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Pilot's Manual of Air Law

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BOOK REVIEWS

PILOT'S MANUAL OF AIR LAW. U. S. Aviation Reports, Inc., Baltimore, Md. (1930.) 325 pages.

This handy little book of vest pocket size is printed on thin but perfectly satisfactory paper and the type is small but clear. Over 200 pages are devoted to a resume of the legislation in force in the various states and territories of the United States. The balance contains the Air Commerce Act, the Air Commerce Regulations in force on September 1, 1929, the Ground and Flying School Regulations effective May 1, 1929, the Department of Commerce Regulations for Clearance and Entry of Aircraft 1929, the Aircraft Customs Regulations 1929, the Aircraft Public Health Regulations 1928, the United States Agreements respecting Air Traffic arrived at with Columbia and Canada, short articles on Federal Agencies, Aviation Insurance, a complete table of Aviation Statutes, and the United States Airway Radio Map on a small scale.

The information concerning the statutes of the various states and territories is grouped under the following eight questions: (1) Who can lawfully pilot aircraft in this state? (2) What aircraft can be lawfully operated in this state? (3) When must licenses be displayed? (4) What are the air traffic rules in this state? (5) What are the regulations covering commercial operation of aircraft in this state? (6) What is the Aircraft liability law in this state? (7) Are there any local regulations affecting aircraft operation in this state? (8) Who are the state aviation officials? The answers to these questions are very informative except the answer given to question (7) which is almost invariably in the following form: "Airmen should acquaint themselves with any local rules and regulations that may have been issued by the governing body of any municipality, county, or other subdivision of the state, maintaining and operating an airport. Such rules can always be found posted in a conspicuous place at the airport." Where in a few instances something is added to this form of answer the addition is even less responsive to the question. Space could have been economized without reducing the value of the book by simply stating in the beginning that local rules must be learned locally.

The writer has not undertaken to test every bit of information contained in these 200 pages as to its accuracy. At best the information will be adequate only until the various legislatures have acted in 1931. The booklet in order to fulfill its true mission must therefore be republished every two years. Assuming that this will be done it is a most valuable addition to the literature of the subject with which it deals. Its small size enables pilots to carry it on their person at all times without inconvenience. Its small type

is no objection to pilots whose eyesight must be perfect or nearly so. Even lawyers will find the little volume a useful addition to their library though it refers to no cases and though most of them will have to use glasses in consulting it. The fact that the book is published by the U. S. Aviation Reports, Inc., whose particular business it is to gather together all the statutes on the subject assures the reader that the information gathered is reasonably complete.

CARL ZOLLMANN.