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## Book Reviews

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## BOOK REVIEWS

**AIRWAYS ABROAD**, by Henry Ladd Smith, University of Wisconsin Press, 1950. 370 p. \$4.00.

Interviews between the author and many of the personalities involved in pioneering U.S. air routes abroad have provided additional color for this story of colorful events and struggles. Fortunately, for the author, the expansion of commercial flying beyond the borders of the United States has been so rapid that many of the pioneers are still available both for interviews and for reading authors' manuscripts. Perhaps in deference to this latter process, the author has avoided critical comment of this own and merely reported on the attitudes of others.

The chapter on President Franklin Roosevelt's role in the direction of U.S. international civil aviation after 1944 is most interesting as it presents the diary account of then-Assistant-Secretary of State-Adolph A. Berle, Jr. regarding the White House meeting between Roosevelt; Undersecretary of State Edward Stettinius Jr.; the President's assistant and adviser, Harry Hopkins; Chairman of the Civil Aeronautics Board L. Welch Pogue; and Mr. Berle.

"Shooting it out at Chicago" furnishes good coverage of the beginnings of the present international aviation body in the UN, ICAO. Other intriguingly titled chapters such as "Bermuda Honeymoon," "North Atlantic Tempest," and "No More Oceans to Cross" maintain reader interest up to the final "Report on Winds Aloft."

CHARLES T. LLOYD

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**DEVELOPMENT OF AIRCRAFT ENGINES AND FUELS**, by Robert Schlaifer and S. D. Heron, Harvard Business School, Division of Research, 1950. 754 p. with appendices. \$5.75.

It is a great misfortune that the title of this book may cause those who would be most interested in reading it to pass it up in the belief that it is a textbook for engineers. Although it is a detailed account of the development of engines and fuels (especially engines), it is not only readable but provides documentation for some significant conclusions. Anyone, civilian or military, interested in the relation between government and industry in the development of better power plants for better aircraft will profit from the account of the difficulties of the military services in developing new engines as contrasted with their successes in outguessing industry on new ideas to be explored.

The economist will find material on financial risks, production cost problems, and the effect of the hope of quantity sales on investing in the development of radical innovations. A chapter on the development of accessories although concluding that specialist producers are a necessary supplement to engine builders warns, *inter alia*, that in the absence of competition the engine builder and the government must be vigilant in seeing that the accessory maker keeps progressing.

Even Part II of Prof. Schlaifer's section of the book on the development of specific engines maintains interest for the general reader as the reasons behind U.S., British, and German advances are discussed. Chapter XVII on policies that resulted in the late start of the U.S. in turbo-jets which the author calls "The True Explanation" is worthy of examination.

Author Heron's portion of the book again is of wider interest than would be surmised from the title because it is a history of government and industry relations in the development of aircraft fuels with citations to some fuel prejudices that should be a lesson for the future.

E. C. S.