

or procuring such person who has such claim to employ such attorney to present such claim or to prosecute an action for the enforcement thereof.

**Sec. 2. Soliciting of business by persons other than attorneys unlawful.**—It shall be unlawful for any person not an attorney-at-law to solicit for money, fee or commission, in any manner whatsoever, any demand or claim for personal injuries or for death for the purpose of having an action brought thereon for the purpose of settling the same. Nothing in this act shall be construed to prevent any bona fide labor organization or any member thereof from advising or securing advice for any member of such organization in regard to his rights.

**Sec. 3. Violation a misdemeanor.**—(a) Any attorney-at-law who shall violate Section 1 hereof shall be guilty of a misdemeanor and shall be punished by a fine of not less than \$50, nor more than \$100, or imprisonment in the county jail for not more than 90 days.

(b) Any person who shall violate Section 2 hereof shall be guilty of a misdemeanor and shall be punished by a fine of not less than \$50, nor more than \$100, or by imprisonment in the county jail for not to exceed 90 days.

**Sec. 4. Certain statements shall be presumed to be fraudulent.**—(a) Any statement secured from an injured person at any time within 30 days after such injuries were sustained shall be presumably fraudulent for use in the trial of any action for damages for injuries sustained by such person or for the death of such person.

**Sec. 5.** This act shall take effect and be in force from and after December 31, 1929.

Approved April 23, 1929.

---

#### CHAPTER 290—H. F. No. 767

*An act concerning the licensing of airmen and aircraft, concerning air traffic rules, and to make uniform the law with reference thereto and providing penalties for the violation thereof.*

Be it enacted by the Legislature of the State of Minnesota:

**Section 1. Definitions.**—In this act, the term "Aircraft" means any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air, except a parachute or other contrivance designed for such navigation but used primarily as safety equipment.

The term "Public Aircraft" means an aircraft used exclusively in the governmental service of the United States or of any state or territory thereof.

The term "Civil Aircraft" means any aircraft other than a public aircraft used as provided in Section 2, Subdivision B of the Federal Air Commerce Act of 1926.

The term "Airmen" means any individual (including the person in command, and any pilot, mechanic or member of the crew) who engages in the navigation of aircraft while under way, and any individual who is in charge of the inspection, overhauling or repairing of aircraft.

The term "Person" means an individual, a partnership, or two or more individuals having a joint or common interest, or a corporation.

The term "air commerce" means transportation in whole or in part by aircraft of persons or property for hire, navigation of aircraft and furtherance of a business, or navigation of aircraft from one place to another for operation in the conduct of a business.

**Sec. 2. United States air commerce act to apply.**—It is hereby declared that the policy, principles and practices established by the United States Air Commerce Act of 1926, and all existing amendments thereto, are hereby adopted and extended and made applicable, *mutatis mutandis*, to cover all air traffic in this state, so far as not covered by federal law at any time.

**Sec. 3. Registrar of motor vehicles to administer act.**—The registrar of motor vehicles shall administer the provisions of this act, and for such purpose is authorized to make such regulations as are necessary to execute the functions vested in him by this act, including air traffic rules, which regulations shall conform to and coincide with, so far as possible the provisions of the Air Commerce Act of 1926, and existing amendments thereto, passed by the Congress of the United States, and Air Commerce Regulations and air traffic rules issued from time to time pursuant thereto.

**Sec. 4. Aircraft must be licensed.**—No civil aircraft shall be flown in air commerce in this state unless such aircraft either is licensed as provided by Section 6 of this act, or shall have an appropriate existing license under federal law.

**Sec. 5. Pilots must be licensed.**—No person shall act as an airman of any civil aircraft when such aircraft is flown or operated in this state unless he shall have either a license as provided in Section 7 of this act, or an appropriate existing license under federal law.

**Sec. 6. Registrar to issue and revoke licenses.**—The registrar of motor vehicles shall provide for the issuance and expiration, and for the suspension and revocation of licenses of civil aircraft, in accordance with the regulations promulgated by him, which regulations shall generally conform to and coincide with the provisions of the Air Commerce Act of 1926, and existing amendments thereto, passed by the Congress of the United States, and Air Commerce Regulations issued from time to time pursuant thereto.

**Sec. 7. To promulgate rules and regulations.**—The registrar of motor vehicles shall provide for the issuance and expiration, and for the suspension and revocation of licenses as airmen to persons applying therefor in accordance with regulations promulgated by him, which regulations shall conform to and coincide with, so far as possible, the provisions of the Air Commerce Act of 1926, and amendments thereto, passed by the Congress of the United States, and Air Commerce Regulations issued from time to time pursuant thereto.

**Sec. 8. Fees for registration.**—The registrar of motor vehicles shall collect fees as follows:

For the examination and tests of an applicant for an airman's license .....	\$10.00
For the examination and inspection of aircraft .....	10.00
For the issuance of certificate of registration for every aircraft .....	2.00
which fees shall be paid to the state treasury.	

**Sec. 9. Not to apply to interstate commerce.**—The provisions of this act shall not apply to civil aircraft or airmen while engaged exclusively in commercial flying constituting an act of interstate or foreign commerce, nor to public aircraft.

**Sec. 10. Violations—penalties.**—Any person who acts as an airman for any civil aircraft when flown or operated in this state (except as in Section 9 provided) without holding an existing airman's license issued either in accordance with the provisions of this act or under federal law; or who flies or causes to be flown in this

state any civil aircraft (except as in Section 9 provided) without an existing license for such aircraft issued either in accordance with the provisions of this act or under federal law; or who violates any provisions of this act or any rule or regulation promulgated hereunder shall be punishable by a fine of not more than \$100.00 or by imprisonment for not more than 90 days, or both.

**Sec. 11. Licensed aircraft to be designated.**—Every civil aircraft licensed by this state shall have a letter "M" painted in one color in sharp contrast to the color of the aircraft on the lower surface of the right wing and the upper surface of the upper left wing, the top of the letter to be toward the leading edge, the height to be at least four-fifths of the mean chord; provided, however, that in the event four-fifths of the mean chord is more than thirty inches, the height of the letter need not be more but shall not be less than thirty inches. The failure to display the letter "M" as hereinbefore provided, or the unauthorized display thereof, is unlawful and every owner, operator, or lessee of said aircraft who violates this provision shall be guilty of a misdemeanor.

**Sec. 12. Construction.**—This act shall be so interpreted and construed as to effectuate its general purpose to make uniform the law of those states which enact it.

**Sec. 13. Title of act.**—This act may be cited as the Uniform Air Licensing and Air Traffic Act.

**Sec. 14. Inconsistent acts repealed.**—All acts or parts of acts which are inconsistent with the provisions of this act are hereby repealed.

**Sec. 15. Effective November 1, 1929.**—This act shall take effect from and after November 1st, 1929.

Approved April 23, 1929.

---

CHAPTER 291—H. F. No. 798

*An act amending Section 3248, General Statutes 1923, relating to the disposition of cigarette license fees.*

Be it enacted by the Legislature of the State of Minnesota: