Review of “Aircraft Law—Made Plain,” By George Logan

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find the essays in this book as stimulating as any that he has yet read in
the field of legal history.                                ISRAEL TREIMAN.

St. Louis, Missouri.

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It should be a satisfaction to the Bar of St. Louis that one of its members
has written one of the pioneer works on the subject of Aviation Law. We
read almost daily of new enterprises in the aircraft industry and in air
transportation which are to center in St. Louis, and Mr. Logan's book of-
fers to the practitioner and to the layman an agreeable opportunity to
learn the up-to-date developments in the law affecting this new science and
industry.

In the welter of dry legal treatises, it is most refreshing to find a book
written in the lively style of Mr. Logan's volume. The author's style is
untrammeled by the ponderous manner of our legal Scribes and Pharisees;
his makes no bones about relegating the "ad coelum" maxim of ownership
of the air spaces to the domain of "legal gossip." In the interests of ver-
acity we can even pardon him a certain disrespect for the noble profession
when he compares the lawyer to the night watchman because "he prefers
to do no more work than necessary."

But it is not to be assumed, because he occasionally indulges in the ver-
nacular, that Mr. Logan has failed in scholarly consideration of his sub-
ject. He covers not merely the specific decisions and theories applicable
to aircraft law, but also briefly reviews, for the benefit of the layman, some
of the fundamental rules of the Common Law relevant to the operation of
aircraft and air ports. Moreover, and notwithstanding the popular
character of the work, Mr. Logan cites the conclusions and principles de-
developed by European scholars and courts with reference to aircraft law.

The book is divided into five parts, covering (first) problems of trespass
and nuisance in flying, (second) police regulations, Federal, State and
International, (third) liability to groundsmen, employees, passengers and
shippers, (fourth) the effect upon insurance of participation in aviation,
and (fifth) venue and jurisdiction in aircraft cases.

One of the most interesting discussions has reference to the as yet un-
crystallized rules of liability of the aviator and plane owner to the ground-
man, for damage to person or property on the ground. Mr. Logan (per-
haps with undue conservatism) characterizes as "heresy, treason and an-
archy" his theory that on account of difficulties of evidence, a rule of abso-
lute liability should be adopted in such cases. It appears that the rule
for which he contends has in substance been incorporated in the Uniform
State Law of Aeronautics now in effect in ten or more states of the Union.
Mr. Logan does not, however, contend for the extension of such a rule to
criminal cases. The case of People v. Crossan (Cal., 1927), 261 P. 532, a
manslaughter case, offers an interesting commentary upon the suggested
rule of evidence in its application to criminal cases.

Mr. Logan's book, omitting the appendix (a digest of state Statutes, in-
cluding the Air Commerce Act of 1926), comprises only about one hundred
pages, and is recommended as an instructive and entertaining work, well
worth the time requird for its perusal.  R. WALSTON CHUBB.

St. Louis, Missouri.