

1930

Tuesday Afternoon Session

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The afternoon session will be given over to the proposed legislation, and those primarily interested should make it a point to be here to hear the discussion on the papers and lectures this afternoon.

Mr. Kintz has something further he would like to say in reply to the question put by the gentleman from Maine.

MR. KINTZ: Maine already has a state law requiring either a state or federal license.

MR. BIRD: I am familiar with that law, but it does not meet with my approval. My viewpoint is that we want a pilot to meet with federal approval. A pilot can secure a license in the State of Maine and operate in the state, and that has been the case, when he has not had the qualifications of a pilot under the Department of Commerce.

MR. KINTZ: I think we can recommend a state law which would meet with the gentleman's approval, and you will notice in one portion of the paper of Col. Young which I read this morning it points out the difficulty of the formal proposed draft by the Committee of the Bar Association, requiring either a state or federal license, and it has been our experience that that is not sufficient. This other proposed draft I think will remedy that.

CHAIRMAN HADLEY: Ladies and gentlemen, I am sure we have all been greatly interested, edified and educated this morning in the discussions as well as by these papers we have heard.

The hour has arrived, however, for an adjournment, and we will stand adjourned at this time until the afternoon session.

We are at this moment adjourned.

The meeting adjourned at twelve o'clock.

TUESDAY AFTERNOON SESSION

August 19, 1930

The meeting convened at two o'clock, Lieutenant Howard Knotts presiding.

CHAIRMAN KNOTTS: Ladies and Gentlemen: For this afternoon's session we have as our presiding officer a gentleman who is known in flying parlance as "an early bird." In 1911, when tractor motors and depth controls were very new (and we think they are new sometimes now) this gentleman flew and qualified for the distinction of being an "early bird."

He is the Executive Vice-President of the Milwaukee Chapter of the National Aeronautic Association, and in this section one of the most active men we have in the aeronautical field. It was he who was the guiding genius at one of the sectional conferences held in Milwaukee, and he knows a heap more about presiding at such a conference as this than I do.

I take pleasure in presenting our Chairman of the afternoon, Col. John M. H. Nichols. (Applause.)

Col. Nichols took the Chair.

CHAIRMAN NICHOLS: Lieutenant Knotts has made it just as difficult for me as he could.

I have been asked by Mr. Kintz of the Department of Commerce for permission to make an announcement.

MR. E. McD. KINTZ: This morning the Chairman announced that Col. Young had injured himself in a crash. I am glad to announce to this conference that the gentleman making the announcement was misinformed. Mr. Young was unable to appear due to the fact that Secretary Lamont and Assistant Secretary Kline were both absent from the city, necessitating his remaining in Washington to act as Acting Secretary of Commerce.

CHAIRMAN NICHOLS: Before calling on the first speaker of the afternoon, Mr. Mosely has asked for a moment in order to terminate the discussion of this morning.

MR. V. MOSELY (Tennessee): In the *Neiswonger* case the court evidenced some difficulty in seeing the possible conflict between interstate and intrastate flying below five hundred feet. I think that first five hundred feet is the area of space which is more dangerous than any other area. Forced landings may be required and it might be very difficult for one plane to discover another one above or below it, depending on blind spots. That is also true as to handling at emergency fields and airports, so I think there is great chance for conflict with pilots in charge of planes licensed by states.

As to the football case, it seems to me that might be viewed as a possible burden if a state licensed pilot were doing acrobatics and an interstate plane made a forced landing. The interstate plane might have to land on that field, and acrobatics might be a very serious burden to the landing.

Then there is another question that arises, as to authority for the uniform municipal ordinances when they are passed covering airports beyond the municipal territorial limits. I should like very much to present that question later.

CHAIRMAN NICHOLS: I assume there is no further discussion of the morning's papers, and we will proceed to the afternoon's program.

First I want to announce that my understanding is that resolutions covering any of the papers up to and including this evening should be presented to the Resolutions Committee prior to tomorrow morning. Those resolutions may be presented by leaving them at the desk in the front hall or, if after the termination of the session you wish to present a resolution, you may leave it at the Lake Shore Athletic Club in my name. Those papers will receive attention before the morning session, and in that way there will not be so many resolutions left over for consideration tomorrow noon and tomorrow afternoon.

The first speaker on the program this afternoon is a gentleman I feel rather embarrassed in having to be asked to introduce in his own bailiwick. Professor Fagg is a real pioneer in the field of Air Law. I understand he was the first exchange professor to the Institut für Luftrecht, at Königsberg, Germany, and those of us who have had contact with him for a period of time realize he is exceptionally well qualified in this field, consequently I will only call on Professor Fred D. Fagg, Jr., Managing Director of the Air Law Institute, Northwestern University, who will present his paper, "A Survey of State Aeronautical Legislation." (Applause.)

Printed copies of Professor Fagg's prepared paper were distributed to the members of the Conference and discussed by Professor Fagg.