

INSTRUCTORS' CERTIFICATES

THE Guild of Air Pilots and Air Navigators of the British Empire has for some time had under consideration the question of unqualified flying instruction. So long ago as November, 1930, it was ascertained that there was general agreement as to the undesirability of flying instruction being given by unqualified or insufficiently experienced persons.

In the spring of this year a letter signed by the Chief Instructors of the principal flying schools and clubs in the country appeared in *The Times*, calling attention to the growing seriousness of this matter.

Since that time the Court has referred the whole subject to a special Committee in the following terms:— "To examine and report upon the present conditions regarding the qualification of Civil Flying Instructors, and to make any recommendations that might be desirable."

The Committee consists of: R. A. de Haga Haig (Chairman), the Deputy Master Capt. the Rt. Hon. F. E. Guest, M. Findlay, C. A. Pike, C. R. McMullin, V. H. Baker, H. D. Davis, the Clerk.

Arising out of this report, the Court have decided that the Guild will issue a Certificate of Qualification open to all those following or adopting the profession of Instructor. Regulations have, therefore, been submitted to, and approved by, the Chief Instructors in this country, and subsequently by the Court. A copy of these are annexed.

Every endeavour has been made to keep the expense to a candidate to the minimum. The Guild will provide the Examiners, who will voluntarily undertake the work without remuneration, and the flying clubs and firms giving instruction will lend aircraft at cost price.

The Guild's Certificate is backed by the insurance interests.

The following constitutes the Panel of Examiners so far appointed.

Name.	Description.	Area.
J. Houston	Chief instructor, Scottish Flying Club..	Scotland.
A. M. Kingwill	Chief instructor, Northern Air Lines ..	North-West.
A. G. Loton	Chief instructor, Brough ..	North-East.
C. F. Uwins	Bristol Aeroplane Co., Ltd. ..	South-West.
F. W. Reeve	De Havilland Aircraft Co., Ltd. ..	London.
V. H. Baker	Chief instructor, Airwork, Ltd. ..	
M. Findlay	Chief instructor, National Flying Services ..	
H. D. Davis	

Further Examiners will also be appointed for Northern Ireland and elsewhere, as required.

The Court realise that nothing can, or should, stop one friend instructing another on a privately-owned aircraft, but they consider that a man who receives payment for

professional services should be able to produce evidence of a definite standard of qualification.

These proposals will apply to existing members and Associates of the Guild, and those of them who are practising as Instructors are urged to support the scheme by applying without delay for the Guild Certificate. The Certificate will also be available to non-members of the Guild. The Guild's scheme has been laid before the Air Ministry, with detailed recommendations as to the amendments in existing regulations required to make the Certificate compulsory.

The following is a list of firms who have agreed to cooperate to date:—Messrs. Airwork, Ltd.; North Sea Aerial & General Transport, Ltd.; Brooklands Aviation, Ltd.; Messrs. Phillip & Powis Aircraft, Ltd. (Reading); Southern Aircraft, Ltd.; National Flying Services, Ltd.; the Liverpool and District Aero Club; the Bristol Aeroplane Co., Ltd.; the Midland Aero Club; the Hampshire Aeroplane Club; Air Service Training, Ltd.

The scheme will come into operation on August 1.

REGULATIONS GOVERNING THE ISSUE OF CERTIFICATE SCHEDULE I

1. There will be a test consisting of (a) oral examination, (b) flying test, for all candidates for original certificate, subject to the discretion of the examiner, as hereinafter mentioned.
2. The certificate will be signed by the master or deputy master and countersigned by the examiner and the clerk, and will normally be in force for 12 months from the date of issue. Renewals of certificate will be endorsed on the original signed by the clerk.
3. The test will be carried out by a single examiner selected by the Court of the Guild from its panel. There will be a right of appeal by a dissatisfied candidate to a board of two examiners (other than the examiner who turned the candidate down), whose decision shall be final. If they both agree, his appeal will be allowed; if they disagree, his appeal is disallowed.
4. The candidate will be required to deposit a sum of £5 on giving notice of appeal, which will be refunded if the appeal is allowed.
5. Applicants for renewal of instructors' licences will have to show a minimum of 50 hours' instructional flying during the preceding year, or have to pass the test previously referred to, subject to the discretion of the Guild.
6. The charge made by the Guild to members and associates for test will be the minimum required to cover office expenses, and at the outset will be 10s. The charge for renewals will be not more than 5s. if no flying test is necessary.
7. Candidate to pay cost of hire of aircraft for test. Total cost, including Guild's fee, hire of aircraft, not to exceed £2 2s. for original certificate. No fee will be payable to the examiner. Charge to non-members will be increased by £2 2s.
8. Examiner's discretion. The examiner may look to available private records, such as C.F.S. certificate and underwriters' private records, to guide him in dealing with original applications for certificate or renewals when less than 50 hours' instruction time shown, and may exempt a candidate from test.
9. The Guild will maintain a register of the instructors' certificates issued. A warning will be sent to each holder approximately one month prior to the date of expiry.
10. A meeting of the panel of examiners must be convened forthwith after their appointment for the purpose of enabling them to arrive at a uniform standard of examination. They must also determine at what intervals of time they will subsequently meet.
11. The court may at any time withdraw a certificate during its currency.
12. Examiners on the panel shall retire annually, but shall be eligible for re-election by the Court. The Court may also remove or replace an examiner at any time.

Investigation of Two Civil Air Accidents

WE have received from the Air Ministry the following report on two civil air accidents:—

I. The Inspector of Accidents has completed his investigation of the accident to an Avro aircraft, owned by a civil aviation firm, which crashed in the garden of a house in South-East London on February 2 last. The aircraft was wrecked and the pilot and passenger were seriously injured. The aeroplane had been chartered, together with two "Moths," for the production of a film, and was carrying the cinematograph operator and camera. The flight, which started from Hatfield aerodrome, had occupied a little over half an hour and was being conducted above a large expanse of cloud, when the aeroplane in question left the other machines and made a forced descent, the engine ceasing to function. It appears from the Inspector's conclusions that the forced descent through cloud was due to the engine running short of petrol from the main tank and the pilot subsequently failing to allow sufficient time for the supply from the reserve tank to become operative. Further, the pilot had failed to verify the quantity of petrol in the tanks before commencing the flight. He had been summoned to undertake the flight at very short notice so as to get the benefit of certain cloud conditions specially appropriate to the film which was being taken,

and the omission to check the petrol was due to this urgency and the fact that he had some reason to believe that the tanks were full.

II. The Inspector of Accidents has completed his investigation of the accident to an aircraft known as the *Angus Aquila*, privately owned, which crashed at Hanworth Aerodrome on March 21 last. The pilot, who was also the designer and owner, was killed. The aeroplane—a single-seater, low-wing monoplane—was designed and built privately during 1930. Up to the day of the accident the aeroplane had been flown within the precincts of the aerodrome on three or four occasions for periods of about ten minutes, but it had not yet been approved for a certificate of airworthiness. It appears from the Inspector's conclusions that on March 21 the aeroplane took-off in the early afternoon, climbed to a height of about 100 ft., and then started to turn left over the borders of the aerodrome. This turn very quickly developed into a spiral nose-dive or incipient spin and the machine dived to the ground. The Inspector of Accidents found that no part of the main structure had failed in the air, and that, although the flying qualities of this experimental aircraft may have differed somewhat from those of an aircraft of normal type, the accident was due to the pilot's attempting to execute a sharp turn near the ground and mishandling the controls when doing so.