

MAKE THAT BIBLIOGRAPHY COMPLETE

By RICHARD K. SMITH

Without doubt, one of the most irritating experiences of historical research is encountering the incomplete bibliographic citation. Let us assume that you have gone to some trouble to obtain a certain book in the hope of finding leads to further information on the topic in which you are interested. You flip to the back of the book in the hope of finding a bibliography. And there it is! But then you discover that the so-called "bibliography" is only a vague list of authors and titles.

With the books cited in such a "bibliography" this may not be too bad. But a slipshod treatment of magazine articles can be nothing less than maddening. You have found a few hazy leads; but because the citations are incomplete, you still have a lot of leg-work and page-turning ahead of you. And there is not a hint of assurance that the fruits of your labor will turn up something of value.

There is not a good reason in the world why the researcher of 1992 or 2002 should have to grub as hard as we for the information we seek. If the persons who wrote on aeronautical subjects during the 1920's and 1930's had been a little more careful, more thoughtful, and fully conscious of the future, it is reasonably safe to say that aeronautical history would be in better shape today. And our researches would be a little more pleasant. But because the aeronautical writers of the 1920's and 1930's were more than a little thoughtless does not provide us with an excuse for continuing their bad habits. Quite the contrary. We must keep in mind that fellow who is going to come along twenty or thirty years hence.

Laying open the full significance of the past to the present and future cannot be done by books and articles alone. These items are necessarily colored by our particular points of view, and will be somewhat distorted by our own place in time relative to the subject. Historical events must be re-analyzed and re-interpreted with the benefit of perspective which can be achieved only with the passing of time. This cannot be done if each generation must begin all over again. One generation must stand upon the other's shoulders. This is where the complete bibliographic citation comes in.

This problem--and it is a problem--of the complete citation is an angry sore on the body of aeronautical history of the past forty years. For the most part this unfortunate condition is due to the relative newness of aeronautics and the past tendency of academic historians to look down their noses at the subject as something only a little more significant than the development of the electric toaster.

The direct result of these conditions, complicated by aeronautics' romantic appeal, was that aeronautical writing became the property of publicists axe-grinders, wild-eyed enthusiasts, hack-writers, and quick-buck-artists. There have been a few outstanding exceptions here, but relative to the deluge of gee-whiz, razzle-dazzle, and whoop-de-do, they have been all too few. Although this condition has afflicted the history of aeronautics for at least forty years, it does not mean that the situation is hopeless. Much less that it should continue.

In only very recent years has aeronautics--as a means of communications and as an extension of weaponry--been recognized as having had a revolutionary effect upon world society and world power relationships. The world of 1961 is as far away from 1941 as 1941 is from 1901, and 1901 from the eighteenth century. To a very large measure this is due to the impact of aeronautics. Also, in only recent years can it be said that aeronau-

This unhappy experience, which is an all too common one, could have been avoided if the author in question had been familiar with the "rules" of making bibliographic entries. And you would have been spared a lot of trouble.

What many writers lose sight of (and this is especially true of those in the field of aeronautics), is that the purpose of history is not only to pass on information by way of books and articles, but also by way of making available information as to source materials. Very frequently a researcher seeks to obtain a book, not for the book itself, but for peripheral information in the book which may overlap the researcher's own field of interest. Then there is the fellow (who is too usually forgotten), who is going to come along thirty or forty years from now, looking for information. All of us have a responsibility to this researcher of the next generation.

tics has developed a history. Thus the growing popular interest in the subject, the organization of groups like the A.A.H.S., and a flickering of interest in academic circles. But whatever interest the academics muster in the subject, the stability of aeronautical history, for the next decade at least, will no doubt be found in organizations similar to the A.A.H.S.

In these circumstances a definite measure of responsibility falls upon the A.A.H.S. Membership. This responsibility has a special meaning for those Members submitting articles and information to the JOURNAL, for them to strive for historical quality. Which brings us back to bibliography. A good part of this historical quality can be realized by making a conscious effort to pass on information by means of the complete bibliographical citation.

For the writer who is assembling a bibliography, perhaps his biggest problem with regard to the complete citation is "how much is complete?" Permit an example. In a fairly well known book on airships, this writer came across two citations of articles written by Dr. Karl Arnstein, chief engineer of the Goodyear-Zeppelin Corporation. The citation read:

"Developments in Lighter-Than-Air Craft"--by Dr. Karl Arnstein. Society of Automotive Engineers --1928.

"Some Design Aspects of the Rigid Airship"--by Dr. Karl Arnstein. American Society of Mechanical Engineers--1934.

About all these citations tell you is that some time in 1928 and 1934 Dr. Arnstein wrote articles with these titles. But where are they to be found? Both the S.A.E. and the A.S.M.E. publish Journals and Transactions. Are the doctor's articles in the monthly Journal, or in the annual volume of Transactions? There is a considerable difference. Many libraries held the Journals, but only relatively few libraries (those singled out as repositories), held the Transactions. Also, how many pages are the articles? Are they illustrated? Photos? Drawings? Diagrams? Graphs? Do the articles contain further references? If so, how many?

The author who assembled this bibliography did a pretty sloppy job of it. And let it be said that these particular citations caused this writer more than a few minutes of perplexity until they were finally run to earth. In fact, the author who tossed together this "bibliography" mixed together the elements of three of Dr. Arnstein's articles and by means of some strange literary arithmetic managed to reduce them to two.

Compare the citations above to the three which have been untangled from the mess and abstracted for this writer's use. Which provides the most information?

Arnstein, Dr. Karl. "The Development of Large Commercial Airships". Transactions, American Society of Mechanical Engineers, Vol. 50 (1928), Paper No. AER-50-4, pp. 1-6, illus., diagrs., sketches, graphs.

Arnstein, Dr. Karl. "Developments in Lighter-Than-Air Craft". Transactions, American Society of Automotive Engineers, Vol. 24 (1929), pp. 403-412, illus., diagrs., graphs. Also published in S.A.E. Journal, Vol. 24, No. 5 (May, 1929), pp. 465-473, illus., drgs., diagrs.

Anstein, Dr. Karl. "Some Design Aspects of the Rigid Airship". Transactions, American Society of Mechanical Engineers, Vol. 56 (1934), Paper No. AER-56-10, pp. 385-392, illus., drgs., diagrs.

These citations which involve the transactions of societies are somewhat unusual, but should not be to the researcher who is seeking primary sources. And with respect to engineering societies, the significance between their monthly journals and annually published volumes of transactions must be emphasized again. The journal articles are frequently abbreviated as compared to the papers delivered in the course of the societies' transactions and published in the annual volume. In many instances the paper read in the transactions will be published in the monthly journal, but abstracted to one or two paragraphs; whereas it is reproduced in full in the annual volume of transactions.

By way of another example, in this same book there was cited an article on airships by Admiral Charles E. Rosendahl. Compare the first citation, which is the author's, with the second, which this writer prepared for his own files.

"We Need Airships"--C. E. Rosendahl, Collier's Magazine, June 10, 1944.

Rosendahl, RADM. Charles E., as told to Kyle Crichton. "We Need Airships." Collier's Vol. 113, No. 24 (June 10, 1944), pp. 14-15, 44-46, illus.

In the first citation you do not know if the item is a two-column "squibb," a multi-page article, or if Rosendahl may have been a guest columnist in Collier's regular column "Wing Talk". But in the second example you have the volume number (which most libraries insist upon having when you request a periodical), and you know that you are going to find about five pages of copy, with illustrations.

Insisting upon exact pagination may seem like nit-picking, but this is important information. It will usually make a big difference if an article consists of only one or two pages, or if it runs six or seven pages. A one or two page item may not be worth the trouble (depending upon your library facilities), of running down. But if a six or seven page item is in prospect it promises a great deal of information and may well be worth an unusual effort to obtain.

Finally, there is the so-called "annotation" of a bibliographic citation. This is a gratuity which is left to your discretion, a brief remark on the item cited which you feel is worthwhile passing on to the reader. It might summarize the article's point of view, praise or depreciate its significance; or, most importantly, it may clarify an obscure, misleading, or "tricky" title. By way of example:

Caldwell, Cy. "Zeppelinatics at Large." Aero Digest, Vol. 19, No. 6 (December, 1931), pp. 30-31 ff. An excellent account of a flight aboard the U.S.S. AKRON. (NOTE: without this "annotation" one might suppose from the title that this article is derogatory of airships.)

Campbell, George. "Five O'Clock Off California." The Saturday Evening Post, Vol. 209, No. 6 (May 15, 1937), pp. 20-21 ff., illus. An account of the loss of the U.S.S. MACON from a human interest angle, written by the officer-of-the-watch at the time of the airship's troubles. (NOTE: without the annotation, the title of the article is meaningless.)

Wiley, Herbert V. "PVT Prime Takes a Hop." U.S. Naval Institute Proceedings, Vol. 55, No. 1 (January, 1929), pp. 33-37. An account of the LOS ANGELES' flight to Panama with attention to problems in aerostatics created by changing atmospheric conditions, written by the airship's executive officer. (NOTE: Without the annotation it is anyone's guess what this article is about.)

More examples could be cited ad nauseum. More important at this point is emphasizing what is the "correct" organization and presentation of the "complete" bibliographic citation.

With regard to citing books it is standard practice to: (1) Give the author's name, last name first, followed by a period. (2) The complete title of the work, i.e. main title and sub-title(s), followed by a period. (3) Then the name of the translator, if any, given in normal order of first-name-first, followed by a period. (4) Then there is the place of publication followed by a colon, the publisher's name followed by a comma, and the date of publication followed by a period. (5) Finally there is the number of pages, notation of index (some books do not have any), appendices, illustrations, drawings, maps, graphs, and other significant information, including annotation if it is felt necessary. By way of example:

Eckener, Dr. Hugo. My Zeppelins. Translated by Douglas Robinson. London: Putnam & Co., Ltd., 1958. 216 pp., no index; appendix, illus. An abridged translation of Eckener's memoirs, Im Zeppelin Über Lander Und Meere. Flensburg: Verlagshaus Christian Wolff, 1949.

Haydon, F. Stansbury. Aeronautics In The Union And Confederate Armies, With A Survey Of Military Aeronautics Prior To 1861. Vol. 1. Baltimore: The Johns Hopkins Press, 1941. 421 pp., indexed, illus., documented throughout.

Burgess, Charles P. Airship Design. Ronald Aeronautic Library, C. deF. Chandler, editor. New York: The Ronald Press Company, 1927. 300 pp., indexed, illus., tables, graphs, folding drgs.

The citation of magazine articles is a little less involved. It consists of: (1) Citing the author's name, last name first, a co-author's in normal order, followed by a period. (2) The title of the article, which is always set out between quotation marks, a period at the end inside the quotes. (3) The translator's name, if any, in ordinary order. (4) The title of the magazine or journal, followed by a comma and the volume and number of the issue. (5) The date of the issue, which is enclosed in parentheses, followed by a comma outside of the parens. (6) Finally, the pagination and other information. For example:

Upson, Ralph H. "The BODENSEE Is Commercially Profitable; Post-War Conditions In German Aerial Transportation." U.S. Air Services, Vol. 4, No. 2 (September, 1920), pp. 17-18, illus.

Hunsaker, Jerome C., Charles P. Burgess, and Starr Truscott. "The Strength Of Rigid Airships." Journal of the Royal Aeronautical Society, Vol. 28, No. 162 (June, 1924), pp. 327-448, illus., diagrs., tables, bibl.

And where there is no author, simply:

"Why The Council Of Ambassadors Refused America's Claim For A New Zeppelin Of 100,000 Cubic Meters." Aviation, Vol. 12, No. 13 (March 27, 1922), p. 368.

At this point it might be well to reiterate the distinction between the style used in bibliography, and that used in footnotes. The former is set apart from the text of article or book, is a subdivision of itself and is usually arranged alphabetically. Hence the style of last-name-first, and breaking up its parts with periods. But the footnote is really a part of the text, and so its style is somewhat different in order to facilitate easier reading. For example:

Bibliography form:

Settle, T.G.W. "Some Recent Aspects of Rigid Airships." Mechanical Engineering, Vol. 53, No. 8

(August, 1931), pp. 567-574, illus.
But when written as a footnote:
T.G.W. Settle, "Some Recent Aspects of Rigid Airships," Mechanical Engineering, Vol. 53, No. 8 (August, 1931), pp. 567-574.

It should be noted here that the titles of books, magazines, and journals are underscored. This indicates to the printer that these elements should be set in italics. Although the A.A.H.S. JOURNAL's reproduction process does not yet permit the use of italics, underscoring is still used to achieve the same emphasis.

Peculiar problems will be encountered when faced with having to cite armed forces technical reports, operating manuals, the technical notes, memoranda and reports of the N.A.C.A. and its foreign counterparts, and other items of a somewhat extraordinary character. However, if the fundamental mechanics of the "system" illustrated above are mastered, common sense will untangle the most perplexing problem of setting out the "complete" citation. The "problem" becomes remarkably simple if it is borne in mind that its solution always consists of pumping a Maximum of Information into the context of the citation.

There are several books and manuals which concern themselves with bibliographic style. One which has enjoyed a long period of usage in colleges and universities, and which is vigorously recommended, is:

Turabian, Kate L. A Manual For Writers Of Term Papers, Theses, And Dissertations. Chicago: The University of Chicago Press, 1955. 109 pp.

The title is forbidding. Not many of us are writers of "term papers, theses, and dissertations." But a book should not be judged by its cover, much less by its title. The person who seeks to give a certain measure of order and professional quality to his historical writing cannot go wrong in spending \$1.00 on this paper-

bound volume. The fundamentals which the manual presents cannot be mastered in one or two readings---because it is not a book which is read. As its title says, it is a manual for reference...for constant reference.

It should not be misunderstood that the Turabian manual spends a hundred-and-nine pages on a painful discussion of how to set out a bibliography. That is only a part of it. The manual contains a wealth of helpful information on format, organization and presentation of text, the handling of footnotes, quotations, cross-references, tabular matter, and points on grammar and punctuation. And it provides many examples.

Another little volume which also treats the subject of style, but not in the exhaustive fashion of Turabian, is:

Gray, Wood, et al. Historian's Handbook; A Key To The Study And Writing Of History. Boston: Houghton, Mifflin Company, 1959. 59 pp., illus.

Returning to bibliography: quite aside from the "complete" citation being of assistance to others, the person who succeeds in developing the habit of employing "complete" bibliographic style will be doing himself a service as well. The complete bibliographic entry in one's own files will remain a concise source of information ten and fifteen years hence, when detailed recollections of the book or article in question will have dimmed.

Therefore, for the accommodation of fellow A.A.H.S. Members, to enhance the character of the A.A.H.S. JOURNAL, for the sake of researchers who will consult the JOURNAL with increasing frequency during the immediate future and thirty and forty years hence, and in order to increase the value of your own files to yourself---make those bibliographic citations complete!

Martinliner (Continued from Page 125)

	ANGELES. Mfgd July 1950, first flight 25 July 1950, registered to TWA 10 April 52. California Airmotive. Reg. 1 Sept. 1959. Lineas Aereas Unidas, S.A., Mexico. Certificate of registration surrendered to FAA by Calif. Airmotive 28 Jan. 1960 but later reissued in Dec. 1960 when proposed sale of airplane to Mexican operator did not go through. Allegheny Airlines. Reg. 29 Aug. 1961.	14078 N93208	Transworld Airlines #218 SKYLINER ALBUQUERQUE. California Airmotive. Pacific Airlines. Leased. Allegheny Airlines. Pur. 30 Sept. 1959.
14076 N93206	Transworld Airlines #216 SKYLINER PHOENIX. California Airmotive. Pacific Airlines. Allegheny Airlines. Pur. 30 Sept. 1959.	14079 N93209	Transworld Airlines #219 SKYLINER SANTA FE. California Airmotive. Lone Star Airlines. Leased. Allegheny Airlines. Pur. 30 Sept. 1959.
14077 N93207	Transworld Airlines #217 SKYLINER LAS VEGAS. California Airmotive. Lone Star Airlines. Leased. California Airmotive. Allegheny Airlines. Pur. 30 Sept. 1959.	14080 N93210	Transworld Airlines #220 SKYLINER AMARILLO. California Airmotive. Allegheny Airlines. Pur. 31 Dec. 1958.
		14081 N93211	Transworld Airlines #221 SKYLINER LANCASTER. Destroyed in mid-air collision with DC-3 over Covington, Ky., 12 Jan. 1955. 13 fatalities.

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