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BOOK REVIEWS

Department Editor..... FRANK E. QUINDRY

LUFTVERKEHRSGESETZ. By Rüdiger Schleicher. Berlin: Carl Heymanns Verlag, 1933. Pp. xii, 350.

This book offers the best summary and explanation of German air regulation which has yet been published. Associated with the Ministry of Communications of the Reich, Dr. Schleicher is thoroughly familiar with the interpretations which have been given to the various provisions of the statute law and decrees, and it is in the commentaries that the great value of the volume is to be found.

Following a short introduction, the provisions of the law of August 1, 1922, are set out in full. The next hundred and twenty pages are devoted to an explanation of the various provisions. Each section of the statute is set forth in bold face type and is followed with a detailed commentary—with appropriate references to other regulations and to leading articles.

Part II presents the orders and decrees pertaining to German air commerce, together with detailed comment, and includes twelve annexes containing documentary material. The final fifty pages are devoted to twenty-one appendices containing the texts of several miscellaneous decrees; certain commercial air navigation agreements, customs provisions, etc.; a summary of the Versailles Treaty provisions and later decrees; and a reference to the air regulations pertaining to Danzig, Saar Territory, and Austria.

As a German reference manual, this volume will be invaluable.

F. D. F.

FUNKRECHT IM LUFTVERKEHR. By Heinz Gisart. Königsberg: Ost Europa Verlag, 1932. Pp. iv, 177.

The author of this typical German book devotes 144 pages of text to a discussion of the matters in regard to which radio is of importance to aviation and adds 24 pages of references and six pages containing a list of books and articles. A resumé of the preface will give the reader a better idea of the reason for the book than any other type of review could accomplish.

The author states that a full technical and economic utilization of aviation could not be accomplished without radio. This is so today and will be so much more in the future. Radio today is one of the chief means of securing safety in flight. When aviation's main purpose will be to connect continents instead of cities, the importance of radio will grow proportionately. Whether telephony, telegraphy or television is used will be a matter of minor importance, though television will be important in transmitting weather maps. The author distinguishes three types of radio transmission, namely (1) for the amusement of the passengers; (2) for keeping commercial men and state officials in touch with their affairs; and (3) for the purposes of safe navigation. The first obviously is of

minor importance. The second will be much more important than it is today when continents instead of cities are spanned by aircraft and consequently a much longer time is spent in the air by the passengers. The third is the most important today and will remain so in the future. Radio will guide aircraft in their flight and bring speedy relief in case of disaster. Even a safe landing on the water will not terminate the danger in such cases. Ships must be called to effect the rescue in such cases and radio is the messenger.

The book is divided into four chapters. In the first, the international treaties dealing with aviation and radio are discussed. The second discusses four principles which more or less conflict with the new development, namely (1) the state news monopoly, (2) the secret police domain, (3) the rights of others freely to send and receive radio messages, and (4) the sovereignty of the state. The fourth chapter contains speculations as to the future development of the law. The third and most important chapter deals with the present law but consists mainly of discussions of the various provisions of the various treaties dealing with aviation and radio. Like many continental works of law it will not be as helpful to the American lawyer as it might be if more stress were laid on such decisions as are available or if proper analogies to existing decisions were worked out.

Perhaps the chief importance of the book consists in showing the close connection between aviation and radio. While radio is independent of aviation and can develop fully without it, aviation is and forever will be, dependent on radio and cannot even approximately develop without it. The two new arrivals in the family of law, though one is related to transportation and the other to communication, are thus closely linked together.

CARL ZOLLMANN.

ANNUARIO DELLA AERONAUTICA, 1932. Published by the Italian Touring Club at Milan, 1932. Pp. 1116.

The portions of this excellent year-book which will be of greatest interest to lawyers will be found in the following pages: 381-431, setting forth the organization of aeronautics in Italy and the decrees from 1915-1925; 453-517, dealing with civil aeronautics; and 793-817, containing the various international agreements together with the Italian legislation.

Like any other annual, the volume contains a record of the general progress of aeronautics, commercial and military.

F. D. F.

LA GUERRE DE L'AIR. By Giulio Douhet. Translated from the Italian by Jean Romeyer, preface by General Tulasne. Edited by the Journal, "Les Ailes," Paris, 1932. Pp. 190.

The Italian general, Giulio Douhet, who died at the end of 1930, has received considerable recognition for his work in the field of aeronautical research. In all his writing he has emphasized the importance of the dominion of the air, and in this, his last book, he not only sums up all his earlier principles but goes even farther and looks into the future to predict

the principles used in and the outcome of a future war, in which air forces would play the major part.

The first section, The Principles of Aerial Warfare, is divided into four chapters, Comments on the Future War, The Dominion of the Air, The Equipment of the Aerial Army, and the Technique of the Air War. The second half of the book, The Army of the Air in Action, or the War of 19... is likewise divided into four chapters, The Military Organization of France, The Military Organization of Germany, The Plans of the Opposing Forces, and the Battle of June 16, 19... All of these chapters are further subdivided and the subject matter discussed in interesting detail. There is a short bibliography of aerial warfare at the end of the book, and on page 168 he has included a map of the plan of the future war.

General Douhet proposes the elimination of any auxiliary air force, building up only an air force for the conquest of the dominion of the air. "To have dominion of the air," he says, "is to keep the enemy from flying and to keep oneself always in readiness to fly." Such are the theories presented in the first part of this work. Compared to the efficacy of an air force in battle, the powers of both land and sea forces are negligible. In whatever future war there may be, aircraft will be used more than anything else, and such equipment should therefore be developed now. The most important principle which he sets forth is that sea and land forces should be used only for defensive purposes, whereas an air force is to be used for the offensive, *Resistere sulla superficie, per far massa nell'aria*.

This is a very interesting and carefully worked out study of the general principles of warfare in which air forces are of the greatest importance, and it is of unique interest as a study emphasizing the necessity of air armament.

KATHERINE FRITTS.

THE LAW OF TRANSPORT. By M. E. Holdsworth. London: Butterworth & Co., 1932. Pp. xxiv, 202.

This volume is written primarily for students without legal training and is a brief summary of the legal provisions governing transportation services. Chapter X, on Air Carriers, is the only one of interest to those concerned with air law. It is too brief to give more than an identification of some of the major problems. The book, as a whole, does give a good picture of the British transport picture and will serve as a valuable elementary text on the subject.

F. D. F.