van 'n Staat ten opsigte waarvan die Goewerment van die Unie van Suidafrika, ingevolge die Protokol, wysigende artikel 5 van die Konvensie, 'n afwyking toegestaan is soos dit toepasselik is op lugvaartuie besittende die nasionaliteit van 'n kontrakterende Staat;
 - (j) "die Direkteur van die Mediese Diens" die Direkteur van die Mediese Diens, Verdediging;
 - (k) "militêre lugvaartuig" tewens Sy Majesteits marine-, militêre en lugmag-lugvaartuie; en alle lugvaartuie onder bevel van iemand in Sy Majesteits mariene-, militêre of lugmagdiens aangewys vir die doel word beskou as militêre vlugvaartuie;
 - (l) "Minister" die Minister van Posterye en Telegrafie of 'n ander Minister deur die Goewerneur-generaal van tyd tot tyd met die uitvoering van die Wet belas; of 'n ander Minister, wat gedurende sy afwesigheid namens hom optree;
 - (m) "eienaar," behalwe waar spesiaal anders omskree, in verband met 'n lugvaartuig of aerodroom die persoon in die naam van wie die lugvaartuig of aerodroom geregistreer is en tewens iedere persoon wat as agent vir 'n buitelandse eienaar in die Unie optree, of opgetree het, of 'n persoon deur wie die lugvaartuig of aerodroom op die tyd gehuur word;
 - (n) "passasiers-lugvaartuig," "poslugvaartuig" en "goedere-lugvaartuig" onderskeidelik lugvaartuie bedoel vir vervoer van passasiers, poste of goedere, teen betaling van vraag of beloning, en sluit in onderskeidelik lugvaartuie waarin passasiers, poste of goedere werkelik also vervoer word.
- Wanneer in hierdie regulasies melding gemaak word van passasiers vervoer teen betaling van vraag of beloning sluit dit tensyn in persone vervoer in lugvaartuie vir die doel om te leer vlieg, teen betaling.
- (o) "Personeel" (in verband met 'n lugvaartuig) die skipper, kommandant, stuurman en lugvaartuigmansiens, en 'n werkende lid van die bemanning;
 - (p) "Posmeester-generaal" die Posmeester-generaal van die Unie of 'n vir hom waarnemende persoon;
 - (q) "voorgeskrewe" voorgeskrewe deur of kragtens die Wet of deur of kragtens proklamasies of regulasies;
 - (r) "verbode terrein," 'n terrein wat vir die doel van hierdie regulasies verbode verklaar is;
 - (s) "eienaar van 'n aerodroom," tewens 'n persoon verantwoordelik vir die bestuur daarvan;
 - (t) "regulasies vir voorkoming van aanvarings op see" die wetvoorskrifte vir voorkoming van aanvarings op see;
 - (u) "onderweg" in verband met 'n lugskip, nie vasgemaak aan die grond of aan 'n voorwerp op land of water;
 - (v) "Unie" die Unie van Suidafrika en tewens die Mandaat-gebied van Suidwes-Afrika;
 - (w) "Unie lugvaartuig" 'n lugvaartuig wat in die Unie geregistreer is.

Lugvaartuie waarop Regulasies van toepassing is.

3. Die bepaalde by hierdie regulasies is van toepassing (tensy die teendeel blyk) op alle Unie lugvaartuie geregistreer in die Unie en op vreemde lugvaartuie in of bo die Unie.

Nasionaliteit van Lugvaartuie.

4. 'n Lugvaartuig word beskou als besittende die nasionaliteit van die Staat in die register waarvan die lugvaartuig voorkom.

Uitsonderinge.

5. Behalwe waar anders uitdruklik vermeld is hierdie regulasies van toepassing op in die Unie geregistreerde lugvaartuie, met uitsondering van militêre lugvaartuie, maar is nie van toepassing op 'n lugvaartuig of iemand op wat volgens order van die Minister hierdie regulasies of 'n deel daarvan nie van toepassing sal wees nie.

Toepassing: Vreemde Militêre Lugvaartuie.

6. Die bepaalde by Bylaes 1, 3 en 5 van hierdie regulasies is nie van toepassing op vreemde lugvaartuie nie, met die verstande, dat geen vreemde militêre lugvaartuie oor die Unie mag vlieg of daarin neerdaal nie, behalwe op die uitdruklike uitnodiging of met uitdruklike toestemming van die Minister; maar alle sodanige lugvaartuie wat also oor die Unie vlieg of daarin neerdaal is vrygestel van hierdie regulasies in so'n mate en op sodanige voorwaardes as uiteengeset in die uitnodiging of permit.

Met die verstande verder dat, waar 'n vreemde lugvaartuig na neerdeling in die Unie, oor 'n gedeelte daarvan vlieg, behalwe op so'n manier as nodig is om by 'n vreemde bestemming te kom, al die bepaalde by hierdie regulasies op daardie lugvaartuig van toepassing sal wees, tensy daar in die lugvaartuig aanwesig is en vir inspeksie vertoon word wanneer vereis deur die Posmeester-generaal, sertifikate, lisensies, logboeke, uitgereik deur die verantwoordelike outoriteit in die land waaraan die lugvaartuig behoort, wat in hoofsaak voldoen aan die bepaalde by hierdie regulasies en tensy (in die geval van 'n passasiers-lugvaartuig) die toestand van die lugvaartuig, met die oog op die veiligheid van die passasiers en personeel, in hoofsaak ooreenkom met die besonderhede vervat in die oorgelegde sertifikate.

General Conditions of Flying.

7. (1) No aircraft shall fly within the limits of the Union or the territorial waters thereof, unless—

- (i) the aircraft shall be registered and bear the prescribed nationality and registration marks and the name and residence of the owner affixed or painted on the aircraft in the prescribed manner;
- (ii) the aircraft shall be certified as airworthy in the prescribed manner, and any terms or conditions on or subject to which the certificate of airworthiness was granted shall be duly complied with;
- (iii) the personnel of the aircraft shall be provided with the prescribed certificates of competency and licences;
- (iv) there shall be carried in the aircraft the prescribed documents and logbooks kept up to date in the prescribed form and manner;

provided that—

- (a) Conditions (i), (ii), and (iv) shall not apply to aircraft flown for the purpose of experiment or test only, within three miles of an aerodrome or aircraft factory, or in accordance with such directions (if any) as may be given by the Postmaster-General; and
- (b) Condition (iii) shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence, or within three miles of an aerodrome in the case of personnel under instruction.

Further Conditions of Flying within the Union.

8. Save as herein after expressly provided an aircraft shall not fly within the Union unless the following further conditions are complied with:—

- (i) The provisions of these regulations as to general safety, and as to the dropping of articles from aircraft, shall be duly complied with;
- (ii) the aircraft shall not land in or fly over a prohibited area without the special permission of the Minister;
- (iii) the personnel of the aircraft shall be provided with certificates of competency and licences issued by the State whose nationality the aircraft possesses;
- (iv) the prescribed certificates as to airworthiness shall be carried in the aircraft;
- (v) the aircraft shall conform to such orders as may be lawfully given in regard to it by officers of Police and Customs and Excise;

provided that—

- (a) Condition (iii) shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence, or within three miles of an aerodrome in the case of personnel under instructions; and
- (b) Condition (iv) shall not apply to aircraft flown for the purpose of experiment or test only within three miles of an aerodrome or aircraft factory, or in accordance with such directions (if any) as may be given by the Postmaster-General.

Further Conditions Applicable to Passenger Aircraft.

9. (1) A passenger aircraft carrying passengers shall not use as a regular place of departure or landing any place in the Union other than a licensed aerodrome, or an aerodrome specially approved for the purpose by the Postmaster-General.

(2) A passenger aircraft carrying more than ten passengers and having to make a continuous flight between two points more than 310 miles apart over land, or a night flight, or a flight between two points more than 124 miles apart over sea, shall have on board a certificated navigator.

Conditions Applicable to Public Transport.

10. (1) Every aircraft used in public transport subject to the provisions of sub-section (3) of these regulations shall, as herein after provided, be fitted with wireless apparatus (telegraph or telephone) when it shall have to undertake a journey of more than 160 kilometres (100 miles) without landing, or more than 25 kilometres across the sea.

(2) Aircraft used in public transport shall, as regards the methods of employing wireless apparatus, be divided into two categories:—

A.—Those capable of carrying less than ten persons, including the crew.

B.—Those capable of carrying ten or more persons, including the crew.

(3) For the present the use of wireless apparatus is only compulsory for aircraft belonging to category B above. As from the first of January, 1926, such aircraft shall use only telegraphy for their normal communications, it being compulsory for the radio-telegraph apparatus to be worked by a trained operator and not by the pilot. In emergency, radio-telephony may be used to ensure the safety of the aircraft.

Such aircraft when fitted for telegraphy shall be equipped with apparatus capable of—

- (i) transmission and reception on 600 metres by spark or modulated continuous waves (of audible frequency);
- (ii) transmission by continuous waves on 850 to 950 metres and 1,500 to 1,550 metres and reception by continuous waves on 850 to 1,800 metres.

In cases when such aircraft use telephony, a wave length between 850 and 950 metres or between 1,500 and 1,550 metres may be used.

(4) Aircraft belonging to category A shall, as from the first January, 1926, be fitted with wireless apparatus; the aircraft will have the option of using telegraphy or telephony for its communications.

Such wireless apparatus shall be capable of—

- (i) transmission on 600 metres by spark or modulated continuous waves (of audible frequency);
- (ii) transmission and reception on 850 to 950 metres waves.

(5) Wireless apparatus will use two waves: a calling wave 900 metres and a working wave. Provisionally 900 metres will be retained as single wave.

(6) Communications to be assured. Wireless stations (ground or aircraft) intended for air navigation must send and receive only messages necessary for ensuring the regularity of the aerial service and the safety of aircraft. Messages dealing with the safety of aircraft will have priority. This rule is applicable to communications between aerodromes and to communications between ground stations and aircraft.

Algemene Vliegvoorwaarden.

7. Geen lugvaartuig mag binne die grense van die Unie of die Territoriale Waters daarvan vlieg nie, tensy—

- (i) die lugvaartuig geregistreer is en die voorgeskrewe nasionaliteits- en registrasiemerk en die naam en woonplaats van die eienaar daarop voorkom, op die voorgeskrewe manier op die lugvaartuig bevestig of geskilder;
- (ii) die lugvaartuig as lugwaardig op die voorgeskrewe manier gesertifiseer en aan alle terme of voorwaardes, waarop die lugwaardigheidstifikaat uitgereik werd, behoorlik gevolg gegee is;
- (iii) die personeel van die lugvaartuig in besit is van die voorgeskrewe bekwaamheidstifikate en lisensies;
- (iv) in die lugvaartuig aanwesig is die voorgeskrewe dokumente en logboeke bygehou tot datum in en op die voorgeskrewe vorm en manier: met die verstande dat—

- (a) voorwaardes (i), (ii) en (iv) nie van toepassing is nie op lugvaartuie wat slegs vir proefnemings of toetsdoeleindes vlieg, binne drie myl van 'n aerodroom of lugvaartuigfabriek, of ooreenkomstig sodanige voorskrifte (indien daar is) as die Posmeester-generaal uitreik, en
- (b) voorwaarde (iii) nie van toepassing is nie in die geval van kandidate wat 'n amptelike ondersoek ondergaan om 'n lisensie te verkry, of binne drie myl van 'n aerodroom in die geval van personeel, wat instruksie ontvang.

Verdere Vliegvoorwaardes in die Unie.

8. Behalwe soos hieronder uitdruklik uiteengeset kan geen lugvaartuig in die Unie vlieg nie, tensy aan die volgende verdere voorwaardes voldoen word:—

- (i) Die bepaalde by hierdie regulasies wat betref algemene veiligheid en die uitwerp vanuit die lugvaartuig van artikels moet behoorlik nagekom word.
- (ii) Geen lugvaartuig mag neerdaal in, of vlieg oor, verbode terrein, sonder spesiale toestemming van die Minister nie.
- (iii) Die personeel van die lugvaartuig moet in besit wees van bekwaamheidstifikate en lisensies uitgereik deur die Staat van die nasionaliteit wat die lugvaartuig besit.
- (iv) Die voorgeskrewe lugwaardigheidstifikate moet in die lugvaartuig aanwesig wees.
- (v) Die lugvaartuig moet alle voorskrifte, wat wettelik in verband daarmee deur Polisie- en Doean- en Aksyns-beamptes gegee word, nakom:

Met die verstande dat—

- (a) voorwaarde (iii) nie van toepassing nie in die geval van kandidate wat 'n amptelike ondersoek ondergaan om 'n lisensie te verkry, of binne drie myl van 'n aerodroom in die geval van personeel, wat instruksie ontvang.
- (b) voorwaarde (iv) nie toepasing is nie op lugvaartuie wat vlieg slegs vir proefnemings of toetsdoeleindes, binne drie myl van 'n aerodroom of lugvaartuigfabriek of ooreenkomstig sodanige voorskrifte (indien daar is) as die Posmeester-generaal uitreik.

Verdere Voorwaardes van Toepassing op Passasiers-lugvaartuie.

9. (1) 'n Passasiers-lugvaartuig met passasiers moet geen plek in die Unie ander dan 'n gelisensieerde aerodroom of 'n spesiaal deur die Postmeester-generaal vir die doel goedgekeurde aerodroom gebruik as 'n gereelde afvaart- of neerdalingsplek.

(2) 'n Passasiers-lugvaartuig met meer as tien passasiers, wat aan een stuk deur moet vlieg tussen twee plekke meer as 310 myl van mekaar verwyder oor land, of 'n nagvlug of 'n vlug tussen twee plekke meer as 124 myl van mekaar verwyder oor see, moet 'n gesertifiseerde waarnemer aan boord hê.

Voorwaardes van Toepassing op Publieke Transport.

10. (1) Alle lugvaartuie, wat vir openbare publieke transportdoeleindes gebruik word, moet onderworpe aan die bepaalde by subartikkel (3) van hierdie regulasies, toegerus wees met draadlose telefoon- of telegraafapparaat wanneer hulle 'n reis moet maak van meer as 160 kilometers (100 myl), sonder neerdaling of meer as 25 kilometers oor die see.

(2) Lugvaartuie gebruik vir openbare transportdoeleindes word wat betref die metodes van gebruik van draadlose apparaat in twee kategorieë verdeel:—

A.—Die wat minder as tien persone kan vervoer, met inbegrip van bemanning.

B.—Die wat tien of meer persone kan vervoer, met inbegrip van bemanning.

(3) Vir die teenswoordige is die gebruik van draadlose apparaat slegs verpligtend vir lugvaartuie behorende by kategorie B hierbo. Vanaf die eerste Januarie 1926 moet sodanige lugvaartuie alleen van telegrafie vir hulle normale kommunikasies gebruik maak; dit is verpligtend dat die radio-telegraafapparaat deur 'n bevoegde telegrafis en nie deur die skipper bewerk word nie. In geval van nood mag radio-telefonie gebruik word om die veiligheid van die lugvaartuig te verseker.

Sodanige lugvaartuie, wanneer ingerig vir telegrafie, moet voorsien wees van apparaat wat in staat is om—

- (i) oor te sein en te ontvang op 600 meter deur middel van vonk of gemoduleerde ongedempte golwe (hoorbaar frekwent);
- (ii) oor te sein deur middel van ongedempte golwe op 850 tot 950 meter en 1,500 tot 1,550 meter en te ontvang deur middel van ongedempte golwe op 850 tot 1,800 meter.

In gevalle waar sodanige lugvaartuie gebruik maak van telefontie mag 'n golflengte van tussen 850 en 950 meter of tussen 1,500 en 1,550 meter gebruik word.

(4) Lugvaartuie behorende by Kategorie A moet vanaf die eerste Januarie 1926 met draadlose apparaat voorsien wees. Lugvaartuie mag of telegrafie of telefonie vir sy kommunikasies gebruik.

Sodanige draadlose apparaat moet in staat wees om—

- (i) oor te sein op 600 meter deur middel van vonk of gemoduleerde ongedempte golwe (hoorbaar frekwent);
- (ii) oor te sein en te ontvang op 850 tot 950 meter golwe.

(5) Die draadlose apparaat moet twee golwe gebruik: 'n oproepgolf 900 meter en 'n bedryfsgolf.

Voorlopig word 900 meter as enkel-golf gehou.

(6) Kommunikasies moet verseker wees. Draadlose stasies (op die grond of aan boord) bedoel vir lugvaart moet slegs berigte uitstuur en ontvang wat nodig is om die doeltreffendheid van die lugdiens en die veiligheid van lugvaartuie te verseker. Berigte handelende oor veiligheid van lugvaartuie ontvang voorkeur. Hierdie reël is van toepassing op kommunikasies tussen aerodrooms en op kommunikasies tussen grondstasies en lugvaartuie.

References to Schedules.

11. The provisions in Schedules I to IX 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 and marking of aircraft.
- II.—Certificates of airworthiness for aircraft; periodical overhaul and examination; detention of unairworthy aircraft.
- III.—Logbooks.
- IV.—Rules as to lights and signals and rules of the air.
- V.—Licensing of personnel.
- VI.—Fees.
- VII.—Prohibited areas.
- VIII.—Customs rules as to aircraft arriving in or departing from the Union.
- IX.—Investigation of accidents.

AERODROMES.*Use of Places as Aerodromes.*

12. No place shall be used as an aerodrome or as a regular place of landing or departure by passenger aircraft carrying passengers, unless it has been registered and licensed for the purpose by the Postmaster-General and the conditions of the licence are complied with. This prohibition does not apply to the use of military aerodromes for the use of which permission has been given by the Defence Department.

Licences in Respect of Aerodromes.

13. (1) The Postmaster-General may grant to the proprietor of any aerodrome a licence, subject to such conditions as he thinks fit.
- (2) Where the Postmaster-General is satisfied that sufficient grounds exist he may cancel or suspend any such licence.
- (3) Where the Postmaster-General is satisfied that the grounds of suspension no longer exist he may remove any such suspension.

Scale of Charges.

14. The proprietor of an aerodrome licensed for public use shall exhibit in a conspicuous place on the aerodrome a tariff of charges for landing and length of stay applicable alike to Union and foreign aircraft, in accordance with such form and scale as the Postmaster-General directs or approves.

Right of Inspection and Access to Aerodromes and Factories.

15. (1) Any person authorized by the Postmaster-General for the purpose shall have the right of access at all reasonable times to any aerodrome for the purpose of inspecting the same, or to any place to which access is necessary for the purpose of carrying out his powers and duties under these regulations.
- (2) All military aircraft belonging to or employed in the service of the Union Defence Force shall have at all reasonable times the right of access to any licensed aerodrome, subject to the conditions of the licence.

General Safety Conditions.

16. (1) An aircraft shall not fly over any city or town within the Union except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause: Provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Union Defence Force aerodrome, or of an aerodrome under the control of the Postmaster-General.
- (2) A person in an aircraft in or over the Union shall not—
 - (a) carry out any trick flying or exhibition flying over any city or town area or populous district; or
 - (b) carry out any trick flying or exhibition flying over any regatta, race meeting, or meeting for public games or sports, except where specially arranged for in writing by the promoters of such regatta or meeting, subject to the approval of the Postmaster-General on such conditions as he thinks fit; or
 - (c) carry out any flying which by reason of low altitude or proximity to persons or dwellings or for any other reason is the cause of unnecessary danger to any person or property on land or water.

Dropping Articles from Aircraft.

17. A person in an aircraft in or over the Union shall not drop or cause or permit to be dropped from the aircraft any article except—
 - (1) ballast as authorized by paragraph 35 of Schedule IV of these regulations;
 - (2) articles dropped in terms of a permission issued by the Postmaster-General.

Licences to Drop Packages.

18. The Postmaster-General may, subject to such conditions, and for such period as he may fix, grant a permission to any person to drop or cause to be dropped packages from aircraft on to dropping grounds approved by him for the purpose.

Production of Documents for Inspection.

19. (1) Any person required under these regulations to be provided with a licence shall on demand produce his licence, and in the case of a pilot, his pilot's logbook, for the inspection of any Police or Customs or Excise officer, or any other person authorized for the purpose by the Postmaster-General.
- (2) The owner, hirer, and person in charge of any aircraft shall, on demand, produce or cause to be produced for the inspection of any Police or Customs or Excise officer, or any other person authorized for the purpose by the Postmaster-General, any certificates or licences relating to the aircraft, any of the prescribed logbooks, and in the case of an aircraft engaged in international navigation, if it carries passengers or goods, the prescribed list of names and the prescribed bills of lading and manifest respectively.

Bylaes.

11. Die bepaalde by Bylaes I tot IX van hierdie regulasies maak 'n deel uit van hierdie regulasies en elkeen wat betrokke is by die gevalle waarop dit betrekking het, moet daarop ag gee.

*Bylae.**Onderwerp.*

- I.—Registrasie en kenmerking van lugvaartuie.
- II.—Sertifikate van lugwaardigheid van lugvaartuie; periodieke nasien en herstel; terughouding van onlugwaardige lugvaartuie.
- III.—Logboeke.
- IV.—Voorskrifte betreffende ligte en seine en lugreëls.
- V.—Lisensies van personeel.
- VI.—Fees.
- VII.—Verbode terreine.
- VIII.—Reëls in sake doeane betreffende aankoms in en vertrek uit die Unie van lugvaartuie.
- IX.—Ondersoek by ongevale.

AERODROOMS.*Gebruik van Plekke as Aerodrooms*

12. Geen plek mag as 'n aerodroom of as 'n gereeld neerdalings- of afvaartplek deur passasiers-lugvaartuie met pasasiers, gebruik word nie, tensy vir die doel deur die Posmeester-generaal gelisensieer en geregistreer en die voorwaardes van die lisensie nagekom word. Hierdie verbodsbepaling is nie van toepassing op die gebruik van militêre aerodrooms nie, vir die gebruik waarvan die Verdedigingsdepartement sy toestemming verleen het.

Lisensies ten opsigte van Aerodrooms.

13. (1) Die Posmeester-generaal kan aan die eienaar van enige aerodroom 'n lisensie uitreik onderworpe aan sodanige voorwaardes as hy goed ag.
- (2) Wanneer die Posmeester-generaal daarvan oortuig is dat genoegsame redes bestaan kan hy enige sodanige lisensie kansleer of opskort.
- (3) Wanneer die Posmeester-generaal daarvan oortuig is dat die redes vir kanselasie of opskorting nie meer bestaan nie kan hy enige sodanige kanselasie of opskorting intrek.

Tarief van Betalinge.

14. Die eienaar van 'n vir openbaar gebruik gelisensieerde aerodroom moet op 'n in die oog vallende plek in die aerodroom 'n tarief van betalinge vir neerdaling en lengte van verblyf aantoon, van toepassing sowel op die Unie as op vreemde lugvaartuie, ooreenkomstig sodanige vorm en skaal as die Posmeester-generaal voorskrywe of goedkeur.

Reg van Inspeksie en Toegang tot Aerodrooms en Fabriekes.

15. (1) Alle deur die die Posmeester-generaal vir die doel gemagtigde persone het toegangsreg op alle redelike tye tot 'n aerodroom vir inspeksiedoeleindes, of tot enige plek waartoe toegang nodig is om hul gesag te doen geld of hul pligte ten uitvoer te bring ingevolge hierdie regulasies.
- (2) Alle militêre lugvaartuie toebehoorende aan of in diens van die Unie Verdedigingsmag het op alle redelike tye toegangsreg tot enige gelisensieerde aerodroom, onderworpe aan die voorwaardes van die lisensie.

Algemene Veiligheidsvoorwaardes.

16. (1) Geen lugvaartuig mag oor 'n stad of dorp in die Unie vlieg nie behalwe op 'n hoogte wat die lugvaartuig in staat sal stel, om buite die stad of dorp neer te daal in geval dat die dryfkrag ophou deur 'n werktuiglike defek of ander oorsaak: met die verstande, dat hierdie verbod nie van toepassing is nie op 'n terrein geleë binne 'n sirkel met 'n radius van een myl vanaf die middelpunt van 'n gelisensieerde aerodroom of van 'n Unie Verdedigingsmag-aerodroom of van 'n aerodroom onder beheer van die Posmeester-generaal.
- (2) Niemand in 'n lugvaartuig in of bo die Unie mag—
 - (a) vliegkuns of vertonings van vliegkuns bo 'n stad of dorp of bevolkte distrik uitvoer nie, of;
 - (b) vliegkuns of vertonings van vliegkuns bo 'n roei- of seilwedstryd, renwedstryde of byeenkoms van publieke spele of sports gee nie, behalwe waar spesiaal skriftelik reelings daarvoor getref is deur die persone wat sodanige roei- of seilwedstryde of byeenkoms op tou geset het, onderworpe aan die goedkeuring van die Posmeester-generaal op sodanige voorwaardes as hy goed ag; of
 - (c) vlugte doen nie wat weëns geringe hoogte van die grond of nabyheid aan persone of woonhuise of om ander redes die oorsaak is van onnodige gevaar aan 'n persoon of eiendom op land of water.

Uitwerp van Artikels vanuit Lugvaartuie.

17. Niemand in 'n lugvaartuig in of bo die Unie mag uitwerp, of doen uitwerp of toelaat om uitgewerp te word vanuit 'n lugvaartuig, artikels behalwe—
 - (1) ballas soos in paragraaf 35 van Bylae IV van hierdie regulasies voorgeskrewe;
 - (2) artikels, wat uitgewerp word ooreenkomstig 'n verlofbrief uitgereik deur die Posmeester-generaal.

Verlof om Pakkies uit te Werp.

18. Die Posmeester-generaal mag, onderworpe aan sodanige voorwaardes en gedurende sodanige tydperk, as hy vasstel 'n verlofbrief uitreik aan iemand om uit te werp of te doen uitwerp pakkies vanuit lugvaartuie op deur hom vir die doel goedgekeurde uitwerp-terreine.

Oorlê van Dokumente vir Inspeksie.

19. (1) Iemand, wat ingevolge hierdie regulasies 'n lisensie behoort te besit, moet op aanvraag sy lisensie oorlê en in die geval van 'n skipper, sy skippers-logboek, vir inspeksie deur 'n Polisie- of Doeane- of Aksynsbeampste of 'n ander deur die Posmeester-generaal vir die doel aangestelde persoon.
- (2) Die eienaar, huurder en persoon belas met toesig oor 'n lugvaartuig moet op aanvraag oorlê of doen oorlê vir inspeksie deur 'n Polisie- of Doeane- of Aksynsbeampste of 'n ander deur die Posmeester-generaal vir die doel gemagtigde persoon, alle sertifikate of lisensies betreffende die lugvaartuig, alle voorgeskrewe logboeke en in die geval van 'n lugvaartuig, wat vir internasionale transportdoelindes gebruik word indien passasiers of goedere vervoer word, die voorgeskrewe lys van name en die voorgeskrewe vragbriewe en manifeste onderskeidelik.

Prohibited Carriage.

20. Save for the purposes of the provisions of Schedule IV to these regulations as to signals—

- (1) an aircraft engaged in international navigation shall not carry explosives or arms or munitions of war; and
- (2) a foreign aircraft shall not carry explosives or arms or munitions of war between any two points within the Union.

Use of Signals, Signs, and Marks.

21. (1) In making or receiving signals by wireless telegraphy or other method of communication, except when opening up communications by means of visual signals, every aircraft possessing the nationality of a contracting State shall use as its call sign the complete group of five letters which constitute its nationality and registration marks.

(2) A person in an aircraft shall not make any signals prescribed by these regulations except for the purposes specified therein, and shall not knowingly make, without lawful authority or excuse (proof whereof shall lie on the accused), any naval, military, or air force signal.

(3) An aircraft other than a State aircraft shall not bear any mark or sign used or appropriated for use by State aircraft.

Aerial Lighthouses.

22. (a) An aerial lighthouse shall not be established or maintained within the Union, nor the character of the light exhibited therefrom altered, except with the approval of the Postmaster-General, and subject to such conditions as he may prescribe.

Wilful Damage to Aerial Lighthouse, etc.

(b) A person shall not wilfully or negligently injure or interfere with any aerial lighthouse established or maintained with the approval of the Postmaster-General or any light exhibited from any such lighthouse.

False Lights.

23. (1) Whenever any light is exhibited within the Union at such place or in such manner as to be liable to be mistaken for a light proceeding from an aerial lighthouse or for a prescribed light at an aerodrome, the Postmaster-General may serve a notice upon the owner of the place where the light is exhibited or upon the person having charge of the light directing him, within a reasonable time to be specified in the notice, to take effectual means for extinguishing or effectually screening the light, and for preventing for the future any similar light.

(2) The notice may be served either personally or by post, or by affixing the same in some conspicuous place near to the light to which the notice relates.

(3) If any owner or person on whom a notice is served under this article fails, without reasonable cause, to comply with the directions contained in the notice, he shall be deemed to have failed to comply with these regulations.

(4) If any owner or person on whom a notice under this article is served neglects for a period of seven days to extinguish or effectually screen the light mentioned in the notice, the Postmaster-General may authorize any person to enter upon the place where the light is and forthwith extinguish the same, doing no unnecessary damage, and may recover the expenses incurred in so doing from the owner or person on whom the notice has been served.

Customs Provisions to be observed by Aircraft flying Abroad.

24. If the Postmaster-General is satisfied that any person has, in respect of any Union aircraft registered in the Union, been convicted by a competent court of an offence against the provisions of the Customs law of a contracting State, so far as those provisions are in accordance with Annexure H of the Convention, which is set out in pages 68-72 to these regulations, he may (without prejudice to any other powers conferred upon him by these regulations) cancel or suspend the certificate or registration of that aircraft.

Aircraft Arriving in or Departing from the Union.

25. (1) The Minister may prescribe points between which aircraft when entering the Union from abroad or leaving the Union for abroad shall pass.

(2) If such points are for the time being so prescribed, no aircraft shall enter the Union from abroad, or leave the Union for abroad, except between such points;

provided that—

(a) if an aircraft is compelled by accident, stress of weather, or unavoidable cause to enter the Union from abroad elsewhere than between such points it shall land at the Customs aerodrome in the Union nearest to its route; and

(b) if it is so compelled to land as aforesaid before reaching such aerodrome the procedure laid down in paragraph 20 of Schedule VIII to these regulations shall be followed.

(3) Any provisions for the time being in force of the Immigrants Regulations Act, No. 22 of 1913, or of any regulations made thereunder, with respect to persons arriving in or departing from the Union by sea shall apply to persons arriving or departing by air as if the same were herein set out, with such modifications as are necessary for adapting them to such purpose.

Forgery, etc., of Documents.

26. (1) A person shall not—

(a) forge or falsify or assist in forging or falsifying, or procure to be forged or falsified, any licence or certificate required under these regulations; or

(b) make, assist in making, or procure to be made, any false representation for the purpose of procuring for himself or any other person the issue, validation, or renewal of any such licence or certificate; or

(c) knowingly use any such licence or certificate which has been forged, falsified, cancelled, or suspended, or to which he is not entitled; or

(d) lend any such licence or certificate or allow it to be used by any other person.

(2) A person shall not destroy, mutilate, alter, or render illegible any logbook or any entry made therein, or wilfully make or procure or assist in the making of any false or fraudulent entry in or omission from any logbook.

Verbode Vervoer.

20. Behalwe vir die doel van die bepaalde by Bylae IV van hierdie regulasies betreffende seine mag—

(1) geen ontplofingsmiddels of wapens of ammunisie deur 'n lugvaartuig gebruik vir internasionale transportdoeleindes vervoer word nie; en

(2) geen ontplofingsmiddels of wapens of ammunisie tussen twee plekke in die Unie deur 'n vreemde lugvaartuig vervoer word nie.

Gebruik van Seine, Tekens en Merke.

21. (1) Wanneer seine gegee of ontvang word deur middel van draadlose telegrafie of ander manier van kommunikasie, behalwe wanneer kommunikasie geopen word deur middel van sigbare seine, moet elke lugvaartuig in besit van die nasionaliteit van 'n kontrakterende Staat as sy oproepteken gebruik, die komplette groep van vyf letters wat sy nasionaliteit- en registrasiemerk uitmaak.

(2) Niemand in 'n lugvaartuig mag een van die in hierdie regulasies voorgeskrewe seine gee, behalwe vir die daarin uiteengesette doeleindes, en mag nie, met sy wete, sonder daartoe deur die wet geregtig te wees of verontskuldiging (bewys waarvan van die beskuldigde geëis kan word) 'n marine-, militêre of lugmagsein gee nie.

(3) Geen lugvaartuig, behalwe 'n Staatslugvaartuig, mag 'n merk of teken dra wat gebruik word of bestem is vir gebruik deur Staatslugvaartuie.

Lugvuurtorens.

22. (a) Geen lugvuurtoren mag binne die Unie onderhou, nog die aard van die daartuit vertoonde lig verander word nie, behalwe met die goedkeuring van die Posmeester-generaal en onderworpe aan sodanige voorwaardes as hy voorskrywe.

Moedswillige Beskadiging van Lugvuurtorens, ens.

(b) Niemand mag 'n lugvuurtoren, wat opgerig of onderhou word met die goedkeuring van die Posmeester-generaal, of met 'n uit sodanige vuurtoren vertoonde lig moedswillig of deur onversigtigheid stoof of beskadig.

Valse Ligte.

23. (1) Wanneer 'n lig vertoon word in die Unie op sodanige plek of op sodanige manier dat dit geneem kan word vir 'n lig van 'n lugvuurtoren of vir 'n voorgeskrewe lig by 'n aerodroom kan die Posmeester-generaal op die eienaar van die plek, waar die lig vertoon word, of op die persoon belas met toesig oor die lig, 'n kennisgewing dien, waarby hy versoek word om binne 'n redelike, in die kennisgewing vermelde tydperk, afdoende reëlinge te tref om die lig uit te doof of behoorlik te beskut en nie weer 'n dergelike lig in die toekoms te vertoon nie.

(2) Die kennisgewing kan of persoonlik of deur die pos gedien word, of deur aanplakking daarvan op 'n in die oog vallende plek naby die lig waarop die kennisgewing betrekking het.

(3) Indien 'n eienaar of persoon op wie 'n kennisgewing ingevolge hierdie artikel gedien word, versuim, sonder redelike oorsaak, om die in die kennisgewing vervatte voorskrifte na te kom, word hy geag versuim te het om hierdie regulasies na te kom.

(4) Indien 'n eienaar of persoon, op wie 'n kennisgewing ingevolge hierdie artikel gedien word, gedurende 'n tydperk van sewe dae versuim om die in die kennisgewing genoemde lig uit te doof of behoorlik te beskut, kan die Posmeester-generaal iemand aanstel om die plek waar die lig sig bevind binne te gaan en die onmiddellik uit te doof, sonder onnodige skade aan te rig, en kan die onkoste hierdoor veroorsaak van die eienaar of persoon op wie die kennisgewing gedien werd, verhaal word.

Bepalinge in sake Doeane waar te neem deur Lugvaartuie wat Buitelands vlieg.

24. As die Posmeester-generaal daarvan oortuig is, dat 'n persoon ten opsigte van 'n in die Unie geregistreerde Unie lugvaartuig deur 'n bevoegde hof veroordeel is weens 'n oortreding van die bepalinge van die Doeanewet van 'n kontrakterende Staat, vir sover daardie bepalinge ooreenkom met aanhangsel H van die Konvensie, wat in blads. 69-73 van hierdie regulasies opgeneem is, kan hy (onverminder enige ander bevoeghede hom kragtens hierdie regulasies verleen) die registrasieertifikaat van daardie lugvaartuig kansleer of opskort.

Aankoms in of Vertrek uit die Unie van Lugvaartuie.

25. (1) Die Minister kan punte voorskrywe waartussen lugvaartuie by aankoms in die Unie van die buiteland of vertrek uit die Unie na die buiteland moet vlieg.

(2) So lank as sodanige punte voorgeskrewe is, mag geen lugvaartuig die Unie binnegaan vanaf die buiteland, of uit die Unie na die buiteland vertrek nie, behalwe tussendeur sodanige punte. Met die verstande, dat—

(a) indien 'n lugvaartuig deur 'n ongeval, slegte weer of onvermydelike oorsaak verplig is om die Unie elders dan tussendeur sodanige punte binne te gaan vanaf die buiteland, hy by die Doeane-aerodroom in die Unie naasteby sy roete sal neerdaal; en

(b) indien hy verplig is om neer te daal, soos hierbo omskrywe, alvorens sodanige aerodroom te bereik, die reëls, neergelê in paragraaf 20 van Bylae VIII van hierdie regulasies, nagevolg sal word.

(3) Alle van tyd tot tyd van krag synde bepalinge van die Wet tot Reëling van die Immigrasie, No. 22 van 1913, of van enige regulasies uit krag daarvan opgetrek, betreffende persone wat aankom in of vertrek uit die Unie oor see is van toepassing op persone wat aankom of vertrek in die lug, asof die hierin uiteengeset is, met sodanige wysiginge as nodig is om hulle vir sodanige doel geskik te maak.

Vervalsing, ens., van Dokumente.

26. (1) Niemand mag—

(a) 'n ingevolge hierdie regulasies benodigde lisensie of sertifikaat vervals of help vervals, of doen vervals; of

(b) 'n valse verklaring aflê, help aflê, of doen aflê, met die doel om vir sy eie of iemand anders die uitgifte, geldigmaking of vernuwning van sodanige lisensie of sertifikaat te verkry; of

(c) desbewus gebruik maak van sodanige lisensie of sertifikaat, wat vervals, gekansleer of opgeskort is, of waarop hy nie geregtig is nie; of

(d) sodanige lisensie of sertifikaat uitleen of die gebruik daarvan deur 'n ander persoon toelaat.

(2) Niemand mag 'n logboek of enige inskrywing daarin, vernietig, vermink, verander of onleesbaar maak, of 'n inskrywing moedswillig op 'n valse of bedrieglike manier doen of laat of help doen of daaruit weglaat of doen of help weglaat.

Penalties.

27. (1) If any person contravenes or fails to comply with any regulation or any provision in the Schedules hereto he shall on summary conviction be liable to imprisonment for a term not exceeding six months or to a fine not exceeding two hundred pounds, or to both such imprisonment and fine.

(2) Any aircraft which flies or attempts to fly over a prohibited area or enters the Union in contravention of these regulations is liable to be fired on in accordance with the provisions of Schedule VII to these regulations.

(3) Any proceedings in respect of contravention of or failure to comply with any of the provisions of Schedule VIII to these regulations shall be deemed to be proceedings for the recovery of a penalty under the Acts relating to the Customs.

28. (1) If an aircraft flies in contravention of, or fails to comply with, these regulations, the owner or hirer of the aircraft and the pilot or commander thereof shall be deemed to have contravened or, as the case may be, failed to comply with these regulations;

provided that—

(a) it shall be a defence to any proceedings for such contravention of, or failure to comply with, these regulations if the contravention or failure is proved to have been due to stress of weather or other unavoidable cause; and

(b) it shall be a defence to any proceedings under articles 11, 12, 20, 31, and 32 of these regulations against the owner or hirer of an aircraft to prove that the alleged contravention took place without his actual fault or privity.

(2) If any person obstructs or impedes any person acting under the authority of the Postmaster-General in the exercise of his powers and duties under these regulations, he shall be deemed to have acted in contravention of these regulations.

Power to Cancel, Suspend, or Endorse Licences and Certificates.

29. (1) Any certificate granted under Schedule I or any licence granted under Schedule II or V to these regulations, or the licence of any aerodrome, may be cancelled, suspended, or endorsed by the Postmaster-General on sufficient ground being shown to his satisfaction, after due inquiry, and his decision shall be subject to confirmation by the Minister. The Minister may, pending the holding of the inquiry, suspend any such licence temporarily and provisionally.

(2) Any certificate relating to the airworthiness of an aircraft may be cancelled or suspended by the Postmaster-General if he 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, or the conditions attached to any such certificate may, if the Postmaster-General is satisfied that these conditions may properly be relaxed or that reasonable doubt exists as to whether these conditions afford a sufficient margin of safety, be varied by him accordingly.

(3) Where any person is convicted of any contravention of or failure to comply with these regulations in respect of any aircraft, the Postmaster-General may cancel or suspend the certificate of registration of that aircraft.

(4) The Postmaster-General may, for any purpose under these regulations, require the production to him, or to any person named by him, of any certificate or licence granted under the regulations by the holder of any such certificate or licence, or by any person having the possession or custody thereof, and failure to comply with this requirement shall be an offence under these regulations.

(5) The Postmaster-General may, if satisfied that the grounds of suspension no longer exist, remove any such suspension.

Directions for Supplementing Regulations.

30. Directions for the purpose of supplementing or giving full effect to the provisions of these regulations, including the Schedules thereto, are contained in Annexure A.

Saving Article.

31. 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 person in respect of any injury to persons or property caused by an aircraft.

Permission required for the taking of Aerial Photographs.

32. A person in an aircraft while flying in or over the Union shall not take or cause or permit to be taken any photograph of a prohibited area, or of any part thereof, or of any object therein, except with the special permission in writing of the Postmaster-General, and subject to any conditions that may be attached to such permission.

Use of Drugs, Stimulants, etc., by Aircraft Personnel Prohibited.

33. A person acting as, or carried in an aircraft for the purpose of acting as, pilot, commander, navigator, aircraft engineer, or operative member of the crew thereof shall not, while so acting or carried, be in a state of intoxication or in a state in which, by reason of his having taken or used any sedative, narcotic, or stimulant drug or preparation, his capacity so to act is impaired.

Statistical Returns.

34. Monthly returns, or such other returns as the Postmaster-General may from time to time require for statistical purposes, shall be rendered to him by all persons engaged in civil aviation.

Smoking in Aircraft.

35. Smoking is prohibited in any aircraft registered in the Union, wherever such aircraft may be, or in any other aircraft when in or over the Union.

SCHEDULE I.**REGISTRATION AND MARKING OF AIRCRAFT.****A.—REGISTRATION.***Certificates of Registration of Aircraft.*

1. (1) The registration of aircraft registered in the Union shall be carried out by the Postmaster-General, who may grant to the

Strawwe.

27. (1) As iemand 'n regulasie of die bepaalde by die bylae van hierdie regulasies oortree of versuim om na te kom, word hy ly summieri veroordeling gestraf met gevangenisstraf van ten hoogste ses maande of met boete van ten hoogste twee honderd pond, of met sowel gevangenisstraf as boete.

(2) Op 'n lugvaartuig, wat oor verbode terrein vlieg of probeer vlieg, of wat die Unie in stryd met hierdie regulasies binnegaan, kan geskiet word, ooreenkomstig die bepaalde by Bylae VII van hierdie regulasies.

(3) 'n Vervolging ten opsigte van oortreding of nie-nakoming van die bepalinge van Bylae VIII van hierdie regulasies word beskou as 'n geregtelike proses vir die verhaal van boetes ingevolge die wette betreffende Doeane.

28. (1) As 'n lugvaartuig vlugte maak in stryd met hierdie regulasies of die versuim na te kom, word geag dat die eienaar of huurder van die lugvaartuig en die skipper of kommandant daarvan hierdie regulasies oortree of soos die geval is, nie nagekom het nie.

(a) dit 'n verdediging teen 'n vervolging vir sodanige oortreding of nie-nakoming van hierdie regulasies is dat die oortreding of nie-nakoming te wyte was aan slegte weer of ander onvermydelike oorsaak; en

(b) dit 'n verdediging is teen 'n vervolging ingevolge artiele 11, 12, 20, 31 en 32 van hierdie regulasies teen die eienaar of huurder van 'n lugvaartuig as bewys kan word dat die beweerde oortreding plaas gevind het buite sy skuld of medewete.

(2) As iemand 'n deur die Posmeester-generaal gemagtigde persoon hinder of belet in die uitvoering van sy magte of pligte ingevolge hierdie regulasies, word hy geag hierdie regulasies oortree te hê.

Bevoegheid van Kancelasie, Opskorting of Endossement van Lisensies en Sertifikate.

29. (1) 'n Sertifikaat uitgereik kragtens Bylae I, of 'n lisensie uitgegee kragtens Bylae II of V van hierdie regulasies, of die lisensie van 'n aerodroom, kan deur die Posmeester-generaal gekanseleer, opgeskort of geëndosseer word as hy, na behoorlike ondersoek, daarvan oortuig is dat voldoende redes daartoe bestaan, en sy beslissing is onderworpe aan bekräftiging deur die Minister. Die Minister kan, in afwagting van die ondersoek, sodanige lisensie tydelik en voorlopig opskort.

(2) 'n Sertifikaat betreffende die lugwaardigheid van 'n lugvaartuig kan deur die Posmeester-generaal gekanseleer of opgeskort word as hy daarvan oortuig is, dat redelike twyfel bestaan omtrent die veiligheid van die betrokke lugvaartuig of omtrent die soort van die lugvaartuig kan die voorwaardes, waaraan sodanige sertifikaat onderhewig is, as die Posmeester-generaal daarvan oortuig is, dat daardie voorwaardes verslap kan word, of dat dit twyfelagtig is of daardie voorwaardes 'n behoorlike mate van veiligheid verseker, deur hom dienooreenkomstig gewysig word.

(3) Wanneer iemand veroordeel word weens oortreding of nie-nakoming van hierdie regulasies ten opsigte van enige lugvaartuig, kan die Posmeester-generaal die registrasiesertifikaat van daardie lugvaartuig kanseleer of opskort.

(4) Die Posmeester-generaal kan vir enige doel van hierdie regulasies, eis, dat 'n kragtens die regulasies uitgereikte sertifikaat of lisensie aan hom of aan 'n deur hom aangestelde persoon oorhandig word deur die houer van sodanige sertifikaat of lisensie of deur iemand wat die in sy besit of bewaring het, en versuim om hierdie vereiste na te kom word beskou as 'n oortreding van hierdie regulasies.

(5) Die Posmeester-generaal kan, as hy daarvan oortuig is, dat die rede tot opskorting nie meer bestaan nie, sodanige opskorting intrek.

Voorskrifte as Aanvulling van Regulasies.

30. Teneinde die bepaalde by hierdie regulasies met inbegrip van die bylae daarvan aan te vul of volle werking te gee, word voorskrifte in aanhangsel A opgeneem.

Voorbehoud.

31. Niks in hierdie regulasies word bedoel as verlening van reg om neer te dal in 'n plek in stryd met die regte van die eienaar van die land of ander belanghebbendes of as afbreuk doende aan die regte of regsmiddels van 'n persoon ten opsigte van letsel aan persone of eiendom veroorsaak deur 'n lugvaartuig.

Verlof om Lugfotografieë te Neem.

32. Niemand in 'n lugvaartuig wat in of oor die Unie vlieg mag fotografieë neem of laat neem of toelaat dat fotografieë geneem word van 'n verbode terrein of van 'n gedeelte daarvan, of van 'n voorwerp daarin, behalwe met die skriftelike toestemming van die Posmeester-generaal en onderworpe aan alle voorwaardes verbonde aan sodanige toestemming.

Gebruik van Bedwelende of Opwekkende Middels deur Personeel van Lugvaartuig Verbode.

33. Iemand wat optree, of vervoer word in 'n lugvaartuig om op te tree as skipper, kommandant, stuurman, lugvaartuigmisienis of werkende lid van die bemanning daarvan mag nie, gedurende sodanige optrede van vervoer verkeer in 'n staat van dronkenskap of in 'n staat wat, deurdat hy gebruik gemaak het van 'n verdowings- of opwekkende middel of preparaat, afbreuk doen aan sy bekwaamheid om as sodanige op te tree.

Statistiese Opgawes.

34. Maandelikse opgawes of sodanige ander opgawes as die Posmeester-generaal van tyd tot tyd vereis vir statistiese doeleindes, moet deur alle persone betrokke by siviele lugvaart aan hom gestuur word.

Rook in Lugvaartuig.

35. Rook is in enig geregistreerde lugvaartuig in die Unie verbode, waar dit sig ook bevind, of in enig ander lugvaartuig in en over die Unie.

BYLAE I.**REGISTRASIE EN KENMERKING VAN LUGVAARTUIE.****A.—REGISTRASIE.***Registrasiesertifikaat van Lugvaartuie.*

1. (1) Die registrasie van lugvaartuie geregistreer in die Unie geskied deur die Posmeester-generaal deur wie aan die eienaar van

owner of any aircraft a certificate of registration in respect thereof, and shall assign to the registered aircraft a registration mark.

(2) Applications for certificates of registration shall be made to the Secretary, Civil Air Board, General Post Office, Pretoria.

Register of Union Aircraft.

(3) The register of Union aircraft shall be open for inspection at such times and subject to such conditions as may be convenient, and shall contain a description of the aircraft, and shall indicate the number or other identification mark given to it by a maker; the nationality and registration marks; the usual station of the aircraft; the full name, nationality, and residence of the owner, and the date of registration.

Certificates of Registration to be Granted to British Subjects Only.

2. 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 the Union, and whereof the chairman and at least two-thirds of the directors are British subjects.

3. 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 Postmaster-General 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.

4. When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall as soon as possible notify the Postmaster-General accordingly, and the registration and the certificate thereof shall lapse as from the date of such notification.

5. (1) Certificates of registration shall not remain valid unless endorsed by the Postmaster-General at intervals not exceeding twelve months.

(2) No aircraft shall be registered in the Union which is already validly registered in any other contracting State.

B.—MARKING.

Form of Registration and Nationality Marks.

6. The Union nationality mark shall be the capital letter "G" in roman character, and the registration mark shall be a group assigned by the Postmaster-General of four capital letters in roman characters, the first of which shall be the letter "U," e.g. "G-UBAT."

The combinations "SOS" and "PRB," which have a universal meaning, shall be excluded from groups of registration letters.

7. The aircraft shall carry affixed to the car or to the fuselage, in a prominent position, a metal plate inscribed with the names and residence of the owner and the marks of nationality and registration.

The Affixing of Marks.

8. (1) The nationality and registration marks shall also be painted in black on a white ground in the following manner, and (in the case of aircraft other than passenger, mail, or goods aircraft) the registration mark shall be underlined with a black line:—

(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 as far as possible from one another. In the case both of airships and balloons the side marks shall be visible both from the sides and ground.

(2) In addition to the registration and nationality marks required to be affixed under the last preceding sub-regulation, the nationality mark shall be painted—

(a) in the case of flying machines and airships—

(i) on the left and right sides of the lower surface of the lowest tail planes or elevators, whichever is the larger;

(ii) on the upper surface of the tail planes or elevators, whichever is the larger; and

(iii) on both sides of the rudder, or, if more than one rudder is fitted, on the outer sides of the outer rudders; and

(b) in the case of balloons, on the outside surface of the basket.

Heights of Marks.

9. (1) In the case of flying machines the height of the marks shall be—

(a) on the main planes and tail planes, equal to four-fifths of the chord;

(b) on the rudder, as large as possible; and

(c) on the fuselage or nacelle, 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.

(2) In the case of airships—

(a) the height of the nationality mark painted on the tail plane shall be equal to four-fifths of the chord of the tail plane;

(b) the height of the nationality mark painted on the rudder shall be as large as possible; and

(c) the height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum transverse cross-section of the airship.

(3) In the case of balloons—

(a) the height of the nationality mark shall be equal to four-fifths of the height of the basket; and

in lugvaartuig 'n registrasiesertifikaat ten opsigte daarvan uitgereik en aan die geregistreerde lugvaartuig 'n registrasiemerk toegeken word.

(2) Applikasies vir registrasiesertifikate moet gerig word aan die Sekretaris. Siviele Lugraad, Hoofposkantoor, Pretoria.

Register van Unie Lugvaartuie.

(3) Die register van Unie lugvaartuie is op sodanige tye en onderworpe aan sodanige voorwaardes as gerieflik is vir inspeksie oop en bevat 'n beskrywing van 'n lugvaartuig en vermeld die deur 'n fabrikant daaraan toegekende nommer of ander identifikasie-merk, die nasionaliteits- en registrasiemerk, die gewoonlyke stasie van die lugvaartuig, die naam (voluit), nasionaliteit en woonplek van die eienaar en die datum van registrasie.

Registrasiesertifikaat word Slegs aan Britse Onderdane Uitgereik.

2. Behalwe in spesiale gevalle word geen registrasiesertifikaat ten opsigte van 'n lugvaartuig aan iemand uitgereik nie, tensy hy 'n Britse onderdaan is, of aan 'n firma of maatskappy, tensy die geregistreer is in, en sy hoofbesigheidsplek het in die Unie, en waarvan die voorsitter en minstens twee-derdes van die direkteure Britse onderdane is.

3. In geval van verandering van eienaar van 'n geregistreerde lugvaartuig, of indien 'n geregistreerde lugvaartuig nie langer in sy geheel toebehoor aan of persone of 'n maatskappy of liggaam, wat voldoen aan die voorwaardes uiteengeset in die voorafgaande paragraaf van hierdie Skedule, dan—

(1) moet die geregistreerde eienaar van die lugvaartuig die Posmeester-generaal dadelik in kennis stel van sodanige verandering van eienaar of, soos die geval is, dat die lugvaartuig nie meer as tevore vermeld besit word nie; en

(2) vervel die registrasie en die sertifikaat vanaf die datum van sodanige verandering van eienaar of die datum waarop die lugvaartuig opgehou het om sodanig in besit te wees.

4. Wanneer 'n geregistreerde lugvaartuig verniel of vergoed buite gebruik gestel is, moet die geregistreerde eienaar die Posmeester-generaal sodra moik dienoooreenkomstig in kennis stel; die registrasie en die sertifikaat vervel dan vanaf die datum van sodanige kennisgewing.

5. (1) Registrasiesertifikate bly nie geldig nie tensy by tussenpose van hoogstens twaalf maande deur die Posmeester-generaal geëindosseer.

(2) Geen lugvaartuig word in die Unie geregistreer nie wat alreeds geregistreer is in 'n ander kontrakterende Staat.

B.—KENMERKING.

Vorm van Registrasie en Nasionaliteitsmerke.

6. Die Unie nasionaliteitsmerk bestaan uit die hoofletter "G" in Romeinse skrif en die registrasiemerk uit 'n deur die Posmeester-generaal toegekende groep van vier hoofletters in Romeinse syfers, die eerste waarvan bestaan uit die letter "U," b.v. G-UBAT.

Die kombinasies "SOS" en "PRB," wat 'n uniwersele betekenis het, word nie as registrasieletters gebruik nie.

7. Die lugvaartuig moet op die onderstel of die bak daarvan, op 'n in die oog vallende plek, met 'n metale plaat voorsien wees waarop die name en woonplek van die eienaar en die nasionaliteits- en registrasiemerke voorkom.

Merke.

8. (1) Die nasionaliteits- en registrasiemerke moet ook in swart op 'n wit agtergrond op die volgende manier gevef word en (in die geval van lugvaartuie ander dan passasiers- pos- of goederelugvaartuie) die registrasiemerk moet met 'n swart lyn onderstreep word:—

(a) *Vliegmasiene.*—Die merke moet eenmaal op die onderkant van die onderste hoofplane en eenmaal op die bokant van die boonste hoofplane, gevef word, die bokant van die letters na die voorkant te wys. Hulle moet ook langs elke kant van die bak tussen die hoof- en die stertplane gevef word. In gevalle waar die masien nie van 'n bak voorsien is nie, moet die merke op die nacelle gevef word.

(b) *Lugskepe en Ballonne.*—In die geval van lugskepe moet die merke naby die maksimum deursnede op albei kante en op die bokant op gelyke afstand van die letters op die sykante, gevef word. In die geval van ballonne moet die merke tweemaal naby die maksimum horisontale omtrek sover moik van mekaar gevef word. In die geval van lugskepe sowel as ballonne moet die symerke sigbaar wees van die sykante sowel as van die grond.

(2) Behalwe die registrasie- en nasionaliteitsmerke, wat ingevolge die laasvooraafgaande subregulasie aangetoon moet word, moet die nasionaliteitsmerk gevef word—

(a) in die geval van vliegmasiene en lugskepe—

(i) op die linker- en regterkante van die onderkant van die onderste stertplane of elevators, wat ook die grootste is;

(ii) op die bokant van die stertplane of elevators, wat ook die grootste is; en

(iii) op albei kante van die roer of, indien voorsien van meer as een roer, op die buitekante van die buitenste roers; en

(b) in die geval van ballonne op die buitekant van die mand.

Grootte van Merke.

9. (1) In die geval van vliegmasiene moet die grootte van die merk wees—

(a) op die hoof- en stertplane, gelyk aan vier-vijfdes van die rib;

(b) op die roer, so groot moik; en

(c) op die geraante of nacelle, gelyk aan vier-vijfdes van die diepte van die nouste gedeelte van daardie stuk van die geraante of nacelle waarop die merke gevef is.

(2) In die geval van lugskepe—

(a) moet die grootte van die nasionaliteitsmerk, wat op die stertplaan gevef is, gelyk wees aan vier-vijfdes van die rib;

(b) moet die grootte van die nasionaliteitsmerk, wat op die roer gevef is, so groot moik wees; en

(c) moet die grootte van die ander merke gelyk wees aan minstens een-twaalfde van die omtrek van die maksimum dwarslopende deursnede van die lugskip.

(3) In die geval van ballonne—

(a) moet die grootte van die nasionaliteitsmerk gelyk wees aan vier-vijfdes van die hoogte van die mand; en

- (b) the height of the other marks shall be equal to at least one-twelfth of the circumference of the balloon.
- (4) Notwithstanding anything contained in any of the last three preceding sub-regulations, the nationality and registration marks on any aircraft need not exceed eight feet in height.

Width and Thickness of Letters in Marks, etc.

10. (1) The width of letters in a mark shall be two-thirds of their height and the thickness shall be one-sixth of their height.
- (2) Letters in a mark shall be painted in plain block type, and shall be uniform in shape and size.
- (3) A space equal to half the width of the letters shall be left between each letter.
- (4) 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 line shall be equal to the thickness of the line.
- (5) Where the nationality and registration marks appear together a hyphen of a length equal to that of one of the letters shall be painted between the nationality mark and the registration mark.
- (6) The nationality and registration marks shall be displayed to the best possible advantage having regard to the constructional features of the aircraft, and shall be kept clean and visible.

SCHEDULE II.

CERTIFICATES OF AIRWORTHINESS FOR AIRCRAFT: PERIODICAL OVERHAUL AND EXAMINATION: DETENTION OF UNAIRWORTHY AIRCRAFT.

General.

1. A certificate of airworthiness in respect of one aircraft of any type (herein after referred to as "a type aircraft") may be issued by the Postmaster-General in accordance with the conditions set out in this Schedule.
2. Where a certificate of airworthiness has been issued in respect of a type aircraft, the Postmaster-General may issue certificates of airworthiness in respect of any other aircraft of that type if he is satisfied that such aircraft conforms in all essential respects with the type aircraft, is of satisfactory workmanship and materials, and is fitted with the prescribed instruments.
- For the purpose of so satisfying himself, the Postmaster-General may, as regards any or all of the matters in question, accept reports furnished to him—
- (a) by an authorized officer of the Union Air Force; or
- (b) by any person or firm whom the Postmaster-General may appoint, authorize, or recognize as qualified for the purpose, upon the result of an inspection of the aircraft carried out by such person or firm in accordance with such conditions and arrangements as may be approved by the Postmaster-General.

Provided that the Postmaster-General may take steps to test any inspection upon the result of which a report has been furnished to him as aforesaid (not being an inspection made by an authorized officer of the Union Air Force), and, if such test inspection in his opinion warrants such a course, may order a further inspection to be carried out by any person or persons duly appointed or authorized by him, and may issue or refuse a certificate as he may decide after such further inspection:

Provided also that the Postmaster-General may, after the test inspection, refuse to accept for the purpose of certificates of airworthiness further reports furnished by the person or firm to whom the test inspection relates.

Where a certificate of airworthiness has been issued in respect of a type aircraft, the certificate shall have effect as a certificate of the airworthiness of the particular aircraft for such period only and subject to renewal in like manner as a certificate issued in respect of an aircraft other than a type aircraft, but save as aforesaid a certificate issued in respect of a type aircraft shall continue as a valid certificate in respect of the type until cancelled by the Postmaster-General.

3. A certificate of airworthiness shall remain valid only for such period as may be prescribed therein unless renewed by the Postmaster-General for a further period.

For the purpose of granting any such renewal the Postmaster-General may require to be furnished with such evidence as to the existing condition of the aircraft as he may think fit.

Detention of Unairworthy Aircraft.

4. If the Postmaster-General or any person duly authorized in writing by the Postmaster-General has reason to believe, on complaint or otherwise, that a passenger, mail, goods, or private aircraft within the Union is intended or is about to proceed on any flight while in a condition unfit for flight or under such circumstances that the flight would be in contravention of any of the provisions of article 7 (1), (2), and (3), or article 20, the Postmaster-General or person so authorized may cause the aircraft to be provisionally detained for the purpose of being inspected by authorized representatives of the Postmaster-General, and may, upon the result of such inspection, cause the aircraft to be further detained until the execution of such alterations or repairs as he may consider necessary to render the aircraft fit for flight, or take such steps by way of detention of the aircraft or otherwise, as appears to him to be necessary in order to prevent the flight.

Type Aircraft.

5. A certificate of airworthiness shall not be granted for any type of aircraft until the following conditions have been fulfilled:—

- (a) The design has been approved by the Postmaster-General in regard to safety;
- (b) the construction has been so approved in regard to workmanship and material used;
- (c) the necessary provision has been made for the equipment of the aircraft with such instruments as may be directed by the Postmaster-General; and
- (d) a satisfactory demonstration in accordance with the directions of the Postmaster-General has been made in flying trials that the aircraft is safe for the purpose for which it is intended.

Examination of Aircraft before Flight.

6. (1) Except with the consent in writing of the Postmaster-General, no passenger aircraft carrying passengers, mails, or goods, for hire or reward, shall, on any day, proceed on any journey unless

(b) moet die grootte van die ander merke gelyk wees aan minstens een-twaalfde van die omtrek van die ballon.

(4) Nieteenstaande enige bepaling vervat in een van die laaste drie voorafgaande subregulasies behoeft die nasionaliteits- en registrasiemerke op enige lugvaartuig nie ag voet in grootte te bo te gaan nie.

Wyde en Dikte van Letters in Merke, ens.

10. (1) Die wyde van letters in 'n merk moet twee-derdes en die dikte een-sesde van hulle grootte wees.
- (2) Letters in 'n merk moet geveer word in gewone drukskrif en moet gelyk van vorm en grootte wees.
- (3) 'n Ruimte gelyk aan die helft van die wyde van die letters moet tussen elke letter oopgelaat word.
- (4) In die geval van onderstreepte letters moet die dikte van die lyne gelyk wees aan die dikte van die letter. Die ruimte tussen die onderkant van die letters en die lyn moet gelyk wees aan die dikte van die lyn.
- (5) Waar die nasionaliteits- en registrasiemerke saam voorkom, moet 'n koppelteken van 'n lengte gelyk aan die van een van die letters geveer word tussen die nasionaliteits- en die registrasiemerke.
- (6) Die nasionaliteits- en registrasiemerke moet op die gunstigste plek, met die oog op die bouwerk van die lugvaartuig aangetoon word, en moet skoon gehou word en duidelik sigbaar wees.

BYLAE II.

SERTIFIKATE VAN LUGWAARDIGHEID VAN LUGVAARTUIG: PERIODIEKE NASIEN EN ONDERSOEK: TERUGHOUDING VAN ONLUGWAARDIGE VAARTUIG.

Algemeen.

1. 'n Lugwaardigheidsertifikaat ten opsigte van een lugvaartuig van een of ander model (hierna genoem 'n model-lugvaartuig) kan deur die Posmeester-generaal ooreenkomstig die in hierdie bylae uiteengesette voorwaardes uitgereik word.
2. Wanneer 'n lugwaardigheidsertifikaat ten opsigte van 'n model-lugvaartuig uitgereik is, kan die Posmeester-generaal lugwaardigheidsertifikate ten opsigte van alle andere lugvaartuie volgens daardie model uitreik, as hy daarvan oortuig is, dat sodanige lugvaartuie in alle belangrike opsigte ooreenkom met die model-lugvaartuig, op bevestigende wyse uitgevoer, van goeie materiaal gebou en van die voorgeskrewe instrumente voorsien is.
- Om sig hiervan te oortuig kan die Posmeester-generaal wat betref hierdie punte, by hom ingediende rapporte aanneem van—
- (a) 'n bevoegde officier van die Unie Lugmag, of
- (b) 'n persoon of firma, wat deur die Posmeester-generaal aangestel, gemagtig of erken word as geskik vir die doel, op die uitslag van 'n deur sodanige persoon of firma ingestelde inspeksie van die lugvaartuig ooreenkomstig sodanige voorwaardes en reëlings as die Posmeester-generaal goedkeur.

Met die verstande, dat die Posmeester-generaal stappe mag neem om 'n inspeksie te toets, as 'n resultaat waarvan 'n rapport by hom soos bovermeld ingedien werd (met uitsondering van 'n inspeksie deur 'n bevoegde officier van die Unie Lugmag) en as sodanige toets-inspeksie, volgens sy mening sulks regverdig kan hevel dat 'n verdere inspeksie uitgevoer moet word deur 'n behoorlik deur hom aangestelde of gemagtigde persoon of persone en 'n sertifikaat volgens sy besluit uitreik of weier, na afloop van sodanige verdere inspeksie.

Mits die Posmeester-generaal ook na afloop van die toets-inspeksie kan weier om vir die doel van lugwaardigheidsertifikate verdere rapporte aan te neem, wat deur die persoon of firma, waarop die toets-inspeksie betrekking het, verstrek word.

Waar 'n lugwaardigheidsertifikaat ten opsigte van 'n model-lugvaartuig uitgereik is, bly die sertifikaat as 'n sertifikaat van die lugwaardigheid van die besondere lugvaartuig van krag slegs gedurende sodanige tydperk en onderworpe aan vernuwing net soos 'n sertifikaat uitgereik ten aansien van 'n ander lugvaartuig dan 'n model-lugvaartuig maar behalwe, soos hierbo vermeld, bly 'n sertifikaat uitgereik ten opsigte van 'n model-lugvaartuig 'n eeldige sertifikaat ten opsigte van die model totdat die sertifikaat deur die Posmeester-generaal gekanseleer word.

3. 'n Lugwaardigheidsertifikaat bly alleen geldig gedurende sodanige tydperk as daarin vermeld, tensy vir 'n verdere tydperk deur die Posmeester-generaal vernu. Voor sodanige vernuwing te verleen, kan die Posmeester-generaal eis, dat sodanige bewys omtrent die bestaande kondisie van die lugvaartuig gelewer word as hy goedvind.

Terughouding van Onlugwaardige Lugvaartuie.

4. As die Posmeester-generaal of 'n behoorlik deur die Posmeester-generaal skriftelik gevolmagtigde persoon rede het om te glo, as gevolg van 'n klage of andersins, dat 'n passassiers-, pos-, goedere- of private lugvaartuig in die Unie bedoel is, of aanstate maak vir vlug terwyl in 'n ongeskikte toestand vir vlug of onder sodanige omstandighede, dat die vlug in stryd sou wees met die bepalinge van artikel 7 (1), (2) en (3) of artikel 20 kan die Posmeester-generaal of gevolmagtigde persoon die lugvaartuig voorlopig doen terughou vir die instelling van 'n ondersoek deur die gevolmagtigde teenwoordigers van die Posmeester-generaal, en volgens die uitslag van sodanige ondersoek, die lugvaartuig verder doen terughou, totdat sodanige veranderinge of herstellinge as hy nodig ag aangebring is om die lugvaartuig geskik te maak vir vlug, of sodanige maatreëls tref in die terughouding van die lugvaartuig of andersins as hy nodig ag om die vlug te voorkom.

Model-lugvaartuie.

5. Geen lugwaardigheidsertifikaat word uitgereik vir 'n model-lugvaartuig totdat die volgende voorwaardes nagekom is:—

- (a) Die ontwerp deur die Posmeester-generaal, wat betref veiligheid, goedgekeur is;
- (b) die bouwerk, wat betref uitvoering en materiaal, goedgekeur is;
- (c) die nodige voorsiening gemaak is vir die uitrusting van die lugvaartuig met sodanige instrumente as die Posmeester-generaal voorskryf;
- (d) 'n bevredigende vliegproefneming, ooreenkomstig die voorskrifte van die Posmeester-generaal gelewer is, dat die lugvaartuig veilig is vir die doel waarvoor dit bestem is.

Ondersoek van Lugvaartuie voor Vluc.

6. (1) Behalwe met die skriftelike goedkeuring van die Posmeester-generaal mag geen passassiers-lugvaartuig met passassiers, poste of goedere, vir vrag of beloning, op enige tyd op reis gaan,

the aircraft and the prescribed instruments have previously been inspected and certified in accordance with the following provisions:—

- (a) The aircraft and the prescribed instruments shall have been inspected at least once on that day, or, in the case of a flight commencing not later than eight o'clock in the morning, at some time between noon of the previous day, or the termination of the last flight made by the aircraft on the previous day, whichever is the later, and the commencement of the flight in question.
- (b) Such inspection shall be carried out by a person or persons licensed under these regulations, and in accordance with directions issued by the Postmaster-General, and certificates in the prescribed form as to the safety for flight of the aircraft and instruments shall have been signed in duplicate by such person or persons.
- (2) The certificate shall be countersigned by some other person in the employment of the owner or by the pilot, and the time and date of certification shall be shown thereon.
- (3) One copy of the certificate shall be retained by the owner of the aircraft and the duplicate copy shall be carried in the aircraft.
7. (1) Any such certificate shall, on demand, be produced for inspection of any police or Customs or Excise officer or any other person authorized for the purpose by the Postmaster-General.
- (2) Any such aircraft may be inspected by a person authorized by the Postmaster-General, and, if that person reports that the aircraft is unsafe the Postmaster-General may cancel the certificate of airworthiness or suspend it for such period as he thinks fit.

Responsibility of Pilot.

8. The pilot of every aircraft shall satisfy himself before commencing any flight that—

- (a) the aircraft is equipped with the prescribed instruments;
- (b) the aircraft and the instruments are fit in every way for the proposed flight;
- (c) the aircraft is so loaded as to comply with the conditions laid down in the certificate of airworthiness;
- (d) the view of the pilot for the purpose of navigating the aircraft is not interfered with by any obstruction not forming part of the structure of the aircraft; and
- (e) sufficient fuel, oil, and water are carried for the proposed flight; and, in the case of an aircraft carrying passengers, mails, or goods for hire or reward, the pilot shall, before commencing the flight, sign in duplicate a certificate in the prescribed form, which shall include such particulars as the Postmaster-General shall direct;
- (f) one copy of the certificate shall be retained by the owner of the aircraft and the duplicate copy shall be carried in the aircraft.

Licensing of Competent Persons to Inspect Aircraft.

9. Licences to competent persons to overhaul, inspect aircraft for airworthiness, and to issue certificates of airworthiness shall be granted by the Postmaster-General on compliance with such conditions as he may direct. Any such person may be the owner or in the service of an owner of an aircraft.

SCHEDULE III.

LOGBOOKS.

Logbooks and Documents to be carried by Union Aircraft.

1. (a) Every Union aircraft shall carry an aircraft logbook, an engine logbook, a journey logbook, and a signal logbook;
- (b) its certificate of registration;
- (c) its certificate of airworthiness;
- (d) certificates of competency and licences of its personnel;
- (e) any licence to use wireless apparatus in aircraft which has been issued by the Postmaster-General in respect of such aircraft.
2. Every aircraft engaged in international navigation shall, in addition, carry the following documents:—
- (a) If it carries passengers, a list of their names.
- (b) If it carries goods, bills of lading and manifest in respect thereof.
3. (a) If an aircraft is fitted with more than one engine it shall carry a separate log-book for each engine.
- (b) The logbooks shall be in accordance with the forms authorized by the Postmaster-General.
- (c) The logbooks shall be preserved for two years after the last entry therein.
- (d) Every pilot licensed under these regulations shall keep a pilot's logbook.

Instructions for Use of Logbooks.

4. (a) Every constructor of an aircraft shall fill in and sign the original entries in the logbooks other than the pilot's logbook so far as he is in a position to do so. Subsequent entries should be made and signed—
- (i) in the case of the journey and signal logbooks the pilot, unless there is a commander of the aircraft other than the pilot, in which event the entries shall be made and signed by the commander;
- (ii) in the case of the aircraft and engine logbooks, by a competent person licensed in accordance with the provisions of Schedule II to these regulations: provided that, as regards matters which could not have come to the notice of such competent person as aforesaid, the pilot shall be responsible for making and signing the entries.
- (b) All entries shall be in ink, except in the case of the journey and signal logbooks, the entries for which may be made in pencil in a rough notebook, but shall be entered in ink in the logbook every twenty-four hours. Rough logbooks shall be preserved for six months after the last entry therein. In the event of any official investigation the rough notebook may be called for.

tensy die lugvaartuig en die voorgeskrewe instrumente eers, ooreenkomstig die volgende bepalinge, ondersoek en gesertifiseer is:—

- (a) Die lugvaartuig en die voorgeskrewe instrumente moet minstens eenmaal daardie dag geïnspekteer wees, of in die geval van 'n vlug beginnende nie later dan 8 uur 'smorens nie, te eniger tyd na 12 uur 'smiddags van die vorige dag of na die afloop van die laaste vlug, wat deur die lugvaartuig op die vorige dag onderneem werd, wat ook die laaste is, en die begin van die vlug in kwessie.
- (b) Sodanige inspeksie moet deur 'n kragtens hierdie regulasies gelisensieerde persoon of persone uitgevoer word en ooreenkomstig die deur die Posmeester-generaal uigereikte voorskrifte en sertifikate in die voorgeskrewe vorm, wat betref die veiligheid vir vlug van die lugvaartuig en instrumente, moet in duplikaat deur sodanige persoon of persone geteken wees.
- (2) Die sertifikate moet deur iemand anders in diens van die eienaar of deur die skipper mede-onderteken word, en die tyd en datum van bevoegverklaring moet daarop voorkom.
- (3) Een afskrif van die sertifikaat moet deur die eienaar van die lugvaartuig gehou word en die duplikaat afskrif in die lugvaartuig aanwesig wees.
7. (1) Sodanige sertifikaat moet, op aanvraag, oorgelê word vir ondersoek deur 'n Polisie- of Doane- of Aksynsbeampte of 'n ander deur die Posmeester-generaal vir die doel gemagtigde persoon.
- (2) Sodanige lugvaartuig kan deur 'n deur die Posmeester-generaal gemagtigde persoon geïnspekteer word, en as daardie persoon rapporteer dat die lugvaartuig onveilig is, kan die Posmeester-generaal die lugwaardigheidsertifikaat kansleer of vir sodanige tydperk opskort as hy goed ag.

Verantwoordelikheid van Skipper.

8. Die skipper van elke lugvaartuig moet homself, alvorens 'n vlug te onderneem, daarvan oortuig dat—

- (a) die lugvaartuig met die voorgeskrewe instrumente toegerus is;
- (b) die lugvaartuig en die instrumente in elke opsig vir die voorgestelde vlug in orde is;
- (c) die lugvaartuig ooreenkomstig die voorwaardes neergelê in die lugwaardigheidsertifikaat belaa is;
- (d) die uitsig van die skipper vir die besturing van die lugvaartuig nie deur een of ander hindernis, geen deel uitmakende van die bouwerk van die lugvaartuig nie, belemmer word nie; en
- (e) voldoende brandstof, olie en water vir die voorgestelde vlug meegeneem word, en in die geval van 'n lugvaartuig wat passasiers, poste of goedere, teen betaling van vrug of beloning vervoer, moet die skipper, alvorens die vlug te onderneem, 'n sertifikaat in duplikaat in die voorgeskrewe vorm teken, bevattende sodanige besonderhede as die Posmeester-generaal voorskrywe;
- (f) een afskrif van die sertifikaat deur die eienaar van die lugvaartuig behou word en die duplikaat afskrif in die lugvaartuig aanwesig is.

Lisensies aan Bevoegde Persone vir Ondersoek van Lugvaartuie.

9. Lisensies word deur die Posmeester-generaal uitgereik aan bevoegde persone, om lugvaartuie na te sien vir lugwaardigheid en om lugwaardigheidsertifikate uit te reik by nakoming van sodanige regulasies as hy voorskrywe. Sodanige persoon kan of die eienaar of in diens wees van 'n eienaar van 'n lugvaartuig.

BYLAE III.

LOGBOEKE.

Logboeke en Dokumente moet in Unie Lugvaartuie aanwesig wees.

1. In elke Unie Lugvaartuig moet aanwesig wees,—
- (a) 'n Lugvaartuig-logboek, 'n masien-logboek, 'n reis-logboek en 'n sein-logboek;
- (b) sy registrasiesertifikaat;
- (c) sy lugwaardigheidsertifikaat;
- (d) bekwaamheidsertifikate en lisensies van sy personeel;
- (e) 'n lisensie vir die gebruik van draadlose apparaat in 'n lugvaartuig, wat deur die Posmeester-generaal ten opsigte van sodanige lugvaartuie uitgereik is.
2. Elke lugvaartuig betrokke by internasionale lugvaart moet bowendien die volgende dokumente by sig het:—
- (a) As dit passasiers vervoer, 'n lys van hulle name;
- (b) as dit goedere vervoer, ladingsbriewe en manifeste ten opsigte daarvan.
3. (a) As die lugvaartuig van meer as een masien voorsien is, moet dit 'n aparte logboek vir elke masien het.
- (b) Die logboeke moet volgens die deur die Posmeester-generaal vasgestelde vorme wees.
- (c) Die logboeke moet vir twee jaar na die laaste boeking daarin behou word.
- (d) Elke kragtens hierdie regulasies gelisensieerde skipper moet 'n skippers-logboek aanhou.

Instruksies vir Gebruik van Logboeke.

4. (a) Die bouer van 'n lugvaartuig moet die oorspronklike aantekeninge in die logboeke, behalwe die van die skipper, maak en teken, in sover hy in staat is sulks te doen. Latere aantekeninge moet gemaak en geteken word—
 - (i) in die geval van die reis- en sein-logboek, deur die skipper, tensy daar 'n kommandant van die lugvaartuig is, behalwe die skipper, in watter geval die inskrywinge deur die kommandant geskied;
 - (ii) in die geval van die lugvaartuig- en masien-logboek, deur 'n bekwaame persoon, gelisensieer ooreenkomstig die bepalinge van Bylae II van hierdie regulasies.
- Met dien verstande dat, wat betref aangeleenthede wat nie onder die aandag van sodanige bevoegde persoon, as bowermeld, kon gekom het nie, die skipper aanspraaklik gehou word vir die inskrywing en ondertekening van die aantekeninge.
- (b) Alle boekinge moet in ink wees, behalwe in die geval van die reis- en sein-logboek, die inskrywinge waarvan met potlood in 'n kladskrif geskrywe kan word, maar in ink in die logboek elke vier en twintig uur oorgeskrywe moet word. Kladskrif moet ses maande na die laaste inskrywing daarin bewaar word. In die geval van 'n offisiële ondersoek kan om die kladskrif gevra word.

SCHEDULE IV.

RULES AS TO LIGHTS AND SIGNALS AND RULES OF THE AIR.

SECTION I.

The word "visible" in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

The angular limits laid down in these rules as shown in the sketch (attached) shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course.

Compliance with Regulations as to Lights.

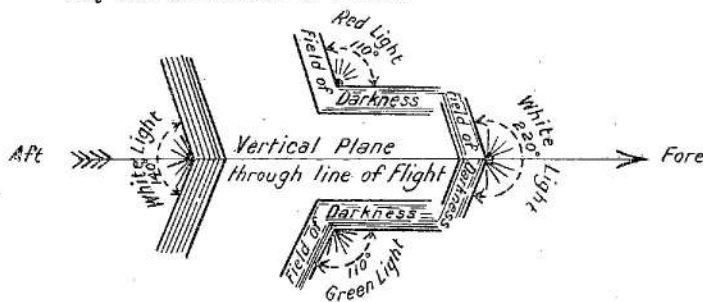
1. (1) The regulations in this Schedule relating to lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

(2) The lights required by these regulations to be exhibited shall not be dazzling.

Flying Machines in the Air.

2. A flying machine, when in the air or manœuvring on land or water under its own power, shall carry the following lights:—

- Forward, a white light visible in a dihedral angle of 220 degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least five miles.
- On the right side, a green light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the right from dead ahead, and of such a character as to be visible at a distance of at least three miles.
- On the left side, a red light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the left from dead ahead, and of such a character as to be visible at a distance of at least three miles.
- The said green and red lights shall be fitted so that the green light shall not be seen from the left side, nor the red light from the right side.
- At the rear, and as far aft as possible, a white light shining rearwards and visible in a dihedral angle of 140 degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least three miles.
- In the case where, in order to fulfil the above conditions, a single light has to be replaced by several lights, the field of visibility of each of these lights should be so limited that only one can be seen at a time.

*Lights on Airships.*

3. The rules herein before set out for the lighting of flying machines shall apply to airships subject to the following modifications:—

- All lights shall be doubled, the forward and aft lights vertically, and the side lights horizontally in a fore and aft direction.
- Both lights of each pair forward and aft shall be visible at the same time.

The distance between the lights comprising a pair shall not be less than six feet.

Airship on Tow.

4. An airship, when being towed, shall carry the lights specified in paragraph 3, and in addition, those specified in paragraph 6 of this Schedule for airships not under control.

Flying Machines on Surface of Water and not under Control.

5. (a) A flying machine, or airship, when on the surface of the water, and when not under control, that is to say, not able to manœuvre as required by the Regulations for the Prevention of Collisions at Sea, shall carry two red lights not less than six feet apart one over the other, and of such a character as to be visible all round the horizon at a distance of not less than two miles.

(b) Aircraft to which this paragraph applies, when not making way through the water, shall not carry the side lights, but when making way shall carry them.

Airships not under Control, etc.

6. An airship which from any cause is not under control, or which has voluntarily stopped her engines, shall, in addition to the other lights specified in paragraph 3, display conspicuously two red lights, one over the other, not less than six feet apart, and constructed to show a light in all directions, and of such a character as to be visible at a distance of not less than two miles.

Day Signals in case of Airship being Towed and not under Control.

By day an airship, when being towed, and which from any cause is not under control, shall display conspicuously two black balls or shapes, each two feet in diameter, placed one over the other not less than six feet apart.

An airship moored, or under way, but having voluntarily stopped its engines, shall by day display conspicuously a black ball or shape, two feet in diameter, and shall be treated by other aircraft as being not under control.

BYLAE IV.

VOORSKRIFTE BETREFFENDE LIGTE EN SEINE EN LUGREELS.

AFDELING I.

Die woord "sigbaar" in hierdie reëls, wanneer van toepassing op ligte, beteken sigbaar op 'n donkere nag met 'n suiwer atmosfeer. Die in hierdie reëls neergelegde hoekpunte (volgens aangehegte skets) word vasgestel wanneer die lugvaartuig in sy normale posisie vir vlug op 'n reglynige horisontale baan staan.

Nakoming van Regulasies betreffende Ligte.

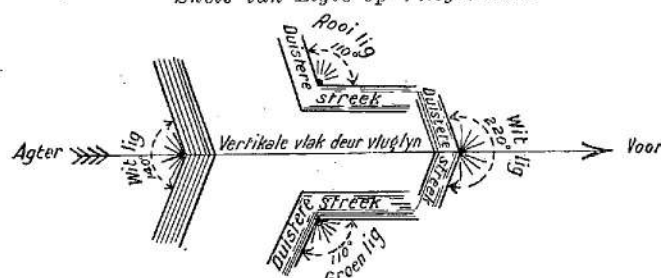
1. (1) Die regulasies in hierdie bylae betreffende ligte moet in alle soort weer van sonsopgang tot sonsopgang nagekom word, en gedurende sodanige tyd mag geen ander ligte wat vir die voorgeskrewe ligte aangesien kan word, vertoon word nie.

(2) Die ligte, wat kragtens hierdie regulasies vertoon moet word, mag nie verblindend wees nie.

Vliegmasiene.

2. 'n Vliegmasien, wanneer in die lug, of wat met eie dryfkrag manewer op land of water, moet van die volgende ligte voorsien wees:—

- Voorraan, 'n wit lig sigbaar in 'n dubbelsydige hoek van 220 grade in twee gedeeltes met 'n vertikale vlak deur die vluglyn, en van sodanige aard, dat dit op 'n afstand van minstens 5 myl sigbaar is.
- Op die regterkant, 'n groen lig sodanig vervaardig en vasgeheg om 'n ononderbroke lig te vertoon tussen twee vertikale vlakke die tweesydigte hoek waarvan 110 grade is wanneer na die regterkant van vlak van voor gemeet en van sodanige aard dat dit op 'n afstand van minstens 3 myl sigbaar is.
- Op die linkerkant, 'n rooi lig sodanig vervaardig en vasgeheg om 'n ononderbroke lig te vertoon tussen twee vertikale vlakke die tweesydigte hoek waarvan 110 grade is, wanneer na die linkerkant van vlak van voor gemeet, en van sodanige aard dat dit op 'n afstand van minstens 3 myl sigbaar is.
- Die genoemde groen en rooi ligte moet sodanig aangebring wees, dat die groen lig nie van die linkerkant en die rooi lig nie van die regterkant gesien kan word nie.
- Agteraan, en so ver moik na agter, 'n wit lig, wat agteruit skyn, en sigbaar in 'n tweesydigte hoek van 140 grade in twee gedeeltes met 'n vertikale vlak deur die vluglyn en van sodanige aard dat dit op 'n afstand van minstens 3 myl sigbaar is.
- In die geval waar, om aan die bogenoemde voorwaardes te voldoen, 'n enkel lig deur verskeide ligte vervang moet word, moet die gesigsveld van elk van hierdie ligte so beperk wees dat slegs een tegelykertyd gesien kan word.

Skets van Ligte op Vliegmasien.*Ligte op Lugskepe.*

3. Die bovermelde regulasies betreffende ligte op vliegmasiene is van toepassing op lugskepe, onderworpe aan die volgende wysigings:—

- Alle ligte moet verdubbel wees, die voorste en agterste ligte vertikaal en die syligte horisontaal in 'n voor- en agterwaartse rigting.
- Albei ligte van elke paar voor en agter moet teselfdertyd sigbaar wees.

Die afstand tussen die ligte, wat 'n paar uitmaak, moet nie minder as 6 voet wees nie.

Lugskip op Sleepstap.

4. 'n Lugskip wat gesleep word, moet voorsien wees van die in paragraaf 3 vermelde ligte en bowendien met die wat in paragraaf 6 van hierdie bylae uiteengeset is vir lugskepe, wat nie onder kontrole is nie.

Vliegmasiene wat nie onder Kontrole is nie, op Oppervlakte van Water.

5. (a) 'n Vliegmasien, of lugskip, wat sig op die oppervlakte van water bevind en wat nie onder kontrole is nie, d.w.s., nie in staat is om ooreenkomstig die bepaalde by die regulasies vir die voorkoming van aanvaringe op see te stuur nie moet voorsien wees van twee rooi ligte, nie minder as 6 voet van mekaar nie, een bo die ander en van sodanige aard dat dit rondom op 'n afstand van nie minder as twee myl sigbaar is nie.

(b) Lugvaartuie, waarop hierdie paragraaf van toepassing is, wat sig nie deur die water voortbeweeg nie, moet van geen syligte voorsien wees nie, maar wanneer hulle sig voortbeweeg deur die water moet hulle daarvan voorsien wees.

Lugskepe, wat nie onder Kontrole is nie, ens.

6. 'n Lugskip, wat om een of ander rede nie onder kontrole is nie, of wat vrywillig sy masiene stopgeset het moet, behalwe die ander in paragraaf 3 gespesifiseerde ligte, op 'n duidelik sigbare plek twee rooi ligte vertoon, die een bo die ander, nie minder as 6 voet van mekaar nie, en sodanig vervaardig dat die lig in alle rigtinge uitstraal en van sodanige aard, dat dit op 'n afstand van nie minder as twee myl sigbaar is nie.

Dagseine in geval van Lugskip, wat Gesleep word, en wat nie onder Kontrole is nie.

Oordag moet 'n lugskip wat gesleep word, en wat om een of ander rede nie onder kontrole is nie, op 'n duidelik sigbare plek twee swart baile of vorme, elk 2 voet in deursnede, die een bo die ander, nie minder as 6 voet van mekaar nie, vertoon.

'n Lugskip wat vasgemeer of onderweg is, maar sy masiene vrywillig stop geset het, moet oordag op 'n duidelik sigbare plek 'n swart bal of vorm, 2 voet in deursnede vertoon, en word deur ander lugvaartuie behandel as synde nie onder kontrole nie.

Free Balloons.

7. A free balloon shall carry below the car at a distance of not less than sixteen feet, one bright white light, and so constructed as to show an unbroken light in all directions, and of such a character as to be visible at a distance of not less than two miles.

Fired Balloons.

8. A fixed balloon shall carry below the car at a distance of not less than sixteen feet and in lieu of the white light mentioned in paragraph 7, three lights one over the other, not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible in all directions at a distance of not less than two miles.

In addition, the mooring cable shall have attached to it at intervals of 1,000 feet, measured from the basket, groups of three lights similar to those mentioned in the preceding paragraph, and the object to which the balloon is moored on the ground shall have a similar group of lights to mark its position.

By day the mooring cable referred to in the preceding paragraph shall carry in the same position as the groups of lights, and in lieu thereof, tubular streamers not less than eight inches in diameter and six feet in length marked with alternate bands of white and red, eighteen inches in width.

Moored Airships.

9. An airship when moored near the ground shall carry the lights specified in paragraph 3 of this Schedule.

In addition, if moored but not near the ground, the airship, the mooring cable, and the object to which moored, shall be marked in accordance with the provisions of paragraph 8 of this Schedule, whether by day or by night.

Sea anchors or drogues used by airships for mooring purposes at sea are exempt from this regulation.

10. A flying machine stationary upon the land or water and under control but not anchored or moored shall carry the lights specified in paragraph 2 of this Schedule.

Flying Machines Anchored or Moored on Water.

11. In order to prevent collisions with surface craft—

- (a) a flying machine when at anchor or moored on the water shall carry in the forward part of the flying machine, where it can best be seen, a white light, so constructed as to show an unbroken light visible all round the horizon at a distance of not less than one mile;
- (b) a flying machine of one hundred and fifty feet or more in length, when at anchor or moored on the water, shall, in the forward part of the flying machine, carry one such light, and at or near the stern of the flying machine, and at such a height that it shall not be less than twenty feet lower than the forward light, another such light; the "length" of a flying machine shall be deemed to be the over-all length;
- (c) flying machines of one hundred and fifty feet or more in span, when at anchor or moored in the water, shall in addition to the lights specified in paragraphs (a) and (b) carry at each lower wing tip one light as specified in (a) of this paragraph; the "span" of a flying machine shall be deemed to be the maximum lateral dimension.

Failure of Lights.

12. In the event of the failure on any aircraft of any of the lights required to be shown under these regulations, the aircraft shall land at the first reasonably safe opportunity.

SECTION II.

RULES AS TO SIGNALS.

Landing at Aerodromes at Night.

13. (a) An aircraft wishing to land at night on an aerodrome having a ground control shall, before landing, fire a green pyrotechnical light or flash a green lamp intermittently. In addition, it shall make by international Morse code the letter group forming its call sign.

(b) Permission to land will be given by the same call sign from the ground, followed by a green pyrotechnical light, or flashing a green lamp intermittently.

14. The firing of a red pyrotechnical light or the display of a red flare from the ground shall be taken as an instruction that aircraft are not to land.

Aircraft compelled to Land at Night.

15. An aircraft compelled to land at night shall before landing fire a red pyrotechnical light or make a series of short and intermittent flashes with its navigation lights.

Aircraft in Distress Signals.

16. When an aircraft is in distress and requires assistance, the following shall be the signals to be used, or displayed, either together or separately:—

- (a) The international signal, SOS, by means of visual or wireless signals.
- (b) The international code flag signals of distress indicated by NC.
- (c) The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball.
- (d) A continuous sounding with any sound apparatus.
- (e) A signal consisting of a succession of white pyrotechnical lights fired at short intervals.

Signals of Warning to Aircraft.

17. To warn an aircraft that it is in the vicinity of a prohibited zone and should change its course, the following signals shall be used:—

- (a) By day: three discharges, at intervals of 10 seconds, of a projectile showing, on bursting, white smoke, the location of the burst indicating the direction the aircraft should follow.

Vrye Ballonne.

7. 'n Vrye ballon moet onderkant die mand op 'n afstand van nie minder as 16 voet een sterk wit lig vertoon sodanig vervaardig dat 'n ononderbroke lig in alle rigtinge uitstraal, en van sodanige aard, dat dit op 'n afstand van nie minder as twee myl sigbaar is nie.

Vaste Ballonne.

8. 'n Vaste ballon moet onderkant die mand op 'n afstand van nie minder as 16 voet en in plaas van die in paragraaf 7 vermelde wit lig, drie ligte, die een bo die ander, nie minder as 6 voet van mekaar nie vertoon. Die boonste en onderste van hierdie ligte moet rooi en die middelste lig wit wees en hulle moet van sodanige aard wees, dat hulle in alle rigtinge op 'n afstand van nie minder as twee myl sigbaar is nie.

Bowendien moet die meerkabel op afstande van 1,000 voet vanaf die mand gemeet voorsien wees van dieselfde groepe van drie ligte, wat in die voorafgaande paragraaf uiteengeset is en die voorwerp waaraan die ballon op die grond vasgemeer is moet ook van 'n dergelike groep ligte voorsien wees om sy posisie aan te gee.

Oordag moet die in die voorafgaande paragraaf genoemde meerkabel op dieselfde plekke as die groepe ligte en in plaas daarvan voorsien wees van pypvormige wimpel nie minder as 8 duim in deursnede en 6 voet in lengte nie gemerk met afwisselende bane van wit en rooi, 18 duim breed.

Vasgemeerde Lugskepe.

9. 'n Lugskip wat naby die grond vasgemeer is, moet voorsien wees van die in paragraaf 3 van hierdie bylae bepaalde ligte. Bowendien, indien vasgemeer, maar nie naby die grond nie, moet die lugskip, die meerkabel en die voorwerp waaraan vasgemeer, ooreenkomstig die bepaalde by paragraaf 8 van hierdie bylae gekenmerk wees, hetsy by dag of by nag.

See- of dryfankers wat deur lugskepe vir vasmeerdoeleindes op see gebruik word, is vrygestel van hierdie regulasie.

10. 'n Vliegmasien stilstaande op die land of water en onder kontrole, maar nie geanker of vasgemeer nie, moet voorsien wees van die in paragraaf 2 van hierdie bylae bepaalde ligte.

Vliegmasien Geanker of Vasgemeer op Water.

11. Om aanvarings met vaartuie op water te voorkom—

- (a) moet 'n vliegmasien, wanneer geanker of vasgemeer op water in die voorste gedeelte van die vliegmasien waar dit die beste gesien kan word, voorsien wees van 'n wit lig, sodanig vervaardig dat 'n ononderbroke lig rondom op 'n afstand van nie minder as een myl sigbaar is nie;
- (b) moet 'n vliegmasien van 150 voet of meer in lengte, wanneer geanker of vasgemeer op water, in die voorste gedeelte van die vliegmasien, voorsien wees van een sodanige lig, en op of naby die agterstewen van die vliegmasien en op sodanige hoogte dat dit nie minder as 20 voet laer dan die voorste lig is nie van nog een sodanige lig; die "lengte" van 'n vliegmasien word geag te wees die algehele lengte;
- (c) moet 'n vliegmasien van 150 voet of meer vlug wanneer geanker of vasgemeer op water behalwe die in paragrafe (a) en (b) gespesifiseerde ligte voorsien wees op elke laagste vlerkuiteinde van een lig, soos in (a) van hierdie paragraaf uiteengeset; die "vlug" word geag te wees die maksimum oordwarse afmeting.

Uitgaan van Ligte, ens.

12. In geval een van die kragtens hierdie regulasies vereiste ligte op 'n lugvaartuig uitgaan of breek, moet so 'n lugvaartuig by redelik veilige geleentheid neerdaal.

BYLAE IV.

AFDELING II.

VOORSKRIFTE BETREFFENDE SEINE.

Neerdaling Snags in Aerodrooms.

13. (a) 'n Lugvaartuig, wat snags in 'n aerodroom, wat 'n grond kontrole het, wil neerdaal moet, alvorens neer te daal, 'n groen pirotegniese lig afskiet, of 'n groen lamp by tussenpose laat skyn. Bowendien moet die lettergroep, wat sy roepsein uitmaak, deur middel van internasionale Morse kode gegee word.

(b) Verlof tot neerdaling word gegee deur dieselfde roepsein van die grond gevolg deur 'n groen pirotegniese lig, of die by tussenpose laat skyn van 'n groen lamp.

14. Die afskiet van 'n rooi pirotegniese lig of die vertoning van 'n rooi vuur op die grond beteken dat geen lugvaartuig mag neerdaal nie.

Lugvaartuig wat Genoodsaak is Snags Neer te Daal.

15. 'n Lugvaartuig, wat genoodsaak is om snags neer te daal, moet, alvorens neer te daal, 'n rooi pirotegniese lig afskiet of 'n reeks korte en onderbroke flikkeringe met sy stuurligte maak.

Noodseine van Lugvaartuie.

16. Wanneer 'n lugvaartuig in nood verkeer en hulp nodig het, moet die volgende seine, hetsy gesamentlik of afsonderlik, gegee word:—

- (a) Die internasionale sein "S.O.S." deur middel van optiese of draadlose seine.
- (b) Die internasionale kode vlagnoodsein, aangetoon deur N.C.
- (c) Die afstandsein, bestaande uit 'n vierkantige vlag wat of daarbo of daaronder 'n bal het of iets wat op 'n bal gelyk.
- (d) Aanhoudende klankseine met 'n klanktoestel.
- (e) 'n Sein, bestaande uit 'n reeks wit pirotegniese ligte, wat by kort tussenpose afgeskiet word.

Waarskuwing-seine aan Lugvaartuie.

17. Om 'n lugvaartuig te waarsku dat dit sig in die nabyheid van 'n verbode terrein bevind en dat dit van koers moet verander, moet die volgende seine gegee word:—

- (a) Oordag: afskiet, driemaal, by tussenpose van 10 sekondes, van projektele, wat wanneer hulle bars, wit rook afgee op 'n plek, wat die rigting aandui, wat deur die lugvaartuig gevolg moet word.

- (b) By night: three discharges, at intervals of 10 seconds, of a projectile showing, on bursting, white stars, the location of the burst indicating the direction the aircraft should follow.

Aircraft required to Land.

18. To require an aircraft to land, the following signals shall be used:—

- (a) By day: three discharges, at intervals of 10 seconds, of a projectile showing on bursting black or yellow smoke.
(b) By night: three discharges, at intervals of 10 seconds, of a projectile showing on bursting green stars or lights.

In addition, when necessary to prevent the landing of aircraft other than the one ordered, a search-light, which shall be flashed intermittently, shall be directed towards the aircraft whose landing is required.

Fog Signals.

19. (a) In the event of fog or mist rendering aerodromes invisible, their presence may be indicated by a balloon acting as an aerial buoy and/or other approved means.

(b) In fog, mist, falling snow, or heavy rainstorms, whether by day or night, an aircraft on the water shall make the following sound signals with a sound apparatus:—

- (i) If not anchored or moored, a sound at intervals of not more than two minutes, consisting of two blasts of about five seconds' duration with an interval of about one second between them.
(ii) If at anchor or moored, the rapid ringing of an efficient bell or gong for about five seconds at intervals of not more than one minute.

Use of Station and Signal Lights, etc.

20. Nothing in this part shall prevent—

- (a) the use, in respect of two or more military aircraft, or aircraft in formation, of additional station and signal lights;
(b) the exhibition of recognition signals adopted by owners of aircraft;

provided these station and signal lights and recognition signals are approved and registered by the Minister and published in the *Gazette*.

SECTION III.

RULES OF THE AIR.

Right of Way.

21. Flying machines shall always give way to balloons, fixed or free, and to airships. Airships shall always give way to balloons, whether fixed or free.

22. An airship, when not under its own control, shall be classed as a free balloon.

23. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation appreciably change, such risk shall be deemed to exist.

24. The term "risk of collision" shall include risk of injury due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision shall keep a safe distance, having regard to the circumstances of the case.

Motor-driven Aircraft—Rules as to Manoeuvring.

25. While observing the rules regarding risk of collision contained in paragraph 24 of this Schedule, a motor-driven aircraft must always manoeuvre according to the rules contained in the following paragraphs as soon as it is apparent that, if it pursued its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

Motor-driven Aircraft—Meeting one another, Crossing, etc.

26. When two motor-driven aircraft are meeting end on, or nearly end on, each shall alter its course to the right.

27. When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own right side shall keep out of the way of the other.

Aircraft Overtaking another.

28. An aircraft overtaking another shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

Every aircraft coming up with another aircraft from any direction more than 110 degrees from ahead of the latter, i.e. in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of that aircraft's side-lights, shall be deemed to be an overtaking aircraft, and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear.

As by day the overtaking aircraft cannot always know with certainty whether it is forward or abaft the direction mentioned above from the other aircraft, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

Action to be taken by other Aircraft.

29. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When, in consequence of thick weather or other causes, the aircraft having the right of way finds itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best aid to avert collision.

Aircraft not to Cross ahead of another.

30. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

- (b) Snags: afskiet, driemaal, by tussenpose van 10 sekondes, van projektiële wat, wanneer hulle bars, wit sterretjies afgee op 'n plek, wat die rigting andui, wat deur die lugvaartuig gevolg moet word.

Bevel aan Lugvaartuie om Neer te Daal.

18. Om 'n lugvaartuig te doen neerdaal, moet die volgende seine gegee word:—

- (a) Oordag: afskiet, driemaal, by tussenpose van 10 sekondes, van projektiële wat, wanneer hulle bars, swart of geel rook afgee.

- (b) Snags: afskiet, driemaal, by tussenpose van 10 sekondes, van projektiële wat, wanneer hulle bars, groene sterretjies of liggies afgee. Bowendien word wanneer nodig om die neerdaling van ander lugvaartuie dan die wat verlang word te voorkom, 'n soeklig by tussenpose op die lugvaartuig, wat moet neerdaal, geflikker.

Misseine.

19. (a) In geval newels of mis aerodrooms onsigbaar maak, kan hulle aanwesigheid aangegee word deur 'n ballon, wat as lugboei diens doen, en/of ander goedgekeurde middel.

(b) In newels, mis, vallende kapok of 'n sware reënstorm, hetsy oordag of snags, moet 'n lugvaartuig op water die volgende klankseine met 'n klanktoestel gee:—

- (i) Indien nie geanker of vasgemeer nie, 'n geluid by tussenpose van nie meer as twee minute nie, bestaande uit, twee stote op 'n hoorn van omtrent vyf sekonde duur met 'n tussenpos van ongeveer een sekonde tussenin.
(ii) Indien geanker of vasgemeer, die snelle luiding van 'n doeltreffende bel of gong gedurende ongeveer vyf sekondes met tussenpose van nie meer as een minuut nie.

Gebruik van Stasie- en Seinligte, ens.

20. Niks in hierdie gedeelte vervat verhinder—

- (a) die gebruik, ten opsigte van twee of meer militêre lugvaartuie, of lugvaartuie in formasie van ekstra stasie- en seinligte nie;
(b) die vertoning van herkenningseine aangeneem deur eienaars van lugvaartuie nie.

Met die verstande, dat daardie stasie- en seinligte en herkenningseine deur die Minister goedgekeur en geregistreer en in die *Staatskoerant* gepubliseer word.

BYLAE IV.

AFDELING III.

LUGREELS.

Reg van Weg.

21. Vliegmasiene moet altyd uit die weg gaan van ballonne, vas of vry, en lugskepe. Lugskepe moet altyd vir ballone, hetsy vas of vry, uit die weg gaan.

22. 'n Lugskip, wanneer nie onder sy eie kontrole nie, word geklassifiseer as 'n vrye ballon.

23. Die gevaar van aanvaring kan, wanneer omstandighede sulks toelaat, waargeneem word deur noukeurig op die kompasstreek en verhogingshoek van 'n aankomende lugvaartuig te let. As nog die kompasstreek nog die verhogingshoek aanmerklik verander, word geag dat sodanige gevaar bestaan.

24. Die term "gevaar van aanvaring" sluit in gevaar van beskadiging te wyte aan oorgrote nabyheid van ander lugvaartuie. Elke lugvaartuig, wat ingevolge hierdie reëls uit die weg van 'n ander moet gaan om aanvaring te voorkom, moet op 'n veilige afstand bly, die omstandighede van die saak in aanmerking nemende.

Reëls vir Motorlugvaartuie omtrent Manoeuvres.

25. Met inagneming van die reëls aangaande die gevaar van aanvaring vervat in paragraaf 24 van hierdie Bylae moet 'n motorlugvaartuig altyd ooreenkomstig die reëls vervat in die volgende paragraaf gemanoevreer word, sodra dit blyk dat, as hy sy koers sou volg, hy enige gedeelte van 'n ander lugvaartuig op 'n afstand van minder as 200 yard sou verby gaan.

Motorlugvaartuie—Ontmoeting, Kruising, ens.

26. Wanneer twee motorlugvaartuie reg teen mekaar of byna reg teen mekaar invlieg, moet elk aan die regterkant uitdraai.

27. Wanneer twee motorlugvaartuie sig op koerse bevind wat mekaar kruis, moet die lugvaartuig, wat die ander op sy eie regterkant het, uit die weg van die ander bly.

Lugvaartuie wat ander inhaal.

28. 'n Lugvaartuig, wat 'n ander inhaal, moet uit die pad van die ingehaalde lugvaartuig bly, deur self na die regterkant uit te draai en mag hom nie deur te duik verby gaan nie.

Elke lugvaartuig, wat by 'n ander lugvaartuig vanaf enige rigting meer as 110 grade van voor die laasgenoemde opkom, b.v. in sodanige posisie met betrekking tot die lugvaartuig, wat hy inhaal, dat dit snags onmoëlik sou wees om een van daardie lugvaartuie se syligte te sien, word geag die inhalende lugvaartuig te wees, en geen latere verandering van die kompasstreek tussen die twee lugvaartuie, maak die inhalende lugvaartuig 'n kruisende lugvaartuig in die betekenis van hierdie reëls nie, of onthef hom van sy plig om uit die weg te bly van die ingehaalde lugvaartuig totdat hy hom uiteindelik heeltemaal verby gevlieg het.

Daar die inhalende lugvaartuig nie altyd oordag met sekerheid kan weet of hy voor of agter die bovermelde rigting van die ander lugvaartuig is nie, behoort hy, indien twyfelagtig, aan te neem, dat hy 'n inhalende lugvaartuig is en uit die weg te bly.

Stappe wat ander Lugvaartuie moet neem.

29. Waar ingevolge hierdie reëls een van die twee lugvaartuie uit die weg moet bly, moet die ander nie van koers en snelheid verander nie. Wanneer, as gevolg van mistige weer, of ander oorsaak, die lugvaartuig, wat die reg van weg het, so sig naby bevind dat 'n aanvaring nie deur die stappe van die uit die weg gaande lugvaartuig alleen vermy kan word nie, moet hy sodanige stappe neem om 'n aanvaring te help vermy.

Lugvaartuie nie voor ander oor te steek nie.

30. Elke lugvaartuig, wat ingevolge hierdie reëls uit die weg van 'n ander lugvaartuig moet bly, moet, as die omstandighede van die geval sulks toelaat, oorsteking voor die ander vermy.

Aircraft following Official Aerial Route.

31. In following an officially recognized air route, every aircraft, when it is safe and practicable, shall keep to the right side of such route.

Aircraft taking off.

32. All aircraft on land or sea about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.

Aircraft in Cloud, Fog, etc.

33. Every aircraft in a cloud, fog, mist, or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances and conditions.

34. In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SECTION IV.

BALLAST.

Ballast not to be Dropped.

35. The dropping of ballast other than fine sand or clean water from aircraft in the air is prohibited.
(See article 17 to these regulations.)

SECTION V.

RULES FOR AIR TRAFFIC ON AND IN THE VICINITY OF AERODROMES.

Circuit of Aeroplanes on Aerodromes.

36. At every licensed aerodrome if an aircraft about to land or leave finds it necessary to make a circuit or partial circuit, such circuit or partial circuit shall, except in case of distress, be left-handed (anti-clockwise).

Aeroplane turning after starting from Aerodrome.

37. When an aeroplane starts from an aerodrome it shall not turn until 500 yards distant from the nearest point of the aerodrome, and the turning must then conform with the regulations provided in the preceding paragraph.

Aeroplane turning in certain cases.

38. All aeroplanes flying between 500 and 1,000 yards distant from the nearest point of an aerodrome shall conform to the above-mentioned circuit law, unless such aeroplanes are flying at a greater height than 6,000 feet.

Trick Flying.

39. Aerobatic landings are prohibited at aerodromes of contracting States used for international air traffic. Aircraft are prohibited from engaging in aerobatics within a distance of at least 2,000 yards from the nearest point of such aerodromes.

Direction of Wind.

40. At every licensed aerodrome the direction of the wind shall be clearly indicated by one or more of the recognized methods, e.g. landing tee, conical streamer or wind sleeve, smudge fire, etc.

Aeroplanes to take off Upwind.

41. Every aeroplane when taking off from or alighting on an aerodrome used for international air traffic shall do so upwind, except when the natural conditions of the aerodrome do not permit.

Two or more Aeroplanes landing at Aerodromes.

42. In the case of aeroplanes approaching aerodromes for the purpose of landing, the aeroplane flying at the greater height shall be responsible for avoiding the aeroplane at the lower height, and shall, as regards landing, observe the rules of paragraph 28 of this Schedule for passing.

Aeroplanes showing Signals of Distress.

43. Aeroplanes showing signals of distress shall be given free way in attempting to make a landing on an aerodrome.

Zones of Aerodromes.

44. Every aerodrome shall be considered to consist of three zones when looking upwind. The right-hand zone shall be the taking-off zone, and the left-hand shall be the landing zone. Between these there shall be a neutral zone. An aeroplane when landing should attempt to land as near as possible to the neutral zone, but in any case on the left of any aeroplanes which have already landed. After slowing up or coming to a stop at the end of its landing run, an aeroplane shall immediately taxi into the neutral zone. Similarly, an aeroplane when taking off shall keep as far as possible towards the right of the taking-off zone, but shall keep clear to the left of any aeroplanes which are taking off or about to take off.

45. No aeroplane shall commence to take off until the preceding aeroplane is clear of the aerodrome.

Marking off Zones at Night.

46. The above rules shall apply equally to night landings on aerodromes, when lights shall be placed in the aerodrome as follows:—

(a) The right-hand zone shall be marked by white lights placed in the position of an "L" and the left-hand zone shall be similarly marked. The "L's" shall be back to back, so that the long sides of the "L's" indicate the borders of the neutral zone. The direction of landing shall invariably be along the long arm of the "L" and towards the short arm. The lights of the "L's" should be so placed that the lights indicating the top extremity of the long arm shall be the nearest point on the aerodrome upon which an aeroplane can safely touch ground. The lights indicating the short arm of the "L" should indicate the limit of safe landing ground for the aeroplanes, that is, that the aeroplane should not over-run the short arm. (See Diagram A.)

Lugvaartuie wat Offisiële Lugroete volg.

31. Wanneer 'n offisiel erkende lugroete gevolg word, moet elke lugvaartuig, wanneer dit veilig en doenlik is, op die regterkant van sodanige roete bly.

Afvaart van Lugvaartuie.

32. Geen lugvaartuig op land of see, wat klaar is om op te gaan, mag trag op te gaan voordat alle gevaar van aanvaring met neerdalende lugvaartuie gewyk is.

Lugvaartuie in Wolke, Mis, ens.

33. 'n Lugvaartuig in 'n wolk, newels, mis of ander weertoe-stande, wat die gesig sleg maak moet versigtig te werk gaan, met sorgvuldige inagneming van die bestaande omstandighede en toestande.

34. By die nakoming en uitlegging van hierdie reëls moet behoorlik ag gegee word op alle gevare van die lugvaart en aanvaringe en op alle spesiale omstandighede wat 'n afwyking van die bovermelde reëls nodig kan maak, ter voorkoming van onmiddellike gevaar.

BYLAGE IV.

AFDELING IV.

BALLAS.

Ballas nie Uitgewerp te word nie.

35. Die uitwerp van ballas, behalwe fyn sand of skoon water uit lugvaartuie in die lug, is verbode. (Sie artikel 16 van hierdie regulasies.)

BYLAGE IV.

AFDELING V.

REELS VIR LUGVERKEER OP EN IN DIE NABYHEID VAN AERODROOMS.

Kring van Aeroplane by Aerodrooms.

36. By elke gelisensieerde aerodroom, as 'n lugvaartuig, wat wil neerdaal of opgaan, dit nodig vind om sig in 'n kring of gedeeltelike kring te beweeg, moet sodanige kring of gedeeltelike kring, behalwe in geval van nood, linksom gemaak word (teen die klok in).

Draai van Aeroplane na Afvaart van Aerodroom.

37. Wanneer 'n aeroplaan 'n aerodroom verlaat mag hy nie draai nie totdat hy 500 yard van die naaste punt van die aerodroom verwyder is en die draai moet dan ooreenkom met die in die voorafgaande paragraaf neergelegde reël.

Draai van Aeroplane in sekere Gevalle.

38. Alle aeroplane vliegende op 'n afstand tussen 500 en 1,000 yard van die naaste punt van 'n aerodroom moet die bovermelde kringwet navolg, tensy sodanige aeroplane hoër as 6,000 voet vlieg.

Kunsvlieg.

39. Akrobatiese neerdalings is verbode in aerodrooms van kontrakterende State, wat vir internasionale lugverkeer gebruik word. Lugvaartuie mag geen akrobatiese toere uitvoer nie binne 'n afstand van minstens 2,000 yard van die naaste punt van sodanige aerodrooms.

Rigting van Wind.

40. By elke gelisensieerde aerodroom moet die rigting van die wind duidelik aangegee word deur middel van een of meer erkende metodes, b.v. 'n T windwyser, kegelvormige wimpel, smeulende vuur, ens.

Aeroplane teen die Wind op af te Vaar.

41. Elke lugvaartuig, by afvaart van, of neerdaling in, 'n aerodroom, wat vir internasionale lugverkeer gebruik word, moet sulks teen die wind op doen, behalwe wanneer die natuurlike ligging van die aerodroom sulks nie toelaat nie.

Neerdaling van twee of meer Aeroplane in Aerodroom.

42. In geval aeroplane in 'n aerodroom wil neerdaal, is die aeroplaan, wat die hoogste is verantwoordelik vir die vermyding van die aeroplaan wat benede hom is, en hulle moet, wat betref neerdaling, die reëls van paragraaf 28 van hierdie bylage betreffende virby vlieg nakom.

Aeroplane wat Noodsyne gee.

43. 'n Aeroplaan, wat noodseine gee, ontvang vryheid van weg in sy poging om in 'n aerodroom neer te daal.

Sones van Aerodrooms.

44. Elke aerodroom word beskou te bestaan uit drie sones, wanneer teen die wind op gekyk word. Die regtersone is die afvaartsone, die linkersone, die neerdalingsone en die middelste sone is neutraal. 'n Aeroplaan, wat neerdaal, moet so na molik by die neutraalsone probeer neer te daal, maar in elk geval op die linkerkant van aeroplane, wat alreeds neergedaal het. Na stilstand van 'n aeroplaan aan die end van sy neerdalingsrit, moet dit dadelik oor die grond in die neutraalsone gaan. Dienoorkomstig moet 'n aeroplaan, by afvaart, sover molik aan die regterkant in die afvaartsone bly, maar aan die linkerkant van aeroplane, wat afvaar of aanstalte maak om af te vaar.

Neerdaling en Afvaart van Aeroplane.

45. Geen aeroplaan mag afvaar nie totdat die voorafgaande aeroplaan heeltemaal uit die aerodroom is.

Afbakening van Sones Snags.

46. Die bogemelde reëls is ook van toepassing op neerdalings op aerodrooms snags, wanneer ligte as volg in die aerodroom vertoon moet word:—

(a) Die regtersone moet afgebaken word met wit ligte in die posisie van 'n "L" geplaas, en die linkersone desgelyks. Die letters "L" moet rug aan rug geplaas word, sodat die lang kante van die letters "L" die grense van die neutraalsone uitmaak. Die rigting van neerdaling moet altyd langs die lang arm van die "L" en na die kort arm wees. Die ligte van die letters "L" moet so geplaas wees, dat die ligte wat die boonste uiterste van die lang arm aangee, die naaste punt op die aerodroom is waarop 'n aeroplaan met veiligheid kan neerdaal. Die ligte aanduidende die kort arm van die "L" moet die grens van veilige neerdalingsterrein vir die aeroplane aangee, d.w.s. dat die aeroplaan nie die kort arm moet verby gaan nie. (Sie kaart "A.")

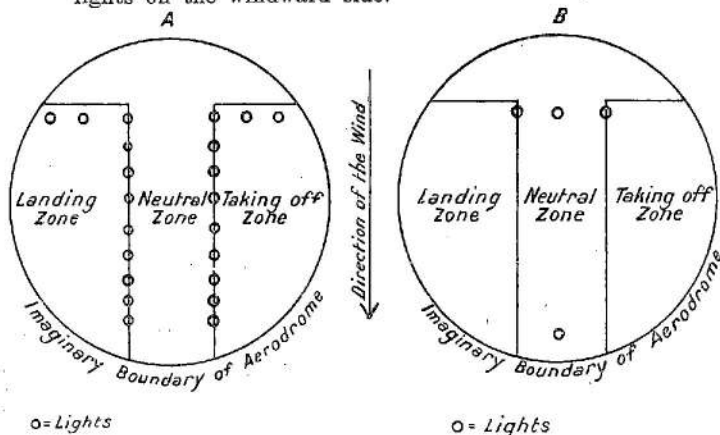
- (b) Where it is desired to save lights and personnel the following system may be used:—

Alternative Method of Marking Zones at Night.

Two lights shall be placed on the windward side of the aerodrome to mark the limits of the neutral zone mentioned in paragraph 44 of this Schedule, the line joining the lights being at right angles to the direction of the wind.

Two more lights shall be placed as follows: One on the leeward side of the aerodrome on the line drawn parallel to the direction of the wind and passing midway between the two lights on the windward side, to show the extent of the aerodrome and the direction of the wind, and the other shall be placed midway between the two lights marking the limits of the neutral zone. (See Diagram B.)

Additional lights may be placed symmetrically along the boundary lines of the neutral zone, and on the ends of the taking-off and landing zones on the line through the three lights on the windward side.



Fixed Balloons, etc., not to be Elevated in Vicinity of Aerodrome.

47. No fixed balloon, kite, or moored airship shall be elevated in the vicinity of any aerodrome without the special authorization of the Postmaster-General except in the cases provided for in paragraph 19 (a) of this Schedule.

Marking of Dangerous Obstacles at Night.

48. All fixed obstacles dangerous to flying within a zone of 500 yards of all aerodromes shall be marked by red lights.

SCHEDULE IV.

GENERAL.

Aircraft Manoeuvring on Water.

49. Every aircraft manoeuvring under its own power on the water shall conform to the Regulations for Preventing Collisions at Sea, and for the purposes of these regulations shall be deemed to be a steam vessel, but shall carry the lights specified in the preceding regulations and not those specified for steam vessels in the Regulations for Preventing Collision at Sea, and shall not use, except as specified in paragraphs 17 and 20 of this Schedule, or be deemed to hear, the sound signals specified in the above-mentioned regulations.

Regulations not to Prevent Legal Consequences of Neglect.

50. Nothing in these regulations shall exonerate any aircraft, or the owner, pilot, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

51. Nothing in these regulations shall interfere with the operation of any special regulation made by the Governor-General relative to navigation of aircraft in the immediate vicinity of any aerodrome or other place, and it shall be obligatory on all owners, pilots, or crews of aircraft to obey such regulations.

SCHEDULE V.

LICENSING OF PERSONNEL.

1. Every person acting as a commander, pilot, navigator, aircraft engineer, or other operative member of the crew of a Union aircraft shall be the holder of a licence in respect of the capacity in which he is so acting, granted or rendered valid under the provisions of these regulations.

2. Every candidate before obtaining a licence as a pilot, navigator, aircraft engineer, or member of the operating crew of a Union aircraft engaged in public transport will present himself for examination by specially qualified medical men (flight surgeons) appointed by or acting under the authority of the Director of Medical Services.

LICENSING AUTHORITY.

Power of Postmaster-General to Grant Licences.

3. (1) Licences shall be granted by the Postmaster-General.
(2) Applications for licences shall be made to the Secretary, Civil Air Board.

PILOTS.

4. A person applying for a pilot's licence to fly aircraft other than passenger, mail, or goods aircraft will be required to produce such proofs of competency as may be prescribed.

Pilot's Licence for Passenger, Mail, or Goods Aircraft.

5. A person applying for a pilot's licence to fly passenger, mail, or goods aircraft will be required—

- to produce such further proofs of competency as may be prescribed;
- to pass a medical examination carried out under the control of the Director of Medical Services; and

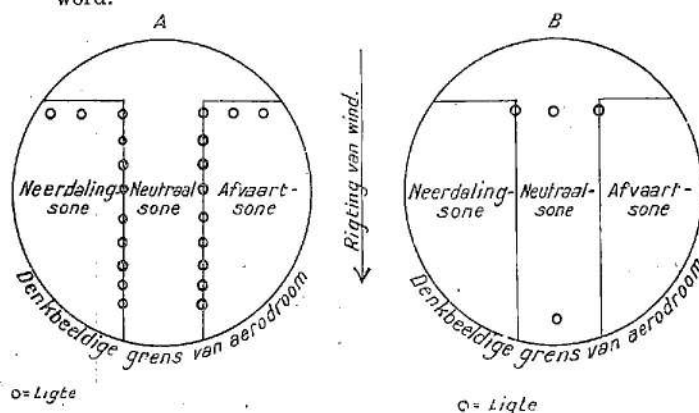
- (b) Waar ligte en personeel bespaar wil word kan die volgende sisteem gevolg word:—

Alternatiewe Metode van Afbakening van Sones Snags.

Twee ligte moet op die loefsyde van die aerodroom geplaas word om die grense van die neutraalsone, waarvan in paragraaf 44 van hierdie bylae melding gemaak word af te baken; die lyn, wat die ligte aanenskakel, moet reghoekig teen die rigting van die wind loop.

Nog twee ligte moet as volg geplaas word: Een op die lywaartse kant van die aerodroom op die lyn wat parallel met die rigting van die wind middeweg tussen die twee ligte op die loefsyde loop om die grootte van die aerodroom en die rigting van die wind aan te toon en die ander moet middeweg tussen die twee ligte, wat die grense van die neutraalsone aangee, geplaas word. (Sie kaart B.)

Ekstra ligte kan simmetries langs die grenslyne van die neutraalsone en op die ende van die afvaart- en neerdalingszones op die lyn deur die drie ligte op die loefsyde geplaas word.



Vaste Ballonne, ens., Elevasie in nabyheid van Aerodroom.

47. Geen vaste ballon, vlieër of vasgemeerde lugskip mag in die nabyheid van 'n aerodroom opgelat word sonder die spesiale magtiging van die Posmeester-generaal, behalwe in die by paragraaf 19 (a) van hierdie bylage bepaalde gevalle.

Afbakening van Gevaarlike Hindernisse, Snags.

48. Alle vaste hindernisse, wat gevaar vir vlieëniers oplewer binne 'n kring van 500 yard van alle aerodrooms, moet met rooi ligte afgebaken word.

BYLAE IV.

ALGEMEEN.

Lugvaartuie wat op Water Maneuwer.

49. Elke lugvaartuig, wat met eie dryfkrag op water maneueer, moet aan die Regulasies vir Voorkoming van Aanvaringe op See voldoen en word vir die doel van hierdie regulasies beskou as 'n stoomvaartuig, maar moet die in die voorafgaande regulasies gespesifiseerde ligte vertoon, en nie die wat vir stoomvaartuie in die Regulasies vir Voorkoming van Aanvaringe op See voorgeskrywe is nie en mag geen gebruik maak van, behalwe soos by paragrafe 17 en 20 van hierdie bylae bepaal of agslaan op, die in die bogenoemde regulasies vermelde klankseine nie.

Wettelike gevolge van Veronagsaming, ens., nie opgehef deur Regulasies nie.

50. Niks in hierdie regulasies vervat onthef 'n lugvaartuig, of die eienaar, skipper of bemanning daarvan, van die gevolge van veronagsaming van ligte of seine of van versuim om behoorlik uit te kyk, of van die veronagsaming van voorsorgsmaatreëls wat die gewone metodes van die lugdiens of die spesiale omstandighede van die geval verlang.

51. Niks in hierdie regulasies vervat doen afbreuk aan die krag van 'n deur die Goewerneur-generaal gemaakte spesiale regulasie aangaande besturing van lugvaartuie in die onmiddellike nabyheid van 'n aerodroom of ander plek en alle eienaars, skippers of bemannings van lugvaartuie is verplig sodanige regulasies na te kom.

BYLAE V.

LISENSIES VAN PERSONEEL.

1. Elke persoon, wat as kommandant, skipper, stuurman, lugvaartuigmasienis of ander werkende lid van die bemanning van 'n Unie lugvaartuig optree, moet 'n lisensie ten opsigte van die bevoegheid waarin hy optree besit, ingevolge die bepaalde by hierdie regulasies uitgereik en geldig verklaar.

2. Elke kandidaat moet sig alvorens 'n lisensie te bekom as 'n kommandant, stuurman, lugvaartuig-masienis of werkende lid van die bemanning van 'n Unie lugvaartuig, wat vir openbare vervoer gebruik word, deur spesiaal bevoegde dokters (vlieëniersdokters) aangestel deur, of optredende met goedkeuring van, die Direkteur van Mediese Diens, laat ondersoek.

LISENSIES.

Bevoegheid van Posmeester-generaal tot Uitreiking van Lisensies.

3. (1) Lisensies word deur die Posmeester-generaal uitgereik.
(2) Applikasies vir lisensies moet aan die Sekretaris, Siviele Lugraad, gerig word.

SKIPPERS.

4. Iemand wat aanvraag doen om 'n skipperslisensie vir 'n lugvaartuig, ander dan 'n passasiërs-, pos- of goederelugvaartuig, moet sodanige bewyse van bekwaamheid, as voorgeskrewe is, lewer.

Skipperslisensie vir Passasiërs-, Pos- of Goederelugvaartuie.

5. Iemand, wat aanvraag doen om 'n skipperslisensie vir 'n passasiërs-, pos- of goederelugvaartuig moet—

- sodanige verdere bewyse van bekwaamheid, as voorgeskrewe is, lewer;
- sig met goed gevolg aan 'n mediese ondersoek, uitgevoer onder toesig van die Direkteur van Mediese Diens, onderwerp; en

- (c) to submit proof of recent reasonable flying experience on the class of aircraft for which the licence is required, or failing such proof to undergo practical tests ;
(d) to be 19 years of age and under 45 years of age.

NAVIGATORS.

Navigator's Licence.

6. A person applying for a licence to navigate passenger, mail, or goods aircraft will be required—
(a) to pass a medical examination carried out under the control of the Director of Medical Services;
(b) to produce such proofs of competency as may be prescribed; and
(c) to be 19 years of age and under 45 years of age.

AIRCRAFT ENGINEERS.

Aircraft Engineer's Licence.

7. A person applying for a licence as aircraft engineer in passenger, mail, or goods aircraft will be required to—
(a) pass a medical examination carried out under control of the Director of Medical Services; and
(b) produce such proofs of competency as may be prescribed; and
(c) be 21 years of age.

OTHER PERSONS.

Other Licences.

8. Persons applying for a licence in any other capacity than those above specified must comply with such conditions as may be directed by the Postmaster-General.

VALIDATION OF FOREIGN LICENCES.

9. When a licence has been granted by the duly competent authority in any foreign State and is for the time being in force, the Postmaster-General may, subject to such conditions and limitations and for such period as he shall think fit, confer on such licence the same validity for the purpose of flying Union aircraft registered in the Union as if it had been granted under these regulations.

GENERAL.

Further Medical Examinations.

10. Holders of licences may be required from time to time to undergo further medical examinations carried out under the control of the Director of Medical Services.

Term of Licence.

11. (a) Licences shall remain valid for the following periods, subject to the provisions of sub-paragraph (b):—
Pilot's and navigator's licence ... 6 months
Other licences ... 12 months
and shall not be valid unless endorsed at those intervals by the Postmaster-General.

Pilot's and Navigator's Licences.

- (b) In order to ensure the maintenance of efficiency, every holder of a pilot's, navigator's, and aircraft engineer's licence, or member of the operating crew of aircraft engaged in public transport who holds a licence, shall be re-examined periodically as follows, viz.: in the case of a pilot, each time he completes 250 hours' flying, provided that not more than six months shall elapse between two successive examinations, and the findings shall be attached to his original record. In the case of a navigator or aircraft engineer, at least every six months. In the case of illness or accident also every member of the personnel specified above shall be re-examined and pronounced fit before resuming air duties. The date and result of such re-examination shall be recorded on the licence of the person examined.

12. In this Schedule the expression "licence" includes a certificate of competency.

SCHEDULE VI.

FEES.

A.—REGISTRATION.

Fees in Respect of Licences.

1. The fee chargeable on the issue of a certificate of registration of an aircraft shall be £1. 1s. and for the renewal of the certificate, 5s.

B.—AIRWORTHINESS.

Fees in Respect of Airworthiness Certificate.

2. The fee chargeable on the issue of a certificate of airworthiness for a type aircraft shall be £20. (See para. 1 of Schedule II.)

Certificates of Airworthiness of Type Aircraft.

3. Where an application is made for a certificate of airworthiness for a type aircraft which so far resembles a type aircraft in respect of which a certificate of airworthiness has already been issued by the Postmaster-General as materially to reduce the work involved in carrying out the investigations, calculations, tests, and inspections necessary for the issue of the certificate which is applied for, the fee chargeable shall be reduced by such an amount as is, in the opinion of the Postmaster-General, proportionate to such reduction of work as aforesaid.

Fee in Respect of Subsequent Aircraft and of Renewal of Certificate of Airworthiness.

4. The fee chargeable on the issue of a certificate of airworthiness for a subsequent aircraft (see para. 2, Schedule II) of a type in respect of which a type certificate has been issued by the Postmaster-General, and the fee chargeable for the renewal of any certificate of airworthiness, shall be £5. 5s.

Fee in Respect of Validation of Certificate.

5. The fee chargeable for the validation of a certificate of airworthiness issued abroad shall be such a fee as is in the opinion of the Postmaster-General reasonable, but shall not exceed in any case the fee which would be chargeable under paragraph 2 of this Schedule for the issue of a certificate of airworthiness for a type aircraft.

- (c) bewyse van resente redelike vliegondervinding in die soort lugvaartuig, waarvoor 'n lisensie aangevra word, lewer of by gebrek aan sodanige bewyse, 'n praktiese eksamen aflê; en
(d) die ouderdom van 19 jaar bereik het en benede 45 jaar oud wees.

STUURMANNE.

Stuurmanslisensie.

6. Iemand wat aanvraag doen om 'n passasiers-, pos- of goederelugvaartuig-stuurmanslisensie moet—
(a) sig met goed gevolg aan 'n mediese ondersoek, uitgevoer onder toesig van die Direkteur van Mediese Diens, onderwerp; en
(b) sodanige bewyse van bekwaamheid as voorgeskrewe is, lewer;
(c) die ouderdom van 19 jaar bereik het en benede 45 jaar oud wees.

LUGVAARTUIGMASIENISTE.

Lugvaartuigmasienistelisensie.

7. Iemand, wat aanvraag doen om 'n lisensie as lugvaartuigmasienis in 'n passasiers-, pos- of goederelugvaartuig moet—
(a) sig met goed gevolg aan 'n mediese ondersoek, uitgevoer onder toesig van die Direkteur van Mediese Diens, onderwerp; en
(b) sodanige bewyse van bekwaamheid, as voorgeskrewe is, lewer;
(c) die ouderdom van 21 jaar bereik het.

ANDER PERSONE.

Andersensies.

8. Iemand wat aanvraag doen om 'n lisensie in 'n ander hoedanigheid as wat hierbo aangegee word, moet sodanige voorwaardes as die Posmeester-generaal voorskrywe, nakom.

GELDIGHEID VAN VREEMDE LISENSIES.

9. Wanneer 'n lisensie deur die bevoegde outoriteit in 'n vreemde Staat uitgereik word en gedurende die tyd van krag is, kan die Posmeester-generaal, onderworpe aan sodanige voorwaardes en beperkinge en gedurende sodanige tydperk as hy goed ag, aan sodanige lisensie dieselfde geldigheid verleen vir vliegdoeleindes in Unie lugvaartuie geregistreer in die Unie as of die ingevolge hierdie regulasie uitgereik was.

ALGEMEEN.

Verdere Mediese Onderzoek.

10. Van lisensiehouers kan van tyd tot tyd verlang word om sig aan 'n verdere mediese ondersoek, uitgevoer onder toesig van die Direkteur van Mediese Dienste te onderwerp.

Geldigheidsduur van Lisensie.

11. (a) Lisensies, bly gedurende die volgende tydperke geldig, onderworpe aan die bepalinge van subparagraaf (b)—
Skiippers- en stuurmanslisensies ... 6 maande,
Andersensies ... 12 maande,
en is nie geldig nie, tensy by daardie tussenpose deur die Posmeester-generaal geëndosseer.

Skiippers- en Stuurmanslisensies.

- (b) Om instandhouding van doeltreffendheid te verseker moet houters van skiippers- en stuurmanslisensies vir passasiers-, pos of goederelugvaartuie periodiek as volg ondersoek word, nl. in die geval van 'n skipper, na elke 250 uur vlieg, mits nie meer as ses maande verloop tussen twee agtereenvolgende ondersoeke nie en die uitslag aan sy oorspronklike rekord gebeg word, en in die geval van 'n stuurman of lugvaartmasienis minstens elke ses maande. In geval van siekte of ongeluk moet elke houer van sodanige sertifikaat ook weer ondersoek en gesond verklaar word, alvorens sy lugverksaamhede te hervat. Die datum en resultaat van elke ondersoek moet op sy lisensie aangeteken word.

12. In hierdie bylae sluit die uitdrukking "lisensie" 'n bekwaamheidsertifikaat in.

BYLAGE VI.

FOOIE.

A.—REGISTRASIE.

Fooi ten Opsigte van Lisensies.

1. Die fooie betaalbaar by die uitreiking van 'n registrasie-sertifikaat van 'n lugvaartuig bedra £1. 1s. en by vernuwning van die sertifikaat 5s.

B.—LUGWAARDIGHEID.

Fooi vir Lugwaardigheidsertifikaat.

2. Die fooie betaalbaar by die uitreiking van een lugwaardigheidsertifikaat vir 'n model-lugvaartuig bedra £20. (Sie paragraaf 1 van Bylae II.)

Lugwaardigheidsertifikaat van Model-lugvaartuie.

3. Waar applikasie gemaak word vir 'n lugwaardigheidsertifikaat vir 'n model-lugvaartuig wat in soveel gelyk op 'n model-lugvaartuig, ten opsigte waarvan 'n lugwaardigheidsertifikaat reeds deur die Posmeester-generaal uitgereik is, dat die werk in verband met die ondersoek, berekeninge, toetse en inspeksies nodig vir die uitreiking van die sertifikaat, waarvoor aanvraag gedoen word, aansienlik verminder word, word die fooi betaalbaar verminder met sodanige bedrag as volgens die oordeel van die Posmeester-generaal eweredig is aan sodanige vermindering van werk as bovermeld.

Fooi vir Lugvaartuie volgens Model en van Vernuwning van Lugwaardigheidsertifikaat.

4. Die fooi betaalbaar by die uitreiking van 'n lugwaardigheidsertifikaat vir 'n lugvaartuig volgens model (sle paragraaf 2, Bylae II) ten opsigte waarvan 'n modelsertifikaat deur die Posmeester-generaal uitgereik werd en vir die vernuwning van 'n lugwaardigheidsertifikaat bedra £5. 5s.

Fooi vir Geldigmaking van Sertifikaat.

5. Die fooi betaalbaar vir die geldigverklaring van 'n lugwaardigheidsertifikaat uitgereik in 'n vreemde land, bestaan uit 'n sodanige bedrag as volgens die oordeel van die Posmeester-generaal redelik is, maar mag in geen geval die fooi, wat ingevolge paragraaf 2 van hierdie bylae betaalbaar sou wees vir die uitreiking van 'n lugwaardigheidsertifikaat vir 'n model-lugvaartuig te bo gaan nie.

C.—AERODROMES.

Fee in Respect of Licence for Aerodrome.

6. The fee chargeable in respect of the issue or renewal of a licence for an aerodrome shall be £2. 2s., plus reasonable travelling and subsistence expenses in accordance with the scales laid down by the Public Service Regulations incurred by any person duly authorized by the Postmaster-General to inspect and report on such aerodrome.

Should on inspection any site prove to be unsuitable for use as an aerodrome, such travelling and subsistence expenses as may have been incurred in connection with the inspection thereof shall be recoverable from the applicant for the licence.

D.—PERSONNEL.

Fees in Respect of Licences to Personnel.

7. The following fee shall be chargeable in respect of the issue and renewal of licences to personnel:—

(a) Where the application is for the issue of a licence.

Nature of Licence.	For Medical Examination.	For Technical Examination.	For Flying Test.	For Licences.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Navigator.....	1 1 0	0 10 0	—	0 10 0
Aircraft engineer.....	1 1 0	0 10 0	—	0 10 0
Competent person under Schedule II.....	—	0 10 0	—	0 10 0
Pilot.....	1 1 0	0 10 0	1 1 0	0 10 0

(b) Where the application is for the renewal of a licence.

Nature of Licence.	For Medical Examination.	For Technical Examination.	For Flying Test.	For Licences.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Navigator.....	0 10 6	0 10 0	—	0 10 0
Aircraft engineer.....	0 10 6	0 10 0	—	0 10 0
Competent person under Schedule II.....	—	0 10 0	—	0 10 0
Pilot.....	0 10 6	0 10 0	1 1 0	0 10 0

8. The fee chargeable for the validation of a licence granted by the duly competent authority in a foreign state to a navigator, aircraft engineer, or pilot shall be 5s.

E.—GENERAL.

Fee in Respect of Duplicate Certificate.

9. A fee of 5s. shall be charged for the issue of a duplicate certificate or licence of any kind when the original is lost or destroyed.

Application for Certificate or Licence to be accompanied by Remittance.

10. An application for any certificate or licence or for the renewal of any certificate or licence shall be accompanied by a remittance by crossed cheque or postal order made payable to the Postmaster-General, General Post Office, Pretoria, to cover the prescribed fees for the issue or renewal, as the case may be, but when in any case a certificate or licence is not issued or renewed, the Postmaster-General may refund to the applicant such proportion of the sum paid as represents any investigation, calculation, inspection, test, or examination which has not been carried out as a result of the application.

SCHEDULE VII.

PROHIBITED AREAS.

Prohibited Areas.

1. The places named in the following list, as described therein, shall be prohibited areas, and are more particularly shown in a map issued for the purpose by the Minister of Defence.

Within a radius of three miles of the following W/T Stations:—
Klipheuvcl, Port Nolloth, and Jacobs, and any other W/T Station which may be notified from time to time.

Signal of Distress to be given by Aircraft if over Prohibited Area.

2. Every aircraft which finds itself above a prohibited area in contravention of this regulation shall, as soon as aware of the fact, give the signal of distress provided in paragraph 16 of Schedule IV, and land as soon as possible outside the prohibited area at one of the nearest aerodromes in the Union:

Provided that it shall not, unless compelled by stress of weather or other unavoidable cause, fly further into the prohibited area nor commence to descend while still above the prohibited area.

Warning Aircraft by Signals.

3. To warn an aircraft that it is in the vicinity of a prohibited area and should change its course, the signals prescribed in paragraph 17 of Schedule IV shall be used.

4. The signals which may be given when an aircraft flies, or attempts to fly, over a prohibited area in contravention of this regulation shall be those prescribed in paragraph 18 of Schedule IV.

5. Upon the signals referred to in paragraph 4 of this Schedule being given, the aircraft shall immediately give the signal referred to in paragraph 2 of this Schedule, and land in accordance with the provisions of that paragraph.

6. If any aircraft flies or attempts to fly over any prohibited area, and if, after the signals referred to in paragraph 4 of this Schedule have been given by, or by the direction of, a commissioned officer in the Naval, Military, or Union Air Force, the aircraft fails to respond thereto by complying with the procedure laid down in paragraph 5 of this Schedule, the officer may fire at or

C.—AERODROOMS.

Foof vir Aerodroomlisensies.

6. Die foof betaalbaar vir die uitreiking of vernuwing van 'n lisensie vir 'n aerodroom bedra £2. 2s. plus redelike reis- en onderhoudskoste, ooreenkomstig die in die Publieke Diensregulasies neergelegde skale, beloop deur 'n persoon behoorlik deur die Posmeester-generaal gemagtig om sodanige aerodrooms te inspekteur en rapport daaroor in te dien.

Indien by inspeksie blyk dat 'n plek ongeskik is vir gebruik as aerodroom, is sodanige reis- en onderhoudskoste, as in verband met die inspeksie daarvan gemaak is, op die applikant vir die lisensie verhaalbaar.

D.—PERSONEEL.

Foof vir Lisensies van Personeel.

7. Die volgende foof is betaalbaar vir die uitreiking en vernuwing van lisensies aan personeel:—

(a) Waar applikasie gemaak word vir die uitreiking van 'n lisensie:—

Soort Lisensie.	Vir Mediese Onderzoek.	Vir Tegnieiese Onderzoek.	Vir Vlieg-toets.	Vir Lisensie.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Stuurman.....	1 1 0	0 10 0	—	0 10 0
Lugvaartuigmasienis..	1 1 0	0 10 0	—	0 10 0
Bevoegde persoon ingevolge Bylae II....	—	0 10 0	—	0 10 0
Skipper.....	1 1 0	0 10 0	1 1 0	0 10 0

(b) Waar applikasie gemaak word vir die vernuwing van 'n lisensie:—

Soort Lisensie.	Vir Mediese Onderzoek.	Vir Tegnieiese Onderzoek.	Vir Vlieg-toets.	Vir Lisensie.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Stuurman.....	0 10 6	0 10 0	—	0 10 0
Lugvaartuigmasienis..	0 10 6	0 10 0	—	0 10 0
Bevoegde persoon ingevolge Bylae II....	—	0 10 0	—	0 10 0
Skipper.....	0 10 6	0 10 0	1 1 0	0 10 0

8. Die foof betaalbaar vir die geldigverklaring van 'n lisensie uitgereik deur 'n bevoegde outoriteit in 'n vreemde Staat aan 'n stuurman, lugvaartuigmasienis of skipper bedra 5s.

E.—ALGEMEEN.

Foof vir 'n Duplikaat-sertifikaat.

9. 'n Foof van 5s. is betaalbaar vir die uitreiking van 'n duplikaat-sertifikaat of lisensie van enige soort, die oorspronklike waarvan verlore gegaan of vernietig is.

Applikasie vir Sertifikaat of Lisensie vergesel te gaan van Geldsending.

10. 'n Applikasie vir 'n sertifikaat of lisensie of vir die vernuwing van 'n sertifikaat of lisensie moet vergesel gaan van 'n geldsending in die vorm van 'n gekruiste tjek of posorder, betaalbaar gemaak aan die Posmeester-generaal, Hoofposkantoor, Pretoria, ter dekking van die voorgeskrewe foof vir die uitreiking of vernieuwing, soos die geval is, maar wanneer, in enige geval, die sertifikaat of lisensie nie uitgereik of vernu word nie kan die Posmeester-generaal sodanige gedeelte van die ingestuurde som, as verteenwoordigende ondersoek, berekening, inspeksie, of toets, wat nie as gevolg van die applikasie uitgevoer werd nie, aan die applikant terugbetaal.

BYLAE VII.

VERBODE TERREINE.

Verbode Terreine.

1. Die plekke genoem in die volgende lys, soos daarin uiteengeset, is verbode terreine en word meer in besonder aangegee op 'n kaart wat vir die doel deur die Minister van Verdediging gepubliseer is:—

Binne 'n omtrek van drie myl van die volgende D/T stasies: Klipheuvcl, Port Nolloth en Jacobs, en enige ander D/T stasies soos van tyd tot tyd bekendgemaak.

Noodsien deur Lugvaartuie indien bo Verbode Terrein.

2. Elke lugvaartuig, wat sig bo 'n verbode terrein in oortreding van hierdie regulasies bevind, moet, sodra hy dit opmerk, die in paragraaf 16 van Bylae IV bepaalde noodsein gee en sodra molik buite die verbode terrein by een van die naaste aerodrooms in die Unie neerdaal, met die verstande, dat hy die verbode terrein, tensy daartoe deur slegte weer of ander onvermydelike oorsaak genoodsaak, nie verder sal invlieg nie, of nie begin neerdaal nie, terwyl nog bo die verbode terrein.

Waarskuwing aan Lugvaartuie deur middel van Seine.

3. Om 'n lugvaartuig te waarsku dat hy sig in die nabyheid van 'n verbode terrein bevind en van koers moet verander, moet die in paragraaf 17 van Bylae IV bepaalde seine gegee word.

4. Die seine, wat gegee kan word wanneer 'n lugvaartuig bo 'n verbode terrein in oortreding van hierdie regulasies vlieg, of probeer vlieg, is by paragraaf 18 van Bylae IV bepaal.

5. Wanneer die by paragraaf 4 van hierdie Bylae bepaalde seine gegee word, moet die lugvaartuig dadelik die by paragraaf 2 van hierdie Bylae bepaalde sein gee en ooreenkomstig die bepaalde by daardie paragraaf, neerdaal.

6. As 'n lugvaartuig bo 'n verbode terrein vlieg of probeer vlieg, en as, nadat die by paragraaf 4 van hierdie bylae bepaalde seine gegee is deur, of in opdrag van 'n offisier van die Mariene-, Militêre of Unie Lugmag, die lugvaartuig versuim om te antwoord deur nakoming van die handelwyse neergelê in paragraaf 5 van hierdie bylae, kan die offisier op of in sodanige lugvaartuig skiet en elke

into such aircraft, and use any and every other means necessary to compel compliance, and such officer and every other person acting in his aid and by his direction shall be and is hereby indemnified and discharged from any indictment, penalty, action, or other proceeding for so doing; provided that a notice has within the previous twelve months been given by the Postmaster-General in the *Union Government Gazette* specifying the prohibited areas and drawing attention to the provisions of this paragraph.

SCHEDULE VIII.

CUSTOMS RULES AS TO AIRCRAFT ARRIVING IN OR DEPARTING FROM THE UNION.

PRELIMINARY.

1. For the purposes of this Schedule—
"importer" has the same meaning as in the Customs Management Act, 1913;
"Commissioner" means Commissioner of Customs and Excise or any officer for the time being lawfully acting in that capacity;
"examination station" means a space at a Customs aerodrome approved by the Commissioner as an examination station;
"pilot" includes person in charge of an aircraft.
Other expressions have the same meaning as in the general provisions of these regulations.

CUSTOMS AERODROMES.

Power of Postmaster-General to Approve Aerodromes as Customs Aerodromes.

2. The Postmaster-General may, with the concurrence of the Commissioner of Customs, and subject to such conditions as to security and otherwise as he thinks fit, by directions approve aerodromes as "Customs Aerodromes" for purposes of the Acts relating to Customs, and remove aerodromes from the list of Customs aerodromes.

ARRIVAL AT AND DEPARTURE FROM CUSTOMS AERODROMES.

3. An aircraft entering the Union from abroad shall not land in the Union for the first time in any journey except at a Customs aerodrome:

Provided that this paragraph shall not apply where an aircraft is compelled to land before arriving at a Customs aerodrome owing to accident, stress of weather, or unavoidable cause, in which the procedure laid down in paragraph 21 of this Schedule shall be followed.

4. No aircraft shall fly to a place outside the Union unless its place of final departure is a Customs aerodrome.

No Aircraft to Carry Prohibited Goods.

5. (i) No person in any aircraft entering or leaving the Union shall carry or allow to be carried in the aircraft any goods the importation or exportation of which is prohibited by law.
(ii) No person in any aircraft entering the Union shall break or alter any seal placed upon any part of the aircraft or upon any goods therein by a Revenue Officer at the aerodrome from which he departed for the Union.

6. An aircraft shall not enter or leave the Union having any secret or disguised place adapted for concealing goods.

ARRIVAL AT CUSTOMS AERODROMES FROM ABROAD.

Aircraft Landing at Customs Aerodrome to be Examined.

7. The pilot of an aircraft arriving at a Customs aerodrome from a place outside the Union shall, on landing, forthwith take his aircraft to the examination station at that aerodrome:

Provided that a pilot shall not be deemed to have contravened or failed to comply with these regulations if he proves that circumstances over which he had no control prevented him from taking his aircraft to the examination station, and that, after the report required by paragraph 8 of this Schedule had been duly made by him, all goods carried in the said aircraft were removed to the examination station in the presence of an officer of Customs and Excise.

8. Within twenty-four hours after the landing at any Customs aerodrome of an aircraft from a place outside the Union the pilot shall—

- (a) make a report to the proper officer of Customs and Excise in the form prescribed by the Commissioner (C.A. Form 27); and
- (b) truly furnish the several particulars required by such form; and

Logbooks.

- (c) deliver to such officer with such report his (1) journey log-book; (2) manifest and declaration (C.A. Form 27) of the goods on board his aircraft signed by the proper Revenue Officer at the aerodrome from which he departed for the Union; (3) list of unconsumed stores on the prescribed form (C.A. Form 31);

Examination of Baggage.

- (d) land at such aerodrome for examination of baggage all passengers carried in such aircraft, and, after making such reports, shall produce, and if required to do so, shall land, all goods in such aircraft for examination.

ARRIVAL AT CUSTOMS AERODROMES FROM AERODROMES IN THE UNION.

9. If at any aerodrome or other place within the Union goods, mails, or passengers are loaded for conveyance by air to a Customs aerodrome, the pilot shall obtain from the proprietor of the aerodrome of departure a certificate of departure (C.A. Form 29) in the form prescribed by the Postmaster-General and the Commissioner, and on arriving at the Customs aerodrome shall produce such certificate to the proper officer of Customs and Excise.

DEPARTURE FOR FOREIGN DESTINATION FROM CUSTOMS AERODROMES.

10. The pilot of every aircraft in which goods are to be exported shall, before any goods are taken on board, deliver to the proper officer of Customs and Excise a notice of departure for a foreign destination in the form prescribed by the Commissioner (C.A. Form 30) in which shall be truly stated the particulars required by such form.

middel aanwend om hom tot nakoming te dwing en sodanige offisier en elkeen, wat hom bystaan, en namens hom handel, word hierby gevrywaar en vrygestel van enige vervolging, straf of aksie of ander regsvordering, mits 'n kennisgewing binne die vorige 12 maande deur die Posmeester-generaal in die *Unie Staatskoerant* gepubliseer werd, uiteensettende die verbode terreine en die aandag vestigende op die bepaalde by hierdie paragraaf.

BYLAE VIII.

REGULASIES INSAKE DOEANE BETREFFENDE AANKOMS IN EN VERTREK UIT DIE UNIE VAN LUGVAARTUIE.

INLEIDING.

1. Vir die doel van hierdie bylae beteken—
"invoerder" dieselfde as in die Wet op Beheer van die Doeane, 1913;
"Kommissaris," die Kommissaris van Doeane en Aksyns, of 'n amptenaar wat hom van tyd tot tyd wettig in daardie hoedanigheid vervang;
"onderzoekstasie," 'n ruimte by 'n Doeaneaerodroom, deur die Kommissaris as 'n onderzoekstasie goedgekeur;
"skipper" tewens iemand belas met toesig oor 'n lugvaartuig.
Ander uitdrukkings het dieselfde betekenis as in die algemene bepalinge van hierdie regulasies.

DOEANAERODROOMS.

Bevoegdheid van Posmeester-generaal om Aerodrooms as "Doeaneaerodrooms" goed te keur.

2. Die Posmeester-generaal kan, met die goedkeuring van die Kommissaris van Doeane en onderworpe aan sodanige veiligheidsvoorwaardes en andersins as hy goed ag, aerodrooms as "Doeaneaerodrooms" goedkeur vir die doel van die wette betreffende doeane, en aerodrooms van die lys van Doeaneaerodrooms verwyder.

AANKOMS BY EN VERTREK VANUIT DOEANAERODROOMS.

3. Die eerste neerdaling in die Unie op elke reis van 'n lugvaartuig, wat uit 'n vreemde land in die Unie aankom, moet by die Doeaneaerodroom geskied.

Met die verstande dat hierdie paragraaf nie van toepassing is op 'n lugvaartuig, wat genoodsaak is om neer te daal, alvorens 'n Doeaneaerodroom te bereik, weens ongeluk, slegte weer of onvermydelike oorsaak, wanneer die bepaalde by paragraaf 21 van hierdie bylae nagekom moet word.

4. Geen lugvaartuig mag na 'n plek buite die Unie vlieg nie, tensy sy laaste plek van afvaart 'n Doeaneaerodroom is.

Lugvaartuie mag geen Verbode Goedere vervoer nie.

5. (i) Niemand in 'n lugvaartuig, wat die Unie binnevlieg of verlaat, mag vervoer of die vervoer in die lugvaartuig toelaat van goedere, die invoer of uitvoer waarvan deur enige wet verbode is.
(ii) Niemand in 'n lugvaartuig, wat die Unie binnevlieg, mag 'n seël, wat aangebring is op 'n deel van die lugvaartuig of op goedere daarin, deur 'n doeane- en aksynsbeampte by die aerodroom waaruit hy sig na die Unie begeef het, verander of verbreek nie.

6. Geen lugvaartuig met geheime of verheelde plekke vir die verbergings van goedere mag die Unie binnegaan of verlaat nie.

AANKOMS BY DOEANAERODROOMS VANUIT DIE BUITELAND.

Lugvaartuie wat by Doeaneaerodrooms vir Onderzoek neerdaal

7. Die skipper van 'n lugvaartuig wat by 'n Doeaneaerodroom vanaf 'n plek buite die Unie aankom, moet na neerdaling sy lugvaartuig dadelik na die onderzoekstasie van daardie aerodroom bring:

Met die verstande dat nie geag word nie dat 'n skipper hierdie regulasies oortree of veronagsaam het nie as hy bewys dat omstandighede, waaroor hy geen kontrole had nie, hom belet het om sy lugvaartuig na die onderzoekstasie te bring, en dat, nadat die rapport, wat ingevolge paragraaf 8 van hierdie bylae vereis word, behoorlik deur hom ingedien word, alle in die genoemde lugvaartuig vervoerde goedere op die onderzoekstasie in die teenwoordigheid van 'n doeane- en aksynsbeampte oorgedra werd.

8. Binne vier-en-twintig uur na neerdaling by 'n Doeaneaerodroom van 'n lugvaartuig vanaf 'n plek buite die Unie, moet die skipper—

- (a) 'n rapport by die bevoegde doeane- en aksynsbeampte in die deur die Kommissaris voorgeskrewe vorm (S.L. Vorm 27) indien;
- (b) die deur sodanige vorm vereiste besonderhede juis opgee;

Logboeke.

- (c) aan sodanige beampte met sodanige rapport sy (1) reis-logboek, (2) manifest en verklaring (S.L. Vorm 27) van goedere aan boord van sy lugvaartuig, geteken deur die bevoegde Doeane- en Aksynsbeampte, by die aerodroom waaruit hy sig op weg naar die Unie begeef het, oorhandig, (3) lys van onverbruikte voorrade op die voorgeskrewe vorm (S.L. Vorm 31);

Onderzoek van Bagasie.

- (d) by sodanige aerodroom, vir onderzoek van bagasie, alle passasiers, wat sig in sodanige lugvaartuig bevind, uit laat stap, en na sodanige rapporte ingedien te het, alle goedere in sodanige lugvaartuig vir onderzoek vertoon en, indien nodig, aflaai.

AANKOMS BY DOEANAERODROOMS VANAF AERODROOMS IN DIE UNIE.

9. As goedere, pos of passasiers by 'n aerodroom of ander plek in die Unie vir vervoer per lugvaartuig na 'n Doeaneaerodroom ingeneem word, moet die skipper van die eienaar van die aerodroom van vertrek 'n vertrekstifikaat (S.L. Vorm 29) in die deur die Posmeester-generaal en die Kommissaris voorgeskrewe vorm verkry, en die na aankoms by die Doeaneaerodroom aan die bevoegde Doeane- en Aksynsbeampte oorhandig.

VERTREK NA VREEMDE BESTEMMING VANUIT DOEANAERODROOMS.

10. Die skipper van 'n lugvaartuig waarin goedere uitgevoer word moet, alvorens goedere aan boord te neem, aan die bevoegde Doeane- en Aksynsbeampte 'n kennisgewing van vertrek na 'n vreemde bestemming in die deur die Kommissaris voorgeskrewe vorm (S.L. Vorm 30) oorhandig, waarin die deur sodanige vorm vereiste besonderhede juis opgegegee word.

11. (1) The pilot of every aircraft about to proceed direct to any place outside the Union shall deliver in duplicate to the proper officer of Customs and Excise at a Customs aerodrome together with the journey logbook belonging to the aircraft, an application for clearance from that aerodrome in the form prescribed by the Commissioner (C.A. Form 31), and also, if the aircraft carries any goods, a manifest and declaration in the form prescribed by the Commissioner (C.A. Form 27) declaring the goods and stores on such aircraft, and shall truly state therein the particulars required by such forms respectively; and such forms, when signed by such officer, shall be the clearance and authority for the aircraft to proceed to its foreign destination.

(2) A pilot shall not depart in any such aircraft from the Union until he has obtained such authority and, after obtaining such authority, shall not call at any other place in the Union before proceeding to his foreign destination. Any pilot intending to land at one or more Customs aerodromes before proceeding to his foreign destination shall apply for his clearance and authority at the last Customs aerodrome at which he lands.

IMPORTATION, ENTRY, AND UNLOADING OF GOODS.

12. A person importing goods in an aircraft shall not bring the goods into any place in the Union other than a Customs aerodrome, or unload the goods from any aircraft except at an examination station (unless such goods are unloaded in the presence of an officer of Customs and Excise under the provisions of paragraph 7 of this Schedule, and shall not unload the goods except between such hours as the Commissioner prescribes or remove the goods from an examination station unless the goods have first been duly entered in manner provided by these regulations and produced to the proper officer of Customs and Excise and duly released by him.

13. A person shall not remove from any aircraft any goods imported therein until the report required by paragraph 8 of this Schedule has been made, and the authority of the proper officer of Customs and Excise has been obtained.

14. The importer of any goods imported in aircraft shall deliver to the Collector of Customs and Excise in whose district the aerodrome of importation is situated an entry of such goods in accordance with the provisions of the Acts relating to Customs, and shall truly furnish thereon the several particulars required by such forms, and shall pay to the proper Collector of Customs and Excise all duties chargeable thereon at the times and in the manner prescribed by the said Acts:

Provided that no entry shall be required in respect of the baggage of passengers, who shall, however, be subject to the provisions of the Customs Acts applicable to passengers landing within the Union.

15. All goods imported into a Customs aerodrome in any aircraft shall be duly entered and unladen within seven days from the time of the arrival of such aircraft at the aerodrome or within such further period as the Commissioner may allow.

16. All goods imported in aircraft which have not been examined or released by the proper officer of Customs and Excise shall be stored in a transit shed at the Customs aerodrome, and no person shall remove such goods from the transit shed before examination or release by such officer. In default, the goods shall be dealt with in manner prescribed by the Customs Management Acts and the regulations issued thereunder.

EXPORTATION OF GOODS.

17. (1) The exporter of any goods intended for exportation in aircraft shall deliver to the proper officer of Customs and Excise at the Customs aerodrome from which such aircraft is cleared to its foreign destination an entry in the form prescribed by the Commissioner (C.A. Form 28), and shall truly state in such form the particulars thereby required and pay the duty if any, and such form when signed by the proper officer of Customs and Excise shall be the authority for the exportation of such goods.

(2) A person shall not export goods in such aircraft until such authority has been given by the proper officer of Customs and Excise.

18. A person shall not without the consent of the proper officer of Customs and Excise unload from any aircraft any goods loaded therein for exportation which have been entered for export under paragraph 17 of this Schedule, or open, alter, or break any lock, mark, or seal placed by any officer of Customs and Excise on any goods in any aircraft about to depart from the Union.

GENERAL PROVISIONS.

19. If any officer of Customs and Excise in the execution of his duty boards any aircraft in any place, the pilot thereof shall not convey him in the aircraft away from such place without his consent.

20. If any aircraft arriving from a place outside the Union shall land in any place other than a Customs aerodrome, the pilot shall forthwith report to an officer of Customs and Excise or police officer or justice of the peace, and shall on demand produce to such officer or justice of the peace the journey logbook or any other papers belonging to the aircraft, and shall not allow any goods to be unloaded therefrom without the consent of an officer of Customs and Excise, and no passenger thereof shall leave the immediate vicinity without the consent of an officer of Customs and Excise or police officer or justice of the peace. If such place of landing shall be an aerodrome the pilot shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor of the aerodrome, who shall forthwith report the arrival of the aircraft to an officer of Customs and Excise, and shall not allow any goods to be unloaded therefrom or any passenger thereof to leave the aerodrome without the consent of such officer.

21. (1) The proprietor of any aerodrome shall at all times permit any officer of Customs and Excise to enter and inspect his aerodrome and all buildings and goods thereon.

(2) The pilot of any aircraft shall permit any officer of Customs and Excise at any time to board and inspect his aircraft, and any goods laden therein, and every such officer shall have the right of access at any time to any place to which access is necessary for the purpose of such inspection.

11. Die skipper van 'n lugvaartuig wat aanstales maak om regstreeks na 'n plek buite die Unie te verstre, moet aan die bevoegde Doeane- en Aksynsbeampte by 'n Doeane-aerodroom 'n applikasie vir uitklaring van daardie aerodroom in die deur die Kommissaris voorgeskrewe vorm (S.L. Vorm 31) in duplikaat oorhandig tesame met die reis-logboek behorende by die lugvaartuig; en ook, as die lugvaartuig goedere vervoer, 'n manifest en verklaring in die deur die Kommissaris voorgeskrewe vorm (S.L. Vorm 27), besonderhede aantonende van die goedere en voorrade op sodanige lugvaartuig en moet daarin die deur sodanige vorm vereiste besonderhede juis opgee, en sodanige vorme, wanneer geteken deur sodanige beampte maak die uitklaring en volmag uit, vir die reis van die lugvaartuig na sy vreemde bestemming.

(2) Geen skipper mag in sodanige lugvaartuig uit die Unie vertrek nie, voordat hy sodanige volmag verkry het, en mag, na bekoming van sodanige volmag, by geen ander plek in die Unie aangaan nie, alvorens op reis na sy vreemde bestemming te gaan. 'n Skipper wat eers by een of meer Doeane-aerodrooms wil aangaan, alvorens sig na sy vreemde bestemming te begeef moet by die laaste Doeane-aerodroom, waarop hy neerdaal, om uitklaring en volmag aanvraag doen.

INVOER, AANGIFTE EN LOSSING VAN GOEDERE.

12. Iemand wat goedere in 'n lugvaartuig invoer, mag die goedere na geen ander plek in die Unie as by 'n Doeane-aerodroom bring nie, of die goedere van 'n lugvaartuig los nie, behalwe by 'n ondersoekstasie (tensy sodanige goedere in bysyn van 'n Doeane- en Aksynsbeampte ingevolge die bepaalde by paragraaf 7 van hierdie bylae gelos word, en mag geen goedere los nie, behalwe tussen sodanige ure as die Kommissaris voorskrywe, of die goedere van 'n ondersoekstasie verwyder nie, tensy aangifte van die goedere eers behoorlik gedoen is op die deur hierdie regulasies voorgeskrewe wyse en oorgelê aan die bevoegde Doeane- en Aksynsbeampte en behoorlik deur hom losgelaat.

13. Niemand mag uit 'n lugvaartuig goedere wat daarin ingevoer werd, verwyder nie totdat die by paragraaf 8 van hierdie bylae bepaalde rapport gelewer en die volmag van die bevoegde Doeane- en Aksynsbeampte verkry is.

14. Die invoerder van in 'n lugvaartuig ingevoerde goedere moet by die Ontvanger van Doeane en Aksyns, in wie se distrik die invoer-aerodroom geleë is, 'n lys van aangifte van sodanige goedere, ooreenkomstig die bepaalde by die Doeane-wette indien en daarop die deur sodanige vorme vereiste besonderhede juis verstre en aan die bevoegde Ontvanger van Doeane en Aksyns alle regte betaalbaar daarop op die deur die genoemde wette voorgeskrewe manier betaal.

Met die verstande, dat geen aangifte vereis word ten opsigte van die bagasie van passasiers nie, wat egter onderworpe is aan die bepaalde by die Doeane-wet van toepassing op passasiers wat in die Unie land.

15. Alle in 'n Doeane-aerodroom deur 'n lugvaartuig ingevoerde goedere moet binne sewe dae vanaf die tyd van aankoms van sodanige lugvaartuig by 'n aerodroom of binne sodanige verdere tydperk as die Kommissaris toelaat, behoorlik aangegee en gelos word.

16. Alle in 'n lugvaartuig ingevoerde goedere, wat nie ondersoek of deur die bevoegde Doeane- en Aksynsbeampte losgelaat is nie, word in 'n transitloods by die Doeane-aerodroom opgestapel, en niemand mag sodanige goedere, voor ondersoek of loslating deur sodanige beampte uit die transitloods verwyder nie. By gebreke word die goedere ooreenkomstig die bepaalde by die Wet op die Beheer van Doeane en die ingevolge daarvan gepubliseerde regulasies behandel.

UITVOER VAN GOEDERE.

17. (1) Die uitvoerder van goedere bestemd vir uitvoer in 'n lugvaartuig, moet by die bevoegde Doeane- en Aksynskantoor by die Doeane-aerodroom, alwaar uitklaring van sodanige lugvaartuig vir die reis na sy vreemde bestemming geskied, aangifte doen in die deur die Kommissaris voorgeskrewe vorm (S.L. Vorm 28) en in sodanige vorm die daardeur vereiste besonderhede juis opgee, en die reg betaal (indien nodig) en sodanige vorm, wanneer deur die bevoegde Doeane- en Aksynsbeampte geteken maak die volmag vir die uitvoer van sodanige goedere uit.

(2) Niemand mag goedere in sodanige lugvaartuig uitvoer voordat sodanige volmag deur die bevoegde Doeane- en Aksynsbeampte gegee is.

18. Niemand mag sonder die toestemming van die bevoegde Doeane- en Aksynsbeampte die in 'n lugvaartuig vir uitvoer gelaaide goedere wat aangegee is vir uitvoer, ingevolge paragraaf 17 van hierdie bylae, los of 'n slot, merk of seël deur 'n Doeane- en Aksynsbeampte op goedere in 'n lugvaartuig geplaas, wat aanstales maak tot vertrek uit die Unie, oopmaak, verander of breek nie.

ALGEMENE BEPALINGE.

19. As 'n Doeane- en Aksynsbeampte, gedurende die uitvoering van sy werksaamhede op 'n plek aan boord gaan van 'n lugvaartuig, mag die skipper daarvan hom nie in die lugvaartuig, sonder sy toestemming, van sodanige plek vervoer nie.

20. As 'n lugvaartuig, vanaf 'n plek buite die Unie op 'n plek neerdaal, wat geen Doeane-aerodroom is nie, moet die skipper sig dadelik by 'n Doeane- en Aksyns- of Polisiebeampte of Vrederegter aandien en, op aanvraag, aan sodanige beamptes of Vrederegter die reis-logboek of ander dokumente behorende by die lugvaartuig oorhandig en nie toelaat nie, dat goedere gelos word sonder die toestemming van 'n Doeane- en Aksynsbeampte, of dat 'n passasier uit die onmiddellike nabyheid gaan sonder die toestemming van 'n Doeane- en Aksyns- of Polisiebeampte of Vrederegter. As sodanige neerdalingsplek 'n aerodroom is moet die skipper dadelik die aankoms van die lugvaartuig en waar hy vandaan kom aan die eienaar van die aerodroom rapporteer deur wie die aankoms van die lugvaartuig dadelik aan 'n Doeane- en Aksynsbeampte gerapporteer moet word en mag nie toelaat nie, dat lossing van goedere geskied of dat passasiers uit die aerodroom vertrek sonder die toestemming van sodanige beampte.

21. (1) Die eienaar van 'n aerodroom moet 'n Doeane- en Aksynsbeampte enige tyd toelaat om sy aerodroom en alle geboue en goedere daarop binne te gaan en te inspekteer.

(2) Die skipper van 'n lugvaartuig moet 'n Doeane- en Aksynsbeampte te alle tyd aan boord van sy lugvaartuig toelaat om die en die goedere daarin te inspekteer, en enige sodanige beampte het op enige tyd toegangsreg tot 'n plek waartoe toegang vir die doel van sodanige inspeksie nodig is.

(3) The importer or exporter of any goods imported or exported in an aircraft shall produce such goods to the proper officer of Customs and Excise at the Customs aerodrome of importation or exportation, as the case may be, and shall open for his inspection such goods, and shall permit him to take, without payment, samples thereof for examination, or for ascertaining the duty payable thereon, or for such other purpose as the Commissioner may deem necessary.

22. The provisions of the Acts relating to Customs, other than those relating to coasting trade, shall, so far as they are applicable, and except as they are modified by this Schedule, apply to aircraft and to goods, mails, and persons carried in or landed from them as they apply to ships and to goods, mails, and persons carried in or landed from ships.

SCHEDULE IX.

INVESTIGATION OF ACCIDENTS.

APPLICATION OF REGULATIONS.

1. These regulations shall apply to accidents arising out of, or in the course of, air navigation which occur in or over the Union, or which occur elsewhere to Union aircraft registered in the Union.

NOTIFICATION OF ACCIDENTS.

2. (1) Where an accident to which these regulations apply occurs, and involves death or personal injury to any person, whether carried in the aircraft or not, or such serious structural damage to the aircraft as is herein after mentioned, or is believed on reasonable grounds to have been caused or contributed to by the failure in the air of any part of the aircraft, the pilot, or, if the pilot is incapacitated by injury, the owner or hirer of the aircraft—

- (i) if the accident occurs in or over the Union, shall
 - (a) send notice thereof by telegram to the Postmaster-General, Pretoria, and
 - (b) notify the Magistrate and the local police; and
- (ii) if the accident has occurred elsewhere than in or over the Union, shall send notice thereof in writing to the Postmaster-General, Pretoria.

Provided that in the case of an aircraft which is engaged on hire at the time of the accident, the owner thereof shall, as between himself and the hirer and in the absence of any agreement to the contrary, be responsible for compliance with this regulation.

(2) The notice shall be sent as soon as possible, and, if the accident occurs in or over the Union, within twenty-four hours after the occurrence of the accident unless the person whose duty it is to send it proves that it was not possible to send it within that time, and in any case shall state—

- (i) the nationality and the registration marks of the aircraft;
 - (ii) the name of the owner and hirer (if any) of the aircraft;
 - (iii) the name of the pilot of the aircraft;
 - (iv) the place where the accident took place;
 - (v) the date and time when the accident took place;
 - (vi) the nature of the accident; and
 - (vii) whether death or personal injury was caused by the accident, and if so, to whom.
- (3) In this regulation the expression "serious structural damage" in relation to aircraft means—

- (i) the telescoping or breaking apart of the fuselage; or
- (ii) the breaking of a main spar; or
- (iii) the breaking of any part of the controls; or
- (iv) damage by fire to any part of the aircraft.

3. Where an accident to which these regulations apply occurs in or over the Union, and involves any such serious structural damage to the aircraft as aforesaid—

(a) the aircraft shall not, except under the authority of the Postmaster-General, be removed from its place or otherwise interfered with;

provided that—

- (i) the aircraft or any parts thereof may be removed or interfered with so far as may be necessary for the purpose of extricating persons or animals involved, removing any mails carried by the aircraft, preventing destruction by fire or other cause, or preventing any danger or obstruction to the public; or for some other urgent reason approved of by the Magistrate or the Senior Officer of Police in the district;
- (ii) goods, mails, or passengers' baggage may be removed from the aircraft under the supervision of the pilot or an officer of police, but, in the case of an aircraft which has come from a place outside the Union, shall not be removed from the vicinity of the aircraft except on clearance by or with the consent of an officer of Customs and Excise;

(b) the Postmaster-General may authorize any person, so far as may be necessary for the purposes of any investigation under these regulations, to take measures for the preservation of the aircraft and to have access to, examine, remove, or otherwise deal with the aircraft;

provided that if an aircraft is wrecked on the water, the aircraft or any parts or contents thereof may be removed to such extent as may be necessary for bringing it or them to a place of safety.

PRELIMINARY INVESTIGATION.

4. Where an accident to which these regulations apply occurs, a person generally or specially appointed by the Postmaster-General for the purpose (in these regulations referred to as an Inspector of Accidents) may, whether or not such accident is one notice whereof is required to be given under these regulations, make inquiries as to the cause of the accident and report thereon to the Minister. Nothing, however, herein shall be construed as preventing the Minister appointing the Board of Inquiry under section ten of the Act without any such inquiry or report by the Inspector of Accidents. All persons are required to assist the Inspector of Accidents, and he shall have access to and authority to examine any aircraft concerned in the accident and the place where the accident occurred.

(3) Die in- of uitvoerder van in 'n lugvaartuig in- of uitgevoerde goedere moet sodanige goedere aan die bevoegde Doean- en Aksynsbeambte by die Doeanerodroom van in- of uitvoer, soos die geval is, oorle, en vir sy inspeksie sodanige goedere oopmaak en hom toelaat om sonder betaling monsters daarvan te neem, vir inspeksie of vir vasstelling van die reg betaalbaar daarop, of vir sodanige ander doel as die Kommissaris nodig ag.

22. Die bepaalde by die Doeanewette, met uitsondering van die wat betrekking het op kushandel, is, vir sover hul toepaslik is, en behalwe soos deur hierdie bylae gewysig, van toepassing op lugvaartuie en op goedere, poste en persone vervoer in of geland van lugvaartuie, soos hulle van toepassing is op skepe en op goedere; poste en persone vervoer in of geland van skepe.

BYLAE IX.

ONDERSOEK BY ONGEVALLE.

TOEPASSING VAN REGULASIES.

1. Hierdie regulasies is van toepassing op ongevallen ontstaan deur of in die loop van lugvaart en voorgeval in of bo die Unie of elders aan Unie lugvaartuie geregistreer in die Unie.

AANGIFTE VAN ONGEVALLE.

2. (1) Waar 'n ongeval waarop hierdie regulasies van toepassing is, voorval, wat die dood of besering van iemand, hetsy vervoer in die lugvaartuig of nie, of sodanige ernstige skade aan die bouwerk van die lugvaartuig, as hiernamaals opgenoem, ten gevolge het, of waarvan redelike vermoedens bestaan, dat dit veroorsaak of dat daartoe bygedra werd deur die defektraak in die lug van een of ander deel van die lugvaartuig, moet die bestuurder of, as die skipper deur beseringe nie daartoe in staat is nie, die eienaar of huurder van die lugvaartuig—

- (i) as die ongeval in of bo die Unie voorgeval het—
 - (a) kennis daarvan gee deur middel van 'n telegram aan die Posmeester-generaal, Pretoria, en
 - (b) die magistraat en die plaselike polisie in kennis stel, en
- (ii) as die ongeval elders dan in of bo die Unie voorgeval het, skriftelike kennis daarvan gee aan die Posmeester-generaal, Pretoria;

Met die verstande dat in die geval van 'n lugvaartuig, wat ten tyde van die ongeluk uitgehuur was, die eienaar daarvan, wat betref hom en die huurder en in die afwesigheid van 'n teenoor gestelde ooreenkoms, verantwoordelik is vir die nakoming van hierdie regulasie.

(2) Kennis moet so spoedig moik gegee word en, as die ongeval in of bo die Unie voorval, binne vier-en-twintig uur nadat die ongeval plaas gevind het, tensy die persoon, wat kennis moet gegee het, bewys, dat dit nie moik was om dit binne daardie tyd te gee nie en moet in elk geval vermeld—

- (i) die nasionaliteits- en registrasiemerke van die lugvaartuig;
- (ii) die naam van die eienaar en huurder (as daar een is) van die lugvaartuig;
- (iii) die naam van die skipper van die lugvaartuig;
- (iv) die plek waar die ongeluk gebeur het;
- (v) die datum en die tyd toe die ongeval plaas gevind het;
- (vi) die aard van die ongeval; en
- (vii) of die ongeval die dood of die besering van iemand ten gevolge had en, indien so, van wie;

(3) In hierdie regulasie beteken die uitdrukking "ernstige skade aan die bouwerk" met betrekking tot 'n lugvaartuig:—

- (i) die inmeekaarskuiwing of uitmeekaarbreking van die geraamte, of
- (ii) die afbreking van 'n hoofspar, of
- (iii) die breking van een of ander deel van die stuurinrigting, of
- (iv) die beskadiging deur brand van een of ander deel van die lugvaartuig.

3. Waar 'n ongeval, waarop hierdie voorskrifte van toepassing is, in of bo die Unie voorval, wat sodanige ernstige skade aan die bouwerk van die lugvaartuig, soos voormeld, ten gevolge het—

(a) mag die lugvaartuig nie, behalwe met die goedkeuring van die Posmeester-generaal van die plek verwyder of andersins aangeraak word nie.

Met die verstande dat—

- (i) die lugvaartuig of dele daarvan verwyder of aangeraak kan word vir sover dit nodig is, teneinde persone of diere daaruit te bevry deur die in die lugvaartuig vervoerde poste te verwyder, vernieling deur brand of ander oorsaak te voorkom, gevaar of obstruksie vir die publiek te voorkom of om enige ander dringende rede goedgekeur deur die magistraat of die senior distrikspolisiëbeambte,
- (ii) goedere, poste of passasiersbagasie uit die lugvaartuig onder toesig van die skipper of 'n polisiëbeambte verwyder kan word, maar in die geval van 'n lugvaartuig, wat van 'n plek buite die Unie gekom het, dit nie uit die nabyheid van die lugvaartuig verwyder kan word nie, behalwe vir uitklaring deur of met die goedkeuring van 'n Doean- en Aksynsbeambte.

(b) Die Posmeester-generaal kan iemand aanstel vir sover dit nodig is vir die instelling van ondersoek in gevolge hierdie regulasies, teneinde maatreëls te tref vir die beskerming van lugvaartuie, toegangsreg daartoe te hê, die te inspekteer, te verwyder of ander reëlings in verband daarmee te maak.

Met die verstande dat, as 'n lugvaartuig op water skipbreuk ly die lugvaartuig of dele, of die inhoud daarvan in so 'n mate verwyder kan word, as nodig is om dit of hulle na 'n veilige plek te bring.

VOORLOPIGE ONDERSOEK.

4. Waar 'n ongeval plaas vind waarop hierdie regulasies van toepassing is, kan 'n persoon, wat gewoonlik of spesiaal deur die Posmeester-generaal vir die doel aangestel word, in hierdie regulasies genoem die Inspekteur van Ongevallen, of sodanige ongeluk een is waarvan kennis ingevolge hierdie regulasies vereis word of nie, ondersoek instel na die oorsaak van die ongeval en 'n rapport daaroor by die Minister indien. Niks hierin vervat het egter die bedoeling om die Minister te belet om 'n Ondersoekingsraad ingevolge artikel tien van die Wet aan te stel nie, sonder sodanige ondersoek en rapport deur die Inspekteur van Ongevallen. Alle persone moet die Inspekteur van Ongevallen behulpzaam wees en hy het toegangs- en inspeksiereg tot en van enige by die ongeval betrokke lugvaartuie en die plek waar die ongeval plaas gevind het.

5. The Board of Inquiry under section *ten* of the Act shall have power to inspect or authorize any person to inspect any aircraft concerned in the accident, and to enter and inspect, or authorize any person to enter and inspect, any place or building the entry and inspection whereof appears to the board to be necessary for the purposes of the investigation.

6. The report of the Board of Inquiry to the Minister under section *ten* (1) of the Act 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.

7. Every person attending as a witness before a Board of Inquiry may be paid out of moneys specifically appropriated by Parliament for the purposes of the Act, allowances in accordance with the tariff applicable to witnesses in criminal cases in a Magistrate's Court; provided that in the case of an owner or hirer of an aircraft concerned in the accident and of any person in his employment, such allowances may be disallowed if the board, in its discretion, so directs.

8. The board may order any costs and expenses in and about the inquiry (including allowances to witnesses at the tariff rates, the remuneration to any member of the board, the remuneration and expenses of the Inspector of Accidents, and the cost of service of process) to be paid by any person summoned before it to the Postmaster-General, if it finds that the accident was due to the default or negligence of that person.

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 Postmaster-General and shall be paid out of moneys specifically appropriated by Parliament to the purposes of the Act.

GENERAL.

9. A person shall not obstruct or impede the Board of Inquiry, an inspector of accidents, or any person acting under the authority of the Postmaster-General in the exercise of any powers or duties under these regulations.

ANNEXURE H.

CUSTOMS PROVISIONS TO BE OBSERVED BY UNION AIRCRAFT WHEN FLYING ABROAD.

The following is Annexure H of the International Air Convention and is here printed for the information of aviators and is referred to in Article 24 of the foregoing regulations.

CUSTOMS.

GENERAL PROVISIONS.

1.

Any aircraft going abroad shall depart only from aerodromes specially designated by the Customs Administration of each contracting State, and named "Customs aerodromes."

Aircraft coming from abroad shall land only in such aerodromes.

2.

Every aircraft which passes from one State into another is obliged to cross the frontier between certain points fixed by the contracting States. These points are shown on the aeronautical maps.

3.

All necessary information concerning Customs aerodromes within a State, including any alterations made to the list, and any corresponding alterations necessary on the aeronautical maps and the dates when such alterations become valid, and all other information concerning any international aerodromes which may be established, shall be communicated by the State concerned to the International Commission for Air Navigation, which shall notify such information to all of the contracting States. The contracting States may agree to establish international aerodromes at which there may be joint Customs services for two or more states.

4.

When, by reason of a case of *force majeure*, which must be duly justified, an aircraft crosses the frontier at any other point than those designated, it shall land at the nearest Customs aerodrome on its route. If it is forced to land before reaching this aerodrome it shall inform the nearest police or Customs authorities.

It will only be permitted to leave again with the authorization of these authorities, who shall, after verification, stamp the logbook and the manifest provided for in paragraph 3; they shall inform the pilot of the Customs aerodromes where he must necessarily carry out the formalities of Customs clearance.

5.

Before departure, or immediately after arrival, according to whether they are going to or coming back from a foreign country, pilots shall show their logbooks to the authorities of the aerodrome and, if necessary, the manifest of the goods and supplies for the journey which they carry.

6.

The manifest is to be kept in conformity with C.A. Form 27 annexed to these regulations (Annexure B).

The goods must be the subject of detailed declarations in conformity with C.A. Form 28, made out by the senders. Every contracting State has the right to prescribe for the insertion either on the manifest or on the Customs declaration of such supplementary entries as it may deem necessary.

7.

In the case of an aircraft transporting goods, the Customs officer, before departure, shall examine the manifest and declarations, make the prescribed verifications, and sign the logbook as well as the manifest. He shall verify his signature with a stamp. He shall seal the goods or sets of goods, for which such a formality is required. On arrival the Customs officer shall ensure that the seal is unbroken, shall pass the goods, shall sign the logbook, and keep the manifest.

In the case of an aircraft with no goods on board, the logbook only shall be signed by the police and Customs officials.

The fuel on board shall not be liable to Customs duties, provided the quantity thereof does not exceed that needed for the journey as defined in the logbook.

5. Die Onderzoekingsraad het, ingevolge artikel *tien* van die Wet, die bevoegdheid om enige by die ongeluk betrokke lugvaartuie te ondersoek, of iemand te magtig om te ondersoek, en om enige plek of gebou, die toegang waartoe en ondersoek waarvan volgens die Raad nodig is vir die doel van die ondersoek, binne te tree en te ondersoek, of binne te doen tree en te doen ondersoek.

6. Die rapport van die Onderzoekingsraad aan die Minister, ingevolge artikel *tien* (1) van die Wet, betreffende die oorsaak van en die verantwoordelikheid vir die ongeval moet, waar nodig, opmerkinge en aanbevelinge bevat teneinde lewens te beskerm en dergelike ongevallen in die toekoms te voorkom, sowel as 'n aanbeveling vir die kanselasie, opskorting of endossement van 'n lisensie of sertifikaat.

7. Elkeen, wat as getuie voor 'n Onderzoekingsraad dien, word uit spesiaal deur Parlement vir die doel van die Wet toegekende gelde betaal, ooreenkomstig die tarief van toepassing op getuies in kriminele sake in 'n magistratshof; met die verstande dat in die geval van 'n eienaar of huurder van 'n lugvaartuig betrokke by die ongeval en van 'n persoon in sy diens, sodanige betaling geweier kan word as die Raad sulks, naar goëddunke, voorskrywe.

8. Die Raad kan verorden dat alle koste en uitgawes in verband met die ondersoek (met inbegrip van betalings van getuies ooreenkomstig die tarief, die betaling aan 'n lid van die Raad, die betaling en onkoste van die Inspekteur van Ongevallen en die koste van diening van die dagvaardiging) deur 'n persoon gedagvaar ter verskyning voor sig aan die Posmeester-generaal betaal moet word, as dit blyk dat die ongeluk te wyte was aan die versuim of agtelosigheid van daardie persoon. Met inagneming egter van sodanige bevel maak sodanige koste en uitgawes, met inbegrip van die koste van diening van die dagvaardiging 'n deel uit van die uitgawes beloop deur die Posmeester-generaal en word uit spesiaal deur Parlement vir die doel van die Wet toegekende gelde betaal.

ALGEMEEN.

9. Niemand sal die Komitee van Ondersoek, die Ongevalle-inspekteur of enige daartoe deur die Posmeester-generaal gemagtigd persoon in die handhawing van enige regte of pligte, kragtens hierdie regulasies, verhinder nie.

AANHANGSEL H.

DOEANE BEPALINGE IN AG GENEEM TE WORD DEUR LUGVAARTUIE WANNEER HULLE IN DIE BUITELAND Vlieg.

Die volgende aanhangsel (H) van die Internasionale Lugkonvensie word hier gegee vir die informasie van vlieëniers en is bedoel in Artikel 24 van die voorgaande regulasies.

DOEANE.

ALGEMENE BEPALINGE.

1.

Lugvaartuie wat na die buiteland vlieg mag alleen van aerodrooms vertrek wat deur die Doeaneadministrasie van elke kontrakterende Staat die spesiale benaming ontvang het van "doeane-aerodrooms." Lugvaartuie wat uit die vreemde aankom mag alleen in sodanige aerodrooms neerdaal.

2.

Lugvaartuie wat van een Staat naar 'n ander gaan, is verplig, tussen sekere twee deur die kontrakterende State vasgestelde punte te gaan. Die punte word op die lugvaartkaart aangetoon.

3.

Alle nodige inligtinge omtrent doeane-aerodrooms in 'n Staat alsmede enige wysiginge van lyste en die korresponderende, nodige wysiginge op lugvaartkaarte, die datums wanneer sulke wysiginge van krag sal wees, en alle informasie betreffende internasionale aerodrooms wat opgerig word, moet deur die betrokke State aan die Internasionale Kommissie vir Lugvaart meegedeel word, en alle kontrakterende State moet deur laasgenoemde Kommissie daarvan verwittig word. Die kontrakterende State kan ooreenkom om internasionale aerodrooms op te rig op plekke waar 'n gesamenlike doeane diens van twee of meer State bestaan.

4.

Wanneer 'n lugvaartuig, tengevolge van behoorlik geregverdigde *force majeure* die grens oorgaan op 'n ander dan die vasgestelde punt, moet hy in die naaste doeane-aerodroom op sy weg neerdaal. Is hy genoodsaak sulks te doen alvorens so 'n aerodroom te bereik, dan moet hy die naaste polisie- of doeane- outoriteite daarvan in kennis stel. Sy vertrek word alleen toegelaat nadat hy die nodige toestemming van hierdie outoriteite ontvang het, en nadat hulle, na verifikasie, sy logboek en manifest (in paragraaf 5 vermeld) bestempel het. Hulle moet die skipper die doeane-aerodroom aanwys alwaar hy noodwendig die vereistes van die doeane-klarering moet nakom.

5.

Voor vertrek, of onmiddellik na aankoms (al na gelang die reis van of na 'n vreemde land is) moet skippers hulle logboeke aan die aerodroom-otoriteite ter insage oorhandig, en, desverlang, ook die manifeste van goedere en voorrade wat vir die reis benodig is.

6.

Die manifeste moet ooreenkomstig die aan hierdie regulasies gehegte S.L. Vorm 27 uitgemaak word. Die goedere moet in volledige deklarasies beskrywe word, ooreenkomstig S.L. Vorm 28 wat deur die afsenders ingevul moet word.

Elke kontrakterende Staat is bevoeg om op manifeste of doeane-deklarasies sodanige verdere verklarings aan te bring as hul nodig ag.

7.

In die geval van 'n lugvaartuig wat goedere vervoer, moet die doeane-beampte voor vertrek die manifeste en deklarasies ondersoek, die voorgeskrewe bekragtiginge verifieer en die logboek en manifeste teken.

Sy handtekening moet met 'n stempel bekragtig word. Hy moet alle goedere of groepe van goedere verseël waar sulke formaliteit vereis word. Na aankoms van 'n lugvaartuig, moet die doeane-beampte, na sig oortuig te het dat die seël onbeskadig is, die goedere deurlaat, die logboek teken en die manifeste behou. In die geval van 'n lugvaartuig wat sonder lading aankom, moet alleen die logboek deur die polisie- of doeane-beampte geteken word. Die brandstof aan boord is nie aan invoerrege onderhewig nie, mits die hoeveelheid daarvan die vereistes van die reis, soos in die logboek vasgestel nie te bogaan nie.

8.

As an exception to the general regulations, certain classes of aircraft, particularly postal aircraft, aircraft belonging to aerial transport companies regularly constituted and authorized, and those belonging to members of recognized touring societies not engaged in the public conveyance of persons or goods, may be freed from the obligation of landing at a Customs aerodrome and authorized to begin or end their journey at a certain inland aerodrome appointed by the Customs and Police Administrations of each State at which Customs formalities shall be complied with. However, such aircraft shall follow the normal air-route and make their identity known by signals agreed upon as they fly across the frontier.

REGULATIONS APPLICABLE TO AIRCRAFT AND GOODS.

9.

Aircraft landing in foreign countries are in principle liable to Customs duties if such exist.

If they are to be re-exported, they shall have the benefit of the regulations as to permit by bond or deposit of the taxes.

In the case of the formation of touring societies between two or more countries the aircraft of the said countries will have the benefit of the exception to the general regulations as mentioned in the preceding paragraph.

10.

Goods arriving by aircraft shall be considered as coming from the country where the logbook and manifest have been signed by the Customs officer. As regards their origin and the different Customs régimes, they are liable to the regulations of the same kind as are applicable to goods imported by land or sea.

11.

With regard to goods exported in discharge of a temporary receiving or bonded account or liable to inland taxes, the senders shall prove their right to send the goods abroad by producing a certificate from the Customs of the place of destination.

AIR TRANSIT.

12.

When an aircraft, to reach its destination, must fly over one or more contracting State, without prejudice to the right of sovereignty of each of the contracting States, two cases must be distinguished:—

1. If the aircraft neither sets down nor takes up passengers or goods, it is bound only to keep to the normal air route and make itself known by signals when passing over the points designated for such purposes.

2. In other cases, it shall be bound to land at a Customs aerodrome and the name of such aerodrome shall be entered in the logbook before departure. On landing the Customs authorities shall examine the papers and the cargo, and take, if need be, the necessary steps to ensure the re-exportation of the craft and goods or the payment of the dues.

The provisions of paragraph 9 (2) are applicable to goods to be re-exported.

If the aircraft sets down or takes up goods, the Customs officer shall verify the fact on the manifest, duly completed, and shall fix, if necessary, a new seal.

VARIOUS PROVISIONS.

13.

Every aircraft during flight, wherever it may be, must conform to the orders from police or Customs station and police or Customs aircraft of the State over which it is flying.

14.

Customs officers and Excise officials and, generally speaking, the representatives of the public authorities shall have free access to all starting and landing places for aircraft; they may also search any aircraft and its cargo to exercise their rights of supervision.

15.

Except in the case of postal aircraft, all unloading or throwing out in the course of flight, except of ballast, may be prohibited.

16.

In addition to any penalties which may be imposed by local law for infringement of the preceding regulations, such infringement shall be reported to the State in which the aircraft is registered, and that State shall suspend for a limited time, or permanently, the certificate of registration of the offending aircraft.

17.

The provisions of this annexure do not apply to military aircraft visiting a State by special authorization (Articles 30, 31, and 32 of the Convention), nor to police and Customs aircraft (Articles 30 and 33 of the Convention).

AIR NAVIGATION DIRECTIONS.—I.

AVIATION ACT, No. 16, 1923.

DIRECTIONS.

The following directions are issued under article 30 of the Air Navigation Regulations, 1924 (herein after referred to as "the regulations"), for the purpose of supplementing or giving full effect to the provisions of the regulations, including the schedules thereto:—

SECTION I.—REGISTRATION OF AIRCRAFT.

1. With reference to article 7 (1) (i) of the regulations and Schedule I thereto, applications for the registration of aircraft in the Union should be made to the Secretary, Civil Air Board, General Post Office, Pretoria, by whom application forms will be supplied on demand.

8.

As uitsondering op die algemene regulasies, word sekere klasse lugvaartuie, in besonder poslugvaartuie, lugvaartuie wat aan behoorlik opgerig en gemagtigde transportmaatskappye behoort en lugvaartuie behorende aan erkende toerisvereniginge, wat geen vervoer van persone of goedere onderneem nie, vrygestel van die verpligting om in doeaneaerodrooms neer te daal, en kan hulle reis aanvaar vanuit, of eindig in, sekere binnelandse aerodrooms soos vasgestel deur die doeane- en polisieadministrasie van alle State waarin sekere doeanevereistes nagekom moet word. Sodanige lugvaartuie moet egter die gewone lugroete volg, en hulle aanwesigheid deur middel van bepaalde seine bekend maak sodra hulle die grens oorgaan.

REGULASIES VAN TOEPASSING OP LUGVAARTUIE EN GOEDERE.

9.

Lugvaartuie wat in vreemde lande neerdaal is, in beginsel, onderbewig aan enige bestaande doeane-regte.

As hulle egter weer uitgevoer moet word, geniet hulle die voordeel van die regulasies betreffende enterpotverlof, of deposito van belastinge. Waar tussen twee of meer lande toerisvereniginge opgerig word, geniet die lugvaartuie van sodanige lande die voordele van die uitsondering op die algemene regulasies soos vermeld in die voorafgaande paragraaf.

10.

Goedere wat per lugvaartuie arriveer, word beskou as komende van die land waarin die logboek en manifest deur die doeane-beampte geteken is.

Wat hulle oorsprong en die verskillende doeane-stelsels betref, is hulle onderworpe aan gelyke regulasies as wat van toepassing is op goedere wat oor land of see ingevoer word.

11.

Met betrekking tot goedere uitgevoer in vereffening van 'n tydelike ontvangs- of opslagrekening, of waarop binnelandse regte betaalbaar is, moet die afsenders bewys lewer van hulle bevoegdheid om die goedere uit te voer deur oorlegging van 'n doeane-sertifikaat van die plek van bestemming.

LUGVERKEER.

12.

Wanneer 'n lugvaartuig, teneinde sy bestemming te bereik, genoodsaak is om oor een of meer kontrakterende State te vlieg, onverminder die soewereinsregte van die kontrakterende State, moet onderskeid gemaak word tussen twee gevalle:—

1. Waar 'n lugvaartuig geen reisigers of goedere op- of aflaai nie, moet hy sig langs die normale lugroete hou en sy aanwesigheid bokant vasgestelde punte deur middel van erkende seine, bekend maak.

2. In andere gevalle is hy verplig om neer te daal in 'n aerodroom, die naam waarvan, voor die aanvang van sy reis in die logboek geskrywe moet word. By neerdaling word die papiere en lading deur die doeane-beamptes ondersoek en, indien nodig, stappe geneem om die lugvaartuig en goedere weer uit te voer, of betaling van verskuldigde regte te bekom. Die bepaalde by paragraaf 9 (2) is van toepassing op goedere wat weer uitgevoer moet word.

Waar 'n lugvaartuig goedere op- of aflaai, moet die doeane-beampte die behoorlik ingevulde manifest verifieer, en, indien nodig, weer verseël.

ONDSKEIDENE BEPALINGE.

13.

Elke lugvaartuig moet, gedurende vlug, en waar hy hom ook bevind, die bevel van die polisie- of doeane-lugvaartuie van die Staat waarin hy vlieg, nakom.

14.

Doeane- en aksyns-beamptes, en in die algemeen, die verteenwoordigers van publieke outoriteite, het toegang tot alle lugvaartuig-vertrek- en -neerdalingstasies: ook is hulle bevoeg ter handhawing van hulle regte om lugvaartuie en hulle ladings te ondersoek.

15.

Met uitsondering van poslugvaartuie, kan die lossing of uitwerping van goedere (met uitsondering van ballas) gedurende vlug verbied word.

16.

Behalwe die strawwe wat deur 'n plaaslike wet opgelê kan word vir die oortreding van die voorgaande regulasies moet die Staat, waarin sodanige lugvaartuig geregistreer is, daarvan in kennis gestel word, en kan die registrasiesertifikaat van die oortreënde skipper tydelik of heeltemal deur laasgenoemde Staat opgeskort word.

17.

Die bepaalde by hierdie aanhangsel is nie van toepassing op militêre lugvaartuie nie wat met spesiale verlof 'n besoek aan 'n Staat bring (artikels 31, 32 en 33 van die Konvensie). Ook is hulle nie van toepassing op polisie- of doeane-lugvaartuie nie (artikel 30 en 33 van die Konvensie).

LUGVAARTVOORSKRIFTE.—I.

LUGVAART WET No. 16, 1923.

VOORSKRIFTE.

Die volgende voorskrifte is vasgestel ingevolge artikel 30 van die Lugvaartregulasies, 1924 (hierna genoem "die regulasies"), om die bepalinge van die regulasies, met inbegrip van die bylaes daarvan, aan te vul of volledig van krag te doen wees.

AFDELING I.—REGISTRASIE VAN LUGVAARTUIE.

1. Met betrekking tot artikel 7 (1) (i) van die regulasies en Bylae I daarvan, moet applikasies vir die registrasie van lugvaartuie in die Unie gerig word aan die Sekretaris, Siviële Lugraad, Hoofposkantoor, Pretoria, by wie applikasievorme op aanvraag verkrygbaar is.

SECTION II.—CERTIFICATES OF AIRWORTHINESS.

2. With reference to article 7 (1) (ii) of the regulations and Schedule II thereto, applications for certificates of airworthiness should be made to the Secretary, Civil Air Board, General Post Office, Pretoria, by whom application forms will be supplied on demand.

Type Aircraft.

3. A design of aircraft which is of a new type, or which, in the opinion of the Postmaster-General, differs in essential particulars affecting the safety of the aircraft from previously approved designs, will be classified as a type design.

Type Aircraft

4. The first aircraft constructed in accordance with a type design, in respect of which an application is made for a certificate of airworthiness, will be classified as a type aircraft.

5. After forwarding to the Secretary, Civil Air Board, General Post Office, Pretoria, an application form duly completed for a certificate of airworthiness for a type aircraft, the applicant shall submit to the Director of Air Services general arrangement drawings of the proposed aircraft, together with such particulars as may be required by the Postmaster-General, to enable him to form a preliminary opinion as to the general safety of the aircraft.

6. The applicant shall submit subsequently such drawings and particulars of the proposed aircraft as may be required by the Postmaster-General for checking in detail the safety of the aircraft. These drawings and particulars should, as far as possible, be in accordance with C.A. Forms, which will be supplied on application by the Director of Air Services, Roberts Heights, Pretoria. (Blue prints or rough sketches, in duplicate, provided that they are fully dimensioned, may be sufficient to enable the checking to be proceeded with.)

7. If, in the opinion of the Postmaster-General, the aircraft is one to which the assumptions usually made or the methods usually employed for the purpose of checking in detail the safety of aircraft are not strictly applicable, then—

(a) the Postmaster-General may require the applicant to provide either—

(i) satisfactory evidence, based on wind channel tests or otherwise, as to the distribution of loads on the components of the aircraft; or

(ii) a model of the aircraft, either complete or with such omissions as the Postmaster-General may require, and capable of such adjustments as he may require, suitable for test in a wind channel so as to determine the distribution of loads; or

(iii) such working drawings and data as may be required by the Postmaster-General to enable such a model as aforesaid to be constructed for aerodynamic test; and

(b) if, in the opinion of the Postmaster-General, strength tests are necessary to demonstrate that the aircraft complies with specified strength standards, the applicant will be notified as to the number, nature, and conditions of such tests and required to supply and deliver, as directed by the Postmaster-General, the necessary components and/or test specimens for this purpose. Should such tests reveal defects in the design, the applicant will be required to modify the design of the defective part or parts, and, if considered necessary by the Postmaster-General, to supply further test specimens to demonstrate the adequacy of the modifications.

8. The applicant may proceed with the construction of any part or parts of the aircraft as and when the drawings of such part or parts are approved by the Postmaster-General.

9. The workmanship and materials of construction of the aircraft shall be subject to the approval of the Postmaster-General in accordance with paragraph 20.

10. On completion of the aircraft, flying trials will be carried out by the applicant's or constructor's pilot in the presence of representatives of the Postmaster-General.

11. After the satisfactory completion of the flying trials provided for in paragraph 10, and after any modifications considered necessary for safety have been completed to the satisfaction of the Postmaster-General, the aircraft shall be held at his disposal for official flying trials, which will normally be carried out by a representative of the Director of Air Services at the aerodrome of the applicant or constructor as soon as convenient after the completion of the flying trials provided for in paragraph 10.

12. During the official flying trials the aircraft will be in the charge of the representatives of the Postmaster-General, but the Postmaster-General and/or his representatives shall not be liable for any loss or damage caused to such aircraft during trials.

13. Except as provided for in paragraphs 7, 14, and 16, no modifications which, in the opinion of the Postmaster-General, affect the safety of the aircraft, may be made subsequent to the submission of the particulars and drawings required under paragraphs 5 and 6, or subsequent to the provision or delivery of any matters required under paragraph 7.*

14. At any time during the consideration of the application the applicant may be called upon to make any modifications to the aircraft which are considered by the Postmaster-General to be necessary for safety. Before, however, such modifications are carried out, full drawings and particulars thereof must be submitted to the Director of Air Services, Roberts Heights, Pretoria, and approved by the Postmaster-General. On completion of such modifications the aircraft shall, if required, undergo further flying trials as in paragraphs 10 and 11.*

15. On the completion of official flying trials, the applicant will be notified, and reports on calculations and tests will, on application, be supplied to him by the Postmaster-General.

16. On the satisfactory completion of the official trials, and after the completion to the satisfaction of the Postmaster-General of any modifications considered necessary for safety, a certificate of airworthiness will be issued.

* As regards modifications to the aircraft subsequent to the issue of a certificate of airworthiness, see paragraph 24.

AFDELING II.—LUGWAARDIGHEIDCERTIFIKATE.

2. Met betrekking tot artikel 7 (1) (ii) van die regulasies en Bylae II daarvan, moet applikasies vir lugwaardigheidsertifikate gerig word aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, by wie applikasievorme op aanvraag verkrybaar is.

Model-ontwerp.

3. 'n Ontwerp van 'n lugvaartuig van 'n nu model, of wat, volgens die oordeel van die Posmeester-generaal in belangrike punte ten opsigte van die veiligheid van die lugvaartuig verskil van tevore goedgekeurde ontwerpe, word as 'n model-ontwerp geklassifiseer.

Model-lugvaartuie.

4. Die eerste lugvaartuig gebou ooreenkomstig 'n model-ontwerp, ten opsigte waarvan 'n applikasie vir 'n lugwaardigheidsertifikaat ontvang is, word as 'n model-lugvaartuig geklassifiseer.

5. Na insending van 'n applikasievorm, behoorlik ingevul, vir 'n lugwaardigheidsertifikaat vir 'n model-lugvaartuig aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, moet die applikant by die Direkteur van die Lugdiens algemene inrigtingstekeninge van die voorgestelde lugvaartuig indien, tesame met sodanige besonderhede as die Posmeester-generaal vereis om hom in staat te stel om 'n voorlopige opinie te vorm omtrent die algemene veiligheid van die lugvaartuig.

6. Die applikant moet daarna sodanige tekeninge en besonderhede van die voorgestelde lugvaartuig verskaf as die Posmeester-generaal vereis, om die veiligheid van die lugvaartuig in alle besonderhede na te gaan. Hierdie tekeninge en besonderhede moet, vir soveel moontlik, ooreenkom met die S.L. Vorme, wat op aanvraag by die Direkteur van die Lugdiens, Roberts Hoogte, Pretoria, verkrybaar is. (Ligdrucke of ru sketse, in duplikaat, mits die verhoudinge daarvan volledig aangegee is, kan voldoende wees om toe te laat dat met die ondersoek aangevang word.)

7. In d'e geval van 'n lugvaartuig waarop, volgens die oordeel van die Posmeester-generaal die veronderstelling, wat gewoonlik gemaak word, of die metodes wat gewoonlik toegepas word, om in besonderhede die veiligheid van 'n lugvaartuig na te gaan, nie strik toegepas kan word nie—

(a) kan die Posmeester-generaal van die applikant verlang om of—

(i) bevredigende bewys te verskaf, gebaseer op windkanaaltoetse of andersins, betreffende die verdeling van ladinge op die bestanddele van die lugvaartuig; of

(ii) 'n model van die lugvaartuig te verskaf, hetsy kompleet, of met sodanige weglatinge as die Posmeester-generaal vereis, wat sodanig veranderbaar is as deur hom vereis word, geskik vir 'n toets in 'n windkanaal, om die verdeling van ladinge vas te stel; of

(iii) sodanige bedryfstekeninge en gegewens as die Posmeester-generaal vereis te verskaf om sodanige model as voormeld te laat bou vir 'n aerodinamiese toets; en

(b) indien, na die oordeel van die Posmeester-generaal, sterktoetse nodig is om te bewys dat die lugvaartuig aan die voorgeskrewe sterktestandaards voldoen, word die applikant in kennis gestel van die aantal, aard en voorwaardes van sodanige toetse, en van hom verlang om, soos deur die Posmeester-generaal voorgeskrewe, die nodige bestanddele en/of toetseksemlare, vir hierdie doel, te lewer en te besorg. Indien sodanige toetse defekte in die ontwerp aan die lig bring, word van die applikant verlang om die ontwerp van die gebrekkige deel of dele te wysig, en indien die Posmeester-generaal sulks nodig ag, verdere toetseksemlare te lewer om die doeltreffendheid van die wysiginge aan te toon.

8. Die applikant kan met die aanbou van enige deel of dele van die lugvaartuig aanvang wanneer die tekeninge van sodanige deel of dele deur die Posmeester-generaal goedgekeur is.

9. Die uitvoering van die werk en die boumateriaal van die lugvaartuig is onderworpe aan die goedkeuring van die Posmeester-generaal, ooreenkomstig paragraaf 20.

10. Wanneer die lugvaartuig gereed is moet vliegproeftogte deur die applikant of bouer se skipper in bysyn van die verteenwoordigers van die Posmeester-generaal onderneem word.

11. Na bevredigende afloop van die by paragraaf 10 bepaalde vliegproeftog, en nadat alle wysiginge, wat veiligheidshalwe nodig geag word, tot voldoening van die Posmeester-generaal aangebring is, moet die lugvaartuig tot sy beskikking gestel word vir amptelike vliegproeftogte, wat onder gewone omstandighede deur 'n vertegenwoordiger van die Direkteur van die Lugdiens onderneem word by die aerodroom van die applikant of bouer, sodra molik na afloop van die by paragraaf 10 bepaalde vliegproeftogte.

12. Gedurende die amptelike vliegproeftogte is die lugvaartuig van die verteenwoordigers van die Posmeester-generaal, maar die Posmeester-generaal en/of sy verteenwoordigers is nie aanspreeklik vir verlies of skade aan sodanige lugvaartuig gedurende proeftogte nie.

13. Behalwe soos by paragrafe 7, 14 en 16 bepaal, mag geen wysiginge, wat na die oordeel van die Posmeester-generaal die veiligheid van die lugvaartuig raak, gemaak word nie na indiening van die ingevolge paragrafe 5 en 6 vereiste besonderhede en tekeninge of na lewering en besorging van enige ingevolge paragraaf 7 vereiste voorwerpe of dokumente.*

14. Van die applikant kan te eniger tyd gedurende die oorgang van die applikasie verlang word om 'n wysiging by die lugvaartuig aan te bring, wat volgens die Posmeester-generaal veiligheidshalwe noodsaaklik is. Alvorens sodanige wysiginge egter ten uitvoer te bring moet volledige tekeninge en besonderhede daaromtrent by die Direkteur van die Lugdiens, Roberts Hoogte, Pretoria, ingedien en deur die Posmeester-generaal goedgekeur word. Na voltooiing van sodanige wysiginge moet die lugvaartuig, indien nodig, verdere vliegproeftogte, soos by paragrafe 10 en 11 bepaal, onderneem.*

15. Na afloop van amptelike vliegproeftogte word die applikant daarvan berig, en rapporte oor berekeninge en toetse, op aanvraag, aan hom deur die Posmeester-generaal verstrekt.

16. Na bevredigende afloop van die amptelike proefnemings, en na voltooiing, na goeie van die Posmeester-generaal, van enige veiligheidshalwe noodsaaklik geagte wysiginge, word 'n lugwaardigheidsertifikaat uitgereik.

* Wat betref wysiginge van die lugvaartuig na uitreiking van 'n lugwaardigheidsertifikaat, sie paragraaf 24.

Subsequent Aircraft.

17. An aircraft which, in the opinion of the Postmaster-General, conforms in all essential respects affecting the safety of the aircraft with a type aircraft, in respect of which a certificate of airworthiness has been issued by the Postmaster-General, will be classified as a subsequent aircraft.

18. Following the receipt by the Secretary, Civil Air Board, of an application form duly completed, a certificate of airworthiness for a subsequent aircraft will be granted subject to the provisions of paragraphs 19 and 21.

19. During the construction of the aircraft the inspection of the workmanship and materials shall be as approved by the Postmaster-General in accordance with paragraph 21.

Method of Approval of Workmanship and Materials.
Type Aircraft.

20. (a) Inspection of type aircraft will be carried out by representatives of the Postmaster-General, but the inspection of all details and components of such aircraft shall be carried out by the constructor, who shall provide adequate inspecting staff for this purpose. In addition, each component shall be finally inspected and approved by a representative of the Postmaster-General.

(b) Constructors shall notify the Postmaster-General seven days before commencing work on any part of the aircraft the inspection of which is necessary during process of construction.

(c) All materials used in the construction, overhaul, repair, or replacement of the aircraft shall be in accordance with the specifications approved for the type design, and every batch of such material shall be proved to comply with such specification by suitable examination, sampling, and testing approved by the Postmaster-General.

(d) The constructor's inspecting staff referred to in (a) of this paragraph shall stamp, or otherwise provide means for the identification of, each detail and part approved by them for incorporation in the aircraft in such a way that the individual responsible for such approval can subsequently be identified.

(e) Only details and parts which have been approved in accordance with (d) of this paragraph may be issued by the constructor to the shops for assembly into components.

(f) The constructor shall maintain an efficient process inspection during the work of assembly, and record the progress of such inspection for each component. Every component shall be finally inspected and approved by a qualified member of his inspection staff, who shall stamp the component in such a way that he may afterwards be identified as the person responsible, and shall also sign the inspection record.

(g) Operations, such as heat treatment of steel, seasoning and conversion of timber, glueing of important parts, doping, etc., must be carried out by methods approved by the Postmaster-General.

(h) The constructor shall ensure that all components and parts obtained from sub-contractors have been inspected and approved in accordance with these conditions.

(i) The constructor (of the aircraft or engine, as may be arranged) shall ensure that all engines have been inspected and approved in accordance with these conditions and have undergone, to the satisfaction of the Postmaster-General, such tests as may be required by him. The constructor shall provide adequate facilities for these tests.

(j) The constructor shall satisfy the Postmaster-General that the specified instruments have been manufactured, and any repairs thereto executed, under conditions approved by the Postmaster-General, and that such instruments comply with current specifications approved by him.

(k) The aircraft constructor shall ensure by suitable inspection that all engines, instruments, and parts (including wiring and bonding for electrical equipment) that are fitted into the aircraft are so installed as to function correctly. The individuals responsible for such inspections shall be indicated by signatures on the inspection record referred to in (f) of this paragraph.

Subsequent Aircraft.

21. (a) Inspection of subsequent aircraft will be carried out by the constructor's inspecting staff.

(b) The constructor shall satisfy the Postmaster-General that his inspecting staff are such as to ensure that aircraft passed by them conform in all essential respects to the type aircraft.

(c) The constructor shall fulfil the conditions specified in paragraph 20, sub-paragraphs (e) to (k) inclusive.

Weight.

22. All aircraft on completion shall be weighed to the satisfaction of a representative of the Postmaster-General, and the tare weight and the total useful load permissible shall be stencilled or otherwise indicated in a prominent place on the aircraft. The Postmaster-General may, at any time subsequent to the granting of a certificate of airworthiness, require the aircraft to be reweighed, and should it be found that the tare weight has altered, the weights indicated on the aircraft and in the certificate of airworthiness shall be modified as directed by the Postmaster-General.

Special Inspection Arrangements.

23. When the constructor does not possess adequate facilities or adequate staff or is for any other reason unable to fulfil all or any of the requirements of paragraphs 20 and 21, other arrangements for fulfilling these requirements may be sanctioned by the Postmaster-General.

Modifications subsequent to Issue of Certificate.

24. (a) If at any time the Postmaster-General considers modifications to an aircraft, in respect of which a certificate of airworthiness is in force, to be necessary for safety, he may require such modifications to be carried out as a condition of the certificate of airworthiness remaining in force.

(b) The owner of an aircraft, in respect of which a certificate of airworthiness is in force, shall not carry out any modifications which affect the safety of the aircraft without first obtaining the approval of the Postmaster-General.

Lugvaartuie volgens Model.

17. 'n Lugvaartuig wat, na die oordeel van die Posmeester-generaal in alle hoofopsigte betreffende die veiligheid van die lugvaartuig, ooreenkom met 'n model-lugvaartuig, ten opsigte waarvan 'n lugwaardigheidsertifikaat deur die Posmeester-generaal uitge-reik is, word as 'n lugvaartuig volgens model geklassifiseer.

18. Na ontvangs van 'n behoorlik ingevulde applikasievorm deur die Sekretaris, Siviele Lugraad, word 'n lugwaardigheidser-tifikaat vir 'n lugvaartuig volgens model, met inagneming van die bepaalde by paragrawe 19 en 21, uitgereik.

19. Gedurende die aanbou van die lugvaartuig word die uit-voering van die werk en die materiale geïnspekteer, soos deur die Posmeester-generaal ooreenkomstig paragraaf 21 goedgekeur.

Manier van Goedkeuring van Uitvoering van Werk en Materiale.
Model-lugvaartuie.

20. (a) Die inspeksie van 'n model-lugvaartuig geskied deur ver-teenwoordigers van die Posmeester-generaal, maar die inspeksie van alle details en bestanddele van sodanige lugvaartuig moet deur die bouer onderneem word, deur wie 'n voldoende inspekteerstaf vir hierdie doel aangehou moet word. Bowendien word daarna elke bestanddeel deur 'n verteenwoordiger van die Posmeester-generaal geïnspekteer en goedgekeur.

(b) Bouers moet die Posmeester-generaal sewe dae kennis gee, alvorens 'n aanvang te maak met werk aan enige deel van die lugvaartuig, die inspeksie waarvan gedurende die loop van aanbou nodig is.

(c) Alle by die aanbou, nasien, herstel of herplasing van die lugvaartuig gebruikte materiaal moet ooreenkomstig die vir die model-ontwerp goedgekeurde spesifikasies wees, en van elke hoe-veelheid van sodanige materiaal moet bewys word aan sodanige spesifikasies te voldoen deur doeltreffende ondersoek, die neem van stale en toetsing deur die Posmeester-generaal.

(d) Die bouers inspekteerstaf bedoel in (a) van hierdie paragraaf moet elke detail en deel wat deur hulle vir aanwending by die lugvaartuig goedgekeur is, stempel, of van sodanige andere iden-tifikasiemerk voorsien, dat die persoon verantwoordelik vir sodanige goedkeuring later geïdentifiseer kan word.

(e) Alleen details en dele wat ooreenkomstig (d) van hierdie paragraaf goedgekeur is mag deur die bouer aan die werkplase waar die inmekaarstelling van bestanddele geskied, gelewer word.

(f) Die bouer moet gedurende die loop van die werk van in-mekaarstelling 'n doeltreffende inspeksie volhou, en aantekeninge maak van die vordering van sodanige inspeksie vir elke bestanddeel. Elke bestanddeel moet ten slotte deur 'n bevoegde lid van sy inspekteerstaf geïnspekteer en goedgekeur word, deur wie die be-standdeel sodanig gestempel moet word, dat hy later geïdentifiseer kan word as die verantwoordelike persoon, en deur wie die in-speksiekaart ook geteken moet word.

(g) Werk soos hittebehandeling van staal, uitdroging en malling van hout, vaslyming van belangryke dele, waterdigmaak, ens., moet ooreenkomstig die deur die Posmeester-generaal goedgekeurde metodes uitgevoer word.

(h) Die bouer moet sig daarvan oortuig dat alle bestanddele en dele van onderaannemers afkomstig ooreenkomstig hierdie voor-waardes geïnspekteer en goedgekeur is.

(i) Die bouer (van die lugvaartuig of masien, soos ooreenge-ekom) moet sig daarvan oortuig dat alle masiene ooreenkomstig hierdie voorwaardes geïnspekteer en goedgekeur is, en na genoeë van die Posmeester-generaal aan sodanige proefnemings, as deur hom vereis, onderworpe is. Die bouer moet voorsiening maak vir voldoende geleentheid vir hierdie proefnemings.

(j) Die bouer moet die Posmeester-generaal oortuig dat die ge-spesifiseerde instrumente gefabriseer en reparasies in verband daar-mee uitgevoer is onder deur die Posmeester-generaal goedgekeurde voorwaardes, en dat sodanige instrumente aan die deur hom goed-gekeurde lopende spesifikasies voldoen.

(k) Die bouer van 'n lugvaartuig moet sig deur behoorlike inspeksie daarvan oortuig, dat alle masienes, instrumente en dele (met inbegrip van elektriese aanleg en verbinding) waarvan die lugvaartuig voorsien is, so geïnstalleer is, dat hul behoorlik werk. Die handtekening van die persone verantwoordelik vir sodanige inspeksies moet voorkom op die in (f) van hierdie paragraaf ge-noemde inspeksiekaart.

Lugvaartuie volgens Model.

21. (a) Die inspeksie van 'n lugvaartuig volgens model moet deur die inspekteerstaf van die bouer onderneem word.

(b) Die bouer moet die Posmeester-generaal daarvan oortuig, dat sy inspekteerstaf sodanig is dat daarop gereken kan word dat alle deur hul goedgekeurde lugvaartuie in alle hoofopsigte met die model-lugvaartuig ooreenkom.

(c) Die bouer moet die bepaalde by paragraaf 20, subparagrawe (e) tot en met (k) nakom.

Gewig.

22. Alle lugvaartuie moet na voltooiing geweeg word na genoeë van 'n verteenwoordiger van die Posmeester-generaal en die tarra-gewig en die totaal netto las veroorloof op 'n in die oog vallende plek op die lugvaartuig geveer of andersins aangetoon word. Die Posmeester-generaal kan enige tyd na die uitreiking van 'n lugwaardigheidsertifikaat, vereis dat die lugvaartuig weer geweeg word en indien bevind word dat die tarragewig verander het, moet die op die lugvaartuig en in die lugwaardigheidsertifikaat aange-toonde gewigte volgens order van die Posmeester-generaal gewysg word.

Spesiale Inspektiereelinge.

23. Wanneer die bouer nie voldoende geleentheid of staf het nie of om 'n ander rede nie in staat is om aan alle of sommige van die bepalinge by paragrawe 20 en 21 te voldoen nie, kan die Posmeester-generaal ander maatreëls tot voldoening van hierdie bepalinge goedkeur.

Wysiginge na Uitreiking van Sertifikaat.

24. (a) Indien die Posmeester-generaal te eniger tyd die wysi-ging van 'n lugvaartuig ten opsigte waarvan 'n lugwaardigheid-sertifikaat van krag is, veiligheidsshalwe noodsaaklik ag, kan hy verlang dat sodanige wysiging uitgevoer word as 'n voorwaarde van die van krag bly van die lugwaardigheidsertifikaat.

(b) Die eienaar van 'n lugvaartuig, ten opsigte waarvan 'n lugwaardigheidsertifikaat van krag is, mag geen wysiginge uitvoer nie wat die veiligheid van die lugvaartuig raak, sonder eers die goedkeuring van die Posmeester-generaal te verkry.

(c) The Postmaster-General may, in the case of modifications affecting the structure of the aircraft, the engine, or the installations, or any modifications affecting the navigation of, or the pilot's view while navigating, the aircraft, require in respect of the aircraft proposed to be so modified the submission of an application for a certificate of airworthiness for a type aircraft.

General.

25. In this section the term "aircraft" includes the aircraft and all equipment, unless the context otherwise implies.

SECTION III.—LICENSING AND DUTIES OF COMPETENT PERSONS FOR THE PURPOSES OF SCHEDULE II TO THE REGULATIONS.

26. The procedure for the issue of licences to persons desirous of being licensed as competent persons for the inspection, etc., of aircraft in accordance with Schedule II to the regulations is as set below.

27. Applications for licences should be made to the Secretary, Civil Air Board, General Post Office, Pretoria, by whom application forms will be supplied on demand.

28. After forwarding to the Secretary, Civil Air Board, an application form for an aircraft engineer's licence, the candidate will be required to report to the Director of Air Services, Roberts Heights, Pretoria, for examination.

At this examination proof will be required that the candidate is not less than twenty-one years of age, and has served at least two years as a mechanic or aircraft engineer on aero-engines, or a like period on aircraft construction or maintenance, or a period of not less than three years on joint aero-engine and aircraft construction or maintenance.

29. A candidate may apply to be licensed as an aircraft engineer in any or all of the following categories:—

- A.—Inspection of aircraft before flight.
- B.—Inspection of aircraft after overhaul.
- C.—Inspection of aero-engines before flight.
- D.—Inspection of aero-engines after overhaul.
- E. Inspection of the instruments other than those specified in (d) of paragraph 35 of these directions.

Where a candidate's experience is limited to any particular type or types of aircraft or engine, a licence may be granted in respect of such type or types only.

30. Candidates can obtain a syllabus of the examinations for the above categories on application to the Director of Air Services, Roberts Heights, Pretoria.

31. Aircraft and/or engines certified by licensed aircraft engineers will be periodically reinspected by a person or persons duly authorized by the Postmaster-General, who reserves the right to cancel, suspend, or endorse licences granted as above, should such certified aircraft be deemed by him as a result of such examination to be unsafe.

32. The Postmaster-General reserves the right to cancel, suspend, or endorse the licence of an aircraft engineer who signs a certificate in a category for which he is not licensed.

33. The Postmaster-General may, on sufficient ground being shown to his satisfaction, after due inquiry, cancel, suspend, or endorse the licence of an aircraft engineer in circumstances other than those specified in paragraph 32.

34. Aircraft engineers' licences will be valid for a period of twelve months, and will then be subject to renewal. The Postmaster-General reserves the right to re-examine the candidate for renewal if considered necessary.

SECTION IV.—INSPECTION AND CERTIFICATION OF AIRCRAFT BEFORE FLIGHT, ETC.

35. With reference to paragraph 6 of Schedule II to the regulations the inspection thereunder of the aircraft and the prescribed instruments shall be regarded as divided into the sections specified in (a), (b), (c), and (d) of this paragraph, and shall be carried out by the persons therein indicated, none of whom shall be the pilot of the aircraft:—

- (a) Inspection of the aircraft, exclusive of the engine or engines and engine installation, by an aircraft engineer licensed in category A and/or B as specified in paragraph 29, Section III.
- (b) Inspection of the engine or engines and engine installation by an aircraft engineer licensed in categories C and D as specified in paragraph 29, Section III.
- (c) Inspection of the instruments other than those specified in (d) of this paragraph by an aircraft engineer licensed in category E, paragraph 29, Section III.
- (d) Inspection of the following instruments, viz., sextant and accessories therefor, chronometer, course and distance calculator, and chart table by a person licensed as a navigator under Schedule V to the regulations.

36. Any two or more sections of the inspection may be carried out by one person, provided that he is licensed as required for each of such sections.

37. As regards the certificates to be signed as to the safety for flight of the aircraft and instruments—

- (a) the certificate for the aircraft, exclusive of the engine or engines and engine installation, shall be in the following form:—

Aircraft Type.....
Nationality and Registration Marks.....
I hereby certify that I have this day inspected the above aircraft, exclusive of the engine(s) and engine installation, and that I am satisfied that it is safe in every way for flight, provided that the conditions of loading specified in the certificate of airworthiness are complied with.

Signed.....
(Aircraft Engineer).

Countersigned.....

Date..... Time.....

(c) Die Posmeester-generaal kan, in die geval van wysiginge wat die bou van die lugvaartuig, die masien of die installasies of enige wysiginge, wat die bestuur of die uitsig van die skipper terwyl aan die stuur van die lugvaartuig raak, verlang dat ten opsigte van die lugvaartuig, waaraan die wysiging voorgestel is aangebring te word 'n applikasie vir 'n lugwaardigheidsertifikaat vir 'n model-lugvaartuig ingedien word.

Algemeen.

25. In hierdie afdeling beteken die term "lugvaartuig" teweens alle uitrusting daarvan, tensy die samehang andersins aandui.

AFDELING III.—LISENSIES EN PLIGTE VAN BEVOEGDE PERSONE VIR DIE DOEL VAN BYLAE II VAN DIE REGULASIES.

26. Die prosedure vir die uitreiking van lisensies aan persone, wat 'n lisensie verlang as bevoegde persone vir die inspeksie, ens., van lugvaartuie, ooreenkomstig Bylae II van die Regulasies, is as volg.

27. Applikasies vir lisensies moet aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, gerig word, by wie applikasievorme, op aanvraag, verkrybaar is.

28. Na insending van 'n applikasievorm vir 'n lugvaartuigmasienis-lisensie, aan die Sekretaris, Siviele Lugraad, word aan die applikant verlang om sig by die Direkteur van die Lugdiens, Roberts Hoogte, Pretoria, aan te dien.

Gedurende hierdie eksamen moet bewys gelewer word dat die kandidaat 21 jaar of ouer is en minstens twee jaar gedien het as 'n handwerksman of lugvaartuigmasienis by aero-masiene of 'n dergelyke tydperk by lugvaartuigkonstruksie of -onderhoud, of 'n tydperk van nie minder as drie jaar by gesamentlike aero-masien en lugvaartuigkonstruksie of -onderhoud.

29. 'n Kandidaat kan aanvraag doen om as 'n lugvaartuigmasienis in een of meer van die volgende kategorieë gelisensieer te word:—

- A.—Inspeksie van lugvaartuie voor vlug.
- B.—Inspeksie van lugvaartuie na nasien.
- C.—Inspeksie van aero-masiene voor vlug.
- D.—Inspeksie van aero-masiene na nasien.
- E.—Inspeksie van die ander instrumente dan die wat in (d) van paragraaf 35 van hierdie voorskrifte vermeld is.

Waar die ondervinding van 'n kandidaat beperk is tot 'n besondere model of modelle lugvaartuie of masiene, kan 'n lisensie slegs ten opsigte van sodanige model of modelle uitgereik word.

30. Kandidate kan 'n syllabus van die eksamens vir die bogenoemde kategorieë op aanvraag by die Direkteur van die Lugdiens, Roberts Hoogte, Pretoria, verkry.

31. Lugvaartuie en/of masiene, deur gelisensieerde lugvaartuigmasieniste gesertifiseer, word op vaste tye weer geïnspekteer deur 'n persoon of persone behoorlik gemagtig deur die Posmeester-generaal wat die reg voorbehoen om die bogenoemde lisensie te kanselleer, op te skort of te endorseer, indien volgens hom uit sodanige inspeksie blyk, dat die gesertifiseerde lugvaartuig onveilig is.

32. Die Posmeester-generaal behou die reg voor om die lisensie van 'n lugvaartuigmasienis wat 'n sertifikaat in 'n kategorie, waarvoor hy nie gelisensieer is nie, te teken, te kanselleer, op te skort of te endorseer.

33. Die Posmeester-generaal mag, wanneer na sy oordeel na behoorlike ondersoek voldoende rede daartoe blyk te bestaan die lisensie van 'n lugvaartuigmasienis in ander omstandighede dan die, wat in paragraaf 32 uiteengeset is, kanselleer, opskort of endorseer.

34. Lugvaartuigmasienis-lisensies bly gedurende 'n tydperk van twaalf maande geldig, waarna hul aan vernuwing onderhewig is. Die Posmeester-generaal behou die reg voor om die kandidaat vir vernuwing, indien nodig, weer te eksamineer.

AFDELING IV.—INSPEKSIE EN BEVOEGVERKLARING VAN LUGVAARTUIE VOOR VLUG, ENS.

35. Met betrekking tot paragraaf 6 van Bylae II van die Regulasies word die inspeksie ingevolge daarvan van die lugvaartuig en die voorgeskrewe instrumente beskou as verdeel in die afdelinge gespesifiseer in (a), (b), (c) en (d) van hierdie paragraaf en word deur die daarin genoemde persone uitgevoer, geeneen waarvan die skipper van die lugvaartuig mag wees nie:—

- (a) Inspeksie van die lugvaartuig, met uitsondering van die masien of masiene, en masieninstallasie, deur 'n lugvaartuigmasienis, gelisensieer in kategorie A en/of B, soos in paragraaf 29, Afdeling III, gespesifiseer.
- (b) Inspeksie van die masien of masiene en masieninstallasies, deur 'n lugvaartuigmasienis, gelisensieer in kategorie C en D, soos in paragraaf 29, Afdeling III, gespesifiseer.
- (c) Inspeksie van die ander instrumente dan die uiteengeset in (d) van hierdie paragraaf, deur 'n lugvaartuigmasienis, gelisensieer in kategorie E, paragraaf 29, Afdeling III.
- (d) Inspeksie van die volgende instrumente, nl. sekstant en toebehore, kronometer, koers- en afstandsmeter en kaarttafel, deur 'n persoon gelisensieer as 'n stuurman ingevolge Bylae V van die Regulasies.

36. Twee of meer afdelinge van die inspeksie mag deur een persoon uitgevoer word, mits hy, soos vir elk van sodanige afdelinge vereis, gelisensieer is.

37. Wat betref die sertifikate, wat ten opsigte van die veiligheid vir vlug van die lugvaartuig en instrumente geteken moet word—

- (a) is die sertifikaat vir die lugvaartuig, met uitsondering van die masien of masiene en masieninstallasie, in die volgende vorm:—

Lugvaartuig-model.....
Nasionaliteits- en Registrasiemerke.....
Ek sertifiseer dat ek hede die bogenoemde lugvaartuig, met uitsondering van die masien(e) en masieninstallasie, geïnspekteer het, en dat ek daarvan oortuig is, dat hy in elke opsig veilig is vir vlug, mits aan die in die lugwaardigheidsertifikaat vermelde ladingsvoorwaardes voldoen word.

Geteken.....
(Lugvaartuigmasienis).

Medeonderteken.....

Datum..... Tyd.....

(b) The certificate for the engine or engines and engine installation shall be in the following form:—

Aircraft Type.....
Nationality and Registration Marks.....
I hereby certify that I have this day inspected the engine(s) and engine installation of the above aircraft, and that I am satisfied that they are safe in every way for flight.

Signed.....
(Aircraft Engineer).

Countersigned.....

Date..... Time.....

(c) The certificate for the instruments other than those specified in (d) of paragraph 35 shall be in the following form, the words referring to electrical equipment being deleted in the case of aircraft not fitted with such equipment:—

Aircraft Type.....
Nationality and Registration Marks.....
I hereby certify that I have this day inspected the instruments which are for use in the above aircraft, including external bonding, wiring, and installation of electrical equipment, but exclusive of any instruments required to be inspected by a licensed navigator, and that, so far as a ground inspection enables me to determine, I am satisfied that they are fit in every way for use in flight.

Signed.....
(Aircraft Engineer).

Countersigned.....

Date..... Time.....

(d) The certificate for the instruments specified in (d) of paragraph 35 shall be in the following form, the names of any instruments which have not been inspected being deleted:—

Aircraft Type.....
Nationality and Registration Marks.....
I hereby certify that I have this day inspected the instruments herein after specified, which are for use in the above aircraft, and that in my opinion they are fit in every way for use in flight:—

Sextant.
Accessories for sextant.
Chronometer.
Course and distance calculator.
Chart table.

Signed.....
(Navigator).

Countersigned.....

Date..... Time.....

38. With reference to paragraph 8 of Schedule II to the regulations, the certificate to be signed by the pilot before commencing any flight shall be in the following form and contain the following particulars:—

Aircraft Type.....
Nationality and Registration Marks.....
Preparatory to flight from.....to.....
I hereby certify that I have satisfied myself—

- (a) that the aircraft is equipped with the prescribed instruments;
- (b) that the aircraft and the instruments are fit in every way for the proposed flight;
- (c) that the aircraft is so loaded as to comply with the conditions laid down in the certificate of airworthiness;
- (d) that the view of the pilot for the purpose of navigating the aircraft is not interfered with by any obstruction not forming part of the structure of the aircraft;
- (e) that sufficient fuel, oil, and water are carried for the proposed flight.

The number of passengers to be carried is.....

Signed.....
(Pilot).

Date..... Time.....

39. In accordance with paragraphs 6 (3) and 8 (f) of Schedule II to the regulations, one copy of each certificate therein mentioned shall be retained by the owner of the aircraft until the aircraft is next inspected by the authorized representative of the Postmaster-General referred to in paragraph 9 of that Schedule, and the duplicate copy shall be carried in the aircraft.

40. When an aircraft is overhauled or repaired, or when any part thereof is replaced, all the conditions required for the inspection of subsequent aircraft during construction which are applicable to such overhaul, repair, or replacement, must be complied with, and a certificate in the following form must, before the aircraft again flies, be entered in the logbook below the particulars of such overhaul, repair, or replacement:—

I hereby certify that, in carrying out the overhaul/repair/replacement specified above, all the conditions required for the inspection of subsequent aircraft during construction, which are applicable thereto, have been complied with.

Signed.....
(Aircraft Engineer).

Date.....

Such certificate shall, when relating to the aircraft, exclusive of the engine or engines, be entered in the aircraft logbook, and, when relating to the engine or engine, be entered in the engine logbook, and shall, in each case, be signed by an aircraft engineer qualified under the terms and conditions of his licence to carry out the overhaul, repair, or replacement to which the certificate relates.

(b) is die sertifikaat vir die masien of masiene en masieninstallasie in die volgende vorm:—

Lugvaartuig-model.....
Nasionaliteits- en Registrasiemerke.....
Ek sertifiseer dat ek hede die masien(e) en masieninstallasie van die bogenoemde lugvaartuig geïnspekteer het en dat ek daarvan oortuig is dat hulle in elke opsig veilig is vir vlug.

Geteken.....
(Lugvaartuigmasienis).

Medeonderteken.....

Datum..... Tyd.....

(c) is die sertifikaat vir die ander instrumente dan die uiteengeset in (d) van paragraaf 35. in die volgende vorm; die woorde betreffende elektriese inrigting moet deurgehaal word in die geval van 'n lugvaartuig wat nie van sodanige inrigting voorsien is nie:—

Lugvaartuig-model.....
Nasionaliteits- en Registrasiemerke.....
Ek sertifiseer hiermee dat ek hede die instrumente vir gebruik in die bogenoemde lugvaartuig geïnspekteer het, met inbegrip van uitwendige verbinding, elektriese aansleg en installasie van elektriese uitrusting, maar met uitsondering van die instrumente wat deur 'n gelisensieerde stuurman geïnspekteer moet word, en dat ek, in sover 'n grondinspeksie my daartoe in staat stel, daarvan oortuig is, dat hulle in elk opsig geskik is vir gebruik in vlug.

Geteken.....
(Lugvaartuigmasienis)).

Medeonderteken.....

Datum..... Tyd.....

(d) is die sertifikaat vir die instrumente uiteengeset in (d) van paragraaf 35 in die volgende vorm; die name van die instrumente, wat nie geïnspekteer is nie, moet deurgehaal word:—

Lugvaartuig-model.....
Nasionaliteits- en Registrasiemerke.....
Ek sertifiseer hiermee, dat ek hede die hieronder gespesifiseerde instrumente vir gebruik in die bogenoemde lugvaartuig geïnspekteer het, en dat ek in elke opsig hulle geskik ag vir gebruik in vlug:—

Sekstant.
Toebehore van sekstant.
Kronometer.
Koers- en afstandsmeter.
Kaarttafel.

Geteken.....
(Stuurman).

Medeonderteken.....

Datum..... Tyd.....

38. Met betrekking tot paragraaf 8 van Bylae II van die Regulasies; is die sertifikaat, wat deur die skipper voor vlug geteken moet word, in die volgende vorm, en bevat die volgende besonderhede:—

Lugvaartuig-model.....
Nasionaliteits- en Registrasiemerke.....
Alvorens vlug te onderneem van.....na.....
Elk sertifiseer hiermee dat ek my daarvan oortuig het—

- (a) dat die lugvaartuig met die voorgeskrewe instrumente uitgerus is;
- (b) dat die lugvaartuig en die instrumente in elke opsig geskik is vir die voorgestelde vlug;
- (c) dat die lugvaartuig so belaa is, dat aan die in die lugwaardigheidsertifikaat uiteengesette voorwaardes voldoen word;
- (d) dat die uitsig vir die skipper vir die besturing van die lugvaartuig nie deur een of ander hindernis, geen deel uitmakende van die bouwerk van die lugvaartuig nie, belemmer word nie;
- (e) dat voldoende brandstof, olie en water vir die voorgestelde vlug meegeneem word.

.....passasiers word vervoer.

Geteken.....
(Skipper).

Datum..... Tyd.....

39. Ooreenkomstig die bepaalde by paragraaf 6 (3) en 8 (f) van Bylae II van die Regulasies, moet een afskrif van elke daaringenoemde sertifikaat gehou word deur die eienaar van die lugvaartuig totdat die lugvaartuig weer deur die, in paragraaf 9 van daardie Bylae genoemde bevoegde verteenwoordiger van die Posmeester-generaal, geïnspekteer word, en die duplikaat moet in die lugvaartuig aanwesig wees.

40. Wanneer 'n lugvaartuig nagesien of gerepareer word, of wanneer 'n deel daarvan herplaas word, moet aan alle, vir die inspeksie van lugvaartuie, volgens model, gedurende konstruksie vereiste voorwaardes van toepassing op sodanige masien, reparasie of herstel, voldoen word, en 'n sertifikaat in die volgende vorm voor die lugvaartuig weer vlieg, in die logboek, onder aan die besonderhede van sodanige nasien, reparasie of herstel aangeteken word:—

Ek sertifiseer hiermee dat die hierbo gespesifiseerde nasien/reparasie/herstel ooreenkomstig al die voorwaardes, vereis vir die inspeksie van lugvaartuie, volgens model, gedurende konstruksie, wat daarop van toepassing is, uitgevoer is.

Geteken.....
(Lugvaartuigmasienis)).

Datum.....

Sodanige sertifikaat moet, wanneer dit die lugvaartuig betref, met uitsondering van die masien of masiene, in die lugvaartuig-logboek aangeteken word, en wanneer dit die masien of masiene betref in die masien-logboek en moet in elk geval geteken word deur 'n lugvaartuigmasienis wat, ingevolge die voorwaardes van sy lisensie, bevoeg verklaar is om sodanige nasien, reparasie of herstel, waarop die sertifikaat betrekking het, uit te voer.

SECTION V.—INSTRUMENTS.

41. The instruments shown in the first column of the following table shall be carried by flying machines registered in the Union in the cases indicated in the second and third columns:—

Instruments.	For Flights on which the Aircraft is carrying Passengers, Mails, and/or Goods for Hire or Reward and which extend beyond a radius of 20 miles from the point of departure.	For all other Flights.
Air speed indicator. Altimeter. Gauges. Revolution indicator.	In all cases.	In all cases.
Indicator of wheel position. Navigation lights.	If the aircraft is amphibian. If flying by night.	If the aircraft is amphibian. If flying by night.
Liquid compass. Illumination for instruments.	In all cases.	If flying by night.
Turning indicator. Watch. Map.	In all cases.	—
Wireless apparatus.	If the aircraft is designed to carry ten or more passengers, and is flying 100 miles or over sea.	—
Landing lights.	If the aircraft is designed to carry ten or more passengers and is flying 100 miles or over sea.	—

42. In addition, for flights for which, under Article 9 (2) of the regulations, a certified navigator is required to be on board, the instruments shown in the first column of the following table shall be carried by flying machines registered in the Union in the cases indicated in the second and third columns:—

Instruments.	For Flights which include flying over sea for more than 50 miles from the coast of departure, or for more than 50 miles over specially difficult country.	For all other Flights.
Course and distance calculator. Drift indicator.	In all cases.	In all cases.
Second altimeter. Second watch.	If pilot's instruments are not readily accessible and visible to the navigator.	If pilot's instruments are not readily accessible and visible to the navigator.
Second compass.	In all cases.	If pilot's compass is not readily accessible and visible to the navigator.
Sextant. Chronometer. Chart table. Accessories for sextant.	In all cases.	—

43. With regard to the instruments specified in the above tables—

- each instrument must be of a type approved by the Postmaster-General;
- gauges must be such as are specified by the Director of Air Services as necessary for the particular installation. The term "gauges" includes thermometers;
- the expression "indicator of wheel position" means an indicator to show when the wheels of an amphibian are locked in the correct position for alighting on land;
- the illumination for instruments must be of a type approved by the Postmaster-General, and must be provided for all the instruments;
- the map or maps carried must cover the whole route of the proposed journey.

44. The expression "specially difficult country" means country of which maps based on a proper survey are not obtainable, or where, owing to the absence or the small number of landmarks which can readily be identified from the air, the difficulty of navigating aircraft is substantially as great as over the open sea.

AFDELING V.—INSTRUMENTE.

41. Die in die eerste kolom van die volgende tabel aangetoonde instrumente moet in vliegmasiene, wat in die Unie geregistreer is, in die gevalle vermeld in die tweede en derde kolomme, aanwesig wees:—

Instrumente.	Vir vlugte, waarop die lugvaartuig passasiers, poste en/of goedere teen betaling van huur of loon vervoer en wat 'n radius van 20 myl vanaf die plek van vertrek te bo gaan.	Vir alle andere vlugte.
Lug-snelheidindikateur. Hoogtemeter..... Peiltoestel..... Omwentelingsindikateur	In alle gevalle.	In alle gevalle.
Indikateur van posiesie van wiele Stuurligte.....	As die lugvaartuig tweeslagtig is. Gedurende vlug snags.	As die lugvaartuig tweeslagtig is. Gedurende vlug snags.
Waterkompas..... Verligting van instrumente.	In alle gevalle.	Gedurende vlug snags.
Draaiindikateur..... Uurwerk..... Kaart.....	In alle gevalle.	—
Draadlose toestel.....	As die lugvaartuig bedoel is vir die vervoer van tien of meer passasiers en 100 myl, of oor die see vlieg.	—
Neerdalingsligte.....	As die lugvaartuig bedoel is vir die vervoer van tien of meer passasiers, on snags 100 myl of oor die see vlieg.	—

42. Bowendien moet vir vlugte, waarvoor, ingevolge artikel 9 (2) van die Regulasies, 'n gesertifiseerde stuurman aan boord vereis word, die in die eerste kolom van die volgende tabel vermelde instrumente in die vliegmasiene, wat in die Unie geregistreer is, in die gevalle aangegee in die tweede en derde kolomme, aanwesig wees:—

Instrumente.	Vir vlugte, insluitende vlugte oor die see van meer as 50 myl vanaf die kus van vertrek, of van meer as 50 myl oor 'n besonder moeilike streek.	Vir alle andere vlugte.
Koers- en afstandsmeter Afdryf-indikateur.....	In alle gevalle.	In alle gevalle.
Tweede hoogtemeter.... Tweede uurwerk.....	As die stuurman die instrumente van die skipper nie maklik kan bereik of sien nie.	As die stuurman die instrumente van die skipper nie maklik kan bereik of sien nie.
Tweede kompas.....	In alle gevalle.	As die stuurman die kompas van die skipper nie maklik kan bereik of sien nie.
Sekstant..... Kronometer..... Kaarttafel..... Toebehore van sekstant	In alle gevalle.	—

43. Wat betref die in die bogenoemde tabelle vermelde instrumente:—

- moet elke instrument van 'n deur die Posmeester-generaal goedgekeurde soort wees;
- moet die peiltoestel sodanig wees as die Direkteur van die Lugdiens vir die besondere installasies nodig ag. Die term "peiltoestel" sluit in termometers;
- betekende die uitdrukking "indikateur van posiesie van wiele" 'n indikateur wat aangee wanneer die wiele van 'n tweeslagtige lugvaartuig sig in die juiste posiesie bevind vir neerdaling op land;
- moet die verligting vir instrumente van 'n deur die Posmeester-generaal goedgekeurde soort wees, en vir al die instrumente daargestel wees;
- moet die kaart of kaarte, wat aan boord is, die hele roete van die voorgestelde reis dek.

44. Die uitdrukking "besonder moeilike streek," beteken 'n streek, waarvan geen kaarte, gebaseer op 'n behoorlike opmeting, verkrygbaar is nie, of waarvoor weens die afwesigheid van, of die klein getal bakens, wat maklik vanuit die lug herkenbaar is, dit feitlik net so moeilik is om 'n lugvaartuig te bestuur, as oor die see.

SECTION VI.—LOGBOOKS.

45. With reference to Schedule III to the regulations, the journey and signal logbook, the aircraft logbook, the engine logbook, and the pilot's logbook shall be, in all essentials, in the form of the following patterns respectively, viz., the Journey Logbook (C.A. Form 14), the Aircraft Logbook (C.A. Form 15), the Engine Logbook (C.A. Form 16), the Signal Logbook (C.A. Form 17), and the Pilot's Logbook (C.A. Form 18), all of which are published by the Government Printer.

46. The logbooks shall contain all the information and particulars provided for in the authorized patterns referred to in the preceding paragraph, and the instructions for use set out in the authorized patterns shall be complied with. The sections of the journey logbook headed "Navigation" need not, however, be fully entered up except when a navigator is carried on the aircraft, provided that in all cases sufficient details are entered in the column headed "Geographical Route" to enable the route followed by the aircraft to be clearly identified.

The term "repairs" in the authorized patterns of logbooks shall be deemed to include all overhauls, replacements, repairs, and work of a like nature.

SECTION VII.—LICENSING OF PERSONNEL.

47. With reference to article 8 (iii) of the regulations and Schedule V thereto, applications for the grant or validation of licences under that Schedule should be made to the Secretary, Civil Air Board, General Post Office, Pretoria, by whom particulars of the requirements for obtaining a licence and application forms will be supplied on demand.

Medical Requirements.

48. Every candidate before obtaining a licence as a pilot, navigator, aircraft engineer, or member of the operating crew of aircraft engaged in public transport will present himself for examination by specially qualified medical men (flight surgeons), appointed by or acting under the authority of the Director of Medical Services.

49. Medical supervision, both for the selection and the maintenance of efficiency of the personnel specified in paragraph 48, shall be based upon the following requirements of mental and physical fitness:—

- (a) Good family and personal history, with particular reference to nervous stability, as to which information shall be given at the first examination in a statement made and signed by the candidate and satisfactory to the examining officer. Absence of any mental, moral, or physical defect which will interfere with the safety of air navigation.
- (b) Pilots and navigators of aircraft engaged in public transport may not enter upon their duties before nineteen or after forty-five years of age.
- (c) General surgical examination. The candidate must neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of aircraft at any altitude even in the case of prolonged or difficult flight.
- (d) General medical examination. The candidate 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, lungs, and nervous system in a state to withstand the effects of altitudes and also the effects of prolonged flight. He must be free from kidney disease, must not present any clinical signs of syphilis, nor have any cardiac lesion, even if well compensated.
- (e) Eye examination. The candidate must possess a degree of visual acuity compatible with the efficient performance of his duties. Pilots and navigators must possess visual acuity equal to 100 per cent. for each eye taken separately and without correction by glasses, the visual acuity being measured by means of a powerful illumination not shining directly into the eyes of the examinee. Binocular vision, ocular poise, the field of vision of each eye, and colour perception must be normal.
- (f) Ear examination. The middle ear must be healthy. The candidate must possess an auditory acuity not less than that corresponding with the normal perception of the tuning forks C (1) 64 vibrations per second, C (3) 256 vibrations per second and C (7) 4,096 vibrations per second, the forks being held perpendicularly to the ground one centimeter from the auditory tube. The vestibular mechanism must be intact and not hypersensitive; it must be equal on both sides.
- (g) Nose, throat, and mouth examination. The candidate must possess free nasal and tubal air entry on both sides, and must not suffer from serious, acute, or chronic affections of the buccal cavity or upper respiratory tract.

50. The successful candidate will receive a medical certificate of acceptance, which must be produced before the licence can be issued or renewed.

Pilot's, Navigator's, and Aircraft Engineer's Licences.

51. In order to ensure the maintenance of efficiency every holder of a pilot's, navigator's, and aircraft engineer's licence, or member of the operating crew of aircraft engaged in public transport who holds a licence, shall be re-examined periodically as follows, viz.: In the case of a pilot, each time he completes 250 hours' flying, provided that not more than six months shall elapse between two successive examinations, and the findings shall be attached to his original record. In the case of a navigator or aircraft engineer, at least every six months. In the case of illness or accident also, every member of the personnel specified above shall be re-examined and pronounced fit before resuming air duties. The date and result of such re-examination shall be recorded on the licence of the person examined.

52. Any member of the operating crew of an aircraft, certificated before the 1st of January, 1919, and serving on the 1st of July, 1922, in a public transport company, may be retained in the navigating personnel so long as his physical capacities as ascer-

AFDELING VI.—LOGBOEKE.

45. Met betrekking tot Bylae III van die Regulasies; die reis-logboek, die lugvaartuiglogboek, die masien en die skippers-logboek moet in alle hoofopsigte voldoen aan die vorm van die volgende modelle onderskeidenlik, nl. die reislogboek (S.L. Vorm 14), die lugvaartuiglogboek (S.L. Vorm 15), die masienlogboek (S.L. Vorm 16), die seinlogboek (S.L. Vorm 17) en die skippers-logboek (S.L. Vorm 18) wat algar deur die Staatsdrukkery gepubliseer word.

46. Die logboeke moet al die informasie en besonderhede aangee waarvoor in die voorgeskrewe modelle, waarvan in die voorafgaande paragraaf melding gemaak word, voorsiening gemaak is en aan die Instruksies vir Gebruik vermeld in die voorgeskrewe modelle moet voldoen word. Die gedeeltes van die reislogboek onder die hoof "Lugvaart" behoeft egter nie volledig ingevul te word nie, behalwe wanneer 'n stuurman in die lugvaartuig aanwesig is, mits in elke geval voldoende besonderhede in die kolom onder die hoof "Geografiese Roete" aangegee word, ten einde die deur die lugvaartuig gevolgde roete gemaklik te kan identifiseer.

Die term "Reparasies" in die voorgeskrewe modelle van logboeke sluit in elke nasien-, herplasing-, reparasie-, herstel- en dergelike werk.

AFDELING VII.—LISENSIES VAN PERSONEEL.

47. Met betrekking tot artikel 8 (iii) van die Regulasies en Bylae V daarvan; applikasies vir die toekenning of geldigmaking van lisensies, ingevolge daardie Bylae moet gerig word aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, by wie besonderhede van die vereistes in verband met die uitreiking van 'n lisensie en applikasievorme, op aanvraag, verkrygbaar is.

Mediese Vereistes.

48. Ieder kandidaat sal, alvorens 'n lisensie te bekom vir skipper, stuurman, lugvaartuigmasienis of lid van die werkende personeel van 'n lugvaartuig wat die publieke vervoer onderneem, sig medies laat ondersoek, deur spesiaal gekwalifiseerde mediese dokters (vlugdokters) wat deur of onder magtiging van die Direkteur van die Mediese Diens aangestel is.

49. Mediese toesig sal beide by die uitkieping en versekering van bekwaamheid van die in paragraaf No. 1 gespesifiseerde personeel gebaseer wees op die volgende vereistes van verstandelike en liggamelike bekwaamheid:—

- (a) Goeie famielie en persoonlike antedede, veral met betrekking tot die bestendigheid van die sensus, ten opsigte waarvan die kandidaat by die eerste ondersoek alle informasie sal verskaf op 'n deur hom ondergetekende verklaring wat ook tot bevrediging van die ondersoekende beaampte sal wees.
- (b) Skippers en stuurmanne van lugvaartuie wat die publieke vervoer onderneem mag sodanige werk nie onderneem nie alvorens hulle die ouderdom van negentien jaar sal bereik het of na hul vyf-en-veertigste jaar.
- (c) *Algemene Heelkundige Ondersoek.*—Die kandidaat moet nie aan enige wond of verwonding lydende wees nie, geen operasie ondergaan het nie, nog mag daar by hom 'n aangebore of verworwe mismaaktheid aanwesig wees nie, wat miskien die veilige hantering van 'n lugvaartuig kan affekteer op enige hoogte, selfs in geval van 'n voortdurende of moeilike vlug.
- (d) *Algemene Mediese Ondersoek.*—Die kandidaat moet nie lydende wees nie aan enige siekte of kwaal wat hom plotseling onbekwaam kan maak vir die beheer van sy lugvaartuig. Sy hart, longe en senugestel moet bestaan kan wees teen effekte van die lug-hoogtes en van langdurige vliegtoeë. Hy moet nie lydende wees nie aan nierkwaal, moet geen kieniese tekens van vuilsiekte openbaar nie, nog mag daar enige kneusing aan sy hart wees nie, selfs met kompensasie van 'n ander orgaan.
- (e) *Oogondersoek.*—Die kandidaat moet 'n mate van optiese skerphheid besit voldoende vir die doeltreffende verrigting van sy pligte. Skippers en stuurmanne moet 'n 100 persent oogkragtoets kan deurstaan sonder die hulp van 'n kykglas, en terwyl die oogkrag getoets word deur middel van 'n sterk lig wat nie direk in die oë van die geëksamineerde val nie.

Gesig deur 'n verkyker, spierbalans, gesigsveld van elke oog en die kleurwaarnemingsvermoë moet normaal wees.

- (f) *Oorondersoek.*—Die middeloor moet gesond wees. Die gehoor van die kandidaat moet sodanige wees dat dit ooreenkom met die normale waarneming van die stemvurke C (1) 64 trillings per sekonde, C (3) 256 trillings per sekonde en C (7) 4,096 trillings per sekonde en terwyl die stemvurke loodreg na die aarde gehou word op 'n afstand van 1 sentimeter van die gehoorpyl.

Die ingangsinrigting moet gesond en nie oorgevoelig wees nie en beide kante moet korrespondeer.

- (g) *Neus-, Keel- en Mondondersoek.*—Die kandidaat moet vrye neus en pylugtoegang aan beide kante hê en moet nie lydende wees nie aan ernstige, skerpe of kroniese aandoenings van die boonste ademhalingskanaal.

50. 'n Geslaagde kandidaat sal 'n mediese sertifikaat van toelating ontvang wat oorhandig moet word alvorens die lisensie uitgereik of hernu kan word.

Skippers-, Stuurmans- en Lugvaartuigmasienis-lisensies.

51. Met die oog op die versekering van die bekwaamheid van alle besitters van 'n skippers-, stuurmans- en lugvaartuigmasienis-lisensie, of van 'n lid van die bemanning van 'n lugvaartuig wat die publieke vervoer onderneem en wat in besit is van 'n lisensie, sal so'n persoon van tyd tot tyd medies ondersoek word, soos hieronder vermeld: In die geval van 'n skipper, na afloop van 'n vliegtoeë van 250 uur, mits tussen twee agtereenvolgende ondersoeke nie meer as ses maande verloop het nie en die uitslag van so'n ondersoek by sy oorspronklike rekord gevoeg sal word. In die geval van 'n stuurman of lugvaartuigmasienis, moet die ondersoek minstens halfjaarliks geskied. Ook in geval van siekte of ongeluk sal elk lid van bovermelde personeel opnuut ondersoek en bekwaam verklaar word eer dat hy sy lugvaartwerk kan hervat. Die datum en uitslag van sodanige ondersoek sal op die lisensie van die betrokke persoon vermeld word.

52. Elke werkende lid van 'n lugvaartuig wat voor 1 Januarie 1919 gesertifiseer is en wat op 1 Julie 1922 deur 'n maatskappy vir publieke transport geëmployeer is, kan op die stuurmanspersoneel werksaam bly mits sy liggamelike bekwaamheid, soos in

tained at his last medical examination are maintained, unless there be detected a pathological defect capable of causing a sudden accident.

53. Applications for medical examination should be made to the Secretary, Civil Air Board, General Post Office, Pretoria.

Proofs of Competency.

54. With reference to paragraphs 4, 5, and 6 of Schedule V to the regulations, the proofs of competency required in the case of a person applying for a licence as pilot or navigator shall (subject as herein after provided) consist of his having passed to the satisfaction of the Postmaster-General the respective tests and examinations specified below.

Licensing of Pilots to fly Aircraft.

A.—Conditions of Issue of Private Pilot's Licence to Fly Aircraft other than Passenger, Mail, or Goods Aircraft.

55. (1) Persons applying for a private pilot's licence must either be qualified as a Royal Air Force pilot and submit proof of recent reasonable experience on the class of machine for which the licence is required, or failing such proof produce a certificate of competency issued by a responsible authority duly authorized by the Postmaster-General.

(2) A private pilot's licence does not authorize the holder to fly for hire or for any reward except a prize in a contest under the auspices of a recognized aeronautical association.

(3) A licence shall not be valid unless endorsed every six months by the Postmaster-General, and may be cancelled at any time on sufficient ground being shown to his satisfaction after due inquiry, and his decision shall be final. In special cases the Minister may suspend any such licence temporarily and provisionally pending the holding of an inquiry.

(4) No private pilot shall take up a passenger unless he has completed at least 10 hours' solo flying, and shall not take up a passenger in any machine unless he has flown a machine of that type during the last six months for at least 10 hours, unaccompanied by an instructor.

(5) *Flying Tests.*—The practical flying tests and examination for a private pilot's licence shall be as follows, the candidate being alone in the machine when carrying out tests (5) (b) (c) and (7):—

(a) The candidate will be required to—

- (1) complete 30 hours solo and dual flying upon an Avro or any service type of machine, of which at least five hours must be solo;
- (2) fly an Avro reliably and accurately, and land consistently well, tail down, at low speeds.

(b) *Test for Altitude and Gliding Flight.*—Make a flight without landing, during which the candidate shall climb to 6,000 feet above the point of departure and remain at that altitude for at least one hour. The descent shall finish with a glide, the engine being cut off at 6,000 feet above the landing ground. The candidate shall make a good landing without restarting his engine, and bring his machine to rest within 150 yards of a point fixed by the official examiners of the test, and indicated to the candidate before he leaves the ground.

(c) *Landing Test.*—Make four flights, in each of which the pilot shall ascend to at least 1,500 feet above the ground or water, and after shutting off his engine at that height and without restarting it, make a good landing; the points where his machine first touched the ground, and where it finally came to rest being included within a fixed circle of 175 yards diameter. In a ground wind of 15 miles per hour or over this diameter will be reduced to 150 yards. The prescribed limits will be indicated to the candidate before he leaves the ground.

(6) *Tests of Skill.*—The following tests shall be carried out, accompanied by an examiner, but the candidate will be required to execute the manoeuvres himself, and will be considered to have failed in the tests if assistance is given by the examiner:—

- (a) Execute three sustained turns in each direction with and without the engine. The air speed of the machine not to vary more than 10 miles per hour throughout the whole turn. Bank to be not less than 35 degrees.
- (b) Execute at an altitude of not more than 1,000 feet or less than 600 feet above the ground or water a flight around two marks situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two marks, without losing height or side-slipping.
- (c) Stall his machine with and without engine.
- (d) Side-slip his machine in either direction without stalling or exceeding an air speed of 75 miles per hour.
- (e) Satisfy his examiner that he is a safe pilot in clouds and rough weather.

(7) Carry out a cross-country flight of at least 60 miles without losing his way.

(8) *Technical Examination.*—

- (a) Knowledge of the provisions of the Union Air Navigation Regulations, 1924, regarding the rules as to lights and signals, rules of the air, and rules for air traffic on and in the vicinity of aerodromes.
- (b) A practical knowledge of international air legislation according to the International Convention.

B.—Conditions of issue of a Pilot's Licence for Passenger, Mail, or Goods Aircraft.

Persons applying for a pilot's licence to fly passengers, mail, or goods aircraft for hire or reward will be required—

- (a) to pass a medical examination carried out under the control of the Director of Medical Services;
- (b) to produce a certificate of competency issued by a responsible authority duly authorized by the Postmaster-General to grant such certificates, or be qualified as R.A.F. pilots, in which case they will be required to produce such further proofs of competency as may be prescribed;
- (c) to submit proof of recent reasonable flying experience on the class of machine for which the licence is required, or, failing such proof, undergo a practical test;
- (d) to be 19 years of age and under 45 years of age.

die jongste mediese ondersoek vermeld, onverander is, tensy ontdek word 'n patologiese gebrek wat 'n plotselinge ongeluk kan veroorsaak.

53. Aanvrae om 'n mediese ondersoek moet by die Sekretaris vir Siviele Lugvaart, Hoofposkantoor, Pretoria, gedaan word.

Bewyse van Bekwaamheid.

54. Met betrekking tot paragrawe 4, 5 en 6 van Bylae V van die Regulasies; die bewyse van bekwaamheid vereis in die geval van iemand wat aanvraag doen om 'n lisensie as skipper of stuurman, bestaan uit (onderworpe aan die hiernamaals bopaalde) die aflegging na genoeë van die Posmeester-generaal, van die respektiewe hieronder gespesifiseerde toetse en eksamens.

A.—Voorwaardes van Uitreiking van Private Skipperslisensie vir ander Lugvaartuie dan Passasiers-, Pos- of Goederelugvaartuie.

55. (1) Persone wat aanvraag doen om 'n private skipperslisensie moet of 'n bevoegde Koninklike Lugmagskipper wees en bewyse lewer van resente redelike ondervinding met die soort lugvaartuig waarvoor die lisensie verlang word, of by gebrek van sodanige bewys 'n bekwaamheidsertifikaat, uitgereik deur 'n verantwoordelike outoriteit behoorlik gemagtig deur die Posmeester-generaal, oorleë.

(2) 'n Private skipperslisensie gee die houer geen reg om te vlieg teen betaling van vraag of beloning nie, behalwe vir 'n prys in 'n wedstryd onder toesig van 'n erkende lugvaartvereniging.

(3) 'n Lisensie sal nie geldig wees nie tensy hy alle ses maande deur die Posmeester-generaal geëndosseer word en kan te eniger tyd deur hom gekanseleer word, wanneer na sy oordeel voldoende redes daartoe, na behoorlike ondersoek, blyk te bestaan, en sy beslissing sal finaal wees. In besondere gevalle kan die Minister sodanige lisensies, in afwagting van 'n ondersoek, tydelik en voorlopig opskort.

(4) 'n Private skipper mag geen passasier in 'n lugvaartuig opneem nie, tensy hy minstens 10 uur solo gevlieg het en hy reeds 'n lugvaartuig van daardie soort gedurende die laaste ses maande vir minstens 10 uur, sonder vergesel te wees van 'n instrukteur, bestuur het.

(5) *Vliegtoetse.*—Die praktiese vliegtoetse en eksamens vir 'n private skipperslisensie is as volg: die kandidaat moet alleen in die lugvaartuig wees wanneer hy toetse (5) (b) (c) en (7) aflê:—

(a) Die kandidaat moet—

- (i) 'n Vlug maak van 30 uur solo, en met 'n ander persoon op 'n Avro of ander soort dienslugvaartuig, waarvan minstens 5 uur solo moet wees.
- (ii) 'n Avro op betroubare en noukeurige wyse bestuur, en steeds goed, stêrt naar benede, langzaam neerdaal.

(b) *Hoogte- en Glyvlugtoetse.*—'n Vlug maak sonder neer te daal gedurende welke die kandidaat tot 6,000 voet bo die plek van vertrek moet styg en minstens een uur op daardie hoogtepunt moet bly. Die neerdaling moet glydend eindig; die masien moet op 'n hoogtepunt van 6,000 voet bo die neerdalingsterrein afgesluit word. Die kandidaat moet 'n goeie landing maak sonder sy masien weer aan die gang te sit en sy lugvaartuig tot stilstand bring binne 150 yard van 'n punt vasgestel deur die offisiële eksaminateurs van die toets en waarop die aandag van die kandidaat, voor afvaart, gevestig werd.

(c) *Neerdalingstoets.*—Vier vlugte maak, in elk waarvan die skipper minstens 1,500 voet bo die grond of water moet styg en na afsluiting van sy masien op daardie hoogtepunt en sonder hom weer aan die gang te sit, 'n goeie landing maak; die plekke waar sy lugvaartuig die eerste maal grond geraak het, en waar hy ten slotte tot stilstand gekom het moet binne 'n bepaalde sirkel van 175 yard in deursnede gesluit kan word. In 'n grondwind van 15 myl per uur of meer word hierdie deursnede verminder tot 150 yard. Die aandag van die kandidaat word, voor afvaart, op die voorgeskrewe grense gevestig.

(6) *Bedreuenheidstoetse.*—Die volgende toetse moet, vergesel deur 'n eksaminateur, afgelê word, maar die kandidaat moet die maneuvres self uitvoer, en word geag nie geslaag te wees in die toetse as hulp deur die eksaminateur verleen word:—

- (a) drie onafgebroke draaie in elke rigting met en sonder die masien te maak. Die lugsnelheid van die masien nie meer as 10 myl per uur gedurende die hele draai te verskil nie. Kanteling nie minder as 35 grade te wees nie.
- (b) Op 'n hoogte van nie meer as 1,000 voet of minder as 600 voet bo die grond of water, 'n vlug te maak rondom twee merke, 500 yard van mekaar af, 'n serie van vyf syfer-ag draaie makende, met elke draai een van die twee merke bereikende, sonder verlies van hoogte of syssliping.
- (c) Sy lugvaartuig met en sonder masien te "stall"
- (d) Sy lugvaartuig in beide rigtinge sy te slip, sonder "stalling," of 'n lugsnelheid van 75 myl per uur te bo te gaan.
- (e) Sy eksaminateur daarvan te oortuig dat hy 'n veilige skipper in wolke en ru weer is.

(7) 'n Vlug van minstens 60 myl dwars oor die land te maak sonder te verdwaal.

(8) *Tegniese Eksamen.*—

(a) Kennis van die bepalinge van die Unie Lugvaartregulasies, 1924, aangaande die voorskrifte betreffende ligte en seine, lugreëls en voorskrifte betreffende lugverkeer op en in die nabyheid van aerodrooms.

(b) 'n Praktiese kennis van internasionale lugwetgewing ooreenkomstig die Internasionale Konvensie.

B.—Voorwaardes van Uitreiking van 'n Skipperslisensie vir Passasiers-, Pos- of Goederelugvaartuie.

Persone wat aanvraag doen om 'n skipperslisensie vir 'n passasiers-, pos-, of goederelugvaartuig teen betaling van vraag of beloning moet—

- (a) sig aan 'n mediese ondersoek, uitgevoer onder die kontrole van die Direkteur van die Mediese Diens, onderwerp;
- (b) 'n bekwaamheidsertifikaat, uitgereik deur 'n verantwoordelike outoriteit behoorlik tot die uitreiking van sodanige sertifikaat deur die Posmeester-generaal gemagtig, oorleë, of bevoegde Koninklike Lugmagskipper wees, in watter geval hulle sodanige verdere bewyse van bekwaamheid as voorgeskrewe mag word, moet lewer;
- (c) bewyse van resente redelike vliegondervindinge op die soort lugvaartuig waarvoor die lisensie verlang word, lewer, of by gebrek aan sodanige bewys, 'n praktiese toets aflê;
- (d) 19 jaar oud en benede die ouderdom van 45 jaar wees.

Flying Tests.

(1) The practical flying tests and examination for a pilot's licence to fly passenger, mail, or goods aircraft shall be as follows:—

- (a) The tests of skill, altitude and gliding flight, and landing tests are the same as those required for a private pilot's licence. Candidates already in possession of the latter licence are not required to pass these tests again.
- (b) Test of endurance: A cross-country flight of at least 200 miles, after which the final landing shall be made at the point of departure. This flight shall be made in the same aircraft within eight hours. It shall include two obligatory landings, during which the machine must come to rest, and which shall not be at the point of departure, but at points which shall be fixed by the examiners. At the time of departure the candidate shall be informed of his course and furnished with the appropriate map. The examiners will decide whether the course has been correctly followed.
- (2) (a) The candidate shall produce proof that he has carried out at least 35 hours flying as pilot in sole charge of a machine.
- (b) The candidate will be required to fly an aeroplane reliably and accurately, and land consistently well, tail down, at low speeds.
- (c) Execute unassisted four forced landings in different places selected by the examiners.

(3) *Night Flight.*—A thirty minutes' flight made between two hours after sunset and two hours before sunrise at a height of at least 1,500 feet.

(4) *Technical Examination.*—After satisfactory practical tests have been passed, candidates will submit themselves when summoned to examination on—

- (a) *Flying Machines:* Theoretical knowledge of the resistance of the air as concerns its effects on wings and tail-planes, rudders, elevators, and propellers; functions of the different parts of the machine and of their controls.

Assembling of flying machines, propellers, under-carriages, rudders, elevators, and their controls.

Practical tests on rigging.

- (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. Fuel 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.

Practical tests in running repairs.

- (c) Knowledge of instruments prescribed for flying machines.

- (d) Map-reading, use of compass, location of position, and elementary meteorology.

Knowledge of the provisions of the Union Air Navigation Regulations, 1924, regarding the rules as to lights and signals, rules of the air, and rules for air traffic on and in the vicinity of aerodromes.

Practical knowledge of the special conditions of air traffic and of international air legislation according to the International Convention.

The practical tests specified in the foregoing paragraphs shall be carried out within a maximum period of one month.

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 proper authorities.

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.

If available, a barograph shall be carried on all practical tests, and the graph signed by the two examiners shall be attached to their report.

The maximum period during which a pilot of a flying machine may not have flown, but yet may be considered to have had recent reasonable flying experience, is six months.

A pilot's licence for passenger, mail, or goods flying machines is 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 evidence of the holder's ability to fly those types.

Navigators.

56. The tests and examination for a licence to navigate passenger, mail, or goods aircraft shall consist of a theoretical and practical examination in the following:—

- (a) *Practical Astronomy*—

True and apparent movements of the celestial bodies.

Different aspects of the celestial sphere.

Hour angle, mean, true, and astronomical time.

Shape and dimensions of the earth.

Star globes and maps.

Methods of determining latitude, longitude, time, and azimuth.

- (b) *Navigation*—

Maps and charts—how to read them.

Compass, magnetic meridian, deviation, variation.

Courses, bearings, and their corrections.

Compensation of compasses (technical and practical).

Calculations of azimuth.

Flight by dead-reckoning, measure of the relative speed, drift, traverse table.

Chronometer, chronometer rate, comparisons.

Sextants, adjustments.

Nautical almanac.

Determination of position by means of position lines from observations of celestial bodies.

Knowledge of great circle navigation.

Calculation of courses and distances.

Aeronautical navigational instruments.

Vliegtoetse.

(1) Die praktiese vliegtoetse en eksamens vir 'n skippers-lisensie vir 'n passasiers-, pos- of goederelugvaartuig is as volg:—

- (a) Die bedrewenheids-, hoogte- en glyvlug- en neerdalingstoets is die dieselfde as die vereis vir 'n private skipperslisensie. Kandidate, wat alreeds in besit is van die laasgenoemde lisensie behoef hierdie toetse nie meer af te lê nie.

- (b) *Volhoudingsvermoë-toets.*—'n Vlug dwars oor die land van minstens 200 myl, waarna die laaste neerdaling by die plek van vertrek moet plaas vind. Hierdie vlug moet in die selfde lugvaartuig binne ag uur geskied. Dit sluit in twee verpligte neerdalings, gedurende welke die masien tot stilstand moet kom, en wat nie op die plek van vertrek moet geskied nie, maar op deur die eksaminateurs vasgestelde plekke. By sy vertrek word die kandidaat met sy koers bekendgemaak en van die vir die doel bestemde kaart voorsien. Die eksaminateurs oordeel of die koers korrek nagevolg word.

(2) (a) Die kandidaat moet bewys lewer, dat hy 'n vlug gemaak het van minstens 35 uur, alleen, as skipper van 'n lugvaartuig.

(b) Die kandidaat moet 'n aeroplaan op betroubare en noukeurige wyse bestuur, en steeds goed, stêrt naer benede, langsaam neerdal.

(c) Die kandidaat moet sonder hulp vier gedwonge landings op verskillende deur die eksaminateurs vasgestelde plekke maak.

(3) *Nagvlug.*—'n Vlug maak van dertig minute tussen twee ure na sonsonder- en twee ure voor sonsopgang, op 'n hoogte van minstens 1,500 voet.

(4) *Tegniese Eksamen.*—Na in die praktiese toetse geslaag te hê, moet kandidate hulself, wanneer vereis, onderwerp aan 'n eksamen van—

- (a) *Vliegmasien:* Teoretiese kennis van die weerstand van die lug met betrekking tot die effek op vlerke en stertplane, roers, elevators en skroewe; funksies van die verskillende dele van die masien en van hulle bestuursmiddels. Inmekaarsetting van vliegmasiene, skroewe, onderstelle, roers, elevators en hulle bestuursmiddels.

Praktiese toetse van tuiging.

- (b) *Masiene:* Algemene kennis van masiene, met inwendige verbranding en hulle verskillende funksies, skuifbeweging, koolverbinding, ontsteking, gasuitlating.

Kenmerk van aero-masiene en 'n algemene kennis van die bou, verstelbaarheid en inmekaarsetting daarvan.

Oorsaak van die gebrekkige loop van masiene. Brandstof en olie.

Beskrywing van die besonderhede van die aero-masiene in gebruik. Verstelbaarheid, olieëing, onderhoud, aftakeling en inmekaarsetting van die hoofdele; oorsaak van defek-raak. Gebruik van smoorleë en ander bestuursmiddels.

Praktiese toetse in lopende reparasies.

- (c) Kennis van instrumente voorgeskrywe vir vliegmasiene.

- (d) Kaartlees, gebruik van kompas, plaasbepaling en elementêre weerkunde.

Kennis van die bepalinge van die Unie Lugvaartregulasies, 1924, aangaande voorskrifte betreffende ligte en seine, lugregulasies en voorskrifte omtrent lugverkeer op en in die nabylig van aerodrooms.

Praktiese kennis van die spesiale lugverkeervoorskrifte en van internasionale lugwetgewing, ooreenkomstig die Internasionale Konvensie.

Die in die voorafgaande paragrawe gespesifiseerde praktiese toetse moet binne 'n maksimum tydperk van een maand afgelê word.

Hulle kan in enige volgorde afgelê word en elkeen kan tweemaal probeer word. Minstens twee behoorlike gevolmagtigde eksaminateurs moet daarby teenwoordig wees, deur wie die offisiële rapporte aan die bevoegde outoriteit oorhandig moet word.

Die offisiële rapporte moet volledige besonderhede van die vlugte aangee, veral van die landings. Die kandidaat moet, voor elke toets, bewys van identiteit lewer, wat die eksaminateurs geregtig is om te vorder.

Indien beskikbaar moet 'n barograaf by die aflegging van alle praktiese toetse aanwesig wees en die deur die twee eksaminateurs getekende kaart moet aan hul rapporte vasgeheg word.

Die maksimum tydperk gedurende welke 'n skipper van 'n vliegmasien nie gevlieg het nie en tog beskou kan word as resente redelike vliegondervinding gehad te hê is ses maande.

'n Skipperslisensie vir passasiers-, pos- of goederelugvaartuie word slegs vir sodanige soorte lugvaartuie uitgereik as die applikant kan bewys dat hy kan bestuur. 'n Lisensie kan egter uitgebrei word deur ander soorte op te neem, by indiering van bewyse van die bekwaamheid van die houër om daardie soorte te bestuur.

Stuurmanne.

56. Die toetse en eksamens vir 'n lisensie om passasiers-, pos- of goederelugvaartuie te bestuur bestaan uit 'n teoretiese en praktiese eksamen in die volgende:—

- (a) *Praktiese Sterrekunde*—

Ware en skynbare beweginge van hemelliggame.

Verskillende aansigte van die sterrewêreld.

Uurhoek, middelbare, ware en sterrekundige tyd.

Vorm en afmetings van die aarde.

Sterreglobe en sterrekaarte.

Manier om geografiese lengte en breedte, tyd en asimuth te bepaal.

- (b) *Stuurmanskuns*—

Kaarte—hoe om hulle te lees.

Kompas, magnetiese meridiaan, afwyking, verskille.

Koerse, bestekke en wysing daarvan.

Kompensasie van kompas (tegnies en prakties).

Berekeninge van asimuth.

Vlug per gegiste bestek, betreklike spoedmaat, afdrywing, draaiskyf.

Kronometer, kronometer (loop van), vergelykings.

Sekstants, verstelbaarheid.

Skeepsalmanak.

Vasstelling van posiesie deur waarneming van hemelliggame.

Kennis van grootsirkellugvaart.

Koers- en afstandsmeting.

Lugvaartinstrumente.

(c) *General Knowledge*—

International rules for air and maritime navigation.
International air legislation.
Practical knowledge of meteorology and of weather charts.

SECTION VIII.—LICENSED AERODROMES.

57. With reference to Article 12 of the regulations, applications for aerodrome licences should be made to the Secretary, Civil Air Board, General Post Office, Pretoria, by whom application forms will be supplied on demand.

58. Licensed aerodromes are divided into two main categories:—

(a) Aerodromes licensed for use only by the licensee and by individuals specifically authorized by him.

(b) Aerodromes licensed for public use.

59. Aerodromes are licensed either for all types of aircraft or for certain specified types.

60. Adequate first-aid appliances must be kept at all licensed aerodromes.

SECTION IX.—GENERAL.

61. In these directions "Postmaster-General" includes, in relation to any purpose of these directions, any person authorized by the Postmaster-General for that purpose.

62. These directions may be cited as the Air Navigation Directions, 1924 (A.N.D. 1).

63. These directions shall, except as otherwise provided herein, come into operation forthwith.

E. STURMAN,

Postmaster-General.

G.P.O., Pretoria,
22nd February, 1924.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

List of Prescribed Application, Licence, Certificate, Medical, and Customs Forms.

C.A.
Form.

1. Application for Pilot's Certificate and Licence.
2. Application for Aircraft Navigator's Certificate and Licence.
3. Application for Aircraft Engineer's Certificate and Licence.
4. Application for Registration of Aircraft.
5. Application for Certificate of Airworthiness.
6. Application for Licence for Aerodrome.
7. Certificate of Registration.
8. Certificate of Airworthiness.
9. Certificate and Licence for Private Pilots not carrying passengers, mail, or goods for hire or reward.
10. Certificate and Licence for Pilots carrying passengers, mail, or goods for hire or reward (Public Transport).
11. Certificate and Licence for Navigators.
12. Certificate and Licence for Aircraft Engineers.
13. Licence for Aerodrome.
14. Journey Logbook.
15. Aircraft Logbook.
16. Engine Logbook.
17. Signal Logbook.
18. Pilot's Logbook.
19. Certificates prescribed in connection with examination before flight of passenger, mail, or goods aircraft.
20. Medical Examination or Re-examination of Civilian for Pilot, Navigator, or Aircraft Engineer.
21. Medical Examination of Candidate on entry—Record Card.
22. Special Medical Examination of Civil Pilot, Navigator, or Aircraft Engineer—Medical Officer's Record.
23. Special Medical Examination of Civil Pilot, Navigator, or Aircraft Engineer—Record Card.
24. Envelope to contain Medical History of Civil Pilot, Navigator, or Aircraft Engineer. viz.: Completed forms copies of C.A. Forms 21 and 23.
25. Medical Report on Flying Accident to a Civil Pilot.
26. Application for Licence.
27. Customs Manifest or General Declaration of Cargo.
28. Customs Export Declaration.
29. Customs Certificate of Departure.
30. Customs Entry Outwards.
31. Aircraft's Content Outwards, Stores List, and Certificate of Clearance.
32. Monthly Statement of Flights by Civil Aircraft.

Licence No.

C.A. Form 1.

(For official use only.)

For Official Use only.

No. of application.....
Fee received.....19...
Class.....
Approved.....19...
Signed.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR PILOT'S CERTIFICATE AND LICENCE.
(See conditions printed on the back of this Form.)

1. Full name of applicant.....
(To be written in BLOCK CAPITALS.)
2. Date of birth.....
3. Nationality.....
4. Permanent address.....
5. Nationality of parents at their birth—
Father.....
Mother.....

(c) *Algemene kennis*—

Internasionale lugregulasies en seevaart.
Internasionale lugwetgewing.
Praktiese kennis van weerkunde en van weerkaarte.

AFDELING VIII.—GELISENSIEERDE AERODROOMS.

57. Met betrekking tot artikel 12 van die Regulasies, aplikasies vir aerodroomlisensies moet gerig word aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, by wie aplikasievorme, op aanvraag, verkrybaar is.

58. Gelisensieerde aerodrooms is in twee hoofkategorieë verdeel:—

(a) Aerodrooms gelisensieer slegs vir gebruik van die lisensiehouer en van spesiaal deur hom gemagtigde persone.

(b) Aerodrooms gelisensieer vir openbare gebruik.

59. Aerodrooms is gelisensieer of vir alle soorte lugvaartuie of vir sekere vasgestelde soorte.

60. Voldoende eerste hulpmiddels moet in alle gelisensieerde aerodrooms aanwesig wees.

AFDELING IX.—ALGEMEEN.

61. In hierdie voorskrifte beteken "Posmeester-generaal," met betrekking tot die doel van hierdie voorskrifte, tevens enige deur die Posmeester-generaal vir daardie doel gevolmagtigde persoon.

62. Hierdie voorskrifte kan aangehaal word as die Lugvaartvoorskrifte, 1924 (L.V.V.1).

63. Hierdie voorskrifte tree dadelik, behalwe waar andersins hierin bepaal in werking.

E. STURMAN,

Posmeester-generaal.

Hoofposkantoor,
Pretoria, 22 Februarie 1924.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

Lys van Voorgeskrewe Applikasie-, Lisensie-, Sertifikaat-, Mediese- en Doeanevorme.

S.L.
Vorm.

1. Applikasie vir Skippers-sertifikaat en -lisensie.
2. Applikaise vir Lugvaartuig-stuurmansertifikaat en -lisensie.
3. Applikasie vir Lugvaartuigmisienis-sertifikaat en -lisensie.
4. Applikasie vir Registrasie van Lugvaartuig.
5. Applikasie vir Lugwaardigheidssertifikaat.
6. Applikasie vir Aerodroomlisensie.
7. Registrasiesertifikaat.
8. Lugwaardigheidssertifikaat.
9. Sertifikaat en Lisensie vir Private Skippers, geen passasiers, poste of goedere teen betaling van vraag of beloning vervoerende nie.
10. Sertifikaat en Lisensie vir Skippers, passasiers, poste of goedere teen betaling van vraag of beloning vervoerende (Openbare Transport).
11. Stuurmansertifikaat en -lisensie.
12. Lugvaartuigmisienis-sertifikaat en -lisensie.
13. Aerodroomlisensie.
14. Reislogboek.
15. Lugvaartuiglogboek.
16. Masienlogboek.
17. Seinlogboek.
18. Skipperslogboek.
19. Sertifikaat voorgeskrewe in verband met inspeksie, voor vlug, van passasiers-, pos- of goederelugvaartuie.
20. Mediese Ondersoek van Burger as Skipper, Stuurman of Lugvaartuigmisienis.
21. Mediese Ondersoek van kandidaat by intreding—Register.
22. Spesiale mediese ondersoek van Siviele Skippers, Stuurman of Lugvaartuigmisienis—Register van Mediese Beampte.
23. Spesiale mediese ondersoek van Siviele Skipper, Stuurman of Lugvaartuigmisienis—Register.
24. Envelop vir mediese antesedente van Siviele Skipper, Stuurman of Lugvaartuigmisienis, nl., ingevulde kopieë van S.L. Vorm 21 en 23.
25. Mediese rapport op vliegongeval van 'n Siviele Skipper.
26. Applikasie vir Lisensie.
27. Doeanemanifes of Algemene Ladingsdeklarasie.
28. Doean-uitvoerdeklarasie.
29. Doeanesertifikaat van Vertrek.
30. Doean-aangifte, uitwaarts.
31. Inhoud, uitwaarts, van Lugvaartuig, Voorraadlys en Uitklaringssertifikaat.
32. Maandelikse opgawe van vlugte deur Siviele Lugvaartuie.

Lisensie No.

S.L. Vorm 1.

(Alleen vir offisiële doeleindes.)

Alleen vir Offisiële Doeleindes.

No. van applikasie.....
Foon ontvang.....19...
Klas.....
Goedgekeur.....19...
Geteken.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR SKIPPERSERTIFIKAAT EN -LISENSIE.
(Lees die op die agterkant van hierdie vorm gedrukte voorwaardes.)

1. Naam (voluit) van applikant.....
(In groot drukletters.)
2. Datum van geboorte.....
3. Nasionaliteit.....
4. Permanente adres.....
5. Nasionaliteit van ouers by hulle geboorte—
Vader.....
Moeder.....

6. Whether married. If married, particulars as to wife—
 - (a) Nationality.....
 - (b) Spinster or widow at time of marriage.....
 - (c) Surname.....
 - (d) Christian names.....
7. Whether qualified as a R.F.A. pilot.....
8. Whether licence is for flying—
 - (a) Passenger, mail, or goods aircraft.....
 - (b) Private aircraft.....
 - (c) Tourist aircraft.....
9. Name and type of class or classes of machine for which licence is required.....

I hereby declare that the above particulars are true in every respect.

Signature of applicant.....

Date of application.....

(This form, when filled up and accompanied by documents, etc., set out on the back hereof, should be addressed to the Secretary, Civil Air Board, General Post Office, Pretoria.)
For Official Use only.

Licence issued to.....by.....
on.....19...

PILOT'S LICENCE FOR PASSENGER, MAIL, OR GOODS FLYING MACHINES.

1. Persons applying for a pilot's licence to fly passenger, mail, or goods aircraft for hire or reward will be required—

- (a) to pass a medical examination, carried out under the control of the Director of Medical Services;
- (b) to produce a certificate of competency issued by a responsible authority duly authorized by the Postmaster-General to grant such certificates, or be qualified as R.A.F. pilots, in which case they will be required to produce such further proofs of competency as may be prescribed;
- (c) to submit proof of recent reasonable flying experience on the class of machine for which the licence is required, or failing such proof, undergo a practical test;
- (d) to be 19 years of age and under 45 years of age;

N.B.—A licence shall not be valid unless the holder passes a satisfactory medical examination after every 250 hours' flying, provided that not more than six months shall elapse between two successive examinations. In case of accident or illness, also, every holder of such a licence shall be re-examined and pronounced fit before resuming air duties.

Applicants should complete this form and forward it with—

- (1) certificate of competency (b) if not qualified as a R.A.F. pilot;
- (2) if qualified as a R.A.F. pilot, proof of recent flying experience on the class of machine for which the licence is required, and/or on any class of machine (e.g. certified copy of the last 10 hours' flying, extracted from logbook, giving date, machine, course, number of passengers, if any, and time in air) as per specimen *pro forma*;

"PRO FORMA."
Flying Experience.

Date.	Type of Machine.	Hours Flown.		Locality Period.	Number of Passengers Carried.
		Solo.	Under Instruction.		

(3) two unmounted photographs of applicant, not larger than 3 inches by 2 inches;

(4) Fee of £....., by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria, to cover cost of * licence fee, 10s.; medical examination, £1. 1s.; technical examination, 10s.; and flying test, £1. 1s. In the case of an application for the renewal of a licence the medical examination fee is 10s. 6d.

A form will then be sent giving instructions as to the date and place of the medical examination.

PRIVATE PILOT'S LICENCE (FLYING MACHINES).

2. Persons applying for a pilot's licence to fly machine other than passenger, mail, or goods aircraft for hire or reward must either be qualified as a R.A.F. pilot and submit proof of recent reasonable flying experience on the class of machine for which the licence is required, or failing such proof, produce a certificate of competency issued by a responsible authority duly authorized by the Postmaster-General.

- (1) A private pilot's licence does not authorize the holder to fly for hire or for any reward except a prize in a contest under the auspices of a recognized aeronautical association.
- (2) No private pilot shall take up a passenger unless he has completed at least 10 hours' solo flying, and shall not take up a passenger in any machine unless he has flown a machine of that type during the last six months for at least 10 hours unaccompanied by an instructor.

* Strike out inapplicable words.

6. Is u getroud? Indien getroud, vermeld besonderhede omtrent eggenote—
 - (a) Nasionaliteit.....
 - (b) Jonge dogter of weduwee ten tyde van huwelik.....
 - (c) Familienaam.....
 - (d) Voorname.....
7. Is u 'n bevoegde Koninklike Lugmagskipper?
8. Word 'n lisensie vereis vir 'n—
 - (a) Passasiers-, pos- of goederelugvaartuig.....
 - (b) Private lugvaartuig.....
 - (c) Toerislugvaartuig.....
9. Naam en soort van klas of klasse van lugvaartuig, waarvoor 'n lisensie vereis word.....

Ek verklaar hiermee dat die bogenoemde besonderhede in elke opsig juis is.

Handtekening van applikant.....

Datum van applikasie.....

(Hierdie vorm, wanneer ingevul en van die op die agterkant hiervan uiteengesette dokumente, ens., vergesel, moet aan die Sekretaris, Siviële Lugraad, Hoofposkantoor, Pretoria, gerig word.)
Alleen vir Offisiële Doeleindes.

Lisensie uitgereik aan.....deur.....
op.....19...

SKIPPERSLISENSIE VIR PASSASIERS-, POS- OF GOEDEREVLIEGMASJENE.

1. Persone, wat aanvraag doen om 'n skipperslisensie vir 'n passasiers-, pos- of goederelugvaartuig teen betaling van vrag of beloning, moet—

- (a) sig met goed gevolg aan 'n mediese ondersoek, uitgevoer onder toesig van die Direkteur van die Mediese Diens, onderwerp;
- (b) 'n bewaamheidsertifikaat, uitgereik deur 'n verantwoordelike outoriteit, wat behoorlik deur die Posmeester-generaal tot die uitreiking van sodanige sertifikate gemagtig is, oorlê, of bevoegde Koninklike Lugmagskippers wees, in watter geval hulle sodanige verdere bewyse van bekwaamheid moet lewer, as voorgeskrewe is;
- (c) bewyse van resente redelike vliegondervinding op die klas van lugvaartuig waarvoor die lisensie vereis word, lewer, of, by gebrek aan sodanige bewys, 'n praktiese toets aflê;
- (d) 19 jaar oud en benede die ouderdom van 45 jaar wees.

N.B.—'n Lisensie bly slegs geldig as die houer sig na elke 250 uur vlieg met goed gevolg aan 'n mediese ondersoek onderwerp, mits nie meer as ses maande tussen twee agtereenvolgende ondersoeke verloop nie. In geval van ongeluk of siekte moet elke houer van sodanige sertifikaat ook weer ondersoek en gesond verklaar word, alvorens lugwerkzaamhede te hervat.

Applikante moet hierdie vorm invul en daaraan vasheg—

- (1) 'n bekwaamheidsertifikaat (b), indien geen bevoegde Koninklike Lugmagskipper nie;
- (2) indien 'n bevoegde Koninklike Lugmagskipper, 'n bewys van resente vliegondervinding op die klas van lugvaartuig waarvoor die lisensie vereis word, en/of 'n ander klas lugvaartuig [b.v. 'n gesertifiseerde afskrif van die laaste 10 uur vlieg—'n uittreksel uit die logboek—aangewende datum, lugvaartuig, koers, aantal passasiers (indien daar is) en tyd in die lug] volgens eksemplaar *pro forma*;

"PRO FORMA."
Vliegondervinding.

Datum.	Model Lugvaartuig.	Ure Gevlieg.		Lokaleiteit Tydperk.	Aantal Passasiers Vervoer.
		Solo.	Onder Instruksie.		

(3) twee ongemonteerde fotografieë van applikant, nie groter as 3 duim by 2 duim nie;

(4) 'n fooi van £....., per gekruiste tjeek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria, ter dekking van * vlieglicensiefooie, 10s.; mediese ondersoek, £1. 1s.; tegniese eksamen, 10s.; en vliegtoets, £1. 1s. In die geval van 'n applikasie vir die vernouing van 'n lisensie is die fooi vir die mediese ondersoek 10s. 6d.

'n Vorm word dan gestuur met instruksies omtrent die datum en plek van die mediese ondersoek.

PRIVATE SKIPPERSLISENSIE (VLIEGMASJENE).

2. Persone wat aanvraag doen om 'n skipperslisensie vir 'n lugvaartuig ander dan 'n passasiers-, pos- of goederelugvaartuig teen betaling van vrag of beloning, moet of 'n bevoegde Koninklike Lugmagskipper wees en bewys van resente redelike vliegondervinding op die soort van lugvaartuig waarvoor die lisensie vereis word, lewer, of by gebreke aan sodanige bewys, 'n bekwaamheidsertifikaat, uitgereik deur 'n verantwoordelike deur die Posmeester-generaal behoorlik gemagtigde outoriteit oorlê.

- (1) 'n Private skippersertifikaat gee die houer geen reg om te vlieg teen betaling van vrag of beloning nie, behalwe vir 'n prys in 'n wedstryd onder die beskerming van 'n erkende lugvaartvereniging.
- (2) 'n Private skipper mag geen passasier in 'n lugvaartuig opneem nie, tensy hy minstens 10 uur solo gevlieg het, of 'n lugvaartuig van daardie soort gedurende die laaste ses maande vir minstens 10 uur, sonder vergesel te wees van 'n instrukteur, bestuur het.

* Krap ontoepaslike woorde uit.

- (3) Licences shall not be valid unless endorsed every six months by the Postmaster-General, and may be cancelled at any time for cause.

N.B.—Applications must be accompanied by—

- (1) certificate of competency if not qualified as a R.A.F. pilot;
- (2) if qualified as a R.A.F. pilot, proof of recent flying experience on the class of machine for which the licence is required, and/or on any class of machine (e.g. certified copy of the last 10 hours' flying, extracted from logbook, giving date, machine, course, number of passengers, if any, and time in air) as per specimen *pro forma* above;
- (3) two unmounted photographs of applicant, not larger than 3 inches by 2 inches;
- (4) fee of £....., by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria, to cover cost of * licence fee, 10s.; medical examination, £1. 1s.; technical examination, 10s.; and flying test, £1. 1s. In the case of an application for the renewal of a licence the medical examination fee is 10s. 6d.

* Strike out inapplicable words.

Licence No.....
(For official use only.)

C.A. Form 2.

For Official Use only.

No. of application.....
Fee received.....19..
Class.....
Approved.....19..
Signed.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR NAVIGATOR'S CERTIFICATE AND LICENCE.

(See conditions printed on the back of this form.)

1. (a) Full name of applicant.....
(To be written in BLOCK CAPITALS.)
- (b) Date of birth.....
2. Postal address.....
3. Nationality.....
4. Nationality of parents at their birth—
Father.....
Mother.....
5. Whether married. If married, particulars as to wife—
(a) Nationality.....
(b) Spinster or widow at time of marriage.....
(c) Surname.....
(d) Christian names.....
6. Whether qualified in any of the necessary tests mentioned overleaf.....
7. (a) Is licence required for day-flying only (land)?.....
(b) Is licence required for day and night flying (land only)?.....
(c) Is licence required for day and night flying (land and sea)?.....

I hereby declare that the above particulars are true in every respect.

Signature of applicant.....
Date of application.....

An applicant for a navigator's licence will be required to pass a medical examination carried out by a specially qualified medical man under the authority of the Director of Medical Services.

Applicants should in the first place complete this form and forward it to the Secretary, Civil Air Board, General Post Office, Pretoria, together with—

- (1) documentary evidence of the qualifications referred to in 6 overleaf, *vide* numbered paragraphs below;
- (2) the sum of £....., by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria, to cover cost of * licence fee, 10s.; medical examination, £1. 1s.; and technical examination, 10s. In the case of an application for the renewal of a licence the medical examination fee is 10s. 6d.;
- (3) two unmounted photographs of applicant, not larger than 3 inches by 2 inches.

A form will then be sent giving instructions as to the date and place of the medical examination.

CONDITIONS OF ISSUE OF NAVIGATOR'S LICENCE.

1. Navigator's licences will not be granted to any person who is under 19 years of age or over 45 years of age.
2. Certificates are subject to the holder passing a satisfactory medical examination at least every six months, and after any accident or illness, and may be cancelled at any time for cause.
3. Certificates of three classes will be issued only after theoretical and practical examinations of progressive difficulty upon the following subjects:—

(a) Practical Astronomy—

True and apparent movements of the celestial bodies.
Different aspects of the celestial sphere.
Hour angles, mean, true, and astronomical time.
Shape and dimensions of the earth.
Star globes and maps.
Methods of determining latitude, longitude, time, and azimuth.

- (3) Sertifikate bly nie geldig nie, tensy elke ses maande deur die Posmeester-generaal geëndosseer, en kan enige tyd om rede geskors word.

N.B.—Applikasies moet vergesel wees van—

- (1) 'n bekwaamheidsertifikaat, indien geen bevoegde Koninklike Lugmagskipper nie;
- (2) indien 'n bevoegde Koninklike Lugmagskipper, 'n bewys van resente vliegondervinding op die klas lugvaartuig waarvoor die lisensie vereis word, en/of op 'n ander klas lugvaartuig [b.v. 'n gesertifiseerde afskrif van die laaste 10 uur vlieg—'n uittreksel uit die logboek—aangewerde datum, lugvaartuig, koers, aantal passasiers (indien daar is) en tyd in die lug] volgens bogenoemde eksenplaar *pro forma*;
- (3) twee ongemonteerde fotografieë van applikant, nie groter as 3 duim by 2 duim nie;
- (4) 'n Fooi van £....., per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria, ter dekking van *lisensiefoo, 10s.; mediese ondersoek, £1. 1s.; tegniese eksamen, 10s.; en vliegtoets, £1. 1s. In die geval van 'n applikasie vir die vernuwing van 'n lisensie is die fooi vir die mediese ondersoek 10s. 6d.

* Krap ontoepaslike woorde uit.

Lisensie No.....
(Alleen vir offisiële doeleindes.)

S.L. Vorm 2.

Alleen vir Offisiële Doeleindes.

No. van applikasie.....
Fooi ontvang.....19..
Klas.....
Goedgekeur.....19..
Geteken.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR LUGVAARTUIGSTUURMAN-SERTIFIKAAT EN -LISENSIE.

(Lees die op die agterkant van hierdie vorm gedrukte voorwaardes.)

1. (a) Naam (voluit) van applikant.....
(In groot drukletters.)
- (b) Datum van geboorte.....
2. Posadres.....
3. Nasionaliteit.....
4. Nasionaliteit van ouers by hulle geboorte—
Vader.....
Moeder.....
5. Is u getroud? Indien getroud, vermeld besonderhede omtrent eggenote—
(a) Nasionaliteit.....
(b) Jonge dogter of weduwee ten tyde van huwelik.....
(c) Familienaam.....
(d) Voornaam.....
6. Is u bevoeg in een van die op die agterkant hiervan vermelde nodige toetse?.....
7. Word lisensie vereis vir dagvlug alleen (land).....
(a) Word lisensie vereis vir dag- en nagvlug (land alleen).....
(c) Word lisensie vereis vir dag- en nagvlug (land en see).....

Ek verklaar hiermee, dat die bogenoemde besonderhede in elke opsig juis is.

Handtekening van applikant.....
Datum van applikasie.....

'n Applikant vir 'n stuurmanslisensie moet sig met goed gevolg onderwerp aan 'n mediese ondersoek, uitgevoer deur spesiaal bevoegde dokters, aangestel deur die Direkteur van Mediese Dienste.

Applikante moet in die eerste plek hierdie vorm invul en dit dan aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, stuur, tesame met—

- (1) skriftelike getuienis van die in 6 op die voorkant hiervan vermelde bevoeghede, *vide* die ondergenoemde paragrawe;
- (2) Die som van £....., per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria, ter dekking van die koste van * lisensiefoo, 10s.; mediese ondersoek, £1. 1s.; en tegniese eksamen, 10s. In die geval van 'n applikasie vir die vernuwing van 'n lisensie is die fooi vir die mediese ondersoek 10s. 6d.;
- (3) twee ongemonteerde fotografieë van applikant, nie groter as 3 duim by 2 duim nie.

'n Vorm word dan gestuur met instruksies omtrent die datum en plek van die mediese ondersoek.

VOORWAARDES VAN UITREIKING VAN STUURMANSLISENSIE.

1. Stuurmanslisensies word aan niemand benede 19 of bo 45 jaar oud uitgereik nie.
2. Sertifikate is onderworpe daaraan, dat 'n houer sig minstens elke ses maande en na 'n ongeluk of siekte, met goed gevolg aan 'n mediese ondersoek onderwerp, en kan enige tyd om rede gekanseleer word.
3. Sertifikate van drie klasse word slegs uitgereik na teoretiese en praktiese eksamens van steeds moeiliker aard in die volgende vakke:—

(a) Praktiese Sterrekunde—

Ware en skynbare beweginge van hemelliggame.
Verskillende aansigte van die sterrewêreld.
Uurhoeke, middelbare, ware en sterrekundige tyd.
Vorm en afmetings van die aarde.
Sterreglobe en kaarte.
Metode om geografiese lengte en breedte, tyd en asimuth te bepaal.

(b) *Navigation*—

Maps and charts—how to read them.
Compass, magnetic meridian, variation, deviation.
Courses, bearings, and their corrections.
Compensation of compasses (technical and practical).
Calculations of azimuth.
Flight by dead reckoning, measure of the relative speed, drift, and traverse table chronometer, chronometer rate, comparisons.
Sextants, adjustments.
Nautical almanac.
Determination of position by means of bearing and altitude of stars.
Knowledge of great circle navigation.
Aeronautical navigational instruments.

(c) *General Knowledge*—

International air legislation.
Practical knowledge of meteorology and of weather charts.

Licence No.....

C.A. Form 3.

(For official use only.)

For Official Use only.

No. of application.....
Fees received.....19...
Class.....
Approved.....19...
Signed.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR AIRCRAFT ENGINEER'S CERTIFICATE AND LICENCE.

The sum of £..... must be forwarded with this application by crossed cheque or postal order, and made payable to the Postmaster-General, General Post Office, Pretoria, to cover cost of *medical examination, £1. 1s.; technical examination, 10s.; and licence fee, 10s. In the case of an application for the renewal of a licence, the medical examination fee is 10s. 6d.

1. Full name of applicant.....
2. Date of birth.....

(NOTE.—Applicants for aircraft engineer's licence must have attained the age of 21.)

3. Nationality of applicant.....
4. Postal address of applicant.....

5. Nationality of parents at their birth—

Father.....
Mother.....

6. Whether married.....

7. If married, particulars as to wife—

Nationality.....
Spinster or widow at time of marriage.....
Surname.....
Christian names.....

8. State for which of the following the licence is required:—

(a) Inspection of aircraft before flight.....
(b) Inspection of aircraft after overhaul.....
(c) Inspection of aero-engines before flight.....
(d) Inspection of aero-engines after overhaul.....
(e) Inspection of the instruments other than sextant accessories for sextant, chronometer, course and distance calculator, chart table.

Where a candidate's experience is limited to any particular type or types of aircraft or engine, a licence may be granted in respect of such type or types only.

9. State type of aircraft and type of engines for which you desire to qualify.....

10. Have you served at least two years as a mechanic or aircraft engineer on internal combustion engines, for a like period on aircraft construction or maintenance, or a period of not under three years on joint aero-engine and aircraft construction or maintenance? If so, state where this experience was obtained, length of service, and class of work engaged upon.....

11. (a) State total number hours flying experience.....
(b) Nature of aerial work.....
(c) Average flying height.....

12. Have you ever suffered from giddiness, fainting attacks, sea, train, or swing sickness?.....

I hereby declare that the above particulars are true in every respect.

Signature of applicant.....

Date of application.....

This form, when filled up, should be accompanied by two unmounted photographs of applicant, not larger than 3 by 2 inches, and addressed to the Secretary, Civil Air Board, General Post Office, Pretoria.

For Official Use only.

Licence issued to.....by.....
on.....19...

* Strike out inapplicable words.

(b) *Stuurmanskuns*—

Kaarte—hoe om hulle te lees.
Kompas, magnetiese meridiaan, afwykinge, verskille.
Koerse, bestekke en wysiginge daarvan.
Kompensasie van kompas (tegnies en prakties).
Berekening van asimuth.
Vlug per gegiste bestek, betreklike spoedmaat, afdrywing en draaiskyf, kronometer, kronometer (loop van), vergelykings.
Sektants, verstelbaarheid.
Skeepsalmanak.
Vasstelling van posiesie deur waarneming van hemelliggame.
Kenniss van groot sirkel-lugvaart.
Lugvaartinstrumente.

(c) *Algemene Kennis*—

Internasionale lugwetgewing.
Praktiese kennis van weerkunde en van weerkaarte.

Lisensie No.....

S.L. Vorm 3.

(Alleen vir offisiële doeleindes.)

Alleen vir Offisiële Doeleindes.

No. van applikasie.....
Fees ontvang.....19...
Klas.....
Goedgekeur.....19...
Geteken.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR LUGVAARTUIGMASIENIS-SERTIFIKAAT EN -LISENSIE.

Die som van £.....moet met hierdie applikasie per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria, gestuur word ter dekking van die koste van *mediese ondersoek £1. 1s., tegniese eksamen 10s., en lisensiefees 10s. In die geval van 'n applikasie vir die vernieuwing van 'n lisensie is die fees vir mediese ondersoek 10s. 6d.

1. Naam (voluit) van applikant.....
2. Datum van geboorte.....

(N.B.—Applikante vir lugvaartuigmasienis-lisensie moet die ouderdom van 21 jaar bereik het.)

3. Nasionaliteit van applikant.....
4. Posadres van applikant.....

5. Nasionaliteit van ouers by hulle geboorte—

Vader.....
Moeder.....

6. Is u getroud?.....

7. Indien getroud, besonderhede omtrent eggenote—

Nasionaliteit.....
Jonge dogter of weduwee ten tyde van huwelik.....
Familiennaam.....
Voornaam.....

8. Vermeld vir watter van die volgende die lisensie vereis word—

(a) Inspeksie van lugvaartuie voor vlug.....
(b) Inspeksie van lugvaartuie na nasien.....
(c) Inspeksie van aero-masieene voor vlug.....
(d) Inspeksie van aero-masien na nasien.....
(e) Inspeksie van die instrumente ander dan sekstant, toebehore van sekstant, kronometer, koers- en afstandsmeter, kaarttafel.....

Waar die ondervinding van 'n kandidaat tot 'n besondere model of modelle lugvaartuig of masien beperk is, word 'n lisensie alleen ten opsigte van sodanige model of modelle uitgereik.

9. Vermeld modelle lugvaartuie en soorte masiene waarin u bevoeg wil word.....

10. Het u minstens twee jaar gedien as 'n handwerksman of lugvaartuig-masienis op inwendige verbranding masiene; vir 'n dergelike tydperk op lugvaartuigkonstruksie of onderhoud, of nie minder as drie jaar op gesamentlike aero-masien- en lugvaartuigkonstruksie of -onderhoud? Indien so, vermeld waar hierdie ondervinding opgedaan werd, lengte van diens en soort werk deur u gedaan.....

11. (a) Vermeld totaal-aantal ure vliegondervinding.....

(b) Aard van lugwerk.....

(c) Gemiddelde vlieghoogte.....

12. Het u ooit gely aan duiseligheid, floues, see-, trein-, of skoppelemaaisiekte?.....
Ek verklaar hiermee, dat die bogenoemde besonderhede in elke opsig juis is.

Handtekening van applikant.....

Datum van applikasie.....

Hierdie vorm, wanneer ingevul, moet vergesel van twee ongemonteerde fotografieë van applikant, nie groter as 3 by 2 duim, gestuur word aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria.

Alleen vir Offisiële Doeleindes.

Lisensie uitgereik aan.....deur.....
op.....19...

* Krap ontoepaslike woorde uit.

C.A. Form 4.

Not to be filled in by
Applicant.

No. of application.....
 Fee received.....19...
 Approved.....19...
 Signed.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR REGISTRATION OF AN AIRCRAFT.

(To be sent in duplicate.)

The sum of £1. 1s. for the registration of an aircraft must be forwarded with this application. The sum should be paid by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria.

The fee chargeable for the renewal of a certificate is 5s.

FULL NAME, ADDRESS, AND NATIONALITY OF OWNER OR OF
OWNING COMPANY.

1. Surname of owner (or name of company, in which case give names of directors, and state whether president, chairman, or director)
2. Christian name
3. Address
4. Nationality

DESCRIPTION OF AIRCRAFT.

5. Heavier than, or lighter than, air.....
6. Made by
7. Type
8. Maker's No.....
9. Date of construction.....
10. Date of trial flights..... Place of trial flights

In flight; reduced or folded for storage.

11. Span or breadth over all in feet.....
12. Length over all in feet.....
13. Height over all in feet.....
14. Cubic capacity (of airship or balloon).....
15. Weight equipped, without load, fuel, oil, but including the water in the radiators.....
16. Maximum safe load in lbs..... Air speed..... Miles per hour.....

EQUIPMENT (GIVE NUMBER AND TYPE).

17. Instruments
18. Gauges
19. Lights.....
20. Signals
21. Fire extinguishers
22. Parachutes
23. Tools
24. Other equipment
25. Number of engines per machine..... Type..... h.p.....
26. Airscrews {Type..... No..... Pitch.....
Diameter..... Number.....

Fuel Capacity.

Gallons.

27. Petrol
28. Oil
29. No. of Airworthiness Certificate (if already issued).....
30. Usual station of aircraft.....
31. State purpose for which aircraft is to be used and whether tourist, passenger, goods, mail, or private } A.—General.....
B.—Commercial.....

NOTE: General.—Aircraft intended for exhibition flying, training purposes, or flight involving sudden changes of attitude.

Commercial.—Aircraft intended for use solely for straight flying which will not under any circumstances be looped, rolled, or put to any manoeuvre involving sudden changes of attitude.

I hereby declare that the above particulars are true in every respect.

Signature of Applicant.....

Date of Application.....

This form, when filled up, should be forwarded to the Secretary, Civil Air Board, General Post Office, Pretoria.

REGISTRATION.

(Not to be filled in by applicant.)

- Aircraft inspected on.....
 Particulars, accurate as corrected.....
 Modifications from type indicated on annexed sheet.....
 Registration recommended, with the following special conditions.....

Date.....

Signature.....

Registration approved and Registration Mark.....
 allotted, which should be preceded by nationality mark G, thus G.....

Registration { approved } for reasons annexed.
 { not approved }

Certificate issued to..... by.....

for Postmaster-General.

S.L. Form 4.

Nie deur Applikant ingevul te word nie.

No. van applikasie.....
 Fooi ontvang.....19...
 Goedgekeur.....19...
 Geteken.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR REGISTRASIE VAN 'N
LUGVAARTUIG.

(In duplikaat in te stuur.)

Die som van £1. 1s. vir die registrasie van 'n lugvaartuig moet met hierdie applikasie ingestuur word. Die bedrag moet betaal word per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria.

Die fooi betaalbaar vir die vernuwing van 'n sertifikaat is 5s.

NAAM (VOLUIT), ADRES EN NASIONALITEIT VAN EIENAAR OF VAN
MAATSKAPPY IN BESIT.

1. Familienaam van eienaar (of naam van maatskappy, in watter geval die name van direkteure, en of hulle president, voorsitter of direkteur is, opgegee moet word).....
2. Voorname
3. Adres
4. Nasionaliteit

BESKRYWING VAN LUGVAARTUIG.

5. Swaarder of ligter as lug.....
6. Fabriikaat
7. Model
8. Fabrieksnommer
9. Datum van konstruksie.....
10. Datum van vliegproefnemings..... Plek van vliegproefnemings.....
Gedurende vlug. Verklein of ingevul vir opberging.
11. Vlugg of afmeting van vlerk tot vlerk, volle lengte, in voete.....
12. Lengte, volle lengte, in voete.....
13. Hoogte, volle lengte, in voet.....
14. Kubieke bergruimte (van lugskip of ballon).....
15. Gewig, uitgerus, sonder lading, brandstof, olie, maar met water in radiators.....
16. Maksimum veilige lading in lbs..... Lugsnelheid.....
Myl per uur.....

UITRUSTING (GEE NOMMER EN SOORT).

17. Instrumente
18. Peiltoestel
19. Ligte
20. Seine
21. Vuuruitblustoestel
22. Valskerme
23. Gereedskap
24. Ander uitrusting
25. Aantal masiene per lugvaartuig..... Soort.....
Perdekrag.....
26. Lugs kroewe {Model..... No..... Spoed.....
Deursnede..... Nommer.....
Brandstofberg ruimte..... Gallon.....
27. Petrol
28. Olie
29. No. van lugwaardigheidsertifikaat (as een al uitgereik is).....
30. Gewoonlike stasie van lugvaartuig.....
31. Vermeld die doel waarvoor die lugvaar- } A.—Algemeen.....
tuig gebruik sal word en of dit 'n }
toeris-, passasiers-, goedere-, pos- of }
private lugvaartuig is } B.—Handel.....

N.B.: Algemeen.—Lugvaartuie bedoel vir demonstrasie in vliegkuns, opleidingsdoeleindes of vlugte, wat plotselinge veranderinge van houding teweegbring.

Handel.—Lugvaartuie bedoel slegs vir gewone vliegtoere en wat onder geen omstandighede aan kringvlugte, rol of enige ander maneuer onderwerp word nie, wat plotselinge veranderinge van houding teweegbring.

Ek verklaar hiermee, dat die bogenoemde besonderhede in elke opsig juis is.

Handtekening van applikant.....

Datum van applikasie.....

Hierdie vorm moet, wanneer ingevul, aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, gestuur word.

REGISTRASIE.

(Nie deur applikant ingevul te word nie.)

- Lugvaartuig geïnspekteer op.....
 Besonderhede, juis soos gewysig.....
 Wysiginge van model aangetoon op bygaande.....
 Registrasie aanbeveel met die volgende spesiale voorwaardes.....

Datum

Handtekening

Registrasie goedgekeur en registrasiemerk.....
 toegeken, waaraan nasionaliteitsmerk G moet voorafgaan, nl. G.....

Registrasie { goedgekeur } om bygaande redes.....
 { afgekeur }

Sertifikaat uitgereik aan.....deur.....
 op.....

Namens Posmeester-generaal.

No. of Certificate..... C.A. Form 5.
(Not to be filled in by Applicant.)
Not to be filled in by Applicant.
No. of application.....
Fee received.....19...
Approved.....19...
Signed.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR CERTIFICATE OF AIRWORTHINESS.

The sum of £20 in respect of a certificate of airworthiness for a type aircraft, or £5. 5s. for the renewal of any certificate of airworthiness or for a certificate of airworthiness of a subsequent aircraft of a type in respect of which a type certificate has been issued, must be forwarded with this application. The sum should be paid by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria.

FULL NAME, ADDRESS, AND NATIONALITY OF OWNER OR OF OWNING COMPANY.

1. Surname of owner (or name of Company, in which case give names of directors, and state whether President, Chairman, or Director).....
2. Christian name.....
3. Address.....
4. Nationality.....

DESCRIPTION OF AIRCRAFT.

5. No..... Series..... Type..... No.....
6. Place and year of construction of aircraft.....
7. Name of constructor.....
8. Class of aircraft—
(a) Land and/or marine.....
(b) Number of planes.....
Number of engines..... types..... h.p.....
(c) Crew required.....
(d) Number of passengers allowed.....
9. State whether aircraft is—
New type.....
Modified.....
Subsequent.....
10. State purpose for which aircraft is to be used, and whether tourist, passenger, mail goods, or private—
A. General.....
B. Commercial.....
NOTE.—General.—Aircraft intended for exhibition flying, training purposes, or flight involving sudden changes of attitude.
Commercial.—Aircraft intended for use solely for straight flying, which will not under any circumstances be looped, rolled, or put to any manoeuvre involving sudden changes of attitude.
11. Weight of aircraft equipped, without load, fuel, oil, but including the water in the radiator.....
12. Total height (with and without trolley in case of seaplanes).....
13. Maximum span (in flying position).....
14. Maximum length (in flying position).....
15. Fuel capacity. A. Petrol..... gal. B. Oil..... gal.
16. Registration mark, if already allotted.....

I hereby declare that the above particulars are true in every respect.

Signature of applicant.....

Date of application.....

(This form, when filled up, should be forwarded to the Secretary, Civil Air Board, General Post Office, Pretoria.)

C.A. Form 6.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

APPLICATION FOR LICENCE FOR AERODROME.

(To be sent in duplicate.)

The Secretary,
Civil Air Board,
General Post Office,
Pretoria.

1. Application is hereby made for a licence for (a) an aerodrome to be used by aircraft carrying passengers, mails, or goods for hire or reward; (b) an aerodrome licensed for use only by the licensee and by individuals specifically authorized by him, of which the proper description is as follows:—(Conveyancing description to be given of land area privately owned, if any.)

2. There is enclosed herewith a plan on a scale of at least 20 inches to the mile showing the proposed aerodrome and the surrounding ground or water to a distance of 600 to 800 yards in all directions. The plan shows the land contours of the proposed aerodrome at vertical intervals of 2 feet and of the surrounding ground area at intervals of 20 feet. It also accurately shows all natural features, buildings, trees, or works on the proposed aerodrome and those on the surrounding ground upwards of 10 feet in height, the heights being as noted upon the plan. The proposed area for the alighting and taking off of machines is also shown, and any dangerous objects in the vicinity are specially marked.

3. The applicant's title to the land or water area privately owned is.....

No. van Sertifikaat..... S.L. Vorm 5.
(Nie deur applikant ingevul te word nie.)
Nie deur applikant ingevul te word nie.
No. van aplikasie.....
Foon ontvang.....19...
Goedgekeur.....19...
Geteken.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR LUGWAARDIGHEIDSSERTIFIKAAT.

Die som van £20 ten opsigte van 'n Lugwaardigheidsertifikaat vir 'n model-lugvaartuig, of £5. 5s. vir die vernuwing van 'n lugwaardigheidsertifikaat of vir 'n lugwaardigheidsertifikaat van 'n lugvaartuig volgens model ten opsigte waarvan 'n model-sertifikaat alreeds uitgereik is, moet met hierdie aplikasie ingestuur word. Die bedrag moet betaal word per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria.

NAAM (VOLUIT), ADRES EN NASIONALITEIT VAN EIENAAR OF VAN MAATSKAPPY IN BESIT.

1. Familienaam van eienaar (of naam van maatskappy, in watter geval die name van direkteure, en of hulle president, voorsitter of direkteur is, opgegee moet word).....
2. Voornaam.....
3. Adres.....
4. Nasionaliteit.....

BESKRYWING VAN LUGVAARTUIG.

5. No..... Series..... Model..... No.....
6. Plek en jaar van konstruksie van lugvaartuig.....
7. Naam van bouer.....
8. Klas van lugvaartuig—
(a) Land en/of marine.....
(b) Aantal plane.....
Aantal masiene..... Modelle..... Perdekrag.....
(c) Bemanning benodig.....
(d) Aantal passasiers toegelaat.....
9. Vermeld of lugvaartuig is—
Model.....
Gewysigde.....
Volgens model.....
10. Vermeld die doel waarvoor die lugvaartuig gebruik sal word en of dit 'n toeris-, passasiers-, pos-, goedere- of private lugvaartuig is—
A. Algemeen.....
B. Handel.....

N.B.—Algemeen.—Lugvaartuie bedoel vir demonstrasies in vliegkuns, opleidingsdoeleindes, of vlugte wat plotselinge veranderinge van houding teweegbring.

Handel.—Lugvaartuie bedoel slegs vir gewone vliegtoere, en wat onder geen omstandighede aan kringvlugte, rol- of enige ander maneuer onderwerp word nie, wat plotselinge veranderinge van houding teweegbring.

11. Gewig van lugvaartuig, uitgerus, sonder lading, brandstof, olie, maar met water in radiators.....
12. Totaal-hoogte (met en sonder trollie in geval van seeplane).....
13. Maksimum vlug (in vliegposiesie).....
14. Maksimum-lengte (in vliegposiesie).....
15. Brandstofberguimte. A. Petrol..... gal. B. Olie..... gal.
16. Registrasiemerk, as een reeds toegeken is.....

Ek verklaar hiermee, dat die bogenoemde besonderhede in elke opsig juis is.

Handtekening van applikant.....

Datum van aplikasie.....

(Hierdie vorm moet, wanneer ingevul, aan die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, gestuur word.)

S.L. Vorm 6.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

APPLIKASIE VIR AERODROOMLISENSIE.

(In duplikaat in te stuur.)

Die Sekretaris,
Siviele Lugraad,
Hoofposkantoor,
Pretoria.

1. Aplikasie word hiermee gemaak vir 'n lisensie vir (a) 'n aerodroom vir gebruik deur lugvaartuie, wat passasiers, poste of goedere teen betaling van vraag of beloning vervoer, (b) 'n aerodroom gelisensieer vir gebruik slegs deur die lisensiehouer en deur spesiaal deur hom gemagtigde individue, waarvan die beskrywing as volg is:—(Die beskrywing in die transport van 'n landstreek, wat privaat eiendom is, moet gegee word.)

2. Hierby aangeheg is 'n plan op 'n skaal van minstens 20 duim tot 'n myl, aantonende die voorgestelde aerodroom en die omliggende grond of water tot 'n afstand van 60 tot 800 jaart in alle rigtings. Die plan gee die landonttrek aan van die voorgestelde aerodroom op loodregte tussenruimtes van 2 voet en van die omliggende grondstreek op tussenruimtes van 20 voet. Dit gee ook noukeurig aan alle natuurlike kenmerke, geboue, bome of fabriek op die voorgestelde aerodroom en op die omliggende terrein vanaf 10 voet in hoogte en meer; die hoogtes word op die plan aangegee. Die voorgestelde lugvaartuig neerdalings- en afvaartsone word ook aangetoon en alle gevaarlike voorwerpe in die nabyheid spesiaal aangemerk.

3. Die benaming van die applikant vir die land of waterstreek, wat privaat eiendom is, is.....

4. The aerodrome is for use as an (a) aerodrome station, (b) a seaplane station.
5. The aerodrome is to be available for use only by day or by day and by night.
6. The aerodrome is to be available for use by the public or only by aircraft belonging to the following owners.....
7. The character of the ground surface and of the sub-soil is as follows (if the application refers to an aerodrome).....
8. The following equipment is or is to be installed at the aerodrome.....
9. The distance to the nearest railway station is..... in a.....direction, and to the nearest tramway station.....in a.....direction.
10. The following utilities are available:—
Water from.....mains.
Gas from.....mains.
Electric light or power from.....wires.
Telephone connection with.....exchange
11. Application is made for authority to make the following charges (only at a public aerodrome).

Lighting and Taking Off.	Small Machines Less than 900 ft.	Medium Machines Over 900, but not exceeding 1,800 sq. ft.	Large Machines Over 1,800 sq. ft.
(a) By day.....			
(b) By night.....			
Open-air storage—			
(a) Above 2 hours up to 8 hours.....			
(b) Above 8 hours for each 24 hours, including the first 8 hours.....			
(c) Per month.....			

Hangar storage per 100 sq. ft. or fraction thereof (to be ascertained by multiplying the greatest breadth by the over-all length).
The alighting charge to include the starting of propellers, one test flight, and the supply of all available information as to routes and weather conditions, but tying down and repairs to be separately charged for.

The sum of £2. 2s. must be forwarded with this application in payment of the licence fee by crossed cheque or postal order, made payable to the Postmaster-General, General Post Office, Pretoria.

12. The particulars above given are declared to be true in every respect.

Dated at.....this.....day of.....19...

Signature.....

File No.....

C.A. Form 7.
Certificate No.....

(Not to be filled in by Applicant.)

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

CERTIFICATE OF REGISTRATION OF AIRCRAFT.

Particulars and Conditions of Registration of an Aircraft.	
1. Nationality.....	.....
2. Nationality mark.....	.....
3. Registration mark.....	.....
4. Maker of aircraft.....	.....
5. Maker's No.....	.....

6. Full description of aircraft—	Type.	Description of Aircraft.	Class.
Including Class....			
{ Tourist..... Private..... Passenger Mail (and/or Goods			

7. Power Plant.....	No. of Engines.	Type.	H.P.

	In Flight.	Reduced or Folded for Storage.
8. Height in feet.....		
9. Length in feet.....		
10. Breadth in feet.....		
11. Weight equipped without load, fuel, oil, but including the water in the radiators.....		
12. Crew to be carried.....		
13. Number of passengers allowed.....		
14. Weight fully loaded not to exceed.....lbs.....		
15. Minimum equipment required.....		

4. Die aerodroom is vir gebruik as 'n (a) aerodroomstasie, (b) 'n seeplaanstasie.

5. Die aerodroom sal slegs vir gebruik oordag, of oordag en snags, beskikbaar wees.

6. Die aerodroom sal slegs vir gebruik deur die publiek, of slegs vir lugvaartuie behorende aan die volgende eienaars beskikbaar wees.....

7. Die aard van die grondoppervlakte en van die ondergrond is as volg (as die applikasie vir 'n aerodroomstasie is).....

8. Die volgende uitrusting is geïnstalleer of sal of die aerodroom geïnstalleer word.....

9. Die afstand na die naaste spoorwegstasie is..... in 'n.....rigting, en die naaste tremstasie.....in 'n.....rigting.

10. Die volgende fasiliteite is beskikbaar:—

Water van.....buis.

Gas van.....buis.

Elektriese lig of krag van.....drade.

Telefoonverbinding met.....sentrale.

11. Applikasie word gemaak vir goedkeuring van die volgende tarief (slegs by openbare aerodrooms).

Neerdaling en Afvaart.	Klein Lugvaartuie, minder as 900 vierk. vt.	Middelmatige Lugvaartuie, oor 900 vierk. vt., maar nie meer as 1,800 vierk. vt. nie.	Groot Lugvaartuie, oor 1,800 vierk. vt.
(a) Oordag.....			
(b) Snags.....			
Opelug opberging—			
(a) Bo 2 uur tot 8 uur.....			
(b) Bo 8 uur vir elke 24 uur, met inbegrip van die eerste 8 uur.....			
(c) Per maand.....			

Hangar-opberging per 100 vierkante voet of gedeelte daarvan (vasgestel te word deur vermenigvuldiging van die grootste breedte met die algehele lengte).

Die afvaarkoste sluit in aan die gang sit van skroewe, een toetsvlug en die verstrekking van alle beskikbare inligtinge betreffende roetes en weerstoestande, maar vasbind en reparasies word afsonderlik in rekening gebring.

Die som van £2 2s. moet met hierdie applikasie ingestuur word ter betaling van die lisensiefooi per gekruiste tjek of posorder, betaalbaar aan die Posmeester-generaal, Hoofposkantoor, Pretoria.

12. Ek verklaar, dat die bogenoemde besonderhede in elke opsig juis is.

Gedateer te.....hede.....dag van.....19...

Handtekening.....

Lias No.....S.I. Vorm 7.
Sertifikaat No.....

(Nie deur Applikant ingevul te word nie.)

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

LUGVAARTUIG-REGISTRASIESERTIFIKAAT.

Besonderhede en Voorwaardes van Registrasie van 'n Lugvaartuig.	
1. Nasionaliteit.....	.....
2. Nasionaliteitsmerk.....	.....
3. Registrasiemerk.....	.....
4. Fabrikant van Lugvaartuig.....	.....
5. Fabrieksnommer.....	.....

6. Volledige beskrywing van lugvaartuig—	Model	Beskrywing van Lugvaartuig.	Klas.
Met inbegrip van klas....			
{ Toeris..... Private..... Passasiers, pos- en/of goedere			

7. Kragontwikkelingsmasien....	Aantal Masiene.	Model.	Perdekrag.

	Gedurende Vlug.	Verklein of Ingevoer vir Opberging.
8. Hoogte in voete.....		
9. Lengte in voete.....		
10. Breedte in voete.....		
11. Gewig, uitgerus, sonder lading, brandstof, olie, maar met water in radiators.....		
12. Bemanning ter vervoer.....		
13. Aantal passasiers toegelaat.....		
14. Gewig volle lading mag.....lbs. nie te bo gaan nie.		
15. Minimum uitrusting benodig.....		

16. Usual station of aircraft.....
- Full Name, Address, and Nationality of Owner or of
Owning Company.
17. Surname of owner (or name
of company).....
18. Christian name.....
19. Address.....
20. Nationality.....

I hereby certify that the above-mentioned aircraft has been
duly registered in accordance with the Aviation Act, No. 16, 1923,
and the regulations made thereunder for a period of.....
months from the.....day of.....19....., to the
.....day of.....19....., inclusive.

It is authorized to fly by day * and night as a.....
aircraft with the equipment specified.
This certificate is issued subject to the Air Navigation Regula-
tions, 1924.

.....
for Postmaster-General.
General Post Office,
Pretoria.

* To be struck out if inapplicable.

C.A. Form 8.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

CERTIFICATE OF AIRWORTHINESS.

To be folded and placed in pocket of Journey Logbook.

This proof must be unmounted, and
must represent, in profile, the
exact the type of
or of aircraft
air- Aircraft (in profile). the
it- Size (9 by 12 centi- craft
with- metres). self,
re- its
gistration marks, etc.

CERTIFICATE OR LICENCE OF AIRWORTHINESS No.....

FLYING MACHINES
(HEAVIER THAN AIR).

FIRST PART.

Full name, address, and nationality of owner or of owning
company.

1. Surname of owner (or name of company).....
2. Christian name.....
3. Address.....
4. Nationality.....

Name of Constructor.

5. Name.....

Nationality Mark and Registration Marks.

6.

Description of Aircraft.

7. Type..... Series..... Constructor's No.
8. Place and year of construction of aircraft.....
- Class of Aircraft—
9. Land and/or marine.....
10. Number of planes.....
11. Number of engines.....
12. Number of seats (including those for crew).....
- Classification of Aircraft—
13. Category.....
14. Sub-division.....
15. Maximum span (in flying position).....
16. Maximum length (in flying position).....
17. Total height (with and without trolley in case of seaplanes)

Engines—

18. Number installed.....
19. Makes.....
20. Types.....
21. Power (per engine) at ground level.....
h.p. at..... revolutions per minute.
Hourly consumption at ground level at above-mentioned
power (per engine).

22. Fuel.....

23. Oil.....

24. Airscrews—

Number fitted..... Types..... No.....

Pitch..... Diameter.....

25. Weight (if known) of aircraft empty, including the water in
the radiators.....

Weight of fuel and oil (tanks full)—

26. Fuel.....

27. Oil.....

28. Weight allowed for crew.....

29. Weight allowed for equipment, excluding wireless apparatus

30. Weight of wireless apparatus.....

31. Authorized load with full tanks (passengers, mails, goods)

32. Maximum total weight authorized.....

Compulsory Conditions.

33. Maximum total weight authorized (write in full).....

34. Minimum crew necessary.....

35. Inspections and overhauls [may give a reference to page 4
(periodical overhauls)]

16. Gewoonlike stasie van lug-
vaartuig.....
- Naam (voluit), Adres en Nasionaliteit
van Eienaar of Maatskappy in Besit.
17. Familienaam van eienaar (of
naam van maatskappy).....
18. Voorname.....
19. Adres.....
20. Nasionaliteit.....

Ek sertifiseer hiermee, dat die bogenoemde lugvaartuig behoer-
lik geregistreer is, ooreenkomstig die Lugvaart Wet, No. 16, 1923,
en die ingevolge daarvan opgetrokke regulasies vir 'n tydperk
van.....maande vanaf die.....dag van
.....19....., tot die.....dag van
.....19..... (inkluis).

Dit mag oordag * en snags as 'n..... lugvaartuig
vlieg met die gespesifiseerde uitrusting.

Hierdie sertifikaat word, onderworpe aan die Lugvaartregu-
lasies, 1924, uitgereik.

Namens Posmeester-generaal.

Hoofposkantoor,
Pretoria.

* Krap uit indien ontoepaslik.

S.L. Vorm 8.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

LUGWAARDIGHEIDSERIFIKAAT.
Ter opvouing en plasing in reislogboek.

Hierdie afdruk moet ongemonter wees en
moet presies in profiel die lugvaartuig
of die
vaartuig
met sy
trasie-
ens.,
gee.

Fotografie
van
Lugvaartuig (in profiel).
Grootte 9 x 12
sentimeter.

lug-
self,
regis-
merke,
weer-

LUGWAARDIGHEIDSERIFIKAAT OF LISENSIE No.....

LUGVAARTUIE
(SWAARDER AS LUG).

EERSTE DEEL.

Naam (voluit), adres en nasionaliteit van eienaar of van maat-
skappy in besit.

1. Familienaam van eienaar (of naam van maatskappy).....
2. Voorname.....
3. Adres.....
4. Nasionaliteit.....

Naam van Bouer.

5. Naam.....

Nasionaliteits- en Registrasiemerke.

6.

Beskrywing van Lugvaartuig.

7. Model..... Series..... Bouers No.....
8. Plek en jaar van konstruksie van lugvaartuig.....
- Klas Vaartuig—
9. Land en/of marine.....
10. Aantal plane.....
11. Aantal masiene.....
12. Aantal sitplekke (met inbegrip van die vir die bemanning)

Klassifikasie van Lugvaartuig—

13. Kategorie.....
14. Onderafdeling.....
15. Maksimum vlub (in vliegposiesie).....
16. Maksimum lengte (in vliegposiesie).....
17. Totaal-hoogte (met en sonder trolle in die geval van see-
plane).....

Masiene—

18. Aantal.....
19. Fabrikaat.....
20. Modelle.....
21. Kragontwikkeling (per masien) op die grond.....
p.k. teen..... onwentelinge per minuut.
Verbruik per uur op die grond teen bogenoemde kragont-
wikkeling (per masien).

22. Brandstof.....

23. Olie.....

24. Lugskroewe—

Aantal..... Modelle..... No.....

Spood..... Deursnede.....

25. Gewig (indien bekend) van lugvaartuig, leeg, maar met
water in die radiators.....

Gewig van brandstof en olie (tenks vol)—

26. Brandstof.....

27. Olie.....

28. Gewig toegelaat vir bemanning.....

29. Gewig toegelaat vir uitrusting, sonder draadlose apparaat

30. Gewig van draadlose apparaat.....

31. Lading toegelaat met vol tenks (passasiers, poste, goedere)

32. Maksimum totaal-gewig toegelaat.....

Verpligtende Voorwaardes.

33. Maksimum totaal-gewig toegelaat (skrywe voluit).....

34. Mienimum bemanning nodig.....

35. Inspeksie en nasien (kan 'n verwysing na blads. 4—periodiek
nasien—aangee).....

36. Stowage (may specify that the cargo shall be stowed in such and such manner, fastened propped up, etc.)
37. Distribution of the load
38.
39.
- (Will state, if need be, how the load must be distributed in order not to modify dangerously the position of the centre of gravity, e.g. lbs. in the forward cabin; lbs. aft.)

The Postmaster-General having regard to the reports by issues the present Certificate of Airworthiness in respect of the above-mentioned aircraft in accordance with the convention for the regulation of aerial navigation dated 13th October, 1919, and with the Union Air Navigation Regulations, 1924.

This certificate is only valid subject to the above compulsory conditions being fulfilled and until the date shown on page 4 hereof.

Given at this day of 19...
(Signature.)
General Post Office, for Postmaster-General.
Pretoria.

SECOND PART.

Precautions to be taken for Safety in Navigation.

A.—Description and position of instruments and material with which the aircraft must be equipped for navigation, and which must be in perfect working order.

(a)

B.—Equipment essential for preventing or dealing with fire whilst in flight.

C.—Equipment essential for rendering first-aid in case of accident.

(a)

(a) Nomenclature, description of equipment.

Periodical Overhauls.

Date and Place of Overhaul.	Result of Overhaul (1).	Certificate Valid until.	Signature of Experts.

(1) The periods of and reasons for suspensions and withdrawals of certificates of airworthiness will in particular be indicated in this column.

C.A. Form 9.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

PRIVATE PILOT'S CERTIFICATE AND LICENCE. (FLYING MACHINES.)

Issued in accordance with the provisions of the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919.

Page 1.]

CERTIFICATE OF COMPETENCY.

PHOTOGRAPH OF HOLDER.

The head should be at least one centimetre.

Signature of holder.....

This Private Pilot's Certificate of Competency, No....., dated....., has been issued to..... for the following types of flying machines:—

Given at..... this..... day of....., 19....

(Signature.)

[SEAL.]

Postmaster-General.

Licence 1.

LICENCE.

PHOTOGRAPH OF HOLDER.

The head should be at least one centimetre.

Signature of holder.....

This Private Pilot's Licence, No....., dated....., has been issued to..... who is hereby licensed to fly the following types of flying machines:—

This licence is valid.....

Given at..... this..... day of....., 19....

(Signature.)

[SEAL.]

Postmaster-General.

36. Stawásie (kan aangee hoe die lading geberg sal word, nl., vasgemaak, ers.)
37. Verdeling van die lading
(Gee aan, indien nodig, hoe die lading verdeel moet word, opdat die posisie van die swaartepunt nie op gevaarlike manier gewysig word, nie b.v. lbs. in die voorste kajuit, lbs. agter.)

Die Posmeester-generaal, die rapport deur..... in aanmerking nemende, reik hierdie Lugwaardigheidsertifikaat ten opsigte van die bogenoemde Lugvaartuig uit ooreenkomstig die Konvensie vir die Reëling van Lugvaart, d.d. 13 Oktober 1919, en die Unie Lugvaartregulasies, 1924.

Hierdie sertifikaat is slegs geldig, onderworpe daaraan, dat die bogenoemde verpligtende voorwaardes nagekom word, en tot die op bladsy 4 hiervan aangetoonde datum.

Geteken op hede die dag van 19...

Namens Posmeester-generaal.

Hoofposkantoor.
Pretoria.

TWEDE DEEL.

Voorsorgsmaatreëls wat vir die veiligheid van lugvaart geneem moet word.

A.—Beskrywing en posisie van instrumente en materiaal waarmee die lugvaartuig vir lugvaart voorsien moet wees en wat in perfekte werkende orde moet wees.

(a)

B.—Middels nodig vir voorkoming of uitblussing van brand gedurende vlug.

C.—Middels nodig vir verlening van eerste hulp aan passasiers in geval van ongeluk.

(a)

(a) Nomenklatuur, beskrywing van uitrusting.
Periodiek Nasien.

Datum en Plek van Nasien.	Resultaat van Nasien. *	Sertifikaat Geldig tot.	Handtekening van Deskundiges.

* Die tydperke van, en redes vir, opskortinge en terugtrekkinge van lugwaardigheidsertifikate sal in besonder in hierdie kolom aangetoon word.

S.L. Vorm 9.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

PRIVATE SKIPPERSERTIFIKAAT EN -LISENSIE. (Vliegmasiene.)

Uitgereik ooreenkomstig die bepaalde by die Konvensie vir die Reëling van Lugvaart, dd. 13 Oktober 1919.

Bladsy 1.]

BEKWAAMHEIDCERTIFIKAAT.

FOTOGRAFIE VAN HOUER.

Die hoof moet minstens een sentimeter wees.

Handtekening van houer.....

Hierdie Private Skippers Bekwaamheidsertifikaat, No....., dd....., is uitgereik aan..... vir die volgende modelle vliegmasiene:—

Hierdie lisensie is geldig.....

Geteken op..... hede die..... dag van 19....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Lisensie 1.

LISENSIE.

FOTOGRAFIE VAN HOUER.

Die hoof moet minstens een sentimeter wees.

Handtekening van houer.....

Hierdie Private Skipperslisensie, No....., dd....., is uitgereik aan..... wat hiermee gelisensieer is om die volgende modelle vliegmasiene te bestuur:—

Hierdie lisensie is geldig.....

Geteken op..... hede die..... dag van 19....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Mediese Onderzoek.		Tydperke van Geldigheid van Lisensie.		Hand-tekening (of Stempel) van Verantwoordelijke Amptenaar.
Datum.	Resultaat.	Van.	Tot.	

Page 2.]

CERTIFICATE OF COMPETENCY.

Particulars. *Description.*

Surname.....
Christian names.....
Nationality.....
Place of birth.....
Date of birth.....
Address.....

UNION OF SOUTH AFRICA.

C.A. Form 11.

CIVIL AVIATION.

AIRCRAFT NAVIGATOR'S CERTIFICATE AND LICENCE.

Issued in accordance with the provisions of the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919.

Page 1.]

CERTIFICATE OF COMPETENCY.

PHOTOGRAPH OF HOLDER.

The head should
be at least
one centimetre.

Signature of holder.....

This Aircraft Navigator's Certificate of Competency, No.....,
dated....., has been issued to.....

Given at.....this.....day of.....,
19.....

(Signature.)

[SEAL.]

Postmaster-General.

Licence 1.

LICENCE.

PHOTOGRAPH OF HOLDER.

The head should
be at least
one centimetre.

Signature of holder.....

This Aircraft Navigator's Licence, No....., dated.....,
....., has been issued to.....
who is hereby licensed to navigate all aircraft.

This licence is valid.....

Given at.....this.....day of.....,
19.....

(Signature.)

[SEAL.]

Postmaster-General.

Licence 2.

LICENCE.

*Particulars.**Description.*

Surname.....
Christian names.....
Nationality.....
Place of birth.....
Date of birth.....
Address.....

Licence 3.

RENEWALS OF LICENCE.

Licence 4.

Medical Examinations.		Periods of Validity of Licence.		Signature (or Stamp) of Responsible Officer.
Date.	Result.	From.	To.	

Page 2.]

CERTIFICATE OF COMPETENCY.

Particulars. *Description.*

Surname.....
Christian names.....
Nationality.....
Place of birth.....
Date of birth.....
Address.....

Bladsy 2.]

BEKWAAMHEIDCERTIFIKAAT.

Besonderhede. *Beskrywing.*

Familienaam.....
Voornaam.....
Nasionaliteit.....
Geboorteplek.....
Datum van geboorte.....
Adres.....

UNIE VAN SUIDAFRIKA.

S.L. Vorm 11.

SIVIELE LUGVAART.

LUGVAARTUIGSTUURMAN-SERTIFIKAAT EN -LISENSIE.

Uitgereik ooreenkomstig die bepaalde by die Konvensie vir die Reëling van Lugvaart, dd. 13 Oktober 1919.

Bladsy 1.]

BEKWAAMHEIDCERTIFIKAAT.

FOTOGRAFIE VAN HOUER.

Die hoof moet
minstens een
sentimeter wees.

Handtekening van houer.....

Hierdie Lugvaartuigstuurmans Bekwaamheidsertifikaat, No.....,
dd....., is uitgereik aan.....

Geteken op.....hede die.....dag
van 19.....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Lisensie 1.

LISENSIE.

FOTOGRAFIE VAN HOUER.

Die hoof moet
minstens een
sentimeter wees.

Handtekening van houer.....

Hierdie Lugvaartuigstuurman-lisensie, No....., dd.....,
....., is uitgereik aan.....
wat hiermee gelisensieer is om alle lugvaartuie te bestuur.

Hierdie lisensie is geldig.....

Geteken op.....hede die.....dag
van 19.....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Lisensie 2.

LISENSIE.

*Besonderhede.**Beskrywing.*

Familienaam.....
Voornaam.....
Nasionaliteit.....
Geboorteplek.....
Datum van geboorte.....
Adres.....

Lisensie 3.

VERNIEWINGE VAN LISENSIE.

Lisensie 4.

Mediese Ondersoeke.		Tydperke van Geldigheid van Lisensie.		Handtekening (of Stempel) van Verantwoordelike Amptenaar.
Datum.	Resultaat.	Van.	Tot.	

Bladsy 2.]

BEKWAAMHEIDCERTIFIKAAT.

Besonderhede. *Beskrywing.*

Familienaam.....
Voornaam.....
Nasionaliteit.....
Geboorteplek.....
Datum van geboorte.....
Adres.....

UNION OF SOUTH AFRICA.

C.A. Form 12.

CIVIL AVIATION.

AIRCRAFT ENGINEER'S CERTIFICATE AND LICENCE.

Issued in accordance with the provisions of the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919.

Page 1.]

CERTIFICATE OF COMPETENCY.

PHOTOGRAPH OF HOLDER.

The head should
be at least
one centimetre.

Signature of holder.....

This Aircraft Engineer's Certificate of Competency, No.....,
dated....., has been issued to.....

Given at.....this.....day of.....,
19.....

(Signature.)

[SEAL.]

Postmaster-General.

Licence 1.

LICENCE.

PHOTOGRAPH OF HOLDER.

The head should
be at least
one centimetre.

Signature of holder.....

This Aircraft Engineer's Licence, No....., dated.....,
....., has been issued to.....

who is hereby licensed to act as an aircraft engineer on all aircraft.

This licence is valid.....

Given at.....this.....day of.....,
19.....

(Signature.)

[SEAL.]

Postmaster-General.

Licence 2.

LICENCE.

Particulars. Description.

Surname.....
Christian names.....
Nationality.....
Place of birth.....
Date of birth.....
Address.....

Licence 3.

RENEWALS OF LICENCE.

Licence 4.

Medical Examinations.		Periods of Validity of Licence.		Signature (or Stamp) of Responsible Officer.
Date.	Result.	From.	To.	

Page 2.]

CERTIFICATE OF COMPETENCY.

Particulars. Description.

Surname.....
Christian names.....
Nationality.....
Place of birth.....
Date of birth.....
Address.....

No.....

C.A. Form 13.

Class.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

LICENCE FOR AERODROME.

1. Situation of aerodrome.....	
2. Name of licensee.....	
3. Address of licensee.....	
4. Nationality of licensee.....	

The above aerodrome is hereby licensed to be used as a regular place of landing or departure for aircraft carrying passengers, mails, or goods for hire or reward * or is hereby licensed for use

* Strike out inapplicable words.

UNIE VAN SUIDAFRIKA.

S.L. Vorm 12.

SIVIELE LUGVAART.

LUGVAARTUIGMASIENIES-SERTIFIKAAT EN -LISENSIE.

Uitgereik ooreenkomstig die bepaalde by die Konvensie vir die Reëling van Lugvaart, dd. 13 Oktober 1919.

Bladsy 1.]

BEKWAAMHEIDSSERTIFIKAAT.

FOTOGRAFIE VAN HOUER.

Die hoof moet
minstens een
sentimeter wees.

Handtekening van houder.....

Hierdie Lugvaartuigmasienies Bekwaamheidsertifikaat, No.....,
dd....., is uitgereik aan.....

Geteken op.....hede die.....dag
van 19.....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Lisensie 1.

LISENSIE.

FOTOGRAFIE VAN HOUER.

Die hoof moet
minstens een
sentimeter wees.

Handtekening van houder.....

Hierdie Lugvaartuigmasienies-lisensie, No....., dd.....,
....., is uitgereik aan.....

wat hiermee gelisensieer is om as 'n lugvaartuigmasienies op alle
lugvaartuie op te tree.

Hierdie lisensie is geldig.....

Geteken op.....hede die.....dag
van 19.....

(Handtekening.)

[SEEL.]

Posmeester-generaal.

Lisensie 2.

LISENSIE.

Besonderhede. Beskrywing.

Familienaam.....
Voornaam.....
Nasionaliteit.....
Geboorteplek.....
Datum van geboorte.....
Adres.....

Lisensie 3.

VERNUEWINGE VAN LISENSIE.

Lisensie 4.

Mediese Onderzoek.		Tydperke van Geldigheid van Lisensie.		Handtekening (of Stempel) van Verantwoordelik Amptenaar.
Datum.	Resultaat.	Van.	Tot.	

Bladsy 2.]

BEKWAAMHEIDSSERTIFIKAAT.

Besonderhede. Beskrywing.

Familienaam.....
Voornaam.....
Nasionaliteit.....
Geboorteplek.....
Datum van geboorte.....
Adres.....

No.....

S.L. Vorm 13.

Klas.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

AERODROOMLISENSIE.

1. Ligging van aerodroom.....	
2. Naam van lisensiehouer.....	
3. Adres van lisensiehouer.....	
4. Nasionaliteit van lisensiehouer.....	

Die bogenoemde aerodroom word hiermee gelisensieer vir gebruik as 'n gereelde neerdalings- of afvaartplek vir lugvaartuie wat passasiers, poste of goedere teen betaling van vraag of beloning vervoer. * of word hiermee gelisensieer vir gebruik slegs deur die

* Krap ontoepaslike woorde uit.

only by the licensee and by individuals specifically authorized by him for a period of.....from the.....day of.....19..... inclusive, subject to the regulations made under the Aviation Act, No. 16, 1923; and to the conditions set out below.

SPECIAL CONDITIONS.

1. Adequate first-aid facilities always to be available while flying is in progress at the aerodrome.
2. Extract from Air Navigation Regulations, 1924—
Regulation No. 31.—“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 person in respect of any injury to persons or property caused by any aircraft.”
3. At every public aerodrome a reasonable supply of fuel and oil must be maintained and be available at the usual prices for the supply of aircraft.

.....
for Postmaster-General.

General Post Office, Pretoria.

C.A. Form 14.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

JOURNEY LOGBOOK.

Issued in accordance with the provisions of the Convention for the regulation of Aerial Navigation, dated 13th October, 1919.

INSTRUCTIONS FOR USE.

1. This book will be issued by the official aeronautical department, which must also complete the first page.
2. It shall remain on board the machine to which it relates.
3. It shall be kept by the pilot or by a competent person duly authorized.
4. No entry shall be rubbed out or scratched out; no page shall be torn out.
5. All entries shall be made in ink. They may, however, be entered from a rough note-book kept in pencil. This rough note-book can be called for in the event of any inspection or investigation.
6. The distance to be completed between the point of departure and the first designated landing point shall be considered a journey.

The following entries shall be made in the “incidents” column:—

- (a) Intermediate landings caused by break-down, bad weather, etc.
- (b) Time of arrival and departure.
- (c) Any alterations made in the number of passengers, goods, etc.

A page is not completed until the destination is reached or the journey abandoned. Every detail concerning the journey, the working of the aircraft or the engine shall be mentioned in the column for “observations by pilot on the journey.”

7. All information contained in this book shall be entered in the aircraft or engine logs at the latest 24 hours after the return of the aircraft to its station.
8. This book shall be presented on demand to officials of the aeronautical service or to representatives of the public authority.

Flying Machine (land or marine).

1. Nationality.....
2. Registration marks.....
3. Certificate of airworthiness No....., dated.....
4. Certificate of registration No....., dated.....
5. Category of aircraft*.....
6. Station.....
7. Owner.....
8. Address.....
9. Nationality.....

Description of the Aircraft.

10. Builder.....
11. Type of aircraft.....
12. Series No.....
13. Span.....
14. Length.....
15. Height.....
16. Lifting surface.....
17. Approximate weight empty.....
18. Weight laden.....
19. Carrying capacity†.....
20. Maximum total weight authorized.....
21. Compulsory crew.....
22. Number of seats for passengers.....
23. Fuel.....
24. Capacity of petrol tanks.....
25. Oil.....
26. Flying hours with full power close to ground (— pints per B.H.P. hour).....
27. Marks and type of engines.....
28. Normal revolutions.....
29. Total horse-power.....
30. Propellers.....
31. Apparatus for landing by land and sea.....
32. Licence for wireless apparatus issued (date).....
33. Number.....
34. Type of wireless apparatus.....

Done at.....

For Postmaster-General.

* Private, passenger, mail, goods, or tourist.

† Deduction made of weight of fuel, crew, and the aircraft's instruments.

lisensiehouer en deur spesiaal deur hom gemagtigde persone, vir 'n tydperk van.....vanaf die.....dag van.....19..... (inkluise), onderworpe aan die regulasies opgetrek ingevolge die Lugvaart Wet, No. 16, 1923, en aan die hieronder uiteengesette voorwaardes.

BESONDERE VOORWAARDES.

1. Voldoende hulpfasiliteite moet altyd beskikbaar wees terwyl vliegtuie op die aerodroom gemaak word.
2. Uittreksel van Lugvaartregulasies, 1924—
Regulasie No. 31.—“Niks in hierdie regulasies word bedoel as verlening van reg om neer te daal in 'n plek in stryd met die regte van die eiernaar van die land, of ander belanghebbendes, of as afbreuk doende aan die regte of regsmiddels van 'n persoon ten opsigte van letsel aan persone of eiendom veroorsaak deur 'n lugvaartuig.”
3. 'n Redelike voorraad brandstof en olie moet by elke openbare aerodroom gehou en teen die gewone pryse aan lugvaartuie beskikbaar gestel word.

.....
Namens Posmeester-generaal.

Hoofposkantoor, Pretoria.

S.L. Vorm 14.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

REISLOGBOEK.

Uitgegee ooreenkomstig die bepaalde by die Konvensie vir die Reëling van Lugvaart, d.d. 13 Oktober 1919.

INSTRUKSIES VIR GEBRUIK.

1. Hierdie boek word deur die offisiële lugvaartdepartement uitge-reik, deur wie die eerste bladsy ook ingevul moet word.
2. Dit moet aan boord die lugvaartuig, waarop dit betrekking het, bly.
3. Dit moet deur die skipper of deur 'n behoorlik gemagtigde bevoegde persoon gehou word.
4. Geen inkrywing mag uitgevlak of uitgekrap en geen bladsy mag uitgeskeur word nie.
5. Alle inskrywings moet in ink geskied. Hulle kan egter van 'n kladskrif, waarin met potlood geskrewe mag word, oorgeskrywe word. Om hierdie kladskrif kan, in geval van 'n inspeksie of ondersoek, gevra word.
6. Die afstand, wat afgelê moet word tussen die plek van vertrek en die eerste vasgestelde neerdalingsplek, word as 'n reis beskou.

Die volgende inskrywings moet in die kolom “toevallige gebeurtenisse” voorkom:—

- (a) Neerdalings onderweg, veroorsaak deur defektraak van lugvaartuig, slegte weer, ens.
- (b) Tyd van aankoms en vertrek.
- (c) Veranderinge in die getal passasiers, goedere, ens.

'n Bladsy is nie voltooi nie totdat die bestemming bereik of van die reis afgesien is. Elke kleinigheid omtrent die reis en die diens wat die lugvaartuig of die masien doen moet in die kolom “Opmerkinge deur skipper op die reis” aange-teken word.

7. Alle informasie vervat in hierdie boek moet nie later as 24 uur na terugkoms van die lugvaartuig by sy stasie in die lugvaartuig- of masienlogboek oorgeskrywe word.
8. Hierdie boek moet, op aanvraag, aan die lugvaartdiensbeambtes of aan verteenwoordigers van die openbare outoriteit oor-handig word.

Vliegmasien (Land of Marine).

1. Nasionaliteit.....
2. Registrasiemerke.....
3. Lugwaardigheidsertifikaat No..... d.d.....
4. Registrasiesertifikaat No....., d.d.....
5. Kategorie van lugvaartuig*.....
6. Stasie.....
7. Eiernaar.....
8. Adres.....
9. Nasionaliteit.....

Beskrywing van Lugvaartuig.

10. Bouer.....
11. Model lugvaartuig.....
12. Series No.....
13. Afmeting van vlug.....
14. Lengte.....
15. Hoogte.....
16. Opligoppervlakte.....
17. Gewig (by benadering) wanneer leeg.....
18. Gewig wanneer volgelaa.....
19. Draagkrag†.....
20. Maksimum totaal-gewig toegelaat.....
21. Verpligte bemanning.....
22. Aantal sitplekke vir passasiers.....
23. Brandstof.....
24. Bergruimte van petroltenks.....
25. Olie.....
26. Ure vlieg met volle krag naby grond (— pint per B.P.K.).....
27. Soorte masiene.....
28. Normale omwentelinge.....
29. Totaal-perdekrag.....
30. Skroewe.....
31. Toestel vir neerdaling op land en see.....
32. Lisensie vir draadlose apparaat uitgereik (datum).....
33. Nommernummer.....
34. Soort draadlose apparaat.....

Geteken te.....19...

Namens Posmeester-generaal.

* Private, passasiers, pos, goedere of toeris.

† Afgelei uit die gewig van brandstof, bemanning en die instru-mente van lugvaartuig.

I. Signals and Wireless Communications.

(1) Time (G.M.T.)	Call.		(4) Text of Message.	(5) Time of Origin.	(6) Wire- less or Signals.	(7) Observations.
	(2) To.	(3) From.				

II. Navigation.

(1) Time.	(2) Geographical Route.	(3) Compass Course.	(4) Force and Direction of Wind.	(5) Drift.	Speed of Machine.		(8) Altitude.	(9) Atmospheric Conditions.	(10) Observations.
					(6) In the Air.	(7) In rela- tion to the Ground.			

(11) Signature of pilot or navigating officer.....

(1) Date.....

(2) Journey from.....

(3) To.....

Crew.

Visa.

(4) Names and Professions.	(5) Address.	(6) Nationality.	(7) By the Aeronautical Service.	(8) By the Customs.

(9) Point of Departure.	(10) Number of Passengers.	Freight.		(13) Duration of Engine Trials.	Maximum Revolutions of Engines.		Time.		(18) Landing place.	(19) Duration of Flight.
		(11) Na- ture.	(12) Weight		(14) Close to Ground.	(15) In the Air.	(16) Of De- par- ture.	(17) Of Ar- rival.		

Quantity of Fuel Carried for the Journey.		(22) <i>Incidents.</i> Breakdown, Break- ages, Damage to Third Parties, etc.	(23) Observations by the Pilot on the Journey.
(20) Petrol.	(21) Oil.		

(24) State of the aircraft on departure.....

(25) Signature of pilot.....

At the end of the book a pocket attached to the inside of the cover will contain the certificate of airworthiness.

I. Seine en Draadloze Kommunikasies.

(1) Tyd (G.M.T.)	Oproep.		(4) Inhoud van Berig.	(5) Tyd van Oor- sprong.	(6) Draad- loos of Seine.	(7) Opmerkinge.
	(2) Na.	(3) Van.				

II. Lugvaart.

(1) Tyd.	(2) Geografiese Roete.	(3) Kompaskoers.	(4) Krag en Rigting van Wind.	(5) Afdrywing.	(6) (7) Snelheid van Lugvaartuig.		(8) Hoogte.	(9) Lug- kondiesies.	(10) Opmerkinge.
					In die Lug.	In ver- houding tot die Grond.			

(11) Handtekening van skipper of stuurman.....

(1) Datum.....

(2) Reis van.....

(3) Na.....

Bemannings.

Gesien.

(4) Name en Beroep.	(5) Adres	(6) Nasiona- liteit.	(7) Deur die Lugdiens.	(8) Deur die Doeane.

(9) Plek van Vertrek.	(10) Aantal Passasiers.	Goedere.		(13) Duur van Masienproef- nemings.	(14) (15) Maksimum Omwenteling van Masiene.		(16) (17) Tyd.		(18) Neerdalings- plek.	(19) Duur van Vlug.
		Aard.	Ge- wig.		Naby Grond.	In die Lug.	Van Ver- trek.	Van Aan- koms.		

Hoeveelheid Brandstof Vervoer vir die Reis.		(22) <i>Toevallige Gebeurtenisse.</i> Defektraak van Lugvaartuig, Brckasies, Skade aan Derde Persone, ens.	(23) Opmerkinge deur Skipper op die Reis.
(20) Petrol.	(21) Olie.		

(24) Kondiesie van die lugvaartuig by vertrek.....

(25) Handtekening van skipper.....

By die end van die boek is 'n sakkie aan die binnekant van die omslag, wat die Lugwaardigheidsertifikaat moet bevat.

10. A fully detailed engineering record of the life of the engine, including—
- all acceptance tests
 - hours run
 - overhauls
 - replacements
 - repairs and all work of a like nature

Date.	Hour.	Oil into Tanks.	Petrol into Tanks.	Revs. per Minute.		Time Run.		Defects Found.
				On Ground.	In Air.	Hrs.	Mins.	

Particulars of Overhaul.				Remarks.	
				Hrs.	Mins.
Time run since last overhaul—					
(a) In station workshops					
(b) At repair Depot or contractors' workshops					

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

SIGNAL LOGBOOK.

Issued in accordance with the provisions of the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919.

FULL NAME, ADDRESS, AND NATIONALITY OF OWNER OR OF OWNING COMPANY.

- Surname of owner (or name of company)
- Christian name
- Address
- Nationality
- Category of aircraft
- Nationality of aircraft
- Registration marks
- Signals transmitted

Signals received

Name of Person or Station to whom sent.	Place.	Date.	Time.	Name of Person or Station from whom Received.	Place.	Date.	Time.

Entries to be made in the Signal Logbook may be first made in a rough notebook, but shall be entered in ink in this logbook every twenty-four hours. No erasures shall be made in nor pages torn from this logbook.

C.A. Form 18.
No.....

UNION OF SOUTH AFRICA.

CIVIL AVIATION

PILOT'S FLYING LOGBOOK.

Name.....
Address.....

Date and Hour.	Pilot.	Machine Type and No.	Pas-senger.	Time.	Height.	Course.	Remarks.

C.A. Form 19.

CERTIFICATES PRESCRIBED IN CONNECTION WITH EXAMINATION BEFORE FLIGHT OF PASSENGER MAIL OR GOODS AIRCRAFT. (See paragraph 6 of Schedule II of the Air Navigation Regulations, 1924.)

- The inspection of the aircraft and the prescribed instruments shall be regarded as divided into the sections specified in (a), (b),

10. 'n Volledige werktuigkundige register van die lewe van die masien met inbegrip van—
- alle aannemingstoetse
 - ure geloop
 - nagesien (hoeveel maal)
 - herstel
 - reparasies en alle werk van 'n dergelike aard

Datum.	Uur.	Olie in Tenks.	Petrol in Tenks.	Omwenteling per Minute.		Tyd Geloop.		Foute Gevind.
				Op Grond.	In Lug.	Ure.	Min.	

Besonderhede van Nasien.				Opmerkinge.	
				Ure.	Min.
Tyd geloop sinds laaste maal nagesien—					
(a) In stasie werkplaas					
(b) By reparasiedepot of kontraktorswerkplaas					

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

SEINLOGBOEK.

Uitgegee ingevolge die bepalings van die Konvensie vir die Reëling van Lugvaart, 13 Oktober 1919.

NAAM (VOLUIT), ADRES EN NASIONALITEIT VAN EIENAAR OF VAN MAATSKAPPY IN BESIT.

- Familienaam van eienaar (of naam van maatskappy)
- Voorname
- Adres
- Nasionaliteit
- Kategorie van lugvaartuig
- Nasionaliteit van lugvaartuig
- Registrasiemerke
- Seine gestuur

Seine ontvang

Naam van Persoon of Stasie waar aan Gestuur.	Plek.	Datum.	Tyd.	Naam van Persoon of Stasie waar van Ontvang.	Plek.	Datum.	Tyd.

Inskrywings vir die Seinlogboek kan eers in 'n kladskrif geskrywe word, maar moet elke 24 uur in ink in hierdie logboek oorgeskrywe word. Geen inskrywing mag uitgekrap en geen bladsy mag uitgeskeur word nie.

S.L. Vorm 18.
No.....

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

SKIPPERSLOGBOEK.

Naam.....
Adres.....

Datum en Uur.	Skipper.	Lugvaartuig Model en No.	Pas-sasier.	Tyd	Hoogte.	Koers.	Opmerkinge.

S.L. Vorm 19.

SERTIFIKATE VOORGESKREWE IN VERBAND MET INSPEKSIE VOOR VLUG VAN PASASIERE, POS- OF GOEDERELUGVAARTUIG. (Lees paragraaf 6 van Skedule II van die Lugvaartregulasies, 1924.)

- Die inspeksie van die lugvaartuig en die voorgeskrewe instrumente word beskou as verdeel in die afdelings gespesifiseer in (a),

(c), and (d) of this paragraph, and shall be carried out by the persons herein indicated, none of whom shall be the pilot of the aircraft:—

- (a) Inspection of the aircraft, exclusive of the engine or engines and engine installation, by an aircraft engineer licensed in A and/or B, as specified in paragraph 29 of the Air Navigation Directions, 1924.
- (b) Inspection of the engine or engines and engine installation by an aircraft engineer licensed in categories C and D, as specified in paragraph 29 of the Air Navigation Directions, 1924.
- (c) Inspection of the instruments other than those specified in (d) of this paragraph by an aircraft engineer licensed in category E, as specified in paragraph 29 of the Air Navigation Directions, 1924.
- (d) Inspection of the following instruments, namely, sextant and accessories therefor, chronometer, course, and distance calculator, and chart table by a person licensed as a navigator under Schedule V to the Air Navigation Regulations, 1924.

2. Any two or more sections of the inspection may be carried out by one person, provided that he is licensed as required for each of such sections.

3. The certificate for the aircraft, exclusive of the engine or engines and engine installation, shall be in the following form:—

Aircraft type.....
Nationality and registration marks.....

I hereby certify that I have this day inspected the above aircraft, exclusive of the engine(s) and engine installation, and that I am satisfied that it is safe in every way for flight, provided that the conditions of loading specified in the certificate of airworthiness are complied with.

Signed.....
(Aircraft Engineer.)

Date..... Time.....

Countersigned.....

The certificate for the engine or engines and engine installation shall be in the following form:—

Aircraft type.....
Nationality and registration marks.....

I hereby certify that I have this day inspected the engine(s) and engine installation of the above aircraft, and that I am satisfied that they are safe in every way for a flight.

Signed.....
(Aircraft Engineer.)

Date..... Time.....

Countersigned.....

The certificate for the instruments other than those specified in (d) of paragraph 1 shall be in the following form, the words referring to electrical equipment being deleted in the case of aircraft not fitted with such equipment.

Aircraft type.....
Nationality and registration marks.....

I hereby certify that I have this day inspected the instruments which are for use in the above aircraft, including external bonding, wiring, and installation of electrical equipment, but exclusive of any instruments required to be inspected by a licensed navigator, and that, so far as a ground inspection enables me to determine, I am satisfied that they are fit in every way for use in flight.

Signed.....
(Aircraft Engineer.)

Date..... Time.....

Countersigned.....

The certificate for the instruments specified in (d) of paragraph 1 shall be in the following form, the names of any instruments which have not been inspected being deleted:—

Aircraft type.....
Nationality and registration marks.....

I hereby certify that I have this day inspected the instruments herein after specified, which are for use in the above aircraft, and that in my opinion they are fit in every way for use in flight:—

Sextant.
Accessories for sextant.
Chronometer.
Course and distance calculator.
Chart table.

Signed.....
(Navigator.)

Date..... Time.....

Countersigned.....

With reference to paragraph 8 of Schedule II to the Air Navigation Regulations, 1924, the certificate to be signed by the pilot before commencing any flight shall be in the following form and contain the following particulars:—

Aircraft type.....
Nationality and registration marks.....

Preparatory to flight from.....to.....
I hereby certify that I have satisfied myself:—

- (a) That the aircraft is equipped with the prescribed instruments.
- (b) That the aircraft and the instruments are fit in every way for the proposed flight.
- (c) That the aircraft is so loaded as to comply with the conditions laid down in the certificate of airworthiness.
- (d) That the view of the pilot for the purpose of navigating the aircraft is not interfered with by any obstruction not forming part of the structure of the aircraft.
- (e) That sufficient fuel, oil, and water are carried for the proposed flight.

The number of passengers to be carried is.....

Signed.....
(Pilot.)

Date..... Time.....

(b), (c) en (d) van hierdie paragraaf en word deur die daarin genoemde persone uitgevoer, geeneen waarvan die skipper van die lugvaartuig mag wees nie:—

- (a) Inspeksie van die lugvaartuig, met uitsondering van die masien of masiene en masieninstallasie, deur 'n lugvaartuigmasienis gelisensieer in A en/of B, soos uiteengeset in paragraaf 29 van die Lugvaartvoorskrifte, 1924.
- (b) Inspeksie van die masien of masiene en masieninstallasie deur 'n lugvaartuigmasienis gelisensieer in Kategorie C en D, soos uiteengeset in paragraaf 29 van die Lugvaartvoorskrifte, 1924.
- (c) Inspeksie van die ander instrumente dan die uiteengeset in (d) van hierdie paragraaf, deur 'n lugvaartuigmasienis gelisensieer in Kategorie E, soos uiteengeset in paragraaf 29 van die Lugvaartvoorskrifte, 1924.
- (d) Inspeksie van die volgende instrumente, nl. sekstant en toebehore, kronometer, koers- en afstandsmeter en kaarttafel, deur 'n persoon gelisensieer as 'n stuurman ingevolge Bylae V van die Lugvaartregulasies, 1924.

2. Twee of meer afdelings van die inspeksie mag deur een persoon uitgevoer word, mits hy, soos vir elk van sodanige afdelings vereis, gelisensieer is.

3. Die sertifikaat vir die lugvaartuig, met uitsondering van die masien of masiene en masieninstallasie, is in die volgende vorm:—

Lugvaartuig-model.....
Nasionaliteits- en registrasiemerke.....

Ek sertifiseer hiermee, dat ek hede die bogenoemde lugvaartuig, met uitsondering van die masien (e) en masieninstallasie geïnspekteer het en dat ek daarvan oortuig is, dat hy in elke opsig veilig is vir vlug; mits aan die in die lugwaardigheidsertifikaat vermelde ladingvoorwaardes voldoen word.

Geteken.....
(Lugvaartuigmasienis.)

Datum..... Tyd.....
Medeonderteken.....

Die sertifikaat vir die masien of masiene en masieninstallasie is in die volgende vorm:—

Lugvaartuig-model.....
Nasionaliteits- en registrasiemerke.....

Ek sertifiseer hiermee, dat ek hede die masien (e) en masieninstallasie van die bogenoemde lugvaartuig geïnspekteer het en dat ek daarvan oortuig is, dat hulle in elke opsig veilig is vir vlug.

Geteken.....
(Lugvaartuigmasienis.)

Datum..... Tyd.....
Medeonderteken.....

Die sertifikaat vir die ander instrumente dan die uiteengeset in (d) van paragraaf 1 is in die volgende vorm; die woorde betreffende elektriese inrigting moet deurgehaal word in die geval van 'n lugvaartuig, wat nie van sodanige inrigting voorsien is nie:—

Lugvaartuig-model.....
Nasionaliteits- en registrasiemerke.....

Ek sertifiseer hiermee, dat ek hede die instrumente vir gebruik in die bogenoemde lugvaartuig geïnspekteer het, met inbegrip van uitwendige verbinding, elektriese aanleg en installasie van elektriese uitrusting, maar met uitsondering van die instrumente, wat deur 'n gelisensieerde stuurman geïnspekteer moet word, en dat ek daarvan oortuig is, dat hulle in elke opsig geskik is vir gebruik in vlug.

Geteken.....
(Lugvaartuigmasienis.)

Datum..... Tyd.....
Medeonderteken.....

Die sertifikaat vir die instrumente uiteengeset in (d) van paragraaf 1 is in die volgende vorm; die name van die instrumente, wat nie geïnspekteer is nie, moet deurgehaal word:—

Lugvaartuig-model.....
Nasionaliteits- en registrasiemerke.....

Ek sertifiseer hiermee, dat ek hede die hieronder gespesifiseerde instrumente vir gebruik in die bogenoemde lugvaartuig geïnspekteer het, en dat ek hulle in elke opsig geskik ag vir gebruik in vlug:—

Sekstant.
Toebehore van sekstant.
Kronometer.
Koers- en afstandsmeter.
Kaarttafel.

Geteken.....
(Stuurman.)

Datum..... Tyd.....
Medeonderteken.....

Met betrekking tot paragraaf 8 van Bylae II van die Lugvaartregulasies, 1924, is die sertifikaat, wat deur die skipper voor vlug geteken moet word, in die volgende vorm en bevat die volgende besonderhede:—

Lugvaartuig-model.....
Nasionaliteits- en registrasiemerke.....

Alvorens vlug te onderneem, van.....na....., ek sertifiseer hiermee, dat ek my daarvan oortuig het:—

- (a) dat die lugvaartuig met die voorgeskrewe instrumente uitgerus is;
- (b) dat die lugvaartuig en die instrumente in elke opsig geskik is vir die voorgestelde vlug;
- (c) dat die lugvaartuig so belaa is, dat aan die in die lugwaardigheidsertifikaat uiteengesette voorwaardes voldoen word;
- (d) dat die uitsig van die skipper vir die besturing van die lugvaartuig nie deur een of ander hindernis, geen deel uitmakende van die bouwerk van die lugvaartuig nie, belemmer word nie;
- (e) dat voldoende brandstof, olie en water vir die voorgestelde vlug meegeneem word.

.....passasiers word vervoer.
Geteken.....

Datum..... Tyd.....
(Skipper.)

In accordance with paragraph 6 (3) and 8 (f) of Schedule II to the Air Navigation Regulations, 1924, one copy of each certificate therein mentioned shall be retained by the owner of the aircraft until the aircraft is next inspected by the authorized representative of the Postmaster-General referred to in paragraph 9 of that Schedule, and the duplicate copy shall be carried in the aircraft.

When an aircraft is overhauled or repaired, or when any part thereof is replaced, all the conditions required for the inspection of subsequent aircraft during construction which are applicable to such overhaul, repair, or replacement must be complied with, and a certificate in the following form must, before the aircraft again flies, be entered in the logbook, below the particulars of such overhaul, repair, or replacement:—

I hereby certify that, in carrying out the overhaul/repair/replacement specified above, all the conditions required for the inspection of subsequent aircraft during construction, which are applicable thereto, have been complied with.

Signed.....

(Aircraft Engineer.)

Date.....

Such certificate shall, when relating to the aircraft, exclusive of the engine or engines, be entered in the aircraft logbook, and, when relating to the engine or engines, be entered in the engine logbook, and shall, in each case, be signed by an aircraft engineer qualified under the terms and conditions of his licence to carry out the overhaul, repair, or replacement to which the certificate relates.

C.A. Form 20.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

Name.....

MEDICAL EXAMINATION OF CIVILIAN FOR PILOT. RE-EXAMINATION OF NAVIGATOR. AIRCRAFT ENGINEER.

Date..... Place of examination.....
Surname..... Christian names.....
Address.....

A.—FAMILY AND PERSONAL HISTORY.

Statement to be signed by Applicant. Medical Officer's Remarks at Examinations and Re-examinations.

(i) Previous Ailments.

(a) Have you ever suffered from any of the following ailments:—

(i) Rheumatism, rheumatic fever, breathlessness, lung or chest trouble, asthma, hay fever?

(ii) Headache, migraine, nervous breakdown, loss of consciousness, fits of any kind?

(iii) Giddiness, fainting attacks, sea, train, or swing sickness, deafness or discharge from ear?

(iv) Stomach trouble, malaria, dysentery, diphtheria?

(b) Have you ever suffered from any other illness, physical imperfection, or disability during the last ten years?

(c) Have you ever been operated on, badly injured, or suffered from concussion?

(d) Have members of your family suffered from consumption, heart disease, nervous ailments, or mental trouble?

(ii) Family History.

Are your parents living? If not, state cause of death.

	If Living.		If Dead. (In all cases of early death the information given should be as precise as possible.)		
	Present Age.	State of Health.	Age at Death.	Precise Cause of Death.	Year of Death.
Father.....					
Mother.....					
Brothers.....					
Sisters.....					

I hereby declare that I have carefully read the above questions and that, to the best of my belief my answers are a correct and true statement.

Signature.....

Date.....

Ooreenkomstig die bepaalde by paragrawe 6 (3) en 8 (f) van Bylae II van die Lugvaartregulasies, 1924, moet een afskrif van elke daarin genoemde sertifikaat gehou word deur die eienaar van die lugvaartuig totdat die lugvaartuig weer deur die in paragraaf 9 van daardie bylae genoemde bevoegde verteenwoordiger van die Posmeester-generaal geïnspekteer word, en die duplikaat moet in die lugvaartuig aanwesig wees.

Wanneer 'n lugvaartuig nagesien of gerepareer word, of wanneer 'n deel daarvan herplaas word, moet aan alle vir die inspeksie van lugvaartuie volgens model gedurende konstruksie vereiste voorwaardes van toepassing op sodanige nasien, reparasie of herstel voldoen word en 'n sertifikaat in die volgende vorm, voor die lugvaartuig weer vlieg, in die logboek, onderaan die besonderhede van sodanige nasien, reparasie of herstel aangeteken word:—

Ek sertifiseer hiermee, dat die hierbo gespesifiseerde nasien/reparasie/herstel ooreenkomstig al die voorwaardes vereis vir die inspeksie van lugvaartuie volgens model gedurende konstruksie, wat daarop van toepassing is, uitgevoer is.

Geteken.....

(Lugvaartuigmasienis.)

Datum.....

Sodanige sertifikaat moet, wanneer hy die lugvaartuig betref, met uitsondering van die masien of masiene, in die lugvaartuig-logboek aangeteken word en wanneer hy die masien of masiene betref in die masienlogboek, en moet in elke geval geteken word deur 'n lugvaartuigmasienis, wat, ingevolge die voorwaardes van sy lisensie, bevoeg verklaar is om sodanige nasien, reparasie of herstel, waarop die sertifikaat betrekking het, uit te voer.

S.L. Vorm 20.

UNIE VAN SUIDAFRIKA.

Naam.....

SIVIELE LUGVAART.

Mediese ondersoek van burger as skipper, stuurman, lugvaartuigmasienis.

Datum..... Plek van ondersoek.....
Familienaam..... Voornamen.....
Adres.....

A.—FAMILIE- EN PERSOONLIKE ANTESEDENTE.

(i) Vroeëre Ongesteldhede.

(a) Het u ooit gely aan een van die volgende:—

Opmerkinge deur Mediese Beampte by ondersoek.

(i) Reumatiek reumatische koorse, kortasemigheid, long- of borsandoeninge, asma, hooikoors?

(ii) Hoofpyn, skele hoofpyn, senuafmatting, bewusteloosheid, toevale van enige soort?

(iii) Duiseligheid, floutes, see-, trein- of skoppelmaaisiekte, doofheid of lopende ore?

(iv) Maagaandoening, malaria, disenterie, witseerkeel?

(b) Het u gedurende die laaste tien jaar gely aan enige ander siekte, liggaamsgebrek of onbekwaamheid?

(c) Het u ooit 'n operasie ondergaan, 'n ernstige besering of hersenskudding gehad?

(d) Het lede van u familie gely aan toring, hartkwaal, senu- of sielsiektes?

(ii) Familie-antesedente.

Lewe u ouers nog, indien nie, vermeld oorsaak van dood.

	Indien in Lewe.		Indien Dood. (In alle gevalle van vroeë dood, moet die informasie so seker moik wees.)		
	Teenwoordige Ouderdom.	Gesondheidstoestand.	Ouderdom met Dood.	Oorsaak van Dood.	Jaar van Dood.
Vader.....					
Moeder.....					
Broers.....					
Susters.....					

Ek verklaar hiermee dat ek die bogenoemde vrae noukeurig deurgelees het en dat my antwoorde volgens my beste wete, volkome juis is.

Handtekening.....

Datum.....

(iii) *Habits.*

(a) Smoking..... (b) Alcohol..... (c) Sleep.....

(iv) *Education.*(v) *Athletics.*(vi) *Previous occupation.*(vii) *Venereal disease.*(viii) *Flying work:*

- (a) Total number of hours flown.....
 (b) Average flying height.....
 (c) Number of hours flown since last report.....
 (d) Nature of aerial work.....

B.—AGE.....

C.—GENERAL SURGICAL EXAMINATION.

- (i) Body marks, scars, or surgical abnormality.....
 (ii) Impression given by physique.....
 (iii) Weight..... grammes. (iv) Height, standing..... cm.
 (v) Sitting..... cm. (vi) Chest measurement..... c.m.
 (vii) Vital capacity (a)..... c.c. (b)..... c.c.
 (c)..... c.c. (d)..... c.c. (e)..... c.c.
 (viii) Coefficients of physical efficiency.*

$$\frac{W}{V.C.} = \frac{\lambda}{V.C.} \quad \frac{xCh}{V.C.} = \frac{\lambda}{V.C.}$$

$$\frac{V.C.}{\lambda} = \frac{W}{Ch} \quad \frac{V.C.}{Ch} = \frac{\lambda}{W}$$

$$\frac{V.C.}{\lambda} = \frac{W}{Ch} \quad \frac{V.C.}{Ch} = \frac{\lambda}{W}$$

D.—GENERAL MEDICAL EXAMINATION.

1. *Muscular System.*

(i) Abdomen (a) Muscular tone..... (b) Splashing.....

(ii) Muscle tone (test, etc.).....

2. *Cardio-Vascular System.*(i) *Heart—*

(a) Size.....

(b) Sounds.....

(c) Rhythm.....

(ii) *Pulse—*

(a) Force..... (b) Volume.....

(c) Tension..... (d) Rate, sitting.....

(e) Standing..... (f) After exercise.....

(g) Time of return to normal.....

(iii) *Blood pressure—*

(a) Systolic..... (b) Diastolic.....

(c) Pulse pressure.....

(iv) *Evidence of defective peripheral circulation.....*

Engorgement of jugular veins.....

3. *Respiratory System.*

(i) Condition of lungs.....

(ii) Breath-holding..... Reason for ceasing.....

(iii) Expiratory force mm. Hg.....

(iv) Fatigue test and pulse response.....

(v) Dreyer nitrogen test.....

4. *Nervous System.*

(i) Reflexes (a) Knee jerks..... (b) Other.....

(ii) Tremor (a) Fingers..... (b) Eyelids..... (c) Tongue.....

(iii) Self-balancing R.15..... L.15.....

(iv) Balancing rod R..... L.....

(v) Measurement of reflex times.....

5. *Urinary System.*

(i) (a) Albumen..... (b) Glycosuria.....

(ii) Any other special condition.....

E.—EYE EXAMINATION.

(i) Vision, R. eye 6/..... L. eye 6/..... together 6/.....

with glasses, R. eye 6/..... L. eye 6/..... with plus 3 D sph.....

(ii) Colour vision.....

(iii) Heterophoria.....

F.—EAR EXAMINATION.

(i) Hearing, R. ear..... L.....

(ii) External ear, meatus and membranes—

R. ear..... L.....

(iii) Middle ear and Eustachian tubes—

R. ear..... L.....

(iv) Cochlear apparatus, R. ear..... L.....

G.—VESTIBULAR APPARATUS.

R..... L.....

H.—NOSE AND THROAT EXAMINATION (INCLUDING BUCCAL CAVITY).

(i) Buccal cavity.....

(ii) Thorax.....

(iii) Nasopharynx.....

(iv) Nose.....

(v) Larynx.....

RECOMMENDATION.

Rejected } as { Pilot { (a) Private.....
 Deferred } { Navigator { (b) For Passengers, Mail, or Goods.....
 Accepted } { Aircraft Engineer.....

Confirmed.....

Director of Medical Services, Civil Aviation
Branch.

Remarks:

* Powers used to be inserted.

(iii) *Gewoontes.*

(a) Tabak..... (b) Alkohol..... (c) Slaap.....

(iv) *Opvoeding.*(v) *Sport.*(vi) *Vorige beroep.*(vii) *Veneriese siekte.*(viii) *Vliegwerk:—*

(a) Totaal-aantal ure gevlieg.....

(b) Gemiddelde vlieghoogte.....

(c) Aantal ure gevlieg sinds laaste rapport.....

(d) Aard van lugwerk.....

B.—OUDERDOM.....

C.—ALGEMENE HEELKUNDIGE ONDERSOEK.

(i) Liggaamsmerke, littekens of heilkundige abnormaliteit.....

(ii) Indruk ontvang van liggaamsbou.....

(iii) Gewig..... gram. (iv) Lengte, staande..... s.m.

(v) Sittende..... s.m. (vi) Borsmaat..... s.m.

(vii) Lewensvatbaarheid (a)..... c.c. (b)..... c.c.

(c)..... c.c. (d)..... c.c. (e)..... c.c.

(viii) Koëffisiënts van liggaamsbekwaamheid.*

$$\frac{W}{V.C.} = \frac{\lambda}{V.C.} \quad \frac{xCh}{V.C.} = \frac{\lambda}{V.C.}$$

$$\frac{V.C.}{\lambda} = \frac{W}{Ch} \quad \frac{V.C.}{Ch} = \frac{\lambda}{W}$$

$$\frac{V.C.}{\lambda} = \frac{W}{Ch} \quad \frac{V.C.}{Ch} = \frac{\lambda}{W}$$

D.—ALGEMENE MEDIESE ONDERSOEK.

1. *Spierstelsel.*

(i) Buik (a) Spierspanning..... (b) Plasgeruis.....

(ii) Spierspanning (toets, ens.).....

2. *Hart-bloedvaatstelsel.*(i) *Hart—*

(a) Grootte.....

(b) Tone.....

(c) Ritme.....

(ii) *Pols—*

(a) Krag..... (b) Volheid.....

(c) Spanning..... (d) Snelheid, sittende.....

(e) Staande..... (f) Na oefening.....

(g) Tyd van terugkeer tot normaal.....

(iii) *Bloeddruk—*

(a) Systolies..... (b) Diastolies.....

(c) Polsdruk.....

(iv) *Teken van gebrekkige perifere bloedsomloop.....*

Kongestie van halsare.....

3. *Asemhalingstelsel.*

(i) Toestand van longe.....

(ii) Aseminhouding..... Rede vir ingee.....

(iii) Uitademkrag m.m. Kwik.....

(iv) Afmattingsstoets en polsverandering.....

(v) Dreyer stikstof toets.....

4. *Senustelsel.*

(i) Reflekse (a) Knierreflekse..... (b) Andere.....

(ii) Trilling (a) Vingers..... (b) Ooglede..... (c) Tong.....

(iii) Liggaamsbalans, R. 15..... L. 15.....

(iv) Balanceerstok, R..... L.....

(v) Metinge van refleks tyd.....

5. *Urinestelsel.*

(i) (a) Eiwit..... (b) Glycosurie.....

(ii) Enige ander besondere toestand.....

E.—OOGONDERSOEK.

(i) Gesig, R. oog 6/..... L. oog 6/..... tesame 6/.....

met brille, R. oog 6/..... L. oog 6/..... met plus 3 diopetrie sf.....

(ii) Kleursien.....

(iii) Heteroforie.....

F.—OORONDERSOEK.

(i) Gehoor, R. oor..... L.....

(ii) Buiteoor, kanaal en trommelvliese—

R. oor..... L.....

(iii) Middeloor en Eustachse kanale—

R. oor..... L.....

(iv) Cochlear appar..... R..... L.....

G.—VOORKAMER APPARAAT.

R..... L.....

H.—NEUS- EN KEELONDERSOEK (MET INBEGRIIP VAN MONDRUIMTE).

(i) Mondruimte.....

(ii) Agtermondruimte.....

(iii) Neus-agtermondruimte.....

(iv) Neus.....

(v) Keelruimte.....

REKOMMANDASIE.

Afgewys } as { Skipper { (a) Private.....
 Uitgestel } { Stuurman { (b) Passasiers, pos en goedere.....
 Aangeneem } { Lugvaartuigmasienis..... Vlieg dokter

Bekragtig.....

Direkteur van die Mediese Diens, Siviele Lugvaart-
afdeling.

Opmerkings:

* Vul in kragte gebruik.

C.A. Form 21.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

MEDICAL EXAMINATION OF CANDIDATE ON ENTRY—
RECORD CARD.

Place of examination..... Date..... Age.....
Surname..... Christian names.....
Residence.....
Habits—(a) Smoking..... (b) Alcohol..... (c) Sleep.....
Education.....
Athletics.....
Previous occupation..... Foreign service.....
Vision—R.E..... L.E..... 2..... with glasses.....
Colour vision.....
Evidence of Heterophoria.....
Time breath held in seconds..... Reason for ceasing.....
Expiratory force..... mm. Hg. Vital capacity.....
Pulse rate—(a) Sitting..... (b) Standing..... (c) After
regulated exercise.....
Time of return to normal in seconds..... S.P.
D.P.....
Tremor—(a) Fingers..... (b) Eyes..... (c) Tongue.....
Self-balancing—R..... L..... Balancing rod.....
Fatigue test (U tube, etc.).....
Mentality..... Initials of medical officer.....
Height—(a) Sitting..... (b) Standing..... Weight.....
Body marks.....
Physique..... Chest measurement.....
Condition of lungs.....
Condition of heart and pulse.....
Evidence of defective peripheral circulation.....
Abdomen—(a) Muscular tone..... (b) Splashing.....
Knee jerks..... Other reflexes.....
Urinary system—(a) Albuminuria..... (b) Glycosuria.....
Venereal disease, history or signs of.....
Any other special conditions.....
Hearing—R. Ear..... L. Ear.....
Membrane R. Ear..... L. Ear.....
Nasopharynx.....
Teeth.....
Initials of Medical Officer.....

RECOMMENDATION.

Rejected } as { Pilot { (a) Private.....
Deferred } { Navigator.....
Accepted } { Aircraft Engineer.....

Signature of Flight Surgeon.....

Confirmed.....

Director of Medical Services, Civil Aviation Branch.

1. Have you suffered from asthma, hay fever, headache, migraine, nervous breakdown or debility, "brain fever," St. Vitus dance, fits of any kind, loss of consciousness, shell shock, lung or chest trouble, rheumatism, or rheumatic fever, diphtheria, breathlessness, giddiness, fainting attacks, train, swing, or severe sea sickness, stomach trouble, malaria, dysentery, trench fever, syphilis, gonorrhoea?

2. Have you suffered from any other illness during the last ten years?

3. Have you ever been operated on, badly injured, wounded, gassed, or concussed?

4. Have members of your family suffered from consumption, heart disease, nervous ailments, or mental trouble?

I hereby declare that I have carefully read the above questions and that my answers are a correct and true statement.

Signature..... Date.....

C.A. Form 22.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

SPECIAL MEDICAL EXAMINATION OF CIVIL PILOT,
NAVIGATOR, OR AIRCRAFT ENGINEER.—MEDICAL
OFFICER'S RECORD.

I.—INTERROGATORY.

Company..... Date.....
A. (i) Surname..... Christian names.....
(ii) Age..... (iii) Weight.....
Grading—
Pilot..... Licence No.
Navigator.....
Aircraft Engineer.....
(iv) Total number hours flying..... (v) Maximum comfortable
flying height (ft.).....
(vi) Average flying height (ft.)..... (vii) Number
hours flown since last report.....
(viii) Nature of aerial work.....
B. Habits: (i) Smoking..... (ii) Alcohol..... (iii) Sleep.....

D

S.L. Vorm 21.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

MEDIESE ONDERSOEK VAN KANDIDAAT BY INTREDING
REGISTER.

Plek van ondersoek..... Datum..... Ouderdom.....
Familienaam..... Voornamen.....
Woonplek.....
Gewoontes—(a) Tabak..... (b) Alkohol..... (c) Slaap.....
Opvoeding.....
Sport.....
Vorige beroep..... Buitelandse diens.....
Gesig—R.O..... L.O..... 2..... met brille.....
Kleursien.....
Teken van Heteroforie.....
Tyd aseminhouding in sekondes..... Rede vir ingee.....
Uitasemkrag..... mm. kwik Lewensvatbaarheid..... c.c.....
Polssnelheid—(a) Sittende..... (b) Staande..... (c) Na gereelde
oefening.....
Tyd van terugkeer tot normaal in seks..... S.P.
D.P.....
Trilling (a) Vingers..... (b) Oë..... (c) Tong.....
Liggaamsbalans—R..... L..... Balanseerstok.....
Afmattingsstoets (U-buise, ens.).....
Denkvermoë..... Voorletters van Mediese Beampte.....
Lengte—(a) Sittende..... (b) Staande..... Gewig.....
Liggaamsmerke.....
Liggaamsbou..... Borsmaat.....
Toestand van longe.....
Toestand van hart en pols.....
Teken van gebrekkige periferebloedsomloop.....
Buik—(a) Spierspanning..... (b) Plasgeruis.....
Kniereflekse..... Ander refleksie.....
Urinstelsel—(a) Eiwit..... (b) Glycosurie.....
Veniese siekte, geskiedenis of tekens van.....
Enige ander besondere toestande.....
Voorletters van Mediese Beampte.....
Gehoor—R. Oor..... L. Oor.....
Vlies—R. Oor..... L. Oor.....
Neus-agtermondruimte.....
Tande.....
Voorletters van Mediese Beampte.....

REKOMMENDASIE.

Afgewys } as { Skipper { (a) Private.....
Uitgestel } { (b) Passasiers, pos en goedere.....
Aangeneem } { Stuurman.....
Lugvaartuigmasienis.....
Handtekening van Vlieg dokter.....

Bekragtig.....

Direkteur van die Mediese Diens Siviele Lugvaartafdeling.

1. Het u ooit gely aan asma, hooikoors, hoofpyne, skele hoofpyne, senuafmatting of uitputting, hersenkoors, St. Vitus dans, toevallen van enige soort, bewusteloosheid, bomskok, long- of bors-aandoeninge, reumatiek of reumatische koors, witseerkeel, kort-asemigheid, duiseligheid, floutes, trein-, skoppelemaal- of ernstige seesiekte, maagaandoeninge, malaria, disenterie, loopgrawekoors, siekte?

2. Het u gedurende die laaste tien jaar gely aan enige ander siekte?

3. Het u ooit 'n operasie ondergaan, 'n ernstige besering, verwonding of hersenskudding gehad, of was u ooit deur gas bedwelmd?

4. Het lede van u familie gely aan toring, hartkwaal, senu- of sielsiektes?

Ek verklaar hiermee, dat ek bogenoemde vrae noukeurig deurgelees het en dat my antwoorde volkome juis is.

Handtekening..... Datum.....

S.L. Vorm 22.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

SPESIALE MEDIESE ONDERSOEK VAN SIVIELE SKIPPER,
STUURMAN OF LUGVAARTUIGMASIENIS.—REGISTER
VAN MEDIESE BEAMPTES.

I.—ONDERVREGING.

Maatskappy..... Datum.....
A. (i) Familienaam..... Voornamen.....
(ii) Ouderdom..... (iii) Gewig.....
Graad—
Skipper..... Lisenste No.....
Stuurman.....
Lugvaartuigmasienis.....
(iv) Totaal-aantal ure gevlieg..... Maksimum ge-
maklike vlieghoogte (vt.).....
(vi) Gemiddelde vlieghoogte (vt.)..... (vii) Aantal ure
gevlieg sinds laaste rapport.....
(viii) Aard van lugwerksaamhede.....
B. Gewoontes: (i) Tabak..... (ii) Alkohol.....
(iii) Slaap.....

II.—FLYING TESTS.

- C. (i) Time breath held in seconds (ii) Reason for ceasing
 (iii) Expiratory force mm. Hg.
 D. (i) Pulse rate (a) sitting (b) standing
 (ii) After regulated exercise
 (iii) Time for return to normal (secs.)
 (iv) S.P. D.P.
 E. (i) Tremor: (a) Fingers (b) Eyes
 (c) Tongue
 (ii) Self-balancing R L
 (iii) Evidence of Heterophoria
 F. Fatigue test (U tube, etc.)

III.—ROUTINE MEDICAL EXAMINATION.

- G. Condition of lungs
 H. (i) Condition of heart and pulse
 (ii) Evidence of defective peripheral circulation
 J. (i) Physique
 (ii) Abdomen: (a) Muscular tone (b) Splashing
 K. (i) Knee jerks (ii) Other reflexes
 (iii) Vision: L R
 (iv) Mentality
 L. (i) Venereal Disease: History or signs of
 M. (i) Hearing: L R
 (ii) Nasopharynx
 (iii) Condition of teeth
 (iv) Any other special conditions
 N. General opinion

Reasons for examination and full description of disability and circumstances causing it (if any) since last medical examination

Signature of Flight Surgeon.

C.A. Form 23.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

SPECIAL MEDICAL EXAMINATION OF CIVIL PILOT, NAVIGATOR, OR AIRCRAFT ENGINEER.

RECORD CARD.

- Company..... Date.....
 A. (i) Surname..... Christian names.....
 (ii) Age..... (iii) Weight.....
 Grading: Pilot, Navigator, Aircraft Engineer.
 Licence No.....
 (iv) Total number hours flying.....
 (v) Maximum comfortable flying height..... feet.
 (vi) Average flying height (feet).....
 (vii) Number hours flown since last report.....
 (viii) Nature of aerial work.....
 B. Habits: (i) Smoking..... (ii) Alcohol..... (iii) Sleep.....
 C. (i) Time breath held in secs..... (ii) Reason for ceasing.....
 (iii) Expiratory force..... m.m. Hg.
 D. (i) (i) Pulse rate: (a) Sitting..... (b) Standing.....
 (ii) After regulated exercise.....
 (iii) Time of return to normal (secs.)..... (iv) S.P..... D.P.....
 E. (i) Tremor: (a) Fingers..... (b) Eyes..... (c) Tongue.....
 (ii) Self-balancing: L..... R.....
 (iii) Evidence of heterophoria.....
 F. Fatigue: (U tube, etc.).....
 G. Condition of lungs.....
 H. (i) Condition of heart and pulse.....
 (ii) Evidence of defective peripheral circulation.....
 J. (i) Physique
 (ii) Abdomen: (a) Muscular tone (b) Splashing
 K. (i) Knee jerks (ii) Other reflexes
 (iii) Vision: L R
 (iv) Mentality
 L. Venereal disease, history or signs of.....
 M. (i) Hearing: L R
 (ii) Nasopharynx
 (iii) Teeth
 (iv) Any other special conditions
 N. General opinion

Reasons for examination and full description of disability and circumstances causing it, if any, since last medical examination:

Signature of Flight Surgeon.....

II.—Vliegtoetse.

- C. (i) Tyd aseminhouding in seks (ii) Rede vir ingee
 (iii) Uitasemkrag m.m. Kwik
 D. (i) Polssnelheid: (a) sittende; (b) staande.....
 (ii) Na gereelde oefening
 (iii) Tyd van terugkeer tot normaal (seks.)
 (iv) S.P. D.P.
 E. (i) Trilling: (a) Vingers (b) Oë (c) Tong
 (ii) Liggaamsbalans: L R
 (iii) Tekens van Heteroforie
 F. Afmattingstoets (U buisie, ens.)

III.—ROETIENE MEDIESE ONDERSOEK.

- G. Toestand van longe
 H. (i) Toestand van hart en pols
 (ii) Tekens van gebrekkige perifere bloedsomloop
 J. (i) Liggaamsbou
 (ii) Buik: (a) Spierspanning (b) Plasgeruis
 K. (i) Knierreflekse (ii) Ander reflekse
 (iii) Gesig: L R
 (iv) Denkvermoë
 L. (i) Veneriese siekte: Geskiedenis of tekens van
 M. (i) Gehoor: L R
 (ii) Neus-agtermondruimte
 (iii) Toestand van tande
 (iv) Enige ander besondere toestande
 N. Algemene opinie

Redes vir ondersoek en volledige beskrywing van onbekwaamheid en omstandighede wat daartoe aanleiding gegee het (indien daar is) sinds laaste mediese ondersoek

Handtekening van Vliegdokter

S.L. Vorm 23.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

SPESIALE MEDIESE ONDERSOEK VAN SIVIELE SKIPPER, STURMAN OF LUGVAARTUIGMASIENIS.—REGISTER.

Maatskappy..... Datum.....

- A. (i) Famielienaam..... Voornamen.....
 (ii) Ouderdom..... (iii) Gewig.....
 Graad: Skipper, Stuurman, Lugvaartuigmasienis.
 Lisensie No.....
 (iv) Totaal aantal ure gevlieg.....
 (v) Maximum gemaklike vlieghoogte (vt.).....
 (vi) Gemiddelde vlieghoogte (vt.).....
 (vii) Aantal ure gevlieg sinds laaste rapport.....
 (viii) Aard van lugwerkzaamhede.....
 B. Gewoontes: (i) Tabak..... (ii) Alkohol..... (iii) Slaap.....
 C. (i) Tyd aseninhoudig in seks..... (ii) Rede vir ingee.....
 (iii) Uitasemkrag..... m.m. Kwik.....
 D. (i) Polssnelheid: (a) Sittende..... (b) Staande.....
 (ii) Na gereelde oefening.....
 (iii) Tyd van terugkeer tot normaal (seks.).....
 (iv) S.P. D.P.
 E. (i) Trilling: (a) Vingers..... (b) Oë..... (c) Tong.....
 (ii) Liggaamsbalans: L..... R.....
 (iii) Tekens van heteroforie.....
 F. Afmatting: (U buisie, ens.).....
 G. Toestand van longe.....
 H. (i) Toestand van hart en pols.....
 (ii) Tekens van gebrekkige perifere bloedsomloop.....
 J. (i) Liggaamsbou
 (ii) Buik: (a) Spierspanning (b) Plasgeruis
 K. (i) Knierreflekse (ii) Ander reflekse
 (iii) Gesig: L R
 (iv) Denkvermoë
 L. Veneriese siektes, geskiedenis of tekens van.....
 M. (i) Gehoor: L R
 (ii) Neusagtermondruimte
 (iii) Tande
 (iv) Enige ander besondere toestand.....
 N. Algemene opinie

Redes vir ondersoek en volledige beskrywing van onbekwaamheid en omstandighede wat daartoe aanleiding gegee het (indien daar is), sinds laaste mediese ondersoek:—

Handtekening van Vliegdokter.....

Confidential.]

C.A. Form 24.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

ENVELOPES TO CONTAIN THE MEDICAL HISTORY OF A CIVIL PILOT, NAVIGATOR, OR AIRCRAFT ENGINEER.

Name..... No. of Licence.....
(Surname first.)

Grade, i.e. PILOT, NAVIGATOR, AIRCRAFT ENGINEER.
(Strike out words not applicable.)

INSTRUCTIONS.

- (1) This envelope is to contain the completed flimsy copies of C.A. Forms 21 and 23.
- (2) It will be kept as a confidential document in the Department of Posts and Telegraphs by the Secretary, Civil Air Board.
- (3) When a civil aviator applies for medical examination (a) before the renewal of his licence, (b) before resuming flying after accident or illness, or (c) for any other reasons considered necessary by the Postmaster-General, this form will be forwarded by registered post, together with the address of the aviator concerned, to the examining Flight Surgeon, who will forthwith make an appointment for him. On completion of C.A. Form 23 the card will be sent to the Director of Medical Services, Civil Aviation Branch, Union Buildings, Pretoria, and the flimsy will be placed in the envelope and returned to the Secretary, Civil Air Board, General Post Office, Pretoria, both by registered post.

Reasons for Examination.	Firm.	Where Situated.	Name of Examining M.O.	Date of Examination.	Date of Forwarding.

Reasons for Examination.	Firm.	Where Situated.	Name of Examining M.O.	Date of Examination.	Date of Forwarding.

C.A. Form 25.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

MEDICAL REPORT OF FLYING ACCIDENT TO A CIVIL PILOT.

DEPARTMENTAL RECORD.

Surname.....
Christian names.....
Permanent address..... Age.....
Date of issue of—
(a) Private pilot's licence.....
(a) Pilot's licence for passenger, mail, or goods aircraft.....

HISTORY OF ACCIDENT.

Date..... Locality.....
Name and type of machine.....
Was he a pilot or passenger?.....
Description of accident and probable causation.....
.....
.....
Nature of injuries.....
Condition after accident.....

Vertroulik.]

S.L. Vorm 24.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

ENVELOP VIR MEDIESE ANTESEDEENTE VAN SIVIELE SKIPPER, STUURMAN OF LUGVAARTUIGMASIENIS.

Naam..... No. van Lisensie.....
(Fameliennaam eers.)

Graad, nl. SKIPPER, STUURMAN, LUGVAARTUIGMASIENIS.
(Krap ontoepaslike woorde uit.)

INSTRUKSIES.

- (1) Hierdie envelop is bedoel vir die voltooië kopieë van S.L. Vorm 20 en 22.
- (2) Dit sal as 'n vertroulike dokument in die Departement van Posterye en Telegrafie, deur die Sekretaris, Siviele Lugraad, gehou word.
- (3) Wanneer 'n siviele vlieënier aanvraag doen om mediese ondersoek (a) voor die vernuwung van sy lisensie, (b) alvorens lugwerkzaamhede, na ongeluk of siekte, te hervat, of (c) om enige ander deur die Posmeester-generaal nodig geagte rede, word hierdie vorm per geregistreerde pos, tesame met die adres van die betrokke vlieënier, gestuur aan die ondersoekende vliegdokter, deur wie dadelik 'n bestelling vir hom gemaak sal word. Na voltooiing van S.L. Vorm 23 word die kaart na die Direkteur van die Mediese Diens, Siviele Lugvaartafdeling, Unie-gebouw, Pretoria, gestuur, en die kopie in 'n envelop geplaas en teruggestuur na die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, albei per geregistreerde pos.

Redes vir Onderzoek.	Firma.	Waar Geleë.	Naam van Onderzoekende Mediese Beampte.	Datum van Onderzoek.	Datum van Aansending.

Redes vir Onderzoek.	Firma.	Waar Geleë.	Naam van Onderzoekende Mediese Beampte.	Datum van Onderzoek.	Datum van Aansending.

S.L. Vorm 25.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

MEDIESE RAPPORT OP VLEGONGEVAL VAN 'N SIVIELE SKIPPER.

DEPARTEMENTALE REGISTER.

Fameliennaam.....
Voornaam.....
Permanente Adres..... Ouderdom.....
Datum van uitreiking van—
(a) Private skipperslisensie.....
(b) Skipperslisensie vir passasiers-, pos- of goederolugvaartuig.....

GESKIEDENIS VAN ONGEVAL.

Datum..... Lokaliteit.....
Naam en model van lugvaartuig.....
Was hy 'n skipper of passasier?.....
Beskrywing van ongeval en waarskynlike oorsaak.....
.....
.....
Aard van beseringe.....
Toestand na ongeval.....

C.A. Form 28.

UNION OF SOUTH AFRICA.

AIR NAVIGATION.

CUSTOMS EXPORT DECLARATION.

Place of Departure.....
Place of Destination.....

Parcels.		Nature of Goods.	Detailed Description of Contents.	Country of Origin.	Current Value at Place of Export, including cost of Packing and Packages.	Weight.		Observations.
Marks and Numbers.	Number.					Gross.	Net.	

I,....., for exporter, do hereby declare that the articles mentioned in this entry and contained in the packages specified herein are truly described in the above schedule.
The above declaration signed this.....day of.....192...

Consignor }
Exporter }

In the presence of.....
Customs or Railway Officer.....

C.A. Form 29.

UNION OF SOUTH AFRICA.

AIR NAVIGATION.

CUSTOMS CERTIFICATE OF DEPARTURE.

To Customs Officer in Charge of Customs Aerodrome.....
This is to certify that aircraft bearing (registration number.....) left Customs Aerodrome.....at.....on.....the.....192... for your station with the undermentioned goods on board.

Consignor.	Marks and Numbers.	Number of Packages.	Description of Goods.	Consignee.

Proprietor of Aerodrome.....

Place.....
Date.....

C.A. Form 30.

UNION OF SOUTH AFRICA.

AIR NAVIGATION.

CUSTOMS.—ENTRY OUTWARDS.

Customs Aerodrome.....
Date.....192...

Name of Aircraft.	Nationality and Registration Mark.	Nationality.	Number of Crew.	Name of Pilot.	Places for which Bound.

I enter the above aircraft for the destinations named in the last column.

Pilot.

S.I. Vorm 28.

UNIE VAN SUIDAFRIKA.

LUGVAART.

DOEANE-UITVOERDEKLARASIE.

Plek van Vertrek.....
Plek van Bestemming.....

Pakkette.		Aard van Goedere.	Noukeurige Beskrywing van Inhoud.	Plek van Oorsprong.	Gangbare waarde in plek van uitvoer, met inbegrip van koste van verpakking en pakkies.	Gewig.		Opmerking.
Merke en Nommers.	Aantal.					Bruto.	Netto.	

Ek,....., namens uitvoerder, verklaar hiermee dat die hieringenoemde artikels, vervat in die hierinuiteengesette pakkies juis in die bogenoemde Skedule omskrywe is.

Die bogenoemde deklarasie geteken hede die.....dag van.....19...

Afsender }
Uitvoerder }

In die teenwoordigheid van.....
Doeane- of Spoorwegbeampte.....

S.L. Vorm 29.

UNIE VAN SUIDAFRIKA.

LUGVAART.

DOEANESERTIFIKAAT VAN VERTREK.

Aan Doeanebeampte belas met toesig oor Doeaneaerodroom.....
Ek sertifiseer hiermee, dat lugvaartuig (registrasienuummer.....) Doeaneaerodroom.....om.....op.....die.....19... op reis naar u stasie verlaat het, met die ondergenoemde goedere aan boord.

Afsender.	Merke en Nommers.	Aantal Pakkies.	Beskrywing van Goedere.	Geadresseerde.

Elenaar van Aerodroom.....

Plek.....
Datum.....

S.L. Vorm 30.

UNIE VAN SUIDAFRIKA.

LUGVAART.

DOEANE.—AANGIFTE UITWAARTS.

Doeaneaerodroom.....
Datum.....192...

Naam van Lugvaartuig.	Nasionaliteits- en Registrasiemerk.	Nasionaliteit.	Aantal Bemannings.	Naam van Skipper.	Plekke van Bestemming.

Ek gee die bogenoemde lugvaartuig aan vir die in die laaste kolom genoemde plekke van bestemming.

Skipper.

S.L. Verm 31.

UNIE VAN SUIDAFRIKA.

LUGVAART.

INHOUD UITWAARTS VAN LUGVAARTUIG, VOORRAADLYS
EN UITKLARINGSCERTIFIKAAT.

(In duplikaat in te vul.)

Doane aërodroom Register—

Aerodroom van.....
No.....
Datum.....

[illegible]

Ek maak hiermee applikasie vir uitklaring van.....
Doeane-aerodroom.

Ek verklaar hiermee, dat die volgende 'n juiste opgawe is van al die goedere aan boord die bogenoemde lugvaartuig vir aerodrooms buite die Unie, en van alle voorraad, en dat die genoemde besonderhede juist is.

Skipper.

Verklaar voor my, hede diedag.....19.....

.....
Doeane-insamelaar.

[illegible]

Bladz. 2.]

[illegible]

Bladz. 3.]

VOORRAADLYS.

*Lys van Onverbruikte Voorraad en Belasbare Goedere in besit van
Skipper en Lede van Bemanning.*

[illegible]

Page 4.]

UNION OF SOUTH AFRICA.

AIR NAVIGATION.

CERTIFICATE OF CLEARANCE.

Customs Aerodrome of.....
These are to certify to all whom it doth concern that the
aircraft bearing nationality and registration mark.....
of Customs Aerodrome....., Pilot.....
has been duly entered and cleared for.....
.....
having on board goods and stores as herein before stated.
Date of clearance.....

Collector of Customs.

C.A. Form 32.

UNION OF SOUTH AFRICA.

CIVIL AVIATION.

Return to be rendered monthly by Civil Aviation Companies
to the Secretary, Civil Air Board, General Post Office, Pretoria,
showing:—

- Number and type of machines used.
- Mileage flown, and the number of hours in flight.
- Number of passengers carried.
- Weight of mails (if any) goods parcels conveyed.
- The services conducted.
- The points between which such services are performed.
- The flying time for such services.
- Any other information which it is considered would be useful to the Civil Air Board.

* No. 1061.]

[27th June, 1924.

It is hereby notified for general information that His Excellency the Governor-General has been pleased, under the provisions of section four of the Aviation Act, No. 16 of 1923, to approve of the Civil Air Board as constituted by Government Notices No. 1373 of 17th August, 1923, and No. 1798 of 30th October, 1923, continuing in operation for a period of three years from the 1st day of July, 1924.

Bladz. 4.]

UNIE VAN SUIDAFRIKA.

LUGVAART.

UITKLARINGSERTIFIKAAT.

Doeaneaerodroom van.....
Ek sertifiseer hiermee, vir elkeen wat dit aangaan, dat die
lugvaartuig met nasionaliteits- en registrasiemerk.....
van Doeaneaerodroom....., skipper.....
behoorlik aangegee en uitgeklaar is vir.....
.....
met goedere en voorraad aan boord as hierin vermeld.
Datum van uitklaring.....

Doeane-insamelaar

S.L. Vorm 32.

UNIE VAN SUIDAFRIKA.

SIVIELE LUGVAART.

Opgawe wat maandeliks deur Siviele Lugvaartmaatskappye aan
die Sekretaris, Siviele Lugraad, Hoofposkantoor, Pretoria, inge-
stuur moet word, aantonende:—

- Aantal en modelle lugvaartuie gebruik.
- Mylengte en aantal ure gevlieg.
- Aantal passasiers vervoer.
- Gewig aan poste (indien vervoer), goedere, pakette vervoer.
- Die dienste waargeneem.
- Die plekke waartussen sodanige dienste waargeneem word.
- Die vliegtyd vir sodanige dienste.
- Enige ander informasie wat, naar men meen, die Siviele Lugraad tot nut sou strek.

* No. 1061.]

[27 Junie 1924.

Vir algemene informasie word hierby bekend gemaak dat dit Sy Eksellensie die Goewerneurgeneraal behaag het, kragtens die bepaling van artikel vier van die Lugvaart Wet, No. 16 van 1923, goed te keur dat die Siviele Lug Raad soos uiteengeset in Goewermentskennisgewinge No. 1373 van 17 Augustus 1923 en No. 1798 van 30 Oktober 1923, van krag sal bly vir 'n verdere tydperk van drie jaar met intreding van 1 Julie 1924.