

April 6, 2013

Mr. Tobias Read, Chairman

Transportation and Economic Development Committee

Dear Mr. Read and the Members of Committee,

Having read HB-2016 and the changes that It may make for our general aviation private airports, I will not be so hesitant in letting other pilots and aircraft use my private airstrip located one mile SSW of Monmouth, OR. My airport is known as "JPM" on the aviation charts.

We have consistently turned away most pilots that call in to use the runway because of the liability problems that can take place in case of a mishap or accident. Even though it is no fault of the airstrip, many owners have been sued just because the event took place on their land. An example of this comes to mind where an aircraft departed a private airport and crashed seven miles from the point of departure. The investigative team found out that the runway was a little shorter than what was shown on the chart and a suit was filed. The insurance company settled before the case went to trial and the landowner had to pay a 50,000 dollar deductible. What made it a real interesting story was the fact that the pilot was not current and should not have been flying! Any pilot or FAA Accident Investigator probably understands that the airport length had nothing to do with the accident.

As a taxpaying property owner I cannot think of any reasons not to pass HB-2016. Anything that we can do to make the owners of private airstrips less liable for an accident suit resulting from pilots using their airstrip for recreational purposes is a good thing.

Changing the wording of the law as to include "noncommercial aviation" in the list of examples of recreation uses would be highly commendable.

I hope this testimony helps you in your decision making.

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