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BOOK REVIEWS

Department Editor FRANK E. QUINDRY

1932 UNITED STATES AVIATION REPORTS. Edited by Arnold W. Knauth, Henry G. Hotchkiss, and Emory H. Niles. Baltimore, Maryland. J. H. Furst Co. Pp. xlvi, 440.

This is the fifth volume of an annual report series. 282 pages are devoted to court decisions, commission orders and administrative opinions. More cases are reported than in any previous year, thus, in a measure, indicating the growth of the aviation industry. Ten cases involve negligence in airplane operation, and several go directly to the question of common carriage. Nine deal with workmen's compensation; six with airports—municipal ownership and regulation, eminent domain, trespass and nuisance; six are insurance cases—crash, accident, and life. Two decisions and one attorney general's opinion involve gasoline taxes; three cases consider the rights and liabilities of flying schools as to students. Other cases and administrative opinions refer to constitutional law, insurance, damages, and injury done by an exhibition balloon. One of these is a Canadian case which considers the question of Dominion and Provincial jurisdiction over aircraft operations. Five orders of state public utility commissions are shown relating to certificates of convenience and necessity, and one concerns the issuance of corporate stock. Eighteen cases are listed in the Supplementary section.

Statutory material is sparse in this volume, since few legislatures have been in session in 1932. This section covers only a little over 50 pages. However, it includes the new Phillipine Island law which is closely patterned after the Air Commerce Act and some of the Air Commerce Regulations, and has the added feature of requiring airlines to file rates for approval by the government.

Recent amendments to the Department of Commerce air regulations and the United States Airport of Entry Regulations are shown.

The Habana Convention is set forth, together with Arrangements between the United States and Germany, Italy and the Union of South Africa.

The report of the Standing Committee on Aeronautical Law, 1932, of the American Bar Association, offering valuable comments on the development of air law, is to be found on pages 319-338.

An Aircraft Rating Schedule is shown in the Commercial Forms section for insurance purposes. Comments on this formula may be found by reference to *Aviation Engineering*, November, 1932, pp. 18-19.

The index-digest is not cumulative, but the pink sheets are again present, listing a 1913-1932 Cumulative Table of State and Territorial Aviation Statutes and Regulations; 1919-1932 Cumulative Table of Federal Statutes and Regulations; Cumulative Table of Cases Reported 1822-1932; and, as a new addition, a Cumulative Index of Decisions by Jurisdictions 1822-1932.

This book is of the same appearance as its predecessors. The syllabi are apt and comprehensive, and the book is well indexed. It contains a

number of decisions and opinions which have not been officially reported, thus making it invaluable for reference purposes.

FRANK E. QUINDRY.

AVIATION AND LIFE INSURANCE. By Ray A. Dunn. New York: Dillon Publishing Co., 1932. Pp. 168.

This book is a sequel to one written in 1930 under the same title, both reporting studies made under the auspices of the Daniel Guggenheim Fund for the Promotion of Aeronautics.

A present deterrent to flying is the lamentable ignorance of the potential passenger as to the security offered by his own insurance. Curiously, the idea persists that if a man be killed in an air catastrophe, his family will be without benefit of life insurance. This, despite the fact that insurance companies will accept the aviation risk without extra charge.

It was to correct this misapprehension, to detail the actual coverage available not only for passengers but for pilots, professional and private, civil and military, that this book was conceived. In it is set forth analyses of the risks implicit in all kinds of flying, considered according to the license held by the pilot under the Department of Commerce regulations. In it also are a history, a criticism of the air insurance industry, a careful and minute exposition of the interrogatories submitted to the insurance applicant, the use by the various companies of aviation riders, and the rates of the individual companies for several categories of applicants.

Finally, the author recommends (1) the establishment of a centrally located agency to compile statistics, to make extra ratings, to handle all legal matters and to act as an advisory council to the industry as a whole; (2) the classification of civil pilots according to the license which they hold, the separate classification of military and naval pilots, and the division of passengers into those who fly on scheduled airlines and those who fly otherwise; and (3) the education not only of the policy holder but of insurance salesman and brokers to an appreciation of the true nature of the insurance risk.

GEORGE W. BALL.

AVIATION AND THE AERODROME. By H. Angley Lewis-Dale. London: Charles Griffin & Company, Ltd., 1932. Pp. xi, 168.

As stated in its preface, this book is intended to supply a need among engineers, architects, town planners and municipal authorities for a non-technical treatise dealing mainly with airport sites and pointing out the broader engineering problems involved in airport construction. The material is free from all mathematical calculations and is profusely illustrated with photographs and inserted diagrams.

The author goes into considerable detail in the first few chapters in discussing the selection of aerodrome sites, layout of buildings, construction of landing fields, surface treatments, drainage, seaplane stations, sizes and designs of hangars, and costs. Items of expense are listed in terms of English currency. The last half of the book is concerned with less detail and gives more or less passing mention to the problems to be encountered in the installation of petrol supply systems; maintenance of aerodromes;

main expense items in construction; airship stations; the influence of the new designs of aircraft—including size and gyroscopic planes—catapult, and landing devices; superstructures; and miscellaneous equipment and accommodations. Three of the latter chapters are devoted to giving illustrations of hangar designs, theoretical examples of aerodrome planning, and actual examples by descriptions of several English and Continental aerodromes.

An appendix contains "Air Ministry Notes on the Location, Size and General Requirements of a Site for a Civil Aerodrome."

The explanatory material is very likely correct in every way as far as it applies to present aerodrome construction in Europe. However, it does not altogether meet the requirements of a student of airports in this country. The general construction principles are the same here as they are abroad, but the author does not give sufficient discussion to runways which are generally used in the construction of our larger airports; the heating of hangars which is rather necessary for airline operation in cold weather; nor automatic sprinkling systems and other fire-prevention apparatus. No mention is made of the installation of radio-control stations for aiding planes to land in bad weather, or for traffic control. Many of the author's suggestions are based on the assumption that the trend is toward larger planes. This may be true of seaplanes, but in this country a relatively small and fast land plane capable of carrying only 8 or 10 passengers is generally considered to be the most likely future design for airline use, since it satisfies the popular demand for speed and at the same time affords more economical and efficient operations. They can be flown in many units and on frequent schedules.

The town planner who will be interested in attracting airline operations will find nothing said about the problems encountered due to the congestion caused by simultaneous airline arrivals and departures at one airport terminal. Such congestion is even now an enigma at airports of our larger cities.

This book will serve the lawyer who desires to acquaint himself with general facts about airport construction, since it is non-technically written and is easy to read. However, the shortcomings mentioned should be borne in mind.

FRANK E. QUINDRY.

AVIATION STATISTICS. Fourth Report of the Committee on Aviation of the Actuarial Society of America, September, 1932. Reprinted from 33 Transactions of the Actuarial Society of America, October, 1932. New York: Globe Printing Co., Inc. 41 p.

Although this report was prepared with aviation insurance in mind, it contains information valuable to anyone interested in evaluating the risks of flying. Mainly considered are the number and seriousness of accidents in relation to the kind of flying done, to the condition of the weather, to the class of license held by the pilot, to the number of hours flown by the pilot, and to the type of airplane used. The record of the pilot for violating Air Commerce Regulations and for previous accidents, the age of the pilot and his physical condition, are all reviewed in an attempt to correlate these data with the recorded accident experience. There is also an examination of accidents in military and naval flying.

The investigation has been careful and the conclusions are circumspect. It is recognized that the exposure has been scanty and that it may not be generalized with any certainty. If nothing else, the book shows the utility and scope of the Department of Commerce statistics.

GEORGE W. BALL.

AN INTERNATIONAL AIR FORCE. By J. M. Spaight. London: Gale & Polden Ltd., 1932. Pp. vi, 115.

There have been many proposals for the establishment of world peace and the prevention of wars. But the idea of setting up an international military force, in the nature of a civil government police department, composed of contingent air groups furnished by various nations to a central executive is considerably different from the plans which are generally suggested or discussed in this country. That it is not unusual, however, to European thought is illustrated by a chapter devoted to sketching the views of proponents of an international military body to be used to suppress wars.

The author's view on the subject is expressed in the following paragraph:

"The influence of air power, the writer submits, is likely to prove, in refutation of the generally accepted view, an influence for peace and stability. Paradoxically, this last and apparently most menacing development of the technique of armed conflicts may be found to be a stage in the elimination of such conflicts: not, in the writer's view at least, because of the fresh tale of horrors which it will add to the already hideous story of war, not yet because peace will be preserved by the simple expedient of dynamiting peace-breakers into eternity, but for another and a different reason. The reason is that the development of air power will fall in with and support another development—a development of political thought and international law—which is leading away from the traditional conception of war to a new one which will make the organization of war-prevention a less intractable problem."

The first chapter tells the story of a war between Colossus and Urbania in August of 1938 and of its immediate suppression by prompt action of the Council of the League of Nations in setting the international air forces upon the powerful Colossian concentrations. The author explains many outstanding objections to the formation of an international air force as illustrated by the story of the war between Colussus and Urbania. Among them are the constitutional and political problems. In the United States and in England the executive is closely checked by legislative and judicial action to ensure that the military power is not dealt with despotically. An international executive would have no such restraints. Similarly there would be conflicts between national laws and disciplinary actions to be taken by the international executive in keeping its forces under control—if such discipline were possible.

The author points out that there has been a steadfast refusal, particularly on the parts of the United States and England, to commit themselves to putting any teeth in the League of Nations Covenant. It is not likely, therefore, that they would favor the establishment of an international military force under the control of any organization.

Even if military forces were assigned to the League it would not be sure of being able to draw upon them, since the legislatures control the numbers and also the financial appropriations to maintain them. In the recent Japanese situation, the idea of the League declaring an economic embargo against Japan through its member nations was looked upon with extreme popular disfavor. For the same reason the public would not permit its air forces to be used when its national interests were not immediately affected. The author thinks it would be impracticable for the League to maintain its own air forces.

It would be necessary for commercial airlines as well as the military forces to be controlled by an international authority. The author thinks that this would not be possible since many airlines lie wholly within one nation which would not submit to denationalizing them.

The right of self-defense is allowed at common law and cannot be denied by international law. Even the Briand-Kellogg Pact of 1928 recognizes this right. But no rule of international law restricts a defending state from carrying on a war far beyond the necessity of defense. The author submits that the international air force would have to rush to the defense of a defending state, which might result in promoting a war it was striving to prevent. Indeed, it is impossible, generally, to know which belligerent is on the defensive side.

However, Mr. Spaight thinks that wars of policy are definitely waning, in view of the Pact, and that wars of conquest are becoming impossible because an air force cannot occupy territory which it attacks. The political and practical considerations will tend to discourage any war except one which is strictly defensive.

The author believes that the day will come many years hence when an international air police force will be used. He points out the Locarno Treaty of 1925 as illustrative of the mode in which it will develop. Groups of nations having interests in common will agree among themselves to lend military support to prevent wars involving any nation in a group. As conditions improve, the way will be paved for the combination of these groups so that an international air force for police purposes will be feasible.

The last chapter consists of an imaginary conversation between two people which serves to summarize the material already covered. The author inserts the notation that he hopes "someone will resurrect this 'Imaginary Conversation' in the year 2032."

Mr. Spaight is well-known for having produced many outstanding treatises on the international phases of air law. As usual his style of writing is easily followed, and it indicates a great concentration of thought within a relatively few pages.

FRANK E. QUINDRY.

REPORT ON THE PROGRESS OF CIVIL AVIATION, 1931. By the Air Ministry—Directorate of Civil Aviation. London: H. M. Stationery Office, 1932. Pp. 98.

This Report, with five excellent maps in color appended, is divided in three parts covering a record of flying activities in (1) The United Kingdom, (2) The Dominions and Colonies, and (3) in Foreign Countries. In addition to the maps, two appendices indicate the world air transport de-

velopments and give statistics of regular air transport, by countries. The Report is fully illustrated and is replete with chart information.

Five chapters on Civil Flying, Aircraft Development, Ground Organization, Administration, and Statistics, offer a detailed record of air activities in the United Kingdom. With regard to developments in safety, it is interesting to note that but fifteen fatalities occurred in fifty-two accidents reported, and "In British commercial aviation, both at home and overseas, *no fare-paying passenger was injured in any way* during the period under review." "As in previous years, the large majority of serious accidents involved aircraft flown by private-owners or by members of flying clubs" (p. 48). The record shows a total of 25,211 passengers carried in British commercial aviation on regular transport lines for a total of 1,604,000 miles (p. 57).

Part II, on the Dominions, India, and the Colonies, gives a short summary of subsidies, air services, clubs, etc. The summary in Part III, on Foreign Countries, dealing with both finance and air services, is of particular value.

With the exception of a short statement on the program of the Cima, Citeja, and International Air Conferences (pp. 40-43), there is no material directly pertaining to air law. But, as a statistical reference manual, the Report is invaluable.

F. D. F.

THE AIR ANNUAL OF THE BRITISH EMPIRE. (Vol. IV.) Edited by Squadron-Leader C. G. Burge. London: Gale & Polden, Ltd., 1932. Pp. xlviii, 714.

Like its predecessors, this volume records the progress of British aviation during 1931-32. Written primarily for the aviation industry, the Annual is divided into four sections as follows:

Part I, pp. 3-172, deals with developments throughout the Empire relative to civil aviation, service aviation, aerodromes, air survey, insurance, and aircraft and engine development.

Part II, pp. 173-482, details the growth of the British industry as to aero-engines and components, aircraft—civil and military—aircraft materials, aerodrome and airway equipment, air survey and photography, and aircraft components. There follows a general reference section, pp. 483-530, that will be found particularly valuable to American readers.

Part III, pp. 531-624, offers a summary, in French, of the types of aircraft, motors, etc., with specifications thereof, manufactured and used in Great Britain.

Part IV, pp. 625-714, is identical with Part III, but is written in Spanish.

The volume is fully documented and illustrated.

F. D. F.