

BIBLIOGRAPHY SECTION

Edited by ROBERT B. CASARI

THE GLOSTER METEOR

By Edward Shacklady, 1962. Garden City, New York: Doubleday and Co. 178 pages, 240 photographs, three-view drawings, lists, index. \$5.95 British edition, Macdonald & Co., London. 35s (\$4.90 plus shipping charges.)

THE GLOSTER METEOR follows THE HAWKER HURRICANE as the second volume in the Macdonald Aircraft Monograph series. It marks a new venture in the enthusiast slanted aircraft book field, covering a type that does not owe its fame to an extended, outstanding combat record. The Meteor is, of course, rightly famous as the first Allied operational jet fighter.

With typical British attention to detail, Shacklady covers the life of the Meteor as a first line combat type and beyond. Beginning with its predecessor, the Gloster E.28/39, the developments and service introduction of the WW II period, including the F.9/40 prototypes and the early service F.Mk.1's and 3's, are covered against a background of the urgency and secrecy of the time. Included is considerable discussion of the many different engine developments with which the Meteor was associated. Subsequent chapters cover postwar developments and service use: the widely used F.Mk.8, trainer variants, photo reconnaissance versions, all-weather models (developed by Armstrong Whitworth), and drone conversions. Individual chapters are also devoted to squadron service and markings, speed records, and export Meteors. Throughout are details of proposed versions which didn't materialize and of many individual aircraft which were used for special purposes. Three-view tone drawings (unfortunately all show the bottom view only) of six basic models, specification tables, production lists and an extensive index round out the presentation. The photographs are extensive, carefully selected and well reproduced.

From this coverage, it is apparent the author has done a thorough job, there being little to criticize. The publishers should have put the photos with the appropriate text, and it is difficult to see why the index is off by one or two pages in its references from page 83 on.

The main complaint covers omitted material that should be in a complete book on the Meteor. This includes cockpit views, service pilot/general pilot impressions, the Meteor's reputation among pilots and ground crews, proposed (or in a few cases, actual) combat tactics, and a good cut-away and/or inboard profile drawing. And, for a lasting record of the Meteor, it is inconceivable that the author omitted a description of the Zurakowski Cartwheel and how it was done! Harold Andrews, Washington, D.C.

THE MESSERSCHMITT 109 - A FAMOUS GERMAN FIGHTER

By Heinz Nowarra, 1963. Los Angeles: Aero Publishers, Inc. 184 pages, 368 photographs, 23 three-view tone drawings, full-color camouflage and unit insignia illustrations, indexed. \$9.75

This companion volume to Harleyford's SPITFIRE - THE STORY OF A FAMOUS FIGHTER is similar to their previous titles with two new features: cross sections for the tone drawings and color for both unit insignias and a series of twelve overall color scheme representations.

The latter, reproduced from paintings, have many colors brighter than described or shown in other publications.

The well known author has centered his coverage on the many versions of the 109 and their operational service in all theaters, including foreign built series and proposed follow-up on models such as the Me 209, 309, and 609. Besides the background of the Messerschmitt company and development of the Luftwaffe fighter organization, there is considerable material on several outstanding aces who flew 109s. All manner of detail photos in the factory and field have been included.

Criticism can be leveled at discrepancy in details, such as conflicting references to the Bf 109 V-24 and the data tables are difficult to use due to poor alignment of the pages. It is also hard to locate information on any specific version as the index does not include model designations. On the other hand, cockpit details and considerable material on what it was like to fly the 109 are presented, unlike the Macdonald Aircraft Monographs, but it is hard to see why the book is priced over the Macdonald volumes. Most important, photographic reproduction in the first printing being offered abroad is very poor and all Members are urged to buy their copies in the U.S. when an improved printing is available.

Harold Andrews, Washington, D. C.

TASCHENBUCH DER FLUGKÖRPER - RAKETEN - SATELLITES; POCKETBOOK OF MISSILES - ROCKETS - SATELLITES.

By Rudolph Brock, 1964. Munich, Germany: J. F. Lehmanns Verlag. 412 pages, 128 photographs, 493 drawings, index, 5" x 7" size, plastic binding. 48 DM (About \$12.00)

Very few will realize the tremendous number of missiles, rockets and satellites that have been used the world over until he scans this compilation of data covering every country of the world. Some idea can be had from the roughly 800 entries in the index plus about 170 cross references to powerplants. Most unusual is the inclusion of every bit of text and data in both German and English.

Separate chapters are devoted to the United States, France, the English Commonwealth, and the USSR. Extensive data tables and line drawings of most major and minor models are included. Within the chapters, entries are grouped by use with such details as dimensions, weights, speeds and powerplants being provided. Most interesting of all, is the sixth section which lists in chronological order every known satellite and space probe launching attempted to December, 1962, with designations, launch and delay dates, and (where successfully injected) complete orbit data. Photographs of major types are beautifully reproduced at the end of the volume. While lacking in detail, the extensive single-view drawings are reasonably accurate representations and only the classified and a few minor variants are not illustrated.

The author's intent was to cover "present developments" in the field, but he has gone far beyond this by including nearly every missile and rocket developed since perhaps 1950, whether still operational or not. For this reason, the book is very complete.

One minor omission can be very annoying to anyone trying to use the book, for there are no page headings

as to country or chapter, nor is the basic type (air-to-air, etc.) in which the equipment is grouped, listed on each page. The result is that each category runs directly into the next without a break or heading, although pencil notations will help correct this. The only convenient way to find a missile or satellite is to use the index where, again, many entries serve only as cross references, instead of giving the pages directly.

While the lack of proper headings is a thoroughly annoying handicap, this volume covers in detail the vast majority of all missiles and satellites and is virtually complete for the past decade. It should be a valuable reference to anyone interested in the field.
Robert B. Casari

ASTRONAUTICAL AND AERONAUTICAL EVENTS OF 1962

By NASA Historical Staff: 1963. Washington, D.C.: U.S. Government Printing Office. 370 pages; 63 page index, no illustrations. \$1.00 (Order by title and Cat. No. Y4.Sci2:Ae8/962). Paperback.

This excellent chronology is a continuation of AERONAUTICS AND ASTRONAUTICS 1915-1960 and its 1961 supplement (see A.A.H.S. JOURNAL Vol. 6, page 213 and Vol. 7, page 221). Besides the tremendously detailed 284 page compilation for 1962, this volume contains two appendices. "Satellites, Space Probes, and Manned Space Flights; a Chronicle for 1962" tabulates all world launchings for the year with payload information, statistics, and results. "Chronology of Major NASA Launchings; October 1, 1958, through December 31, 1962" provides vehicle mission, results achieved and brief notes on all U.S. launchings.

This extremely accurate publication will be invaluable to future space historians. Everyone interested in space exploration should have a copy.
Robert B. Casari.

TEAM "B" 326th AIR SERVICE GROUP They Kept 'Em Flying. Edited by Arthur C. Ames. Los Angeles: Wetzel Publishing Co., Inc. 1946. 137 pages. Illus. \$2.00 from Walker-Smith Inc., 722 W. Penn St., Whittier, Calif.

This book is one of the rare unit histories covering the U. S. Army Air Force in World War II. Although its subject is what is normally considered an uncolorful ground organization, some air action does come forth through Team "B's" association with the 354th Fighter Group and some details of the 354th's accomplishments in the text make the book most interesting.

A majority of the 137 pages pertain to photos of the unit, rosters and other personal details. There is a thirty-six page history of Team "B" which is very well written and gives some good insight into the behind-the-scenes operation of the 354th, the first fighter group to fly P-51 Mustangs from England. A few photos and paintings show the Mustangs in action, and citations are quoted--those pertaining to the 354th telling their own story of history.

This book is a solid recommendation for anyone with a library covering or touching on World War II aviation.
Kenn C. Rust

THE GOLDEN AGE OF AIR RACING - PRE 1940

By S.H. Schmid and Major T. C. Weaver, 1963. Hales Corners, Wisconsin: Published by The Experimental Aircraft Association, Inc. 8" x 11" size, 167 pages, photographs, softbound. \$4.00

This book is composed of reprints of the series CAPTAIN WEAVER'S RACING ALBUM that appeared in the Experimental Aircraft Association's publication, SPORT AVIATION, over several years, plus reprints of air racing articles from pre-war issues of Aero Digest, Popular

Aviation, Model Airplane News, Aviation and others. There are also several additions to the Racing Album Series that have never before appeared in print. An acknowledged expert on the subject of air racing, Major Weaver has uncovered many fascinating stories about the races, the details and construction features of the planes, and the histories of the men who flew them.

This book should prove interesting to even the most casual reader as it delves into the story behind the Wedell-Williams, Gee Bee, Howard, Keith-Rider and lesser known racing planes. Spaced throughout the book are tables giving race results from 1929 to 1939, plus unusual photographs and an occasional three-view. Even those aviation enthusiasts who have the original articles from the 1930's, as well as a collection of SPORT AVIATION, will welcome the fact that they are all collected together in one convenient book. It is unfortunate that most of the photographs have reproduced so poorly that it is impossible to see any detail.

RACING PLANES GUIDE

By Joe Christy, 1963. New York: Sports Car Press, Ltd. 140 pages, 211 photographs, appendices. \$1.95

Joe Christy's very fine resume covers notable air races and participating pilots and aircraft from the 1909 meet at Rheims, France to the last scheduled races in 1962. Despite the brief coverage, Christy has captured most of the important highlights of air race history and has assembled the finest and most comprehensive photographic coverage we have seen in one book.

Of particular interest are descriptions of the Bennett Cup Races, Pulitzer and Schneider Trophy Races and National Air Races. Significantly lacking is information on the famous Monocoupe team, which won more closed course races than any other similar group. Also, there is no mention of the Miami, Birmingham, Omaha, St. Louis or Oakland competitions, considered by the majority of the racing fraternity as major events of the 1930's. Certainly, they are as significant as some of the late post-WW II midget races covered.

As constructive criticisms, we would have appreciated coordination of the text and photographic coverage and more detailed editing. Some of the basic errors are the misspelling of Northrop and Dominguez, reference to the A.A.H.S. as the American Historical Society, and captioning of Del Bush's ill-fated Folkerts as the one flown by Roger Don Rae. Also, there are numerous positive statements regarding causes of crashes on which there are still no definite answers or on which great controversy exists.

These comments are not intended to detract from a very fine work, which is a valued addition to our collection. It is recommended to everyone interested in aviation history, especially to all air racing enthusiasts.

G. E. Rice, Sacramento, California

ESCAPE - From The Air And From The Sea

By Eloise Engle, 1963. New York: The John Day Company. 256 pages, 34 photographs, bibliography, index. \$4.95

Occasionally, the story of some relatively obscure but interesting phase of aviation appears and this volume is one of these. It traces the development of aircraft escape systems from the days of ballooning to a brief glimpse at the Dyna-Soar satellite with one short chapter describing submarine escape methods. With this exception, the story is entirely aeronautical.

Beginning in 1784, the development of the parachute is followed through its wide usage in observation balloons of WW I, the post-war work of Leslie Irvin and others, its complete acceptance in the 1920's, and some miraculous escapes of WW II. The last two-thirds of the volume describes in some detail the evolution of

the ejection seat leading to the complete capsule idea. The photographs are entirely post-WW II but include such things as Lt. John Kryway's hair-raising, deck-level escape from a landing F8U-1.

Popularly written for the general public, this book makes exciting reading and is based primarily on first-hand accounts from borrowed sources and personal interviews. These vivid episodes are the book's strong point and include good descriptions of early McCook Field work. While not intended to be a detailed history, the book contains a few errors such as "...by 1918, the British, French and Americans had installed the balloon-type parachutes in their airplanes." Robert B. Casari

MARKINGS AND CAMOUFLAGE SYSTEMS OF LUFTWAFFE AIRCRAFT IN WORLD WAR II.

By Karl Ries, Jr. Published by Verlag Dieter Hoffmann. 1963. 110 pages, 75 pages color with color guide. \$8.50 from Aero-space-tech-tronic Back-files Company, 7506 Clyborn Avenue, Sun Valley, California.

If there has recently been published one book that is a must for any World War II bookshelf, it is this one. Printed in Germany, with English text, it covers the field of German camouflage systems and markings from the rebirth of the Luftwaffe in the mid-1930s until 1945. It should be noted, however, that it does not cover everything, for the author has omitted material which he could not verify. This, in itself, points up the attention to detail which the book has received.

In the nineteen pages of text, Mr. Ries concisely describes the evolution of markings in the Luftwaffe for Fighter Units, Long-Range Fighter Units, Night Fighter Units, Bomber Units, Stuka Units, Reconnaissance Units, Maritime Luftwaffe Units, and miscellaneous units. With the information digested, a person can take a photo of a German aircraft and identify the plane right down to the Staffel to which it was assigned and also accurately know the various colors of the markings.

The major part of the book is devoted to high quality color reproductions of Luftwaffe insignia (four to a page) and of representative aircraft. Special victory tail markings are also treated for German fighters.

The author has also included aircraft silhouettes which are marked by number to clearly show the various locations where insignia was carried on each basic type. Then, with the insignia itself, he refers by number to the particular location where that specific unit placed its insignia.

If this book has any drawback it is that the text is so concise and technical that on first reading it is sometimes difficult to assimilate the points being made. However, perseverance can overcome this problem with the result that the reader will come away highly versed on the subject of German aircraft markings.

Kenn C. Rust

ADLER ÜBER SEE, 50 JAHRE DEUTSCHE MARINEFLEIGER. (EAGLES OVER THE SEA, 50 YEARS OF GERMAN NAVAL AVIATORS) By Hellmuth Brembach, 1962. Oldenburg, Germany: Gerhard Stalling Verlag. 80 pages, 124 photographs, no index; 8" x 10" size. About \$4.20 plus postage from England. (Text and captions in German).

The course of German naval aviation is traced from 1911 to 1961 in this excellent, but brief history in 16 pages of text and many photographs beautifully reproduced on glossy paper. The abbreviated story in German is interestingly written but lacking in detail with eight pages devoted to WW I, two to the period between the wars, two to WW II and four covering the recent period.

Though no data or other unusual information is in this volume, the well balanced photographic coverage, quality of the illustrations, and their generally large size make the collection of value to those interested in the German naval air arm. No attempt has been made to depict the countless aircraft used over the years; instead, the views are of air stations, WW I aces, a few combat shots, Giant aircraft, catapult launchings of the late 1920's and early 1930's, crash scenes and much of the present naval equipment, primarily British. If you would like to see the first German naval airplane, a group of WW I twin-engined torpedo planes on the Mole of Zeebrugge, a close-up of the Rohrbach Romar, a Luft-hansa Dornier "Wal" just clearing the catapult in the South Atlantic, or rocket equipped "Sea Hawks" in German markings, they are all here.

While rather expensive, the book is nicely done. And perhaps some day a German writer will find out Christiansen did not sink the British submarine C25. Robert B. Casari

UNITED STATES CIVIL AIRCRAFT REGISTER

Current as of June 1963, this is now available, all 1200 pages, from: Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, at \$5.25. The REGISTER lists more than 100,000 aircraft by Registration Number and gives types, either c/n or past military serial, engine data and owner information.

THE NORTH AMERICAN SABRE

By Ray Wagner. Garden City, New York: Doubleday & Co. 1963 162 pages. 308 photos. 6 three-views. \$5.95

SABRE is the latest in the series of monographs created in England by MacDonald & Company Publishers. It is further and continuing proof of the extremely high quality of the series and with profuse illustrations, whose considerable number is only exceeded by the high quality of each, the book is an able example of the very best in aviation publications.

Member Ray Wagner has called upon the help of many another A.A.H.S. Member and fused their contributions to his own, probing, analytical, writing approach to tell his story in full scope. He begins with a cursory study of the development of jet aircraft and then gets down to business with the start of work on North American design NA-134, the company's first jet fighter effort. This design eventually flowered into the FJ-1, first Navy jet to operate from a carrier in squadron strength, and led to NA-140 that in turn evolved into the XP-86, later named Sabre.

From the gesticulation period, when NA-140 went from straight wings to the swept wings which were to give it unmatched capabilities as a fighter, SABRE delineates the development and service use of the type including the all-weather interceptor version, the F-86D. It then moves on to follow the F-86A into Korea and its triumph over the MiG-15. Illustrations in this section show many excellent examples of markings as applied to USAF fighters in Korea, filling part of what has otherwise been a void in historical coverage. One chapter compares the MiG-15 and F-86 and also covers USAF evaluation of a captured MiG. Though effective here, the author lingers too long in explaining one chart which is thoroughly understandable of itself.

Following the Sabre's MiG days, the book goes on to attend with equal skill to such subjects as the fighter-bomber version of the Sabre, namely the F-86H; the U. S. Navy Fury series (FJ-2, -3 and -4 which were developments of the F-86E); treats the Sabres built outside the U. S. and used for Mutual Defense; and closes with dimensional, performance and service details for all forms of the North American Sabre. Kenn C. Rust