

1934

Book Reviews

Frank E. Quindry

Katerine Fritts

Follow this and additional works at: <https://scholar.smu.edu/jalc>

Recommended Citation

Frank E. Quindry et al., *Book Reviews*, 5 J. AIR L. & COM. 506 (1934)
<https://scholar.smu.edu/jalc/vol5/iss3/10>

This Book Review is brought to you for free and open access by the Law Journals at SMU Scholar. It has been accepted for inclusion in Journal of Air Law and Commerce by an authorized administrator of SMU Scholar. For more information, please visit <http://digitalrepository.smu.edu>.

BOOK REVIEWS

Department Editor.....FRANK E. QUINDRY

THE AIR MENACE AND THE ANSWER. By Elvira K. Fradkin. New York: Macmillan Co., 1934. Pp. xxiii, 331.

This book considers war gases and their dispensation from aircraft. The author has attempted to avoid a sensational discussion and to present the facts as they actually exist. The book is written for the average reader and seeks to impress upon people in general that civilians in future wars will not be safe from gas attacks. The writer believes that, if people understand what war means (and that there is no need for wars), they will demand that war be avoided.

The author takes the view that rules and regulations intended to govern the conduct of wars cannot be effective. She considers that mere disarmament of military and naval forces would be unavailing on account of the existence and rapid development of commercial aviation and convertible chemical factories which, she feels, are deadly menaces. She, therefore, suggests international control over both commercial aviation and chemical industries, in addition to military and naval disarmament. The tax burden of nations could be lightened as the result of not having to subsidize and foster commercial enterprises adaptable to war uses.

To eliminate the likelihood of gas warfare the author advocates that governments cease preparing for the use of poisonous gases, that chemical concern be integrated into national production programs under international supervision, and that the development and storage of war gases be discontinued.

To demilitarize aviation, she suggests that all military aircraft be abolished, that military features be eliminated from civil aircraft, that all aircraft be licensed for designation purposes, and that international congresses interested in aviation be amalgamated into one organization. The ultimate result advocated after about five years would be the internationalization of all air space and the revision of air laws, the amalgamation of European and American aircraft manufacturers into an international organization with powers to limit production and distribution of aircraft, and the creation of an international holding company for commercial airlines, stock to be held by the various nations concerned. This international organization would be at the disposal of the Council of the League for use against nations breaking their international commitments, and the pilots would have international standing, not subject to any one nation.

The book is well organized and affords interesting reading. It consists of four sections, an appendix containing short notes on the matters discussed, and a brief bibliography. The ideas expressed, however, provoke many questions about which a great deal could be said to the contrary. A few of these are as follows:

Will not defense forces and the principles of military strategy prevent extensive attacks against civilians? By depriving a nation of weapons, can

it be prevented from engaging in a war? Is it desirable to avoid government subsidies of commercial enterprises by reason of disarmament inasmuch as many great social and economic advancements could not be accomplished without governmental aid induced by military expediency? Can a nation which has built itself up largely by military conquest discontinue a military policy, and not expect some other nation which does not enjoy the same economic advantages to pursue an aggressive policy similar to that which the disarming nation had previously itself followed?

FRANK E. QUINDRY.

THE AIRCRAFT YEARBOOK FOR 1934. Edited by the Aeronautical Chamber of Commerce of America, Inc. New York: D. Van Nostrand Co., Inc., 1934. Pp. x, 501.

The volume for this year has followed the same form as those of previous years, including chapters on air power, air transportation, government, army and navy activities, private flying, airport development, and so forth. Of particular interest to the lawyer dealing with aeronautical problems are the chapters on the air transport code, and laws and regulations. Again, a large section of the volume is devoted to aircraft and engine designs and manufacturing trends. There are some very excellent and workable statistics at the end of the volume, recording all available figures in the air transport industry. As in past years, this volume contributes something of much value to the student of the industry.

KATHERINE FRITTS.