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Book Reviews

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BOOK REVIEWS

AVIATION SUBJECT HEADINGS. A Concise List for Civil Aviation Librarian or Collections. Compiled by Agnes A. Gautreaux and Mary Lally. (New York, Special Libraries Association, 1949, pp. 56, processed. \$1.75.)

To meet the needs of the nation's libraries whose accessions in aviation are growing in such numbers and complexity that a rethinking of their organization is necessary, *Aviation Subject Headings* has real value. It is a tool to assist the librarian in making the documents and literature of aviation more generally accessible to the student, the specialist and the layman. The necessity for these subject headings is apparent in the libraries of institutions of higher learning which have expanding aeronautical programs, in the public libraries of cities and towns where the general public is showing increased interest in aviation, and in the school systems and teacher training institutions whose programs of aviation education are receiving more general recognition. The listing also provides for the special libraries and collections that are developing within the air transport industry and within the organizations created for the promotion, regulation, and study of aviation an aid for cataloging and indexing of publications.

Already the International Civil Aviation Organization, the specialized agency for aviation of the United Nations, has indicated that it plans to use *Aviation Subject Headings* for indexing its own documents in the three official languages of the ICAO and in preparing its multi-language lexicon of aviation.

This list of subject headings has been compiled primarily for those whose interest is in the uses of civil aviation, rather than in the military and engineering aspects of aviation. It does, of course, include headings dealing with the structure of the aircraft, but intensive treatment of the technical areas is now being attempted by the Engineering-Aeronautical section of the Science-Technology Group of the Special Libraries Association.

The first systematic effort to provide a list of headings in aviation was published in 1940 by N. H. Randers-Pehrson and A. G. Renstrom and entitled *Subject Headings for the Aeronautical Index*. It was highly regarded and found wide use, but during the past eight years new developments and emphases in aviation have made imperative a reformulation. The Transportation Group of the Special Libraries Association sponsored the project; and Miss Agnes Gautreaux, Librarian of the CAA, and Miss Mary Lally, Librarian Economic Planning Division, American Airlines, undertook the compilation using the Randers-Pehrson/Renstrom list as their starting point. The result has been a listing that takes realistic account of both library and aviation problems from the point of view of both private enterprise and of government.

Such headings in the new list as the Aircraft Industry, Airlines, Airports, Education, Government Agencies, and Safety come in for fuller treatment. Cargo is a new category. FIDO, Airparks, Heliports, JATO, Pressure Pattern Flying are new headings. These and other changes bring the list up-to-date. The simplified cross-references make the list usable not only for the trained librarian but also for the file clerk and indexer.

In the rapid growth of aviation during the past 15 years, the literature on its civil and social implications side has grown apace. The library has

become as important as the laboratory to aviation's present and future development. This compilation, the product of two of the acknowledged leaders in this field of library science, makes more effective the library in the service of aviation.

FREDERICK B. TUTTLE*

AIRLINE OPERATION, by R. Dixon Speas. (Washington, D. C., American Aviation Publications, 1948, pp. XI, 363. \$5.00.)

Publications such as *Airline Operation* are most welcome additions to the literature in a field in which the basic information in book form leaves much to be desired. Mr. Speas' book does not "plug all the holes" nor is it here described as the perfect textbook for such courses. It is worth examination by people who are studying the area, however, for nearly everyone will find in it some contribution along the lines of his interest.

The book is described in the foreword as bearing "the stamp of an engineering approach." As a consequence much of the presentation involves formulas, tables and charts: very effective vehicles for explanation where complete descriptions of all the factors are given. In some cases, however, the descriptions are incomplete and understanding of the presentations is thereby hindered or prevented entirely. In spite of this shortcoming the chapter on "Operating Costs and Revenues" is considered a contribution; at the very least it is a conscientious attempt to shed light on the fundamental problem of all businesses, that of balancing revenue and expense. In the books thus far available this problem has been passed over entirely or treated in scanty fashion. Speas' treatment falls short in that he does little more than mention indirect or overhead costs and bases his examples almost entirely on direct flying costs in determining profitability of operation. He makes reference to the necessity of considering other than direct flying costs, and indicates that final responsibility as to whether or not flights are to be operated (other than for purely operating reasons) should be placed with the Sales Department. A great area in which decisions are made is thus left unexplored.

The subject of "Aircraft Utilization and On Time Operation," which is discussed in Chapter V, is also of importance in the relation between revenue and expense. With aircraft purchase figures at the height to which they have risen today, it is necessary that high utilization be achieved, and the author points to the problem of fitting each craft into an operating schedule so that it can be in the air the greatest number of hours possible yet be on the ground at times when essential maintenance can be performed. The aircraft should be in the air, however, only if traffic is being carried and "An impressive hours-per-day utilization figure does not necessarily indicate a successful airline operation." The explanation of terms leaves much to be desired, as is true in many places in the book. This chapter, for best results, ought to be expanded or certain materials found in it should be omitted. Technical terms are introduced and nothing is done with them. An introduction to a problem is given but the problem is not further considered. The routing chart on pp. 104-105 is the heart of a most important operation problem yet reference is made to it and no more.

Many of the chapters in the middle of the book would involve much "picking and choosing" for the non-engineer. This reviewer, a non-engineer,

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does not pass on the technical material there presented. The charts, formulas, and symbols appear more imposing than are needed for a course in airline operation in a school of business administration, but throughout is interspersed information with which students can well afford to be acquainted.

The last two chapters on passenger and cargo service are well-done, although much more could be made of the problems encountered in this area. For example, methods of constructing passenger fares and cargo rates are given no space. Air express and airmail are not mentioned.

An outstanding feature of the book is found in the great number of pictures and illustrations. These are well-chosen and they contribute materially to the clarity of the work.

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