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Editorials

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EDITORIALS

AMERICAN BAR AERONAUTICAL COMMITTEE REPORT

The Committee on Aeronautical Law of the American Bar Association made its formal report at the Atlantic City meeting held September 17-19, at which time Mr. George B. Logan, Chairman of the Committee, offered the proposed Uniform Aeronautical Code and proposed Uniform Airports Act for the consideration of the American Bar Association. The Committee did not ask the approval of the Association on these two drafts at this time. The Chairman suggested instead that, since the legislatures of the majority of the states do not convene again until 1933, there would be ample time for the revision of any sections of the proposed drafts during the coming year and that approval by the Association, given at the meeting in 1932, would be granted in ample time to influence future state legislation relative to aircraft.

In order to make available to the readers of the Journal the text of these two drafts, there is included on page 545 of this issue a full reprint of the report of the Committee on Aeronautical Law.

CLEVELAND CONFERENCE OF STATE AVIATION OFFICIALS

At the call of Governor George White of Ohio, representatives of sixteen states met at Cleveland, September 1-2, for a two day conference on the problems of state regulation of aeronautics. The Conference was held in connection with the National Air Races.

The program provided for a series of addresses and round-table discussions upon important aviation topics, and was prepared by a committee which included the following members: Sen. J. Griswold Webb of New York; Robert M. Ginter of Pennsylvania; Major Floyd E. Evans of Michigan; R. J. Boutelle of Tennessee; J. D. Wood of Idaho; and Frank M. McKee of Ohio.

During the first day, the schedule of addresses included: "Aviation and the State" by George B. Logan, Chairman, American Bar Committee on Aeronautical Law; "Uniform Regulations in Practice" by Sen. J. Griswold Webb, Chairman, New York State Aviation Commission; "State Appropriations for Aeronau-

tics," by Major Floyd E. Evans, Director, Michigan Board of Aeronautics; and "The State Aviation Commission" by Col. Thomas W. Streeter, Chairman, New Jersey Aviation Commission.

The second day was largely devoted to round-table discussion, and, as a result of the Conference, the National Association of State Aviation Officials was organized.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

At the Cleveland Conference of State Aviation Officials, September 1-2, it was decided to form a permanent, national organization of state aviation officials and the sixteen states there represented now constitute the initial members of the National Association. These include: California, Connecticut, Illinois, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, North Dakota, Ohio, Oklahoma, Pennsylvania, Tennessee, Virginia, and West Virginia.

The program of the National Association provides in part for: (1) promotion of aviation; (2) development of intrastate flying; (3) cooperation between States in regulation; (4) uniformity in aeronautical regulation; (5) reciprocity in aircraft licensing; and (6) improvement in landing fields.

The officers elected by the Association are: Frank M. McKee, Director of Aeronautics of Ohio, *President*; Reed G. Landis, Chairman, Illinois Aeronautics Commission, *Vice-President*; H. C. Bennet, New York City, *Secretary*; and George B. Logan, St. Louis, *Legal Counsel*.

The president was authorized to appoint seven regional directors, and, after the organization is completed, the board of regional directors will be regularly elected. Some twenty-five States now have aviation commissions, of one type or another, and it is expected that there will be a substantial increase in representation by the time of the second meeting which will be held in Illinois, at East St. Louis, during December.

The formation of this State Association is a decided step forward, since uniformity of intrastate aeronautical regulation will depend more upon the activities of the several states than upon Federal action. With the full cooperation of the Aeronautics Branch—already so completely accorded—the program of state control will be materially enhanced by the interchange of state experience which the new organization will make possible.

THE TREND TOWARD FEDERAL LICENSING

The aeronautical legislation of 1931 shows a decided tendency toward the requirement of federal licenses for all aircraft and airmen operating within the several states. In 1929, some twenty states required such licenses;¹ while at the present time twenty-eight states require federal licenses for all aircraft and twenty-five require such licenses for all airmen. (The other three demanding a federal license only for airmen operating commercially.)

A revised tabular list would show the following requirements:

1. *Federal license for all aircraft and all airmen* (24)

Alabama ²	Montana
Arizona	New Jersey ⁶
California	New Mexico
Delaware	Ohio ⁷
Florida ³	Oklahoma ⁸
Idaho	Rhode Island
Illinois ⁴	South Dakota
Indiana	Texas
Kansas ⁵	Utah ⁹
Kentucky	Vermont
Michigan	Washington
Mississippi	Wisconsin
2. *Federal license for all aircraft and commercial airmen* (4)

Iowa	New York ¹⁰
Nebraska	Wyoming ¹¹
3. *Federal license for commercial aircraft and all airmen* (1)

North Dakota ¹²

4. *Federal license for commercial aircraft and commercial airmen* (4)

Colorado	Nevada
Missouri	North Carolina
5. *Federal license for commercial aircraft and Federal or State license for all airmen* (1)

Oregon ¹³

1. See *Fred D. Fagg, Jr.*, A Survey of State Aeronautical Legislation, 1 JOUR. OF AIR LAW, 452-481, particularly the chart on page 468. Note that some of these requirements are provided for by commission regulation instead of by specific legislation.

2. Act No. 152, approved March 10, 1931, Sections 2 and 3.

3. House Bill No. 125, approved June 10, 1931, Sections 2 and 3.

4. Senate Bill No. 9, approved July 9, 1931, Section 2.

5. House Bill No. 146, approved March 13, 1931, Section 2.

6. Regulations of Aviation Commission, of June 29, 1931, Sections 1 and 2.

7. Senate Bill No. 601, approved April 25, 1931, Sections 6310-40 and 6310-42.

8. House Bill No. 352, approved April 22, 1931, Sections 2 and 3.

9. Senate Bill No. 34, approved March 10, 1931, Sections 2 and 3.

10. Senate Bill No. 9, approved March 18, 1931, Section 243.

11. House Bill No. 207, approved March 5, 1931, Sections 2 and 3.

12. House Bill No. 99, approved February 13, 1931, Section 3.

13. Senate Bill No. 233, approved March 6, 1931, Section 1.

6. *Federal or State license for all aircraft and all airmen* (6)
 Maine
 Maryland
 Minnesota
 New Hampshire¹⁴
 Tennessee¹⁵
 Virginia
7. *State license for all aircraft and all airmen* (5)
 Arkansas
 Connecticut
 Massachusetts
 Pennsylvania
 West Virginia¹⁶
8. *No Law* (3)
 Georgia
 Louisiana
 South Carolina

A classification based upon the subject matter of regulation, while not showing the variety of requirements, does give a more accurate estimate of the number of states which fall under a single category.

A. AIRCRAFT

1. *Federal license for all aircraft* (28)
 Alabama
 Arizona
 California
 Delaware
 Florida
 Idaho
 Illinois
 Indiana
 Iowa
 Kansas
 Kentucky
 Michigan
 Mississippi
 Montana
 Nebraska
 New Jersey
 New Mexico
 New York
 Ohio
 Oklahoma
 Rhode Island
 South Dakota
 Texas
 Utah
 Vermont
 Washington
 Wisconsin
 Wyoming
2. *Federal license for commercial aircraft* (6)
 Colorado
 Missouri
 Nevada
 North Carolina
 North Dakota
 Oregon
3. *Federal or State license for all aircraft* (6)
 Maine
 Maryland
 Minnesota
 New Hampshire
 Tennessee
 Virginia
4. *State license for all aircraft* (5)
 Arkansas
 Connecticut
 Massachusetts
 Pennsylvania
 West Virginia

14. House Bill No. 80, approved April 2, 1931, Sections 1 and 2.
 15. Senate Bill No. 500, effective May 27, 1931, Sections 3 and 5, 4 and 6.
 16. House Bill No. 226, approved March 16, 1931, Section 5.

5. *No Law* (3)

Florida
Louisiana

South Carolina

B. AIRMEN

1. *Federal license for all airmen* (25)

Alabama
Arizona
California
Delaware
Florida
Idaho
Illinois
Indiana
Kansas
Kentucky
Michigan
Mississippi
Montana

New Jersey
New Mexico
North Carolina
Ohio
Oklahoma
Rhode Island
South Dakota
Texas
Utah
Vermont
Washington
Wisconsin

2. *Federal license for commercial airmen* (8)

Colorado
Iowa
Missouri
Nebraska

Nevada
New York
North Carolina
Wyoming

3. *Federal or State license for all airmen* (7)

Maine
Maryland
Minnesota
New Hampshire

Oregon
Tennessee
Virginia

4. *State license for all airmen* (5)

Arkansas
Connecticut
Massachusetts

Pennsylvania
West Virginia

5. *No Law* (3)

Georgia
Louisiana

South Carolina

FRED D. FAGG, JR.