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# NATIONAL SKI PATROL SYSTEM RECOGNITION ACT OF 1979, S. 43

TUESDAY, SEPTEMBER 25, 1979

U.S. SENATE,  
COMMITTEE ON THE JUDICIARY,  
*Washington, D.C.*

The committee met, pursuant to notice, at 11 a.m. in room 2228, Dirksen Senate Office Building, Hon. Edward M. Kennedy (chairman of the committee) presiding.

Present: Senators Kennedy and Hatch.

Also present: Patti Saris, counsel, and Kristine Iverson, professional staff member.

## OPENING STATEMENT OF SENATOR KENNEDY

Senator KENNEDY. The hearing will come to order. We begin hearings today on S. 43, a bill to grant the National Ski Patrol System a Federal charter. As an avid skier myself, and as one who has long been familiar with the very important services of the Ski Patrol, I am particularly delighted today to consider this bill to give the Ski Patrol the national recognition it so clearly deserves.

I would like to thank Senator Hatch, who is cochairing these hearings with me today, for his efforts on behalf of the Ski Patrol Charter. He has been a forceful and persistent advocate of this program and we have worked closely together on it.

The popularity of this legislation is evidenced by the fact that there are 60 cosponsors of the bill, 11 from the Judiciary Committee, alone. If passed, the Ski Patrol would be the first nonprofit group since 1971 to receive a Federal charter from Congress.

The hearing today will examine whether the Ski Patrol meets the criteria established by this committee to determine which groups merit a Federal charter. These criteria guarantee that a group serves an important public interest and that the legislation has broad bipartisan support.

My experience is that the Ski Patrol performs invaluable volunteer services in protecting the safety and health of our American citizens and visitors who ski. The Ski Patrol provides extensive expertise in emergency medical aid, search and rescue techniques, avalanche forecasting, and control methods and snow safety training. It also performs important civil defense functions in areas hit by blizzards.

This year the ski patrol won the distinguished "Service to Safety" Award.

As Bob Bergland, the Secretary of Agriculture, said in a letter to the Judiciary Committee regarding S. 43, the activities of the Ski Patrol are important to the "long-term stability of winter safety programs at ski areas where many employees change seasonally."

The Ski Patrol operates in 42 States and has over 23,000 members. A Federal charter would help the Ski Patrol in dealing with the enormous quantity of paperwork required to operate in all these States by permitting it to report directly to the Congress and to the GAO. Instead of spending its scarce resources on paperwork, the Ski Patrol could concentrate its efforts where they belong—in the mountains.

Today we are going to hear about the Ski Patrol from a number of witnesses from all over the country. We welcome all of them here today and we hope that they will limit their remarks to 5 minutes. I welcome a chance to recognize my colleague, one who has provided strong leadership for this proposal in the Judiciary Committee in the Senate, Orrin Hatch.

#### OPENING STATEMENT OF SENATOR HATCH

Senator HATCH. Thank you, Mr. Chairman, it is a pleasure for me to participate in this hearing on S. 43, the National Ski Patrol System Recognition Act, a bill I introduced on the first day of this session of Congress. The measure is cosponsored by, as Senator Kennedy has said, 60 of my colleagues in the Senate, 10 of whom are members of this committee.

I might say, Mr. Chairman, that I have particularly enjoyed working on this bill for several reasons, one of which is the opportunity to work with you and your capable staff to prepare and hold this hearing. I appreciate your support and your kind cooperation.

Second: The National Ski Patrol, both collectively and individually, are wonderful people to work with and I have enjoyed my association with them during the time it has taken us to get this far along in the legislative process. I look forward to seeing them often, particularly the Utah patrollers, since they will most likely be assisting me with my equipment or pulling me out of a snowdrift.

Perhaps one of the most gratifying aspects of sponsoring this bill has been the enthusiastic bipartisan support it has in the Senate. It seems we spend so much time arguing controversial national issues that we can forget that we all do, wholeheartedly, support and encourage those organizations and individuals who have rendered special service to society.

This bill has obtained the cosponsorship of nearly two-thirds of the U.S. Senate, 60 Senators representing 41 States. It is great that we can all participate in passing this unifying kind of legislation. Again, my thanks to Senator Kennedy for moving ahead with this hearing; we have been in enough battles that I would venture he, too, appreciates the nature of this bill.

I would like to recognize at this time some of the Ski Patrol's cheering section for the hearing. I understand that former National Director Harry Pollard from New Hampshire is present, also Dale Williamson, Intermountain Division Director from Idaho, Rocque Damio from New Jersey and Nelson Thompson from Virginia who have been acting as liaison between the NSPS and the Congress.

I am looking forward to hearing the testimony today. I would like to just remind the witnesses that since the schedule is tight to try and keep your oral presentations to about 5 minutes. That will allow us a little time for questions.

As Senator Kennedy has pointed out, the purpose of this hearing is to make sure the criteria for Federal charters has been met. I have no doubt, however, that the NSPS exceeds those criteria and that its many accomplishments as an organization, and the individual dedication of its members, qualifies the National Ski Patrol System for this congressional charter.

Again, I thank my good friend and colleague, Senator Kennedy, and look forward to these hearings. I ask consent that the statement by Senator Thurmond of South Carolina be placed in the record at this point.

[The prepared statement of Senator Thurmond follows:]

#### OPENING STATEMENT OF SENATOR THURMOND

Mr. Chairman, I am very pleased that today we are holding hearings on S. 43, The National Ski Patrol Recognition Act. This bill, of which I am a cosponsor along with 58 of my colleagues, has a simple yet very important purpose. S. 43 would grant a Federal charter to the National Ski Patrol System (NSPS), making this organization accountable to Congress and to the Federal Government for taxes, financial reports, and other requirements. As a result, the NSPS would no longer have to comply with the reporting and registration requirements in each of the States in which it operates. Thus, the granting of a Federal charter would mean a great savings of both time and money to the NSPS.

Mr. Chairman, the NSPS is a nonprofit, volunteer organization consisting of over 23,000 skilled and dedicated men and women. I am pleased to cosponsor legislation which would provide much deserved recognition and praise for the achievements of and the services provided by the NSPS. In reading background material on the NSPS, I was impressed by the fact that it is the only organization in the entire United States which exists for the sole purpose of promoting safety in skiing and other winter sports and providing emergency assistance to the injured. In performing these functions, the NSPS works closely with the National Park Service, the U.S. Forest Service, as well as other Federal agencies and organizations. Equally as impressive as the emergency assistance which these patrollers provide on the ski slopes is the lifesaving aid which they have provided in a number of other contexts, such as following automobile accident, heart attacks, and drownings.

Finally, Mr. Chairman, I would like to point out that, in addition to having active patrol units in 42 States, the NSPS also has units stationed in Canada and in foreign countries in which U.S. Government and military personnel are stationed. Through these units, as well as through exchanges with ski patrollers of other nations, the NSPS has been helpful in encouraging friendly relations with a number of other countries.

I would like to thank all of our distinguished witnesses for agreeing to appear before the Senate Judiciary Committee, and I look forward to hearing your testimony on S. 43. I am hopeful that the committee will be able to act expeditiously on this important legislation.

Senator KENNEDY. We had expected Senator Riegle to be here to introduce Don Williams. I just left him a minute or two ago at another hearing, and we hope he will have an opportunity to join us. In the meantime, we will introduce our first witness who is the National Director of the National Ski Patrol System, Donald Williams. He has been active in the NSPS for 25 years and held many leadership positions at the national level. We welcome Mr. Williams and look forward to hearing more about the NSPS through his testimony.

Mr. Williams.

**STATEMENT OF DONALD C. WILLIAMS, NATIONAL DIRECTOR,  
NATIONAL SKI PATROL SYSTEM, INC.**

Mr. WILLIAMS. I would like to take this opportunity to thank the Judiciary Committee for considering this bill.

Senator KENNEDY. You have some associates who are joining you at the table, and we would be glad to have you present them in any way that you would like to.

Mr. WILLIAMS. On my left, your right, is Mr. Walter Gregg, our legal counsel; on my right, your left, is Harry Pollard, Jr., past National Director. These gentlemen have most of the answers that I can't answer.

I would like to ask that we take a little different avenue approach in speaking to you people. I know you have received a lot of correspondence relative to why we need the charter and how we qualify. I would like to give to you information on our qualifications and how a patrolman first becomes a patroller.

The makeup of the National Ski Patrol System is composed of 10 divisions of which 9 are in the United States and Alaska, 1 is the international division which is in Europe. The European or international division takes care of our Armed Forces that are skiing over in Europe along with the American tourists who happen to be skiing.

As many of the skiers know, when you ski in Europe, if you are taken care of for an injury, you must reimburse the local patrol—not the National Ski Patrol System, that is the foreign European patrol. Our members will take care of our citizens over there at no charge. The European patrol will charge on how severe the accident is and how far they have to travel with the injured.

Each of these divisions are composed of regions, sections, and patrols. A division can be made up of 1 State to something like 10 States. Each region can be 1 or more States, and a patrol is made up of anywhere from 2 to right now approximately 178 patrollers. The patrol is composed of men and women who perform the job on the ski slope. They are our working force.

At the present time, we have approximately 23,000 men and women serving in this position. I would estimate that of these 23,000, they would work each winter an average of 100 hours on the ski slope taking care of our skiers. This does not take into effect the extra work they contribute during the summer to different municipal governments and other units like the Boy Scouts, American Red Cross, et cetera. We have, by the way, 5,040 women who are very qualified and are really making a big mark in the Ski Patrol. I believe the Senator himself has pointed out how many States we are operating in. We have registered patrols in approximately 44 States; we have registered patrollers in approximately 46-47 States.

We work very closely with the American Red Cross and at the present time we have a little over 3,300 first-aid instructors throughout the country. These instructors will instruct our potential candidates in the first-aid requirements that we require of our people and, also, give the refreshers that are required. They are also a part of the American Red Cross and do give first-aid training to the general public.

At this time, if I may, we have a letter from the American Red Cross which I would like to introduce, if possible, to this committee.

Senator KENNEDY. We will accept it as part of the record.

Mr. WILLIAMS. Thank you. Outside of the Red Cross, we have approximately 337 EMT's. That is the emergency medical technicians, which is a program that the Department of Transportation has pushed and I believe is part of the legislation of that Department. Another one is 2,459 CPR people—CPR is cardiac pulmonary resuscitation. These instructors teach first aid for anyone with heart attacks or who stop breathing. They not only teach our people, but also the general public.

To become a member, first of all, they must have a general skiing ability that will warrant their ability to take toboggans down the slope with injured skiers. The Red Cross is our basis and their advanced book is our guideline. They are required to have between 40-60 hours of their advanced instruction, and along with that water safety—learning to take care of people injured in the water, car extrication—people injured in auto accidents—how to remove them from autos, and childbirth.

Senator KENNEDY. Would you hold for a moment? I see Senator Riegle is now here. He has come from the Labor and Human Resources Committee where they are considering another piece of legislation. If you would be kind enough, I would like to recognize Senator Riegle now to make his comments. Then we will put these comments in the record as part of your testimony.

#### STATEMENT OF SENATOR RIEGLE

Senator RIEGLE. Mr. Chairman, I appreciate your courtesy in yielding, and I apologize for being late. As the chairman said, we are involved in another committee at this exact time, but I wanted to take the opportunity to come today and appear and introduce Don Williams who is here, as you know, to testify in behalf of the National Ski Patrol Association in support of S. 43.

Don is a resident of Birmingham, Mich., and is a general contractor and has been a skier now for over 30 years. He has been active in all facets of the National Ski Patrol organization and presently serves as director. He has also been involved with the U.S. Ski Association. We are delighted this is true, given his residency and history in Michigan.

Don is more than simply a recreational skier, for he has worked to make this sport safer and more enjoyable for many Americans. As you know, I am a cosponsor of this legislation and can think of no other person better qualified to speak in support of it. He knows skiing, the Ski Patrol, and I am certain that your committee will find his testimony particularly informative and worthwhile, so I am delighted to come and introduce him to the committee and appreciate the courtesy of the committee today.

Senator KENNEDY. Thanks very much. This other hearing that Senator Riegle is attending has to do with the fuel assistance program and weatherization program, which is of enormous importance to us. It is also important, I think, in many of the same areas in which you operate. We are in the process of consideration of that legislation in the Human Resources Committee, so I am going to have to excuse myself, and Senator Hatch will chair the remainder of the hearing.

Before I do, I would like to, while I have a moment, introduce Channing Murdock who will testify in just a moment before the committee following this panel. He is a good friend of mine and is the owner of Butternut Basin in Great Barrington, Mass. In addition to owning and operating Butternut Basin, he is the Governor's appointee for membership on the Tramway board. He is also director of the National Ski Area Association, director of the Berkshire National Resource Council, and president of the Berkshire Hills Conference.

Channing and his wife, Jane, have been good friends and are in a wonderful area of the western part of my State. We also have with us this morning Mr. Finn, who is from Pittsfield, Mass., so the western part of our State has some excellent ski areas and is well represented today. Channing, I hope you will understand if I am not able to remain here, but I will look forward to studying your testimony. Why don't you continue now, Mr. Williams?

Mr. WILLIAMS. One of the last criteria is childbirth. This sounds maybe quite unusual for ski patrollers, but I assure that some of the patrollers already at the ski areas have already utilized this training.

A patroller, as I say, must have the 60 hours' advance card, and once they have that, they can now be registered as a candidate. A candidate must serve a minimum of 1 year performing different jobs while under the schooling of different patrollers learning further first aid, splinting procedures, toboggan handling and, I might add, possibly improving their skiing ability.

After they have completed that, they are eligible to take our tests which are given in first aid, toboggan handling, and skiing ability. Once they have passed it, they then become a patroller. From then on, every patroller in our system each year must refresh with a minimum of 8 hours of first aid, along with first-aid training refreshers in cardiac pulmonary resuscitation, lift evacuation—meaning if a lift should stop, we have the capability to remove the people from the lift, which helps to keep people from suffering in the cold weather. This refresher program usually lasts approximately 30 hours each year.

Some of the special Government programs we are working closely with is the U.S. Forest Service and the Department of Parks and Recreation. At this time, we support and work very closely with the Forest Service in avalanche training. Our avalanche instructors teach avalanche control work and theory to not only our patrollers, but people throughout the system where they have the need for it. The control of avalanches in ski areas, I feel, would be quite hurt if it wasn't for the patrollers, because the majority of the control of avalanches in ski areas, so that people aren't injured, are performed by patrollers. This is generally done in the early morning before the skiers are on the slopes.

Because of this, I would say that there has been much lifesaving contributed to this, due to the fact that they are recognizing avalanche potential due to this training prior to it occurring.

We have another course that we teach our people called "Mountaineering." The mountaineering course will teach you how to go out in the back country and be able to survive overnight and how to bring lost and injured people back. This portion is used quite extensively out West in the high-mountain areas where we have people

climbing different areas like Mt. Rainier or the mountains in Colorado or Utah. I would believe you have a letter from the Sheriff's Association right now from the State of Washington stating so.

The Nordic program, I believe, is becoming a very important program. What is Nordic? We like to call it the skinny skiing—where we have skiers going across country. They go out in the back country with a knapsack, and they go out for a short time, or they might stay overnight. We are having a program now that we will be able to go out and accompany them if requested or, if they are lost out in the wilderness areas, we have people that will be capable of going out on a search and rescue, and if anyone is injured, find them and bring them back. This is very important, particularly now, out in our new U.S. wilderness areas, parks where no motorized vehicles are allowed to go into. We now must do it on our skinny skis, as we call them.

I have covered the search and rescue. I believe this is a very important point. I won't go into that again.

We have just gone into a program with the Boy Scouts of America with explorer posts. We are going to be expounding on this throughout the country and have an explorer post, hoping to bring out more youngsters into the skiing world and knowing the safety aspects of it and being able to take care of people, if necessary.

Another function that we have been very prominent in is the last two Olympics, the one at Squall Valley [sic] and the present one. We have contributed patrollers for both these functions. I won't go too much into it other than to say that to be a member of the Olympics, you must try out, you have to show up a year before at the World Cup and try out at your own expense. Then, if you are selected, you go back again, I believe, the following year for the Olympics, and there is something like, I would say, 5 to 6 weeks of their time.

Some of the work we do outside the patrol, which I feel is very important, is for municipalities, townships, States, and what have you. Our patrols, in a lot of cases, have joined the civil defense, sheriff's associations, et cetera. A couple of instances I think should be brought out is in the city of Chicago a few years ago. They had a snowstorm that immobilized the whole town. Our local region had a working agreement with the civil defense, and with their snowmobiles, their skis, and with the radio network that they had, they performed an emergency evacuation program for all people who were injured, had heart attacks, or what have you. They transported these people to the nearest first-aid station or hospital where ambulances could reach them. The same thing has been done in the back country where people have, as I mentioned earlier, had to climb mountains to get to lost or hurt people, aircraft crashes, and what have you.

I feel that the services that we have been rendering to the public is a great benefit to the country, and this charter would be a great aid to us in helping us to continue this. I say this because we are financed by dues. We charge all our members a varying amount of money to perform these duties. I feel, as a volunteer service, this would help us to retain much of our volunteer help in our administrative work to do governmental requirements.

Senator HATCH [acting chairman]. We appreciate your testimony, Mr. Williams. We know what a good job you are doing. We recognize

Mr. Pollard, recipient of a great number of awards that the National Ski Patrol has given, and your counsel, Walter Gregg. We are certainly glad to have you here. Thank you for your testimony. I have no questions; I think you covered it comprehensively.

Mr. WILLIAMS. Thank you, sir.

[The prepared statement of Mr. Williams follows:]

PREPARED STATEMENT OF DONALD C. WILLIAMS

My name is Donald Williams and I am National Director of the National Ski Patrol System. I would like to express to the members of the Senate Judiciary Committee my sincere thanks for considering a Federal charter for the National Ski Patrol System, Inc. The charter would be very meaningful to the Ski Patrol, if Congress should grant us the privilege.

The National Ski Patrol System (NSPS) is a nonprofit organization operated primarily by volunteer personnel. The NSPS is comprised of approximately 800 patrols, 23,000 patrollers, of which 5,040 are women. We have patrols registered in 43 States, with our patrollers residing in 46 States. Of our membership, 3,338 are American Red Cross instructors, 337 emergency medical technicians, and 2,459 instructors in cardiopulmonary resuscitation.

I should mention that in my travels to various ski areas throughout our country I have been fortunate to meet skiers from every State and U.S. possession.

To become a member of the National Ski Patrol System, certain mandatory qualifications must be met. To become a candidate in our System, an individual must have an advanced course in first aid, as given by the American Red Cross, and an ability to ski. Upon acceptance by a patrol, the candidate must go through a training period during which time he learns how to work with toboggans, immobilize injuries, and improve skiing. Upon completion of their training, the candidates must take a proficiency test in all of these categories. After passing the test, the candidate is now eligible to join the NSPS as a patroller. After a minimum period of 1 year and further training, the patroller is eligible to take a further test qualifying him as a senior patroller. To reach this position an individual must take further and more demanding classes in first aid and splinting procedures along with other subjects. Each year thereafter, regardless of what position or level an individual may be, a refresher course on first aid must be taken from our instructors.

The National Ski Patrol, through necessity, has several other specialized training programs available. These programs encompass categories such as avalanche, mountaineering, Nordic, and search and rescue. These programs are available to any patroller whose geographic location may require his knowledge of a particular subject. As an example, in the avalanche program, the NSPS teaches avalanche information, inhouse, and to the skiing public, teaches the U.S. Forest Service avalanche program, and each year now holds a multitude of classes for anyone, whether members of our organization or not.

Our Nordic program is the fastest growing facet of our organization. With the increasing popularity of cross-country skiing, there is a need for more properly trained personnel who can go in to the "back" country with what he has on his back, and be capable of caring for and transporting an injured party back to civilization, even though it might mean staying out a day or two. Our present Nordic program, even though it is in its infancy, is already proving capable of handling the job. I might add that a significant amount of this work is being performed in the U.S. Government wilderness areas.

Many of our patrols are registered with the Civil Defense, such as in Chicago. When the city was immobilized due to the blizzard last winter, units of our organization, in conjunction with the city, worked as rescue units to help citizens in need and to render first aid, and where necessary, transport the injured by snowmobile and skis to the nearest aid station. In the West, many of our units work on search and rescue operations for persons lost in the back country or hurt and unable to descend some mountain they had attempted to climb, along with our work with Area Management and the Forest Service on avalanche control. The reward the individual patroller receives is the satisfaction of helping someone in need. The patroller must pay membership dues to the NSPS so that he/she may have the privilege of doing so.

Membership dues, which are assessed at different levels of our organization, are the main source of our operating revenue. We do receive some donations, but not enough. Therefore, practically every dime that is spent comes from dues. Our national office in Denver has the only paid employees of the System, who take care of our everyday business. However, any registration which may be required

in the 43 operating States must be performed by volunteer help in the States and Divisions. The congressional charter would make it possible for the NSPS to redirect this function to the national office where our full-time personnel can properly and efficiently perform what is required on the Federal level.

In summation, I have tried to give an overall picture of our organization which I feel hadn't previously been presented to you. Perhaps with this information, you will have a better picture of our function in society. Thank you for this opportunity to be heard. I will be pleased to respond to any questions you may have.

Senator HATCH. Thank you so much. We notice that our colleague, Senator John Heinz from Pennsylvania is here. I think we will call on him at this time to hear his statement. All of us are quite busy, and we surely want to give him the opportunity to go ahead. Senator Heinz is the only National Ski Patroller, I think, in the U.S. Senate, so we feel particularly honored to have him testify as a cosponsor of this legislation. I might also add that he is recognized all over the Senate as probably the Senate's best athlete. I don't know whether that says very much, but I think it does in John's case.

John, we are very happy to welcome you here. Before you begin, I would like to put the statement of Senator Howard Cannon in the record, perhaps, at the front of the record with the other statements.

[The prepared statement of Senator Cannon follows:]

#### PREPARED STATEMENT OF SENATOR HOWARD W. CANNON

Mr. Chairman, it is a pleasure for me to have this opportunity to express support for S. 43, a bill to promote safety and health in skiing and other outdoor winter recreational activities, by granting a Federal charter to the National Ski Patrol System (NSPS).

Since the inception of NSPS in 1938, it has volunteered countless hours in rendering lifesaving emergency services to accident victims. It is time that the outstanding work of over 23,000 dedicated individuals which comprise this fine organization be recognized.

A Federal charter would recognize the exemplary achievements of the NSPS and its dedicated service to people. Moreover, it would relieve ski patrollers of the onerous task of complying with a multiplicity of State laws dealing with incorporation of nonprofit organizations. The amount of time and money NSPS must raise to stay in operation would, thereby, be significantly reduced.

Although Congress should not be indiscriminate in granting Federal charters, we are empowered to grant them in worthwhile instances, particularly in the promotion of volunteerism and service to others. The National Ski Patrol is deserving of this assistance and its charter should be approved without reservation.

Senator HATCH [continuing]. Senator Heinz, your statement will be inserted in the record at the conclusion of your oral testimony.

#### STATEMENT OF SENATOR HEINZ

Senator HEINZ. First let me commend you, Senator Hatch, for your initiative in introducing S. 43 which I, obviously, wholeheartedly support; I am pleased to be a cosponsor with it. I think your leadership is very much appreciated.

I ask that my entire statement be included in the record.

I just want to say that I became a patroller back when I was in college, back in the late fifties. As the previous witness has pointed out, I well remember the many hours at night that I and some of my other friends had to put in on our own time, taking the first-aid courses—just trying to get ourselves qualified so that we could be considered to be possible members of the Patrol System, the National Ski Patrol.

I didn't hear all the previous testimony, but not only is the work of the Ski Patrol very good and important work, but they make a very great effort to collect all of the volunteers that would like to be members of the Patrol, those that are the best and truly outstandingly qualified. Because people do put in their own time, first to qualify and then all their own time afterwards as members, the motivation of this group is exceptionally high. As I think you are aware, the Patrol is almost 41 years young this year, dating from about 1938, the year I was born, and I imagine, not too far away from the year that you were born. I might add that in addition to having a chance to bring a few people down the mountain myself, I have been a recipient of the excellent services of the Ski Patrol on three occasions—1959, 1964, and 1971. I am pleased to say that, thanks to them, I am still in operation and a skier.

Senator HATCH. We are happy to have you in the U.S. Senate; you might not have otherwise been here, I take it?

Senator HEINZ. That is correct.

The reason that we are all here is that the valuable work of the National Ski Patrol is in danger of being drastically curtailed because of the reporting and registration and paperwork and fees required to each State, each of the 42 States where the NSPS operates. Frankly, Mr. Chairman, this is, as was mentioned, a volunteer organization; it lacks the personnel and the financial resources to meet the various filing fees and registration and redtape of each of those States where it operates. I thus find myself, as I suspect you do, in the rather unusual position of advocating more Federal regulation, not less. In this instance, the consequences are entirely beneficial and result in a vastly reduced amount of State-required paperwork and other burdens, because the act of placing the NSPS under a Federal charter would not only recognize the exemplary achievements of the NSPS and its dedicated service people, but it would make the organization directly accountable to the Congress and the Federal Government for its reporting, and as a result, exempt it from the huge amounts of unnecessary time and money that the NSPS must currently expend merely to stay operating. As a result, NSPS would enjoy a status similar to that of the American Red Cross and the Boy Scouts of America. The measure which you have introduced, Senator Hatch, and which I have cosponsored, expressly prohibits profitmaking or political activity on the part of the Ski Patrol, and it does not provide authorization for Federal tax subsidies.

We hope the Senate will pass this legislation, but among other things, will come up to one of our nearby and absolutely excellent ski resorts in Pennsylvania this winter to see and witness, if not experience personally, how the Ski Patrol does a wonderful job for people.

I thank you for this opportunity to testify.

Senator HATCH. We certainly appreciate it and we appreciate your cosponsorship, Senator Heinz, and I think that your having been a National Ski Patroller lends great weight to what we are trying to do here. We are very grateful to you for taking time out of your busy schedule to be with us today. Thank you very much.

Senator HEINZ. I commend you and members of the committee for their interest in this quite important matter.

[The prepared statement of Senator Heinz follows:]

## PREPARED STATEMENT OF SENATOR JOHN HEINZ

Mr. Chairman, as a representative of Pennsylvania which is blessed with many fine ski resorts—notwithstanding the derogatory remarks of those from the New England and Rocky Mountain States about our vertical drops—I am grateful for this opportunity to testify on behalf of S. 43, which I cosponsored along with my distinguished colleague from Utah, Senator Orrin G. Hatch. This measure involves no expenditure of Federal funds but would provide a Federal charter for the National Ski Patrols System.

I served as a member of the Ski Patrol during college and am thus personally familiar with the valuable services provided by this organization. Founded in 1938, the NSPS operates patrol units in 42 States, Canada, and foreign nations where U.S. Government and military personnel are stationed. Members of the Patrol are expertly trained in first aid, search and rescue techniques, and avalanche control. As part of its ongoing efforts to promote safety in skiing and other winter sports and to provide emergency assistance to the injured, the NSPS has been chosen to select patrollers for the Nordic events at the 1980 Winter Olympic Games at Lake Placid.

Unfortunately, the valuable work of the NSPS is in danger of being drastically curtailed because of the reporting and registration paperwork and fees required in each State in which NSPS operates. This nonprofit, volunteer organization lacks the personnel and financial resources to meet the various filing fees and registration redtape of the States in which it operates.

I thus find myself in the most unusual situation of advocating more, not less, Federal paperwork. The act of placing the NSPS under a Federal charter would not only recognize the exemplary achievements of the NSPS and its dedicated service to people, but would also make the organization directly accountable to Congress and the Federal Government for financial reporting, taxes, and other requirements. Such action would significantly reduce the amount of time and money the NSPS must expend merely to stay in operation. NSPS would thus enjoy status similar to that of the American Red Cross and the Boys Scouts of America.

The measure which I have cosponsored also expressly prohibits profitmaking or political activity on the part of the NSPS, and does not provide authorization for Federal tax subsidies.

In short, I hope that my distinguished colleagues on the Judiciary Committee will agree that passage of this measure is vital for the continued safe enjoyment of downhill skiing, one of the most popular sports in the nation. It is my further hope that the members of this committee will avail themselves this winter of the opportunity to witness the services of the National Ski Patrol firsthand—at one of the many nearby Pennsylvania ski resorts.

Thank you.

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Senator HATCH. Mr. Channing Murdock has been eloquently introduced by Senator Kennedy and we will call on him at this time to give his statement.

**STATEMENT OF CHANNING MURDOCK, REPRESENTATIVE,  
THE NATIONAL SKI AREA ASSOCIATION**

Mr. MURDOCK. Thank you, Senator Hatch.

Senator HATCH. You are welcome.

Mr. MURDOCK. I don't think much more introduction is needed for myself except I would like to explain that Butternut Basin is not the world's largest ski area; we are simply a small hill in western Massachusetts, and we have been in business since 1963 and ski about 100,000 skiers a year.

Senator HATCH. It sure is a beautiful name.

Mr. MURDOCK. It is a fine small business and it is indicative of the type of ski areas we have in Massachusetts.

In my association with the National Ski Area Association, as its director and one of its officers, I would like to explain the fact that the National Ski Area Association is a trade association of ski area

operators. It has over 400 members and represents ski areas in 39 different States.

I would like to go ahead and read my testimony and I hope you might have some questions following that.

Senator HATCH. Fine.

Mr. MURDOCK. I have just returned from Anchorage, Alaska, where the National Ski Area Association held its midyear board meeting. The charter for the National Ski Patrol was considered at that meeting and it was unanimously agreed, by those directors in attendance, that I should represent here a message of strong support for all ski area operators throughout the country in favor of this legislation.

The board of the National Ski Area Association is composed in such a way as to be representative of all areas both in size and geographical distribution. Therefore, the message I bring today is indicative of the tremendous efforts of the Ski Patrol and the wide acceptance the Patrol receives from our industry.

All of us in the ski area operation who have worked with the Ski Patrol have found the Patrol to be an essential part of our operation. The Patrol provides both an immediate response to accidents and accident prevention. At my own area, I feel the Ski Patrol is largely responsible for our area's tremendous safety record at Butternut.

The National Ski Area Association wants to go on record as supporters of the Ski Patrol. Due to the efforts of this group of volunteers, skiers can be assured a much safer experience while in pursuit of their sport. The Patrol has always been there in time of need to assist the skier. Without this organization, the sport of skiing could not have reached the popularity it now enjoys in this country. Novice and seasoned skiers alike recognize quickly the dedication and professionalism of the many volunteer members of the National Ski Patrol.

Other members of the National Ski Area Association wanted to be here today to tell you firsthand their experiences with the Ski Patrol; however, due to time restraints because we are all getting ready for the winter season, they couldn't make it and ask me to express some of their feelings. I would like, therefore, to present to you some comments received at our National Ski Area Association Board meeting from other ski area operators, enthusiastic about the legislation now before you.

Tom Corcoran, president of Waterville Valley Ski Area in New Hampshire, which I might add is New Hampshire's largest ski area, asked me to read the following statement:

I have worked in management of ski areas in both Colorado and New Hampshire for almost twenty years now, and I know first-hand how important the National Ski Patrol is to the sport of skiing and ski area operation throughout the Country. The concept of the National Ski Patrol is unknown in other skiing countries where mountain rescue and first-aid services are a charged-for service to injured skiers. However, by contrast, an extraordinarily high level of specialized safety services are provided at ski areas in the United States by the National Ski Patrol totally free of charge. The National Ski Patrol truly deserves the recognition and honor of a National charter.

Senator Hatch, Ray Johnson of Park City, Utah, wished to be here today and expressed his appreciation for your support and I would like to read a short comment from him.

Senator HATCH. Thank you.  
Mr. Murdock [reading]:

I want to thank Senator Hatch for his enthusiasm and efforts in representing skiers in our State by supporting the National Ski Patrol. The Ski Patrol is an extremely important part of the ski area operation here in Utah and, I am confident, throughout the country. Since I became involved in the ski area operation, I have continued to witness the untiring efforts of the Patrol and its many members. It is without reservation that I recommend favorable action on the charter for the National Ski Patrol. Hopefully the committee will recognize the importance of the Patrol, its charitable and heroic pursuits, and the need for a charter to allow the Patrol to function more efficiently and effectively.

Our last statement from the directors of the National Ski Area Association is from Chuck Lewis from Copper Mountain, Colo. He is also a director of NSAA and his comment is:

The National Ski Patrol is essential to ski area operation at many locations here in Colorado. The services provided by these dedicated men and women who volunteer their time and energy are of tremendous benefit to the skier. I support the charter for the National Ski Patrol and urge the committee to favorably consider the legislation now before it.

So it has been an honor for me to be here. I have made statements representing not only personal association with the NSPS but also countrywide association of the NSPS with ski area operators and I entertain any questions you might have.

Senator HATCH. We appreciate your testimony, Mr. Murdock. What is the difference between the voluntary services performed by NSPS and say, the services by the professional ski patrol?

Mr. MURDOCK. Well, the professional ski patrol is normally a group of individuals hired by the area operators themselves, and one would find a professional ski patrol very much more active at larger "destination" type resorts. The National Ski Patrol is a volunteer organization, Senator, and is made up, therefore, almost entirely of people who are working and have duties other than ski patrol, and so they are used more frequently at nondestination resorts where the influx of skiers comes basically on weekends and holiday periods. During these periods, for instance, at Butternut Basin, we will ski as many as 4,000 people or more a day, and on those holiday and weekend periods, we will have as many as 35 or 40 volunteer ski patrolmen. Logically, we don't get as many skiers during the week, because we are a "day hop" or a "weekend" area. The need for the Ski Patrol diminishes a lot during the weekdays and we only get four or five volunteers. At a resort such as Vail, one of the largest destination resorts in the country where they ski 10,000 to 12,000 skiers a day, they need full-time patrol personnel who are going to be there every day of the week, because their fluctuation in attendance isn't as great as mine at Butternut. Therefore, I think you will find that the destination resorts employ many more paid full-time patrolmen than at the smaller resorts.

Senator HATCH. What would be the additional cost to you as a ski owner if you had to hire all professional ski patrollers?

Mr. MURDOCK. Well, it would be considerable. Now, we do pay at my own small area, as many as three full-time national ski patrolmen. There are four, actually. They are on our payroll. But in order to put 35 additional ski patrollers on for the weekends would be a considerable cost to all the smaller areas of the country.

Senator HATCH. Who would have to pay those costs ultimately?

Mr. MURDOCK. Ski area management would do that.

Senator HATCH. That would have to be passed on ultimately?

Mr. MURDOCK. That would have to be passed on to the consumer, yes, as are our oil price increases.

Senator HATCH. Off the top of your head, what would the effect be on your ski area if there were no provision for ski patrollers at all?

Mr. MURDOCK. On my ski area? It would be a devastating effect. I think then we would lack continuity in the regulation of who is going to be patrolling. As was testified, the Ski Patrol works closely with American Red Cross and adheres to their standards and I think this is a very important aspect of having the Ski Patrol with us.

Senator HATCH. Thank you, Mr. Murdock, we really appreciate your testimony, and appreciate your taking the time to come down.

Mr. MURDOCK. Thank you for the opportunity.

Senator HATCH. Thank you so much.

It is a particular pleasure for me to introduce Mrs. Luanne Skinner. If you will take your seat, Luanne. Mrs. Skinner is from Ogden, Utah, and she is the former Assistant National Director of the NSPS. I recently became aware that she has been awarded one of the National Ski Patrol's highest honors, the Purple Merit Star, for saving a human life. I believe I am on safe ground when I say that the Congress of the United States congratulates you, Lu, on this award and expresses its appreciation to you and to thousands of other ski patrollers who are prepared and willing to help others who are in a medical emergency. I might also mention that Lu is only a week out of the hospital herself so we really appreciate your being here today. I think it shows the dedication that you have to the National Ski Patrol System and I personally appreciate your being here.

#### STATEMENT OF LUANNE SKINNER, FORMER ASSISTANT NATIONAL DIRECTOR, NATIONAL SKI PATROL SYSTEM

Ms. SKINNER. Thank you very much, and I really appreciate being here, also. Not being a politician myself, and not really having ever really liked politics, I am changing my mind. Probably the plaque on my wall that says "What the world needs is a few less politicians and a few more grandmothers" will probably come off my wall because I have learned a great respect for politicians. We do love and respect you, Senator Hatch, for all you do for us.

Senator HATCH. Thank you so much. That means a lot to me.

Ms. SKINNER. Here is something that you might find in the "help wanted" column of the newspaper before the beginning of every season. I would like to read it to you:

Help Wanted. Man or Woman, over 18, for seasonal outdoor work. Must take 40 hours of first-aid training plus yearly 8 hour first-aid refresher course for weekend work. Job training required at no pay. Must be in good physical condition, must be able to withstand temperatures of 30 below zero and winds up to 70 miles per hour. Must also lift twice their own weight, pull heavy loads, move at the speed of life and do it all over again the next day. Must buy own uniform and equipment and provide own transportation. Remuneration includes respect, smiles, and occasional thank you letters. Interested persons please contact any one of the 23,000 members of the National Ski Patrol.

Thinking that over, we would really be in serious trouble if we had to rely on that for our patrollers. This is really what happens—from

all walks of life, people come, doctors, lawyers, rich, poor, young and old, and everyone has the association, the same urge, the same desire, and that is of helping each other, helping those who are injured. It certainly isn't for the free ski pass that we call it. They are rewarded for putting in the patrol day and appearing on the hill, whether or not it is subzero weather. You can't just come skiing if it is sunny, like some people do. We are there whether it is a hurricane or whether the lifts are running. We are there to take care of whoever is injured.

We teach safety and enforce the rules and save lives, and nothing can be more positive than that. Senator Hatch said that a couple of years ago I did save a human life, and there is nothing more rewarding than that to be able to know that, had I not been there at that time, this person would not be alive. It is really a gratifying experience.

Fifteen years ago when I applied for the Ski Patrol, being a woman, it was very unusual; as there were not very many women who had the desire nor the strength, or whatever, to be a ski patroller. I decided to apply. Being a novelty, I am sure I was accepted because I was a woman. Politics. Later on, being a legal secretary by trade, I am sure that the reason that I was asked to be a division secretary was because I had the training and so, there again, I moved up. Politics. Our former national director, Charlie Haskins, in the last 2 years, decided to make some changes and asked if a woman would apply to be his assistant. I did that; I was approved, and politics again.

But the politics are all removed when it comes right down to the fact that if you don't have training of the first aid and that someone is going to be needing their life saved, you have either got to know how to do it or it doesn't happen, so politics is completely removed from that. This is when the many hours of training that we take becomes so important, and we do take many hours. I have just completed, this last weekend, 2 full days of hospital learning how again to apply bandages, to deliver a baby—which we have at our area—water rescue and all phases of the white book of the Red Cross, which is very time consuming and costly. Not just after all the training; then we are allowed to pay our dues, which maybe 10 years ago might have been \$5; now it is \$25. We are allowed to buy our own equipment, purchase our own parkas and packs, and every test that we are involved in requires a fee. So it is costly to us, and so there must be something deeper than just the fact of being on the Ski Patrol. There has to be some satisfaction.

I remember the time I took my senior test—up until that point all you had to do really was sign your name and application, and you were a senior. Well, when the lawsuit-conscious public came upon us, we all had to be so extensively trained in first aid that we had to take very stringent tests, and as my luck goes, the first year I decided to take my senior test was the day they changed all the rules and made it the very, very tough test that it is—and it gets tougher every day. Eight hours in the blizzard, as I recall—eight hours of training, tobogganing, skiing proficiency, taking toboggans down without error and, at the end of the day, it was nearly getting dark, I remember, we were all so exhausted. A gentleman came up to us and we thought the test was over. He said, "It has been snowing all day and we have about 3 feet of new powder, and as the end result of your test, I would like all 52 of you to walk up the hill to the lift"—a jumping hill, straight up and down—"walk up to the top of the chair lift and then ski down,"

which took another hour, and I was the only women, and 51 other gentlemen, young college kids, and just having got out of a cast and on crutches 6 months, I had very strong arms and passed all of them. Before the test started, the gentlemen in charge said that he wanted me to know that I got no special consideration—and he kind of poked his finger at me, which was a little irritating. I poked my finger back and I said, "I want you to know that I don't need any." So in order to be a ski patroller, man or women, you have to be as extensively qualified, one as the other.

We have statistics that you are going to hear—I am not going to bore you with those—because you are going to hear enough about them—about how many cases we have handled—and I would like someone else to be able to do that; and you also know of the many reasons that we need the charter. You will hear those.

I would like to leave you with a challenge, that the time for action is right now. We need this charter. If you, Senators, are not willing to make this decision that we are qualified, that we do need this charter, I am afraid that, with all the demands that we have put on our volunteer people, we will have to disband because, as you know, the demands are getting greater, both monetary and paperwork and all the other facets involved. Imagine this, an injured person lying alone on the hill, the wind blowing, no one around, could be your child, your grandchild, you, yourself, with no Ski Patrol. We need this charter and we ask you to pass this!

Senator HATCH. Thank you. We appreciate your testimony and, certainly, it will be part of the record. We are grateful for the effort that you put forth to be here. It means a lot to us.

[The prepared statement of Ms. Skinner follows:]

#### PREPARED STATEMENT OF LUANNE SKINNER

##### Help Wanted—Man or Woman, Over 18, For Seasonal Outdoor Work

Must take 40 hours of first-aid training plus yearly 8 hour first-aid refresher course for weekend work. Job training required at no pay. Must be in good physical condition, must be able to withstand temperatures of 30 below zero and winds up to 70 miles per hour. Must also lift twice their own weight, pull heavy loads, move at the speed of life and do it all over again the next day. Must buy own uniforms and equipment and provide own transportation. Remuneration includes respect, smiles, and occasional thank you letters.

Interested persons please contact any one of the 23,000 members of the National Ski Patrol.

What serious trouble we would be in if the NSPS had to rely on the foregoing ad in the "help-wanted" section of the paper! What is it that draws men and now women—from all walks of life, rich and poor, old and young—over 23,000 of us, to join the Ski Patrol?

Is it the "free ski pass" that lures us to put our lives on the line, be subject to lawsuits, have to be out in subzero weather? Or is it the "tangible" expression of appreciation, the look of thanks, relief from pain? The work of the NSPS is exemplary and can help us to boost a positive, enthusiastic attitude about everything we do. We teach safety, enforce rules, and save lives. Nothing can be more positive than that! Two years ago I was awarded the "Purple Merit Star," given to a ski patroller who saves a human's life—which I am very proud of. Fifteen years ago when I applied for membership on the Ski Patrol, it was a novelty having a woman on the Patrol, and maybe I "smooth-talked" my way in; then, later, due to the fact that I was one of the few women patrollers in the Division and also a legal secretary by profession, I can see why they would ask me to be secretary of the Division; then, 2 years ago, our National Director at the time, Mr. Charles

Haskins, was determined to make some changes and asked for applications from women so he could choose one of them to be one of his Assistant National Directors. I applied, was chosen, and filled a 2-year term—so, there may be politics involved in every organization. But, by golly—when it comes right down to the line of whether or not you have the training of saving another human's life if the occasion arises, all politics disappear!

Those of you who have experienced saving another human's life knows what a warm, gratifying feeling it is—a weak, drained feeling. This is when all the many hours of training necessary in becoming a ski patroller makes the whole thing worthwhile. Each year, before being allowed to register as a ski patroller, we must all spend 2 full days in extensive training of new techniques of splinting broken legs, dislocated shoulders, etc.; we must be able to successfully administer CPR, be trained in water rescue, and even know how to deliver a baby! We must spend another full day on the mountain learning how to evacuate a ski lift in the event of a malfunction of the lift, and also evacuate ourselves from the lift with a small piece of rope we carry in our packs. After all this training is over, we are allowed to pay our yearly dues, purchase our own ski equipment, patrol parka, fanny pack, and, every test we take to advance in the ranks, has a fee attached to it, plus we donate our time to be on the mountain, regardless of the weather, to help injured skiers. We are all tough, in good shape, and physically fit, so this part of becoming a ski patroller isn't that difficult—the most tangible benefit of belonging to the NSPS is the deep satisfaction of helping someone—the desire and attitude—that is what makes a National Ski Patroller different! The service we render to others is really the rent we pay for our room on this earth.

The National Ski Patrol System has combined two of the most important elements in America—sports and volunteerism. Every American who has ever skied owes the National Ski Patrol a debt of gratitude for making it a safer sport. In Utah alone, 588 volunteer ski patrollers treated over 3,500 cases. The NSPS has worked closely with the American Red Cross and has principal responsibility for avalanche control in many of our national forests, and the Ski Patrol has been selected to patrol the skiing events at the 1980 Winter Olympic Games. These accomplishments surely speak well for its effectiveness and dedication.

Senator Orrin G. Hatch, whom we all love and respect, has put in many untiring hours as our sponsor of legislation that would provide a congressional charter to the National Ski Patrol System, Inc.—which charter is very vital to our being able to continue our volunteer organization, as the demands made of this volunteer group are becoming so great that this volunteer service may be dissolved. The National Ski Patrol System is the only volunteer organization in the country founded for the purpose of enforcing safety rules and rendering first aid.

In seeking this charter, as we have stated to all of you in our many letters, we seek no escape from taxes—no prestige. This would enable us to purchase surplus equipment needed in our many first-aid training sessions, rescue operations, chair and tram evacuations; would give relief from the many reports. Don't let this fine organization be dissolved because of bureaucracy! The NSPS gives services, free of charge of saving lives (in some cases), transporting the many injured skiers from the ski slopes throughout the United States and in some areas in Europe. The NSPS has national membership of over 23,000, with chapters in 42 States, and has just had its 40th Anniversary.

We are all very aware that Congress could conceivably be deluged with bills requesting the charter for hundreds of organizations. That the Senate Judiciary Committee has established a set of criteria for charters which has been strictly observed. We have endured 6 years of waiting, writing, calling, promoting, research and hoping, and we are willing to go through this same process every 2 years, if necessary, to obtain this charter. We will persevere, and continue to administer first aid on the hill to the injured, and will not give up. We are proud of our organization and active in helping it to achieve excellence which could never be recognized by a congressional charter alone. You may ask, "Why do over 23,000 of us give of our free time to contribute service to a charitable cause?" It is for the satisfaction that I have mentioned above. Every one of you have "gone the extra mile" and expended your energy to overcome obstacles for accomplishment and progress, so you know the feeling!

I would like to leave you with this challenge! If you Senators are not willing to make a decision that the National Ski Patrol System is worth your support and vote and pass this charter—then if not you yourself, but maybe your child, grandchild, or loved one may someday find himself lying injured, alone, on the hill, with no Ski Patrol to help. Don't let this happen. The time for action is now!

Senator HATCH [continuing]. We are fortunate to have with us today two gentlemen from Lake Placid, N.Y., home of the 1980 winter Olympic games. Mr. Bob Paron is the general manager of Whiteface Mountain, a New York ski area, hosting the games. I understand that he is formerly of Bromley Mountain, Vt., and an officer in the Vermont Ski Association. Mr. Serge Lussi comes from a sports family, his father being Gus Lussi, the famous skating coach. He himself is a competitive skier, an instructor, and is presently serving as the chairman of Alpine events for the 1980 winter games, having been associated with the Olympic committee since 1974.

Both of these men have managed World Cup ski events, and I am sure they have many other accomplishments in the field of sports to their credit. We are thankful that both of you could appear before our committee today, and we invite you to come up and give your testimony at this time.

**STATEMENT OF ROBERT J. PARON, DIRECTOR, WHITEFACE  
MOUNTAIN SKI CENTER**

Mr. PARON. Thank you, Mr. Chairman.

I speak, not as a ski patrolman, but as an area operator, to try to explain how this group of people is so very important to us, the ski area operators, throughout the country.

There is probably no group of people connected with the ski industry that has done more to advance the sport of skiing or to create an atmosphere of safety in the sport than the members of the National Ski Patrol System. Their many programs, directed at educating the skiing public as to the various hazards that exist in the sport, have resulted in a very substantial reduction of accidents.

Their continuing workshops, refresher courses, and in-house communications keep them abreast of the latest emergency first-aid equipment and technique. The amount of personal time and dedication that is involved in being an active member of the Ski Patrol is very substantial, and the rewards, other than personal pride and satisfaction, are minuscule. They receive no pay and charge no fee for their services.

Ski area managers know the value and necessity of a qualified ski patrol. No prudent manager would or should operate his facilities or open his trails for skiing without proper ski patrol coverage. We only have to observe the daily activities of a typical ski patrolman to understand the unique qualifications they must possess. Like all emergency medical technicians, they have achieved a high level of emergency medical training.

Beyond this, and unlike other medical technicians, they must possess a very high degree of skiing ability.

The injured people that they are caring for are on mountainsides, and must be treated at the scene and transported to the base area on toboggan-type carriers by the patrolman on his skis. To do this in a safe and effective manner requires great skiing ability and a complete understanding of that particular injury.

Many reports are available indicating where lives have been saved and the possibility of permanent injury has been substantially reduced due to the training and capability of the ski patrolman. Due to the

fact that they receive no pay or charge for their services, they are constantly confronted with a difficult financial burden. When people give so much of the personal time and finances to the care of others, I feel the least we should do is furnish them the basic necessities to perform their services.

I pray that you will look favorably on bill S. 43.

Senator HATCH. Thank you very much, Mr. Paron. Sorry to be interrupted there. We appreciate your making the effort to come down, as well.

Basically, I understand the National Ski Patrol System, so I haven't had many questions and I think that the statements have been excellent. I am sure that all of you would be open for written questions if any of our colleagues care to write to you. That means as soon as you get those, please answer them as soon as and as right as possible. OK?

Mr. PARON. Thank you for the opportunity.

Senator HATCH. Thank you. Our concluding witness for today will be Mr. Joe Prendergast. Is Mr. Lussi here? Excuse me, I thought you weren't here—I wanted you both to come up. Do they call you Serge?

Mr. LUSSI. Yes. You did pronounce my name right, which is very, very unusual.

**STATEMENT OF SERGE LUSSI, DIRECTOR AND MEMBER, EXECUTIVE COMMITTEE, LAKE PLACID OLYMPIC ORGANIZING COMMITTEE**

Mr. LUSSI. I have a prepared statement which I would like to enter for the record, and I am going to deviate from that statement just to say a few brief words on cue from Senator Heinz.

This winter, you will be able to watch the National Ski Patrol in full operation during the Olympic games. As you know, we will be on television for many, many hours, and the important thing I want to illustrate here, that I think is very important, is that ski racing is totally dependent on the National Ski Patrol. At Whiteface, which is Lake Placid, this winter, the skiers will be skiing in excess of probably 90 miles an hour. To fall at that speed is not only traumatic for the skier, but also for the patrolman who picks him up. It is inconceivable to imagine, unless you have seen it firsthand, to see a person skiing at that speed fall and recover. The person that picks him up has to have total training—and these people are totally trained.

At the Olympic games, there will be about 100 patrolmen. These people have been trained through their fabulous system and, without this training, we couldn't produce the Olympic games. Ski racing, itself, in our country, since we don't as you know, subsidize our athletes like our other countries do, we are a volunteer ski racing organization. This organization, since it is volunteer, we have no money for patrollers.

Racers start at the age level of 5. Our children start racing in this country then. At these races, they do get hurt, obviously, and they are totally supported by the National Ski Patrol System.

The 1980 Winter Olympic games are completely and totally dependent on the Federal funds, as you are well aware of. The National Ski Patrol is rendering a great deal of assistance to us and without them

I do not feel that the Alpine part of the game would be possible. I hope this winter you will be able to come and join us in Lake Placid and if not, I am sure you will be able to watch it on television, but we would like to have you there as being a skiing advocate. I think this winter the sport of skiing and the National Ski Patrol System will be greatly enhanced through television, and we hope to produce a good job for the whole system through the efforts of the National Ski Patrol System.

Thank you.

Senator HATCH. We appreciate your testimony. I am very excited about the Olympic games and always have been. I have to admit that for me some of the most thrilling parts of all of the Olympics happen to be the skiing events, so we are really pleased with the efforts you are making. We will look forward to seeing them, either in person or on television. I will be watching, I'll tell you that, one way or another.

Mr. LUSSI. Great.

Senator HATCH. Thank you so much.

Mr. LUSSI. Nice to be here, thank you.

[The prepared statement of Mr. Lussi follows:]

PREPARED STATEMENT OF SERGE LUSSI

As a man with a double role—member of the executive committee of the Lake Placid Olympic Organizing Committee and Alpine chairman of that organization—I am doubly concerned with the passage of Senate bill 43 which would give our hard-working ski patrol men and women a much-needed national charter.

A Federal charter would put the Nation's some 25,000 ski patrol people on an equal footing with other national volunteer organizations, such as the Boy and Girl Scouts and the American Red Cross.

Ski patrols have a hard enough job threading their way down mountainsides and braving the adverse elements of nature, without having to thread their way through a mass of redtape and brave local bureaucracy, now required to operate under various individual State jurisdictions.

We cannot operate ski racing without a volunteer ski patrol. From the grass-roots junior programs, which involves children learning to race at 5 and 6 years old, all the way up to Olympic competition, the racing organization must have the support of the ski patrol system.

The ski racing organization is comprised entirely of volunteers, and these people must be supplemented by Ski Patrol volunteers, since no funds are available to pay for medical evacuation during ski races.

To prepare for the 1980 Olympic Winter Games at Lake Placid I required that the Ski Patrol go through two dress rehearsals—one at the 1978 National Downhill Ski Championships, and again at last winter's World Cup races. The Ski Patrol, which numbers over 100 people, came to Lake Placid in 1978 and 1979, and found their own food and lodging. And now they'll be back again next February—without pay—for America's premier sports event. We could not put on the Olympic Alpine events without them.

The National Ski Patrol System is both nonpolitical and nonpartisan, and the NSPS is not seeking funds under this bill. They seek only the national recognition that they have long deserved, and the legislation to continue serving—unhindered—this Nation's growing number of winter sports enthusiasts.

Thank you.

Senator HATCH. Our final witness will be Mr. Joe Prendergast. I think Joe's position with the American Ski Federation is incorrectly listed as "director of governmental relations" and the record should show that he is president.

Mr. PRENDERGAST. Thank you; that is correct.

Senator HATCH. Thank you. I am looking forward especially to your remarks, Joe, since your organization is one of the fastest growing among the sporting communities.

We want to obviously work closely with you, as we have in the past, in this area which you commented on today and also the other provisions of the legislation which I know your organization has been very active and very interested in.

**STATEMENT OF JOE PRENDERGAST, PRESIDENT,  
AMERICAN SKI FEDERATION**

Mr. PRENDERGAST. Thank you very much, Senator. I do have a prepared statement which I would like to submit into the record.

The American Ski Federation is a growing and bringing together of all the various associations in the ski community. It includes ski area operators, ski equipment manufacturers, importers, ski retail shops, professional ski instructors, ski patrollers, and skiers themselves.

Today we have heard from Channing Murdock bringing you a statement from the National Ski Areas Association. I would also like to introduce, if I may, Mr. Doc Des Roches who is here from Ski Industries America. He is here today to simply let you know by his presence that Ski Industries America is very much in support of this. They represent all the manufacturers of ski apparel and equipment.

Senator HATCH. We are very happy to have you with us, Mr. Doc Des Roches.

You people all look so healthy and vibrant. Skiing does that for you.

Mr. PRENDERGAST. It certainly does.

Senator, the only thing I want to add is that I have been the president of the American Ski Federation since October of last year and the American Ski Federation is really a place for all member associations to come and present problems of common interest and try to resolve those problems.

One issue I have always heard from each and every member is that we need to do something about the National Ski Patrol charter. I want to present that message to you here today and let you know that there is no dissent at all in the entire ski community. We are all 100 percent behind this effort, and want to thank you for your efforts.

Senator HATCH. Well, thank you so much. I believe that we have come a long way since we first started to consider the National Ski Patrol System charter bill, and all I can say is that if there was ever a group in this country that deserves recognition, it certainly is yours. I think that the fact that 60 Senators have agreed to cosponsor this is a good indication of support to you. We have a large number of House sponsors, as well.

I am hopeful, with these hearings and the good testimony that you have all brought here today, that we can report this out of the Judiciary Committee in the near future and that we may be able to get the same type of recognition bill passed in the House. Hopefully, we will have it adopted before the end of this year, or at least the first part of next year.

It takes a long time to handle these legislative matters, and it takes a lot of personal interest and work. I might mention that the only reason I think the other 40 Senators aren't yet cosponsors is that we just haven't been able to get around to all of them. I believe, quite frankly, we should have a unanimous endorsement of this. Let's hope so.

I believe that it is important for all ski patrollers to keep on top of this. The ski operators, owners, equipment manufacturers, and others should also, because all of you have testified that this is a very important organization without which skiing in America would not be nearly as vibrant or as enjoyable or safe and, in some areas, it wouldn't be at all. So, it is important that we do everything we can to get this charter through, and we are going to do everything we can to do that. We appreciate all that you folks have done.

When it does go through, the credit certainly is deserved by all of you, because you have set such a tremendous example over the past 40 years since the beginning of the system. I don't see how anybody would not support you. It is certainly a tremendous thing.

Let's understand another aspect of this. Getting a Federal charter is a very difficult thing. Congress is very loath to give any more out, and since none have been given out since 1971, it would be very fitting and appropriate if this could be the first charter since 1971. I think it would be a fitting recognition, one that is long overdue and one that all of you folks and your colleagues throughout this country and internationally have earned.

Let's hope that we will be successful. Let's keep working at it. I think this is a good step in the right direction, and I personally want to extend my appreciation to our chairman of the Judiciary Committee, Senator Kennedy, again, for his interest in seeing that this is pushed along. That is an inestimable help to all of us, so let's write to him and thank him for his kindness in this regard.

With that, we will recess these hearings. We will continue, and hopefully we will have a meeting in the Judiciary Committee within the near future.

Mr. PRENDERGAST. Thank you. We appreciate your efforts.

[The prepared statement of Mr. Prendergast follows:]

#### PREPARED STATEMENT OF JOE PRENDERGAST

My name is Joe Prendergast. I am the president of the American Ski Federation which represents the entire ski community.

The American Ski Federation is made up of ski area operators, ski equipment manufacturers and importers, ski retail shops, professional ski instructors, ski-patrollers, and skiers.

The American Ski Federation was created to provide a forum for all interested in the sport of skiing, a place to exchange ideas and resolve problems affecting the sport.

Additionally, the American Ski Federation was created to allow the sport to speak with a united voice. I am here today to express support for the National Ski Patrol Charter as the united voice of the sport of skiing.

Today, you will hear from members of the American Ski Federation who felt this legislation was of such great importance that they should appear. We are, however, in unanimous agreement that the role of the National Ski Patrol is vital to the sport of skiing.

The role of the National Ski Patrol has not been limited to the mountain.

With us today is Harry Pollard, former national director of the Ski Patrol and early president of the American Ski Federation. The participation of Harry and the National Ski Patrol went a long way in developing a more unified ski sport.

While I cannot address the technical operation of the National Ski Patrol, I can address the widespread acceptance and dependence found in the ski community. Skiers have come to recognize the National Ski Patrol insignia as an important part of the skiing experience. In fact, the public at large has benefited by the training given thousands of ski patrollers every year. This training has provided communities all over this country with individuals experienced in first aid and rescue techniques.

The National Safety Council has recognized the importance of the Ski Patrol and has awarded it the Council's Distinguished Service to Safety Award. Other organizations outside of skiing have also recognized the importance of National Ski Patrol to include Government agencies such as the Forest Service and the Park Service.

Since becoming president of the American Ski Federation in October of last year, I have heard from many businesses and individuals in skiing on a variety of issues. This charter which this committee is considering today has continued to be an important issue on the mind of many. It is safe to say that anyone who has skied has witnessed the National Ski Patrol and, I am confident, viewed the presence of the Ski Patrol as an essential element of ski safety. You will hear today from the National Ski Areas Association an expression of unanimous support for the charter and the National Ski Patrol.

The ski area operator has a difficult task to perform. Like the farmer, his business is highly dependent upon the weather and now even more dependent upon the availability of energy. The services provided by the National Ski Patrol are to some areas an essential ingredient for successful operation. Without a trained resource of men and women to patrol ski areas for safety, skiing would not be the enjoyable sport that it is today.

In the interest of time, I have made my statement brief. I urge your favorable consideration of the charter.

All members of the American Ski Federation urge your favorable consideration of the charter for the National Ski Patrol for the good of the sport and in the interest of safety at our Nation's ski areas.

I would be happy to answer any questions any members might have.  
Thank you.

Senator HATCH. Thank you very much.

[Whereupon, at 12:08 p.m., the hearings were adjourned.]



1 presence of trained safety officials to enforce safety  
2 rules and render emergency aid;

3 (3) the National Ski Patrol System is the only  
4 volunteer organization in the country founded for this  
5 purpose having been established in 1938;

6 (4) the National Ski Patrol System has a national  
7 membership of over twenty-three thousand and chap-  
8 ters in forty-two States;

9 (5) the National Ski Patrol System has worked  
10 closely with Federal agencies as well as the American  
11 Red Cross to promote safety and assist in such oper-  
12 ations as first aid, rescue, evacuation, and avalanche  
13 control;

14 (6) the National Ski Patrol has helped to foster  
15 friendly relations with other nations by its exchange of  
16 training information, and techniques; and that,

17 (7) the National Ski Patrol System has been ex-  
18 emplary in its dedication and effectiveness in insuring  
19 safety and as such was selected by the 1980 Winter  
20 Olympic Committee to provide Nordic Ski Patrollers  
21 for the 1980 Olympic games at Lake Placid, New  
22 York.

#### 23 CORPORATION

24 SEC. 3. The following persons: J. Scott Grundy, Fair-  
25 banks, Alaska; Robert S. Morely, Saginaw, Michigan;

1 Donald C. Williams, Birmingham, Michigan; Walter A.  
2 Gregg, Whitmore Lake, Michigan; Donald Page, East  
3 Greenbush, New York; James O. Hubbard, Carson City,  
4 Nevada; Dale Williamsen, Idaho Falls, Idaho; James Whit-  
5 lock, Hamilton, Montana; Gary Burke, Bellevue, Washing-  
6 ton; Larry Morris, Arvada, Colorado; David P. Dillard, Sum-  
7 merfield, North Carolina; William Bozack, Moretown, Ver-  
8 mont; Audrey Adams, Burlington, Wisconsin; Hilbert H.  
9 Finn, Pittsfield, Massachusetts; Carrington B. Day, Saginaw,  
10 Michigan; Robert D. Hall, Old Forge, New York; Marlen  
11 Guell, Spokane, Washington; Donald Bushey, Clausen,  
12 Michigan; Tyler Davis, Uniontown, Pennsylvania; Robert  
13 Ashcraft, Long Beach, California; Robert Hoffman, San  
14 Jose, California; Lou Livingston, Boulder, Colorado; Donald  
15 L. Dietsch, Boise, Idaho, and their successors, are created  
16 and declared to be a body corporate by the name of the Na-  
17 tional Ski Patrol System, Incorporated (hereafter in the Act  
18 referred to as the "corporation"), and by such name shall be  
19 known and have perpetual succession, and the powers, limi-  
20 tations, and restrictions herein contained.

21 COMPLETION OF ORGANIZATION

22 SEC. 4. A majority of the persons named in section 3 of  
23 this Act are authorized to complete the organization of the  
24 corporation by the selection of officers and employees, the  
25 adoption of bylaws, not inconsistent with this Act, and the

1 doing of such other acts as may be necessary to carry out the  
2 provisions of this Act.

3 OBJECTS AND PURPOSES OF CORPORATION

4 SEC. 5. The purposes of the corporation shall be to pro-  
5 mote, in any and all ways, public safety in skiing, including,  
6 without limiting the generality of the foregoing, the dissemi-  
7 nation of information with respect thereto and the formation  
8 of volunteer local patrols, consisting of competent skiers  
9 trained in the administration of first aid, for the purpose of  
10 preventing accidents and rendering speedy assistance to per-  
11 sons sustaining accidents; to solicit contributions of money,  
12 services, and other property for, and generally to encourage  
13 and assist in carrying out, the foregoing purposes in every  
14 way.

15 CORPORATE POWERS

16 SEC. 6. (a) In furtherance of the corporate objects and  
17 purposes, the corporation shall have power—

18 (1) to sue and be sued, complain and defend in  
19 any court of competent jurisdiction;

20 (2) to adopt, alter, and use a corporate seal;

21 (3) to appoint and fix the compensation of such of-  
22 ficers and employees as its business may require and  
23 define their authority and duties;

24 (4) to adopt and amend bylaws, not inconsistent  
25 with this Act or any other law of the United States or

1 any State in which it is to operate, for the manage-  
2 ment of its property and the regulation of its affairs;

3 (5) to make and carry out contracts;

4 (6) to charge and collect membership dues, sub-  
5 scription fees, and receive contributions or grants of  
6 money or property to be devoted to the carrying out of  
7 its purposes;

8 (7) to acquire by purchase, lease, or other legal  
9 means, such real or personal property, or any interest  
10 therein, wherever situated, necessary or appropriate for  
11 carrying out its objects and purposes and subject to the  
12 provisions of law of the State in which such property is  
13 situated (A) governing the amount or kind of real or  
14 personal property which similar corporations chartered  
15 and operated in such State may hold, or (B) otherwise  
16 limiting or controlling the ownership of real or personal  
17 property by such corporations;

18 (8) to transfer, lease, and convey real or personal  
19 property;

20 (9) to borrow money for its corporate purposes,  
21 issue bonds therefor, and secure the same by mortgage,  
22 deed of trust, pledge, or otherwise, subject to all appli-  
23 cable provisions of Federal or State law; and

24 (10) to do any other acts necessary and proper to  
25 carry out its objects and purposes.

1 (b) For the purpose of this section, the term "State"  
2 includes the District of Columbia.

3 PRINCIPAL OFFICE; SCOPE OF ACTIVITIES; DISTRICT OF  
4 COLUMBIA AGENT

5 SEC. 7. (a) The principal office of the corporation shall  
6 be located in Denver, Colorado, or in such other place as  
7 may later be determined by the board of directors, but the  
8 activities of the corporation shall not be confined to that  
9 place, but may be conducted throughout the United States.

10 (b) The corporation shall maintain at all times in the  
11 District of Columbia a designated agent authorized to accept  
12 service of process for the corporation. Service upon, or notice  
13 mailed to the business address of, such agent, shall be  
14 deemed notice to or service upon the corporation.

15 MEMBERSHIP

16 SEC. 8. Eligibility for membership in the corporation  
17 and the rights and privileges of members shall, except as  
18 provided in this Act, be as set forth in the bylaws of the  
19 corporation.

20 BOARD OF DIRECTORS; COMPOSITION; RESPONSIBILITIES

21 SEC. 9. (a) Upon the date of enactment of this Act the  
22 membership of the initial board of directors of the corporation  
23 shall consist of the following named persons: J. Scott  
24 Grundy, Fairbanks, Alaska; Robert S. Morley, Saginaw,  
25 Michigan; Donald C. Williams, Birmingham, Michigan;

1 Walter A. Gregg, Whitmore Lake, Michigan; Donald Page,  
2 East Greenbush, New York; James O. Hubbard, Carson  
3 City, Nevada; Dale Williamsen, Idaho Falls, Idaho; James  
4 Whitlock, Hamilton, Montana; Gary Burke, Bellevue, Wash-  
5 ington; Larry Morris, Arvada, Colorado; David P. Dillard,  
6 Summerfield, North Carolina; William Bozack, Moretown,  
7 Vermont; Audrey Adams, Burlington, Wisconsin; Hilbert H.  
8 Finn, Pittsfield, Massachusetts; Carrington B. Day, Saginaw,  
9 Michigan; Robert D. Hall, Old Forge, New York; Marlen  
10 Guell, Spokane, Washington; Donald Bushey, Clausen,  
11 Michigan; Tyler Davis, Uniontown, Pennsylvania; Robert  
12 Ashcraft, Long Beach, California; Robert Hoffman, San  
13 Jose, California; Lou Livingston, Boulder, Colorado; Donald  
14 L. Dietsch, Boise, Idaho.

15 (b) The initial board of directors shall hold office until  
16 the first election of a board of directors. The number, manner  
17 of selection (including filling of vacancies), term of office, and  
18 powers and duties of the directors shall be set forth in the  
19 bylaws of the corporation. The bylaws shall also provide for  
20 the selection of a chairman and his term of office.

21 (c) The board of directors shall be the governing board  
22 of the corporation, and a quorum thereof shall be responsible  
23 for the general policies and programs of the corporation and  
24 for the control of all funds of the corporation. The board of  
25 directors may appoint committees to exercise such powers as

1 may be prescribed by the bylaws or by resolution of the board  
2 of directors.

3 OFFICERS; ELECTION OF OFFICERS

4 SEC. 10. The officers of the corporation shall be those  
5 provided in the bylaws. Such officers shall be elected in such  
6 manner, for such terms, and with such duties, as may be  
7 prescribed in the bylaws of the corporation.

8 USE OF INCOME; LOANS TO OFFICERS, DIRECTORS, OR

9 EMPLOYEES

10 SEC. 11. (a) No part of the income or assets of the cor-  
11 poration shall inure to any member, officer, or director or be  
12 distributable to any such person during the life of the corpo-  
13 ration or upon its dissolution or final liquidation. Nothing in  
14 this subsection, however, shall be construed to prevent the  
15 payment of reasonable compensation to officers of the corpo-  
16 ration or reimbursement for actual necessary expenses in  
17 amounts approved by the corporation's board of directors.

18 (b) The corporation shall not make loans to its members,  
19 officers, directors, or employees. Any director who votes for  
20 or assents to the making of such a loan, and any officer who  
21 participates in the making of such a loan, shall be jointly and  
22 severally liable to the corporation for the amount of such a  
23 loan until the repayment thereof.



## 1                    AUDIT OF FINANCIAL TRANSACTIONS

2            SEC. 16. The first section of the Act entitled "An Act  
3 to provide for audit of accounts of private corporations estab-  
4 lished under Federal law", approved August 30, 1964 (36  
5 U.S.C. 1101), is amended by adding at the end thereof the  
6 following:

7            "(50) National Ski Patrol System, Incorporated".

## 8                    USE OF ASSETS ON DISSOLUTION OR LIQUIDATION

9            SEC. 17. Upon dissolution or final liquidation of the cor-  
10 poration, after discharge or satisfaction of all outstanding ob-  
11 ligations and liabilities, the remaining assets of the corpora-  
12 tion may be distributed in accordance with the determination  
13 of the board of directors of the corporation and in compliance  
14 with this Act, the bylaws of the corporation, and all other  
15 Federal and State laws applicable thereto.

## 16                    EXCLUSIVE RIGHT TO NAME

17            SEC. 18. The corporation shall have the sole and exclu-  
18 sive right to use the name "National Ski Patrol System, In-  
19 corporated". Nothing in this section shall be construed to  
20 interfere or conflict with established or vested rights.

## 21                    ANNUAL REPORT

22            SEC. 19. The report shall be made available to the ap-  
23 propriate State officials and if accepted by a State, shall be  
24 counted as fulfillment of the State's reporting requirements.  
25 In addition, officers and directors of the corporation shall fur-

1 nish to the Congress on call other information which may be  
2 desired at any time.

3 RESERVATION OF RIGHT TO AMEND OR REPEAL CHARTER

4 SEC. 20. The right to alter, amend, or repeal this Act is  
5 expressly reserved to the Congress.

Passed the Senate November 16 (legislative day, No-  
vember 15), 1979.

Attest:

J. S. KIMMITT,

*Secretary.*

U.S. SENATE,  
COMMITTEE ON THE JUDICIARY,  
Washington, D.C., October 1, 1979.

Mr. DONALD C. WILLIAMS,  
National Director,  
National Ski Patrol System,  
Birmingham, Mich.

DEAR DON: Just a note to thank you again for your testimony before the Senate Judiciary Committee on S. 43. I am pleased with the way things went and I think with Senator Kennedy's support we can proceed with the passage of this bill.

While I realize it is sometimes hard to imagine a full committee hearing with only two members present, the session is important nonetheless, since all of what is said goes into the permanent hearing record. Hearings are the basis for further action by the Committee so we always try to include as much as possible. For this reason, I would ask that you respond to the question enclosed to complete the hearing record.

Again, I have enjoyed working with you and look forward to moving this bill on through the Congress.

Very truly yours,

ORRIN G. HATCH,  
U.S. Senator.

Enclosure.

QUESTION OF SENATOR HATCH TO MR. DONALD C. WILLIAMS, DIRECTOR NSPS  
AND RESPONSE

Please summarize for the hearing record how the National Ski Patrol System qualifies for a Federal charter under the standards issued by the Senate Judiciary Committee in 1969.

The following information is in answer to a question submitted to me by Senator Hatch regarding Senate Bill 43, in which it was asked that I summarize for the hearing records how the National Ski Patrol System qualifies for a federal charter under the standards issued by the Senate Judiciary Committee in 1969.

The following information is furnished to substantiate the fact that the National Ski Patrol System, Inc. has more than the minimum standards as required in order to obtain a corporate charter as issued by the Congress of the United States of America. Minimum standards are hereinafter re-printed as copied from a document setting forth such standards, and the justification follows each minimum standard. In addition thereto, further information will thereafter be set forth in this document.

(1) Operating under a charter granted by a State or the District of Columbia and that it has so operated for a sufficient length of time to demonstrate its permanence and that its activities are clearly in the public interest.

*Justification.*—The National Ski Patrol System, Inc. is a New York Not-for-Profit corporation and the Certificate of Incorporation for the corporation was filed on August 12, 1948 in the State of New York. This corporation has operated continuously since the date of incorporation up to and including the date of this application.

(2) Of such unique character that chartering by the Congress as a Federal corporation is the only appropriate form of incorporation.

*Justification.*—The National Ski Patrol System, Inc. is a corporation consisting of 10 Divisions. The Divisions are geographical in nature. Each Division within the United States encompasses one or more States for its area of activity. The State of Alaska is a Division in and of itself. Further, there is a Division which is entitled the "European Division". The European Division is desirable because originally the members of the United States armed forces which used the slopes of European countries for skiing required the services of the ski patrol. Subsequently, and at the present time, it developed that due to world wide air travel for vacation purposes the American public was utilizing the ski slopes of various European countries for recreational purposes and this civilian population of the American public likewise needed the services of the National Ski Patrol. Accordingly, the European Division has at all times fulfilled the need of American skiers traveling to Europe.

Each Division within the National Ski Patrol System consists of two or more Regions. Regions are broken down into two or more Sections and the Sections are broken down into two or more Patrols. Each Patrol consists of numerous

patrolmen. Accordingly, it is necessary that the area of activity of the Patrols be carried on in various States and due to the necessity of registering a State incorporated corporation as a foreign corporation doing business within a State it becomes very cumbersome and almost impossible to comply with the various State registration laws requiring such corporate registration. Investigation has indicated that a Federal charter would be the most practical method of overcoming the otherwise cumbersome registration problems presently confronting the National Ski Patrol System.

(3) Organized and operated solely for charitable, literary, educational, scientific, patriotic, or civic improvement purposes.

*Justification.*—The National Ski Patrol System, Inc., as indicated in paragraph (2) above, is a New York Not-for-Profit corporation and the Federal Internal Revenue Service has granted a 501(c)(3) tax exempt status to the National Ski Patrol System, Inc. and has, furthermore, granted group exemption status to many of the Divisions within the System. (See attached copies of State of New York Certification of Good Standing and Internal Revenue Service Exempt Status Letters).

(4) Organized and operated as a nonpartisan and non-profit organization.

*Justification.*—The National Ski Patrol System, Inc. has no role in partisan politics and is a Not-for-Profit corporation as evidenced by the attached Certificate of Good Standing issued by the State of New York Department of State.

(5) Organized and operated for the primary purpose of conducting activities which are of national scope and responsive to a national need, which need cannot be met except upon the issuance of a Federal charter.

*Justification.*—As indicated in the preceding paragraphs, the activities of the National Ski Patrol System are international in scope and it is virtually impossible to carry on the activities of the organization without registering the corporation to do business in each State in which there is activity, and without the registration of the corporation in these various states, the organization is moved into a position of operating illegally, which, of course, is not a desirable position to be in and unless a Federal charter is issued it will become necessary to register in each of these States and to do so it would be necessary to call upon the volunteer help of this organization to annually follow through with the necessary reports consequent to such registration.