

Pamphlet

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The  
**Canterbury (New Zealand)**  
**Aviation Co.**  
 Limited



C. W. HERVEY,  
Secretary.

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## Canterbury (N.Z.) Aviation Co. Ltd

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**W**ITH the surrender of Germany, announced in Christchurch on 12th of November last, the first phase of the Company's existence came to an end. Hitherto, in accordance with the wishes of the Home Authorities, the object had been to qualify the pupils as rapidly as possible for taking the Royal Aero Club's Pilot Certificate, they had been given some opportunity, by assisting in the repairing shop, to pick up a little knowledge of the mechanical side of aviation, but the main point was to qualify them as Pilots, and to send them to complete their training at Home. Any deficiency in mechanical knowledge would be made good by the further training through which the Pupil had to pass before being sent to the front.

During the year ending 30th September last, 152 qualified Pilots were turned out by the School and sent Home. Many of them will return to New Zealand well equipped by a long course of training to take their place as airmen in peace time or war, and they will, no doubt, prove a valuable asset in the defence of New Zealand, and in the promotion of aviation in this country.

The Company has now received advice that no more Pilots are required at Home, and is, therefore, free to turn its attention to other matters.

During the past eighteen months the Directors have received numerous applications, from persons who wished to be taken as private pupils and taught aviation; they were declined, as everything had to be subordinated to the training of pilots for the front.

The position is now changed, and from now onwards it is the intention of the Directors to accept private pupils and provide instruction which will enable them not only to learn to fly their machines, but to attend to their upkeep and repair minor damages.

It may confidently be assumed that there is a great future in front of aviation in New Zealand. Sir Joseph Ward has

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recently announced a Postal Air Service, which he anticipates will be in operation within eight or nine months at the outside. According to his plan the two existing Schools will be associated with the movement, carrying branch mails to the smaller centres within their districts. The Postal Service, both Government and local, will afford employment to a large number of airmen, both pilots and mechanics.

The "Safety of the Air," except in warfare, has been fully demonstrated at Home, and as soon as it is equally recognised here there will spring up a number of passenger services, each employing its aerial and mechanical staff, and residents in the country will want to own their planes, bringing them within an hour or two of their city. It does not take long to qualify for a pilot's certificate, but a longer course is necessary before the aviator is fit to take charge of a machine "on his own," and fly it with safety across country.

Therefore, those who wish to take up aviation as a profession, should lose no time in making a start. The main object of this pamphlet is to afford information as to the terms on which pupils for a course of aviation will be accepted.

At it is necessary to have some recognised standard of efficiency in flight, that of the Aero Club certificate will still be maintained, and the flying course will terminate when this certificate has been gained. The fee for this course is £100, and covers the risk of damage to machines, also all third party risks. Free quarters and the use of electric lights are included, but pupils are expected to find their own board and firing. (The cost of board in the past has been 21/- per week). During their course of tuition pupils will have free access during working hours to the hangars and workshop, and will be given the opportunity to learn as much as possible of the mechanical side of aviation.

If after taking his Aero Club certificate, a pupil desires to take a course of further instruction in flying, the charge for the use of a dual control machine will be £20 per flying hour, including the services of an Instructor.

Solo or single-seater machines will be hired to ex-pupils at £10 per flying hour, but in that case the ex-pupil must take the risk of damage to the machine to the extent of £50, which sum must be

paid on deposit before taking practice. The pupil must also take all third party risks.

Terms will be arranged for those who desire to take a more advanced course in aerial mechanics.

The Company's School is situated at Sockburn, distant 5½ miles from Christchurch, and within ten minutes' walk of the electric tram. The pupils' quarters are excellent, and contain hot and cold water, baths and all modern conveniences.

The following are the terms on which pupils will be received:

1. A book has been opened at the Company's office, 59 Cathedral Square, Christchurch, in which the names of all applicants will be entered. Every application must be accompanied by a deposit of £5, as an indication of good faith, which will be returned if the application is refused, but will be liable to forfeiture in the event of the candidate declining to complete.

2. Applications will be considered in order of priority as shown in the application book.

3. The Directors reserve to themselves the right to refuse any application without assigning a reason.

4. Applicants will be required to furnish some evidence of their educational qualifications and testimonials of their good character.

5. After being provisionally approved, the applicant will be required to undergo a medical examination at his own expense, and to furnish a certificate from a medical officer appointed by the Company, that he is physically fit for aviation.

6. The acceptance of every candidate is conditional on the payment by him of the balance of his tuition fees (£100), and on his signing the contract note attached; failure in either of these conditions will render the deposit liable to forfeiture.

7. The tuition fee of £100 covers the cost of training the candidate until he has taken the Aero Clubs' Pilot Certificate, but subject to the following conditions:—If after three months at the School, the pupil shall not have taken his certificate, the liability of the Company to continue further training shall cease, and he shall leave the School. Furthermore, if in the opinion of the Chief Instructor, a pupil proves unsuitable for flying, the Com-

pany shall be at liberty to terminate his course, but if the unsuitability of the pupil is not due to any fault of his own, the Company shall refund to him a proportion of his tuition fees, such proportion being calculated on the unexpired portion of three months' training to which he would otherwise have been entitled.

8. All pupils will be required to sign the form of agreement printed on Page 9. in the appendix.

### PASSENGER FLIGHTS.

Tickets for passenger flights are obtainable from the Secretary of the Company, Mr. C. W. Hervey, 59 Cathedral Square, or at the Aerodrome, Sockburn, at the following prices:—

A ten minutes' flight covering 10 or 12 miles, £5, and £2 10s. for every additional five minutes.

These flights will be circular trips in the district, the ascent and landing both being made in the Company's aerodrome.

Cross country flights can be arranged at the rate of £30 per hour, with an extra charge of £5 for every landing outside the Company's aerodrome.

Passenger flights are only undertaken subject to the following conditions:—

Weather and other conditions must be considered suitable by the Chief Pilot.

No landing outside the aerodrome will be attempted unless the ground is known to be suitable and safe under existing conditions.

Only one passenger at a time can be taken by the Company's present machines.

In the event of weather conditions or other circumstances causing the duration of a flight to be shortened, or if the destination should not be reached, the passenger will be required to pay for the time occupied in the flight only.

Passengers will be required to sign the ticket (see appendix) accepting the conditions printed thereon, and to pay the fee, and

the ticket must be handed to the pilot before the passenger is taken up.

### EXHIBITIONS OF FLIGHT.

The Company proposes to give exhibitions from time to time at its aerodrome, which will be duly advertised. Exhibitions at other localities can be arranged by application to the Secretary, but a suitable landing place is a first essential.

### HIRE OF AEROPLANES.

Aeroplanes will only be hired to certified pilots; the terms are:  
 Two-seater Machine ... £15 per hour £100 deposit  
 Single Seater ... £12 per hour £50 deposit

The deposit must be paid before making a flight, and is by way of security against accidental damage up to its amount, should any occur to the machine, the whole to be refunded if no damage is done.

Flights will only be permitted when the weather and all other conditions are considered suitable by the Company's officer in charge.

The Company accept no risk to the hirer or passenger, who will be required to sign the form printed in the appendix before starting.

### AEROPLANES FOR PRIVATE OWNERS.

The Directors intend to import engines and aeroplanes for sale, and are in telegraphic correspondence with their London agents regarding the most reliable makes. It is probable that before long the engines alone will be imported, and that the Company will build the planes here. The Company is not yet in a position to make definite quotations, but it invites correspondence, and will cable for any information required.

### HANGARS FOR PRIVATE MACHINES.

The Company proposes to build hangars for the use of private owners, who will thus have the use of the aerodrome for landing and of the machine shops, for repairs.

All communications to be addressed to the Secretary of the Company, Mr. C. W. Hervey, 59 Cathedral Square, Christchurch.

For the Directors of the Canterbury Aviation Co., Ltd.,

HENRY F. WIGRAM,

Chairman.

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## APPENDIX.

### THE CANTERBURY (NEW ZEALAND) AVIATION SCHOOL.

#### PUPIL'S AGREEMENT.

I, the undersigned, hereby agree with the Canterbury (New Zealand) Aviation Company, Limited (hereinafter called the Company), to take a course of tuition at the Company's School near Sockburn. The agreed tuition fee to be £100, which shall be paid on or before the execution of this Agreement, and which shall cover tuition on the Company's tuition machines, and also all liabilities in respect of unavoidable accidental damage caused to the machine, to third parties, or to property, but not damage arising from any wilful or negligent act of mine. I also agree to follow the reasonable instruction of the Company's Instructor, and present myself for my Pilot's Certificate when, in the opinion of the Instructor, fit for the examination therefor. I also hereby agree to absolve and indemnify the Company from and against all liabilities for any damage whatsoever which I may sustain either to my person or my property from any cause whatsoever whilst a pupil at their Aviation School, and will make no claim whatsoever against the Company for damages, compensation, or otherwise, in respect of any loss or damage arising during the period of the course of tuition from any cause whatever. I also agree to exercise the utmost care in the handling and use of the Company's machines, in order to prevent damage being caused to the said machines, or to third parties, or to property.

The Company's obligation shall cease when I, using due diligence on my part, have obtained my Pilot's Certificate, provided always that in no case shall the Company be obliged to continue the tuition beyond a period of three months from the date hereof.

If I should, in the opinion of the Chief Instructor, prove unsuitable as a pupil for aviation, the Company may terminate my tuition, provided that in such case I shall, if such unsuitability shall not be due to any fault on my part, be entitled to a refund of a part of my tuition fee, proportionate to the unexpired portion of the three months' training I would otherwise have been entitled to. Except as aforesaid no part of the tuition fee shall, under any circumstances, be refunded.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 191

Witness

Stamp.

**PASSENGER FLIGHTS.**

Received from

the sum of £ \_\_\_\_\_ on account of

The Canterbury (N.Z.) Aviation Company, Ltd., being in payment of the Company's fee for a flight of \_\_\_\_\_ minutes, in accordance with and subject in all respects to the conditions appearing below, which are hereby declared to constitute the terms and conditions of the Company's contract with the said

Dated \_\_\_\_\_ 191

Secretary,

Canterbury (N.Z.) Aviation Company, Ltd.

**CONDITIONS.**

1. The Company's Pilot shall be the sole judge as to weather and other conditions being suitable for undertaking flight, and if he shall decide that the flight should be postponed, the Company may thereupon return any fee paid, and cancel the engagement, and the person who has paid a fee for such flight may thereupon require repayment of the amount so paid by him.

2. The flight shall be under the sole control and management of the Pilot.

3. The area and distance to be traversed, and the duration and direction of the flight shall be subject to such variation as the Pilot, in his discretion, may think fit to make.

4. The place and time of landing shall be entirely a matter within the discretion of the Pilot.

5. In the event of the duration of the flight being curtailed, the passenger will only be charged with the time actually occupied in the flight at the same rate as payable for the whole time, and in such case shall be entitled to a refund of the proportionate part of the amount paid by him.

6. The entire risk of personal or other injury to the passenger must be taken by the passenger. The only liability undertaken by the Company is to use due diligence to provide a machine in proper order, and provide a certificated Pilot, and it incurs no liability for any act or default of such Pilot.

I \_\_\_\_\_ (passenger), agree to the above conditions.

**HIRING AGREEMENT DOUBLE-SEATER AVIATION MACHINE.**

(Advanced Pupils).

Received from

the sum of

for a flight of \_\_\_\_\_ minutes' duration in a double-seater Aviation machine for instructional purposes on the terms and conditions stated below which are declared to constitute the Company's contract with the said

Dated \_\_\_\_\_ 191

Secretary,

Canterbury (N.Z.) Aviation Company Ltd.

**CONDITIONS.**

1. The Company's Instructor shall be the sole judge as to weather and other conditions being suitable for undertaking a flight, and if he shall decide that the flight should be postponed, the Company may thereupon return any fee paid, and cancel the engagement, and the person who has paid a fee for such flight may thereupon require repayment of the amount so paid by him.

2. The flight shall be under the sole control and management of the Instructor.

3. The area and distance to be traversed, and the duration and direction of the flight shall be subject to such variation as the Instructor, in his discretion, may think fit to make.

4. The place and time of landing shall be entirely a matter within the discretion of the Instructor.

5. In the event of the duration of the flight being curtailed, the pupil will only be charged with the time actually occupied in the flight, at the same rate as payable for the whole time, and in such case shall be entitled to a refund of the proportionate part of the amount paid by him.

6. The entire risk of personal or other injury to the pupil must be taken by the pupil. The only liability undertaken by the Company is to use due diligence to provide a machine in proper order, and provide a certificated Instructor, and it incurs no liability for any act or default of such Instructor.

I \_\_\_\_\_ (passenger), agree to the above conditions.

## THE CANTERBURY (NEW ZEALAND) AVIATION SCHOOL.

**HIRING AGREEMENT.**

(Certificated Pilots.)

Received from \_\_\_\_\_  
 the sum of £ \_\_\_\_\_ for hire of a \_\_\_\_\_  
 seater aviation machine for a flight of \_\_\_\_\_ minutes and the  
 sum of £ \_\_\_\_\_ as a deposit by way of security  
 in respect of risk or damage on the terms and conditions stated below which  
 are hereby declared to constitute the Company's contract with the said

Dated \_\_\_\_\_ 191\_\_\_\_\_  
 \_\_\_\_\_ Secretary,  
 Canterbury (N.Z.) Aviation Company Limited.

**CONDITIONS.**

1. The hirer must undertake full liability for all damage sustained to the machine during the period of hiring. The amount paid as deposit is to be applied in making good any such damage, and the hirer's liability is limited to such amount, except in respect of damage arising from any wilful or negligent act of the hirer.

2. Flights will only be permitted when the weather and all other conditions are considered suitable by the Company's Officer in charge, who shall be the sole judge thereof. Such Officer may also prescribe the direction of flight, and forbid, if he thinks fit, the use of the machine over such areas as he may specify. The directions and instructions of such Officer must be complied with.

3. The hiring may at any time be terminated by or on behalf of the Company, either before or after the hirer has commenced to use the machine, if in the opinion of the Company's Officer in charge the conditions of weather or other conditions are unsuitable, and in such event the hirer shall be entitled to a refund of the amount paid by him or a part thereof proportionate to the unexpired part of the term of hiring from the time he shall have ceased to have the use of the machine.

If from any reason the hirer has the use of the machine with the consent of the Company's Officer beyond the stipulated term of hiring, he shall pay to the Company a further amount proportionate to the period of extended time.

4. The entire risk of personal or other injury to the hirer must be borne by the hirer. The only liability undertaken by the Company is to use due diligence to provide a machine in proper order.

I \_\_\_\_\_ (passenger), agree to the above conditions.

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