

On Calendar.
February 21, 1929.
Bill No. 1.

Senate File No. 284.
By COMMITTEE ON AERONAUTICS.

A BILL FOR

An Act concerning the licensing of aircraft and airmen, the establishment of air traffic rules, and to make uniform the law with reference thereto.

Be It Enacted by the General Assembly of the State of Iowa:

1 Section 1. Whenever the word "aircraft" is used in this act, it
2 shall mean any contrivance now known or hereafter invented, used or
3 designed for navigation of or flight in the air, except a parachute
4 designed for such navigation but used primarily as safety equipment.
5 Whenever the word "airman" is used in this act, it shall mean any per-
6 son who engages in the navigation of aircraft while under way, and
7 any individual who is in charge of the inspection, overhauling or re-
8 pairing of aircraft. Whenever the word "passenger" is used in this act,
9 it shall mean any person riding in an aircraft other than its pilot or
10 a member of its crew. The term "public aircraft", means an aircraft
11 used exclusively in the governmental service of the United States or
12 of any of the states. The term "civil aircraft", means any aircraft
13 other than "public aircraft".

1 Sec. 2. It shall be unlawful for any person to navigate any civil
2 aircraft within the State of Iowa, unless such aircraft is registered
3 and licensed under or pursuant to the laws of the United States then in
4 force.

1 Sec. 3. The aircraft license must be carried in the aircraft when-
2 ever it is in service, and must be conspicuously posted where it may

3 readily be seen by any passenger or inspector. Whenever the craft is
4 unairworthy the license must be removed from the craft, and when the
5 license is suspended or revoked, or when it is no longer in force, it
6 shall be surrendered to the authority issuing the same. The license
7 must be produced for inspection upon demand of any passenger of such
8 aircraft, or by any peace officer of the State of Iowa, or by any
9 officer, manager or employee in charge of any airport, landing field
10 or airdrome upon which such aircraft has been landed, or from which it
11 is proposed to be navigated.

1 Sec. 4. It shall be unlawful for any person within the State of
2 Iowa to navigate any civil aircraft, carrying a passenger, unless
3 such person is an airman licensed to operate aircraft by the United
4 States Government, in accordance with the laws, rules and regulations
5 then in force.

1 Sec. 5. Pilots' certificates shall be kept in their personal
2 possession when navigating aircraft within the State of Iowa, and shall
2 be in accordance with the following rules :
3 be produced for inspection upon demand by any passenger of such air-
4 craft, or by any peace officer of the State of Iowa, or by any officer,
5 manager or employee in charge of any airport, landing field or air-
6 drome upon which such pilot has landed or from which he proposes to
7 make a flight.

1 Sec. 6. It shall be unlawful for any person to have charge of the
2 inspection, overhauling or repairing of aircraft within the State of
3 Iowa, unless he is the holder of a mechanic's license, issued under
4 or pursuant to the laws of the United States then in force.

1 Sec. 7. The operation of civil aircraft in the State of Iowa shall

3 A. Aircraft flying in established civil airways, when it is
4 safe and practicable, shall keep to the right side of such airways.

5 B. Aircraft shall give way to each other in the following order:

6 1. Airplanes.

7 2. Airships.

8 3. Balloons, fixed or free.

9 An airship not under control is classed as a free balloon.

10 Aircraft required to give way shall keep a safe distance, having re-
11 gard to the circumstances of the case. Three hundred (300) feet will
12 be considered a minimum safe distance.

13 C. If the circumstances permit, the craft which is required to
14 give way shall avoid crossing ahead of the other. The other craft may
15 maintain its course and speed, but no engine-driven craft may pursue
16 its course if it would come within three hundred (300) feet of another
17 craft, three hundred (300) feet being the minimum distance within which
18 other than military aircraft of the United States engaged in military **aircraft**
19 maneuvers and commercial aircraft engaged in local industrial opera-
20 tions, may come within proximity of each other in flight.

21 D. When two engine-driven aircraft are on crossing courses the
22 aircraft which has the other on its right side shall keep out of the way.

23 E. When two engine-driven aircraft are approaching head-on, or
24 approximately so, and there is risk of collision, each shall alter its
25 course to the right, so that each may pass on the left side of the other.
26 This rule does not apply to cases where aircraft will, if each keeps on
27 its respective course, pass more than three hundred (300) feet from

28 each other.

29 F. 1. An overtaking aircraft is one approaching another directly
30 from behind or within seventy degrees of that position, and no subsequent
31 alteration of the bearing between the two shall make the overtaking air-
32 craft a crossing aircraft within the meaning of these rules or relieve it
33 of the duty of keeping clear of the overtaken craft until it is finally
34 past and clear.

35 2. In case of doubt as to whether it is forward or abaft such
36 position it should assume that it is an overtaking aircraft and keep out
37 of the way.

38 3. The overtaking aircraft shall keep out of the way of the
39 overtaken aircraft by altering its own course to the right, and not in
40 the vertical plane.

41 G. Exclusive of taking off from or landing on an established
42 landing field, airport, or on property designated for that purpose by the
43 owner, and except as otherwise permitted by this act, aircraft shall not
44 be flown—

45 1. Over the congested parts of cities, towns, or settlements,
46 except at a height sufficient to permit of a reasonably safe emergency
47 landing, which in no case shall be less than one thousand (1000) feet.

48 2. Elsewhere at height less than five hundred (500) feet,
49 except where indispensable to an industrial flying operation.

50 H. No flight under one thousand (1000) feet in height shall be
51 made over any open-air assembly of persons except with the consent of
52 the Secretary of State. Such consent will be granted only for limited
53 operations.

54 I. 1. Acrobatic flying means intentional maneuvers not necessary
55 to air navigation.

56 2. No person shall acrobatically fly an aircraft—

57 a. Over a congested area of any city, town, or settlement.

58 b. Over any open-air assembly of persons or below two thousand
59 (2000) feet in height over any established civil airway, or at any height
60 over any established airport or landing field, or within one thousand
61 (1000) feet horizontally thereof.

62 c. Any acrobatic maneuvers performed over any other place shall
63 be concluded at a height greater than fifteen hundred (1500) feet.

64 d. No person shall acrobatically fly any airplane carrying
65 passengers for hire.

66 e. When an aircraft is in flight the pilot shall not drop or
67 release, or permit any person to drop or release, any object or thing
68 which may endanger life or injure property, except when necessary to the
69 personal safety of the pilot, passengers, or crew.

70 J. Take-offs and landings shall be made upwind when practicable.

71 The take-off shall not be commenced until there is no risk of collision
72 with landing aircraft and until preceding aircraft are clear of the
73 field. No take-off or landing shall be made from or on a public street
74 or highway without the consent of the local governing authority and the
75 approval of the Secretary of State.

76 K. If practicable, when within one thousand (1000) feet hori-
77 zontally of the leeward side of the landing field the airplane shall
78 maintain a direct course toward the landing zone.

79 L. A landing plane has the right of way over planes moving on

80 the ground or taking off.

81 M. When landing and maneuvering in preparation to land, the
82 airplane at the greater height shall be responsible for avoiding the
83 airplanes at the lower height and shall, as regards landing, observe the
84 rules governing overtaking aircraft.

85 N. An aircraft in distress shall be given free way in attempting
86 to land.

87 O. The angular limits laid down in these rules will be determined
88 as when the aircraft is in normal flying position.

89 P. Between one-half hour after sunset and one-half hour before
90 sunrise airplanes in flight must show the following lights:

91 1. On the right side a green light and on the left side a red
92 light, each showing unbroken light between two vertical planes whose
93 dihedral angle is one hundred ten (110) degrees when measured to the
94 left and right, respectively, from dead ahead. These lights shall be
95 visible at least two (2) miles.

96 2. At the rear and as far aft as possible a white light shining
97 rearward, visible in a dihedral angle of one hundred forty (140) degrees
98 dissected by a vertical plane through the line flight and visible at
99 least three (3) miles.

100 Q. Between one-half hour after sunset and one-half hour before
101 sunrise airships shall carry and display the same lights that are pre-
102 scribed for airplanes, excepting the side lights shall be doubled hori-
103 zontally in a fore-and-aft position, and the rear light shall be doubled
104 vertically. Lights in a pair shall be at least seven (7) feet apart.

105 R. A free balloon, between one-half hour after sunset and one-

106 half hour before sunrise, shall display one white light not less than
107 twenty (20) feet below the car, visible for at least two (2) miles. A
108 fixed balloon, or airship, shall carry three lights—red, white, and
109 red—in a vertical line, one over the other, visible at least two (2)
110 miles. The top red light shall be not less than twenty (20) feet below
111 the car, and the lights shall be not less than seven (7) nor more than
112 ten (10) feet apart.

113 S. 1. Between one-half hour after sunset and one-half hour before
114 sunrise, all aircraft which are on the surface of water and not under
115 control, or which are moored or anchored in navigation lanes, shall
116 show a white light visible for at least two (2) miles in all directions.

117 2. Balloon and airship mooring cable between one-half hour after
118 sunset and one-half hour before sunrise shall show groups of three (3)
119 red lights at intervals of at least every one hundred (100) feet,
120 measured from the basket, the first light in the first group to be
121 approximately twenty (20) feet from the lower red balloon light. The
122 object to which the balloon is moored on the ground shall have a similar
123 group of lights to mark its position.

124 T. By day, balloon and airship mooring cables shall be marked
125 with tubular streamers not less than eight inches in diameter and
126 seven (7) feet long and marked with alternate bands of white and red,
127 twenty (20) inches in width. The object to which the balloon or air-
128 ship is moored on the ground shall have the same kind of streamers,
129 which must be in the same position as the lights specified herein.

130 U. The following signals, separately or together, shall, where
131 practicable, be used in case of distress:

- 132 1. The international signal, S O S, by radio.
133 2. The international code flag signal of distress, NC.
134 3. A square flag having either above or below it a ball, or
135 anything resembling a ball.

136 V. When an aircraft is forced to land at night at a lighted
137 airport it shall signal its forced landing by making a series of short
138 flashes with its navigation lights if practicable to do so.

139 W. In fog, mist, or heavy weather an aircraft on the water in
140 navigation lanes, when its engines are not running, shall signal its
141 presence by a sound device emitting a signal for about five seconds in
142 two-minute intervals.

1 Sec. 8. Any person violating any of the provisions of this act,
2 shall be guilty of a misdemeanor, and shall be punished by a fine of not
3 more than One Hundred (\$100.00) Dollars or imprisonment for not more
4 than thirty days (30) days, or by both such fine and imprisonment.

1 Sec. 9. This act being deemed of immediate importance, shall
2 be in full force and effect from and after its publication in the
3, a newspaper published in,
4 Iowa, and the, a newspaper published in
5, Iowa.