

Goering's Fokker D.VII. An interesting note concerns the S.E.5, No. A '4856 which had been originally delivered to No. 56Sq., R.A.F., and later turned over to No. 60Sq. The machine depicted is from the description of (then) Capt. William Avery Bishop.

The dust jacket is guaranteed to attract the eye. It depicts an Avro 504K based at the flying training school at Catterick in 1918 and is indeed colorful in yellow and black checkboard.

James J. Sloan, Grass Valley, Calif.

FOKKER - THE MAN AND THE AIRCRAFT

By Henri Hegener. Edited by Bruce Robertson. 1961
224 pages, 375 photos, 49 three-view drawings, index.
8½x11¼ clothbound from Aero Publishers, Inc., 2162
Sunset Blvd., Los Angeles, Calif. Price \$9.75

This book is divided into three sections; the first 107 pages covering Fokker's life and the development of his various companies; the next 70 contain the drawings all to the same scale; and the last 40, a very brief review of about 210 Fokker aircraft.

The first portion of this book is a well written account of Fokker's aviation career, the people in the industry who came in contact with him, the story of his aircraft briefly told, short mention of his personal life, and operations of the company since his death. This section of the volume is well done and the many photographs, as in the remainder of the book, are excellent. This popularly written account contains little technical information on Fokker planes, but traces each type from its conception through its production life to its final obsolescence. Their use on the world's airlines receives only passing mention, though quantities delivered are usually covered. Within the size and space available, Mr. Hegener has compiled the best account of Fokker yet to see print, though a more comprehensive history could easily be written.

The tone drawings are generally well done though the rough detail in the larger aircraft seems to indicate that the entire series were originally made the same size. The unfortunate choice of printing them all to the same scale results in the larger aircraft having the top view split down the middle by the center binding and the two halves not always aligned. Wing tips are missing and tails are placed off the starboard wingtip. All 3-views should have been placed on single pages.

The last section is the most disappointing; it is impossible to properly review over 200 aircraft in 45 pages. An excellent photo of each type is accompanied by only the most basic data and a short history varying from 1 line to half a column, averaging 8 lines. Engines are never identified as to specific model though the horsepower is given. The only other data are 3 dimensions, 2 weights and the maximum speed. Anyone who has ever built up a collection on Fokker aircraft should have as much as this section contains though some details are possibly printed for the first time.

The book's index lists only people's names. That anyone should publish a history of this type without an aircraft index is just plain ridiculous! The table of contents lists the basic models contained in the last two sections, but is nothing more than a good start. All the photographs and information in the first half of the book are lost in the 107 pages. For example, anyone seeking information on the U.S. Coast Guard PJ-1 will finally find a photo on page 77 and, half an hour later, mention of the type under "GA.15 and Variants" on page 216. Those interested in U.S. Air Force Fokkers will find that the data and history, almost without exception, is contained complete in Fahey's U.S. ARMY AIRCRAFT 1908-46. Though I am no Fokker historian, those interested in Fokker, the man, and his company should find this book worthwhile.

Robert Casari, Chillicothe, Ohio

A BOOK OUT OF PRINT? NO SUCH THING

by
Richard K. Smith

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