

WORKMAN'S
Comp.



PIPER SALES

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HAINES, ALASKA

NEW AND USED AIRCRAFT
L.A.B. FLYING SERVICE

CHARTER SERVICE
TROPHY GAME GUIDE

MARCH 27, 1976

DEAR MR FERGUSON:

WE URGE YOU TO PASS CSHB 662. THE PRESENT WORKMEN'S

COMPENSATION BILL IS RUINOUS TO THE EMPLOYER AND

DOES NOT GIVE THE EMPLOYEE THE BEST BARGAIN FOR THE

MONEY SPENT.

THANK YOU.

F A Bennett

**GREAT
NORTHERN AIRLINES
INC.**

Formerly Fairbanks Air Service, Inc.



March 30, 1976

Senator Frank R. Ferguson
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Sir:

Industry must have some relief regarding Workmen's Compensation.

We urge you to support legislation as outlined in House Bill HB662. This bill is not the total answer, however it should be of some help.

Thanking you in advance for your consideration on this matter.

Sincerely,

George S. Patterson
Vice President

GSP:slw

FILE:
WORKMENS
COMP.

February 11, 1976

The Honorable Jay Hammond
Governor of Alaska
Pouch "A" State Capitol Building
Juneau, AK 99811

Governor Hammond:

Subject: Committee Substitute Senate
Bill 116 amll

Dear Honorable Hammond:

On behalf of the concerned employers and employees of the mechanical contractors in Alaska, we commend you for vetoing the above bill.

We respectfully urge your help to have this bill repealed. We oppose this bill for the following reasons.

1. Death benefits for the widower and/or with children, are the largest allowed in the United States. In most situations we would be allowing four to five times more total dollars than any other state.
2. Permanent disability benefits, are the largest allowed in the United States. In most situations, we could be allowing four to five times more total dollars than any other state.
3. Permanent partial injury. The amounts allowed on the basis of the effective dates are completely irresponsible. I.e., effective January 1, 1981 the maximum rate of compensation will be 200% of the states average weekly wage. Employees are encouraged to come to Alaska to get a permanent partial injury and then return to their former community to receive the difference in benefits from Alaska between their salary and 200% of our average weekly wage.
4. Payroll limitation rule. It was \$100 per week now this is computed on actual payroll. It is not uncommon for our workers to average \$1,200 per week.

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This represents a 300% rate increase. Not to mention the 9.1% increase the insurers requested.

By copy of this letter we wish to thank those members of the legislature who saw the problems this bill would create and supported your veto. It is a difficult task to make government responsible again. It is also very sad the irresponsible politicians are almost totally under the sway of "special interests" that are threatening to spend us into bankruptcy.

Sadly it seems the most under-represented cause in this country is that of the taxpayer and businessman. Virtually there is no consideration for the ones paying the costs.

Sincerely,

Vern C. Winter
Executive Director

sc

C L TRAYLOR

AIRPLANE CHARTER
& MAINTENANCE

PHONE 844-3327
AREA CODE 907

P. O. Box 631
WRANGELL, ALASKA
ZIP 99929

January 7, 1976

Governor Jay Hammond
Pouch A
Juneau, Alaska 99811

Dear Governor Hammond;

This letter is to bring to your attention a single, but by no means, isolated case concerning the impact of the 1975 Workman's Compensation Act.

Having built up a small air taxi service in the City of Wrangell over the past fourteen years. I am at this point almost back to where I started. This summer I employed nine people. at this time there are four left, two of which are my wife and myself. Over fifty percent of our crew has been laid off due directly to the cost of Workmens Compensation Insurance. This places these people on unemployment compensation which all taxpayers support.

Another effect of this law that is not as visible as the financial problem concerns the safety of operation. After training pilot's in a particular operation and having to lay them off through the slow winter months. due to high compensation rates on pilots base pay. an operator is not always able to get these pilots back. A stable crew retained, winter and summer. is a much safer situation. In all previous winters we have retained our crew for safety reasons.

In summation, this law is highly inflationary, creates a financial hardship on all businesses, does not help the employee due to longer layoffs during low income seasons and less raises due to the high premium rate on wages paid. The net result is more people on unemployment and reduced services to the public.

Let's not gear so much to an OIL BOOM economy that a hardship is placed upon the stable industries that have provided jobs in Alaska long before any oil came on the scene.

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Respectfully Yours,

C.L. Traylor
C.L. Traylor
President

CLT/bem

c/c

Don Dickey
Jim Dodson
Tony Motley
All Legislators