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Book Reviews

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BOOK REVIEWS

Department Editor.....FRANK E. QUINDRY

1934 UNITED STATES AVIATION REPORTS. Edited by Arnold W. Knauth, Henry G. Hotchkiss, and Emory H. Niles. Baltimore: J. H. Furst Co., 1934. Pp. lii, 446.

This year's volume contains a wealth of source material concerning airports and airport accidents, carrier liability, life and fire insurance, liens, airspace rights, employer's liability, negligence of pilots, sales agency, and schools. The Court of Appeal's decision in *Transcontinental & Western Air, Inc. v. Farley* is reported. Life insurance cases predominate in numbers. Eight cases are mentioned in a supplementary note.

The recent American Bar Association report is included, as are also the American Law Institute Torts Restatement sections concerning airspace rights. The restatement set forth is a tentative draft. It is in slightly different form from that recently published in the permanent Restatement of the Law of Torts.

Recent federal statutes, administrative orders and regulations concerning aeronautics are included. The Air Commerce Act of 1926 is set forth fully with all amendments to date. There are relatively few state statutes reported this year (only 11).

International agreements reported include the Warsaw Convention, the International Sanitary Convention for Air Navigation 1932, and Arrangements between the United States and Denmark, and Norway.

This reviewer is still of the opinion that this very valuable series of reports would be greatly improved by including a cumulative index-digest. There are now seven volumes. For practical purposes they are increasingly cumbersome to handle with the necessity of having to examine the separate digests in each book. The utility value and popularity of the set would also be materially increased by supplying annotations to some of the reported cases.

FRANK E. QUINDRY.

INSTRUMENT FLYING. By Howard C. Stark. New York: Privately printed and distributed by James Stark, Pawling, N. Y., 1934. Pp. vi, 77.

In his preface, the author sets forth his background for treating this highly advanced form of air navigation. His experience, varied as it is among private, commercial and airline activities, culminating as blind and instrument flying instructor for some of the country's largest airlines, makes him an acknowledged authority on this subject.

Early in his text, the author quotes from an article by P. R. Bassett, Chief Engineer of the Sperry Gyroscope Company, Inc. The subject discussed is the attitude of a body totally free in space, and a clear and well written explanation concerning the revolution about and the movement along

the three major axes, is offered. This explanation is used to distinguish between the functions of the two classes of instruments—those showing rate and those showing amount.

Much emphasis is placed upon the standardization of arrangement and the location of the flight instruments in the airplane. The advantages of cross reference in actual use are brought out.

One chapter is devoted to the development of blind landing and the possible use of ground lights in conjunction with the beam. Another chapter is devoted to descriptions of the necessary flight instruments and their functions.

The proper coordination of the controls in instrument flying is explained by the author's "1-2-3" order and a large portion of his book is devoted to this subject. Actual problems are assumed and explained.

Full description of the radio beam and how it is formed—the range "A" and "N" sectors and other characteristics, such as the cone of silence, the twilight zone, and the intensity of signals, all of which are encountered when flying with radio—are given in a clearly understandable manner. The "Stark Method" of locating and identifying the beam is explained and compared to "The 90 Degree Method" and "The Parallel Method."

This book is printed in a convenient pocket size, 5½" x 8¾", and is intended primarily as a text book for experienced pilots who want to learn some fundamentals concerning blind and instrument flying. No attempt is made to teach the layman or beginner how to fly and a certain basic knowledge of blind flying is assumed. It is cloth bound, well set up on glossy paper and profusely illustrated with photographs and diagrams pertinent to the text.

Taken as a whole, the book fills a definite place in the needs of any pilot who has occasion to do a great amount of cross-country flying and who has available an airplane properly equipped for instrument flying. It will also be useful to any lawyer who wishes to know something of the practical problems associated with everyday aviation.

ELWOOD B. COLE.