

Change of Command

Carl Vinson (CVN 70): Capt. David M. Crocker relieved Capt. Larry C. Baucom, 29 Jan.

CVW-14: Capt. Thomas J. Kilcline, Jr., relieved Capt. Hamlin B. Tallent, 19 Mar.

HCS-5: Cdr. Raymond E. Bellant relieved Cdr. Douglas H. Moret, 8 Feb.

HMH-361: Lt. Col. Richard A. Fleming III relieved Lt. Col. William R. Murray, 5 Jun.

HS-6: Cdr. Anthony Vanaria IV relieved Cdr. John Rosa, 3 Feb.

John C. Stennis (CVN 74): Capt. Douglas R. Roulstone relieved Capt. Robert C. Klosterman, 3 Apr.

MALS-16: Lt. Col. Mark S. Peacock relieved Lt. Col. Phillip L. Newman, 16 Jan.

NADEP North Island: Capt. Denny Williams relieved Capt. Rich Macon, 25 Apr.

Naval Space Command: RAdm. Patrick D. Money maker relieved RAdm. Katharine L. Laughton, 28 Feb.

NB San Diego: RAdm. Veronica Froman relieved RAdm. J. Scott Walker, 17 Jan.

New Orleans (LPH 11): Capt. Richard C. Perkins relieved Capt. Donald K. Bullard, Dec 96.

Nimitz (CVN 68): Capt. Alfred G.

Harms, Jr., relieved Capt. Isaac E. Richardson III, 8 Nov 96.

PATWING-11: Capt. Keith T. Weaver relieved Capt. Franklin D. Bryant, Jr., 7 Feb.

TACRON-12: Cdr. Robert Moore relieved Cdr. Philip Weber, 24 Jan.

Theodore Roosevelt (CVN 71): Capt. David Architzel relieved Capt. Ronald Christenson, 2 Nov 96 (vice Oct 96 as per Mar–Apr 97, p. 43).

VAQ-129: Cdr. Kenneth Parks relieved Cdr. Douglas Swoish, 24 Apr.

VAQ-130: Cdr. Michael W. Ackerman relieved Cdr. Joseph M. Flynn, 13 Feb.

VAQ-132: Cdr. Randall J. Laws relieved Cdr. Steven D. Gnassi, 16 May.

VAQ-133: Cdr. Kenneth Smolana relieved Cdr. Gary B. Hicks, 7 Feb.

VAQ-135: Cdr. Jerry McWithey relieved Cdr. Preston Pinson, 4 Feb.

VAW-113: Cdr. David C. Hardesty relieved Cdr. Stephen G. Squires, 14 Mar.

VC-8: Cdr. John G. Speer relieved Cdr. William G. Wilcox, Jr., 13 May.

VF-41: Cdr. Kenneth P. Neubauer relieved Cdr. Bob A. Brauer, 28 Mar.

VF-143: Cdr. Dan Cloyd relieved Cdr. Stephen R. Vaughn, 7 Feb.

VF-154: Cdr. Drew Brugal relieved

Cdr. Dana Pots, 10 Feb.

VFA-82: Cdr. Stephen Callaghan relieved Cdr. Randolph E. Causey, 5 Feb.

VFA-86: Cdr. Robert Harrington relieved Cdr. Terry D. Rains, 7 Feb.

VFA-97: Cdr. Scott H. Swift relieved Cdr. David C. Dykhoff, 5 Mar.

VFA-115: Cdr. Eamon Storrs relieved Cdr. Marty Allard, 20 Feb.

VFA-146: Cdr. Richard Taylor relieved Cdr. Ray Zack, 17 Dec 96 (the squadron was incorrectly cited as VFA-196 in Mar–Apr 97, p. 43).

VMFA-142: Lt. Col. Michael J. Doyle relieved Lt. Col. Mark W. Bircher, 1 Feb.

VP-8: Cdr. Raymond Para relieved Cdr. Michael Fralen, 11 Apr.

VP-26: Cdr. Mark Tempestilli relieved Cdr. Mike Murray, 14 Mar.

VP-40: Cdr. Crawford A. Easterling III relieved Cdr. William M. Dunkin, 27 Feb.

VPU-1: Cdr. Robert M. Hibbert relieved Cdr. Walter M. Kreidler, 18 Apr.

VPU-2: Cdr. Richard Heimerle relieved Cdr. J. M. Kent Gritton, 28 Feb.

VT-10: Lt. Col. Marcelyn Atwood, USAF, relieved Cdr. Robert McChesney, Jr., 21 Mar.

VQ-4: Cdr. Nora Tyson relieved Cdr. Donald G. Diggs, 11 Apr.

PROFESSIONAL READING

By Cdr. Peter B. Mersky, USNR (Ret.)

Burgess, Richard R., LCdr., USN (Ret.). *The Naval Aviation Guide, Fifth Edition*. U.S. Naval Institute Press, 118 Maryland Ave., Annapolis, MD 21402-5035. 1996. 435 pp. Ill. \$26.95.

The time between the last edition (1985) and the new version of this established handbook was too long. So much has happened in Naval Aviation during the intervening decade that it was a challenge for the author to assess, coordinate and accomplish revising the text. But, once again, we have a handy guide that will appeal to the current generation of aviators as well as retirees, researchers, authors and enthusiasts.

LCdr. Burgess, a P-3 *Orion* tactical coordinator, was editor of *Naval Aviation News* from 1989 to 1993 and brought a unique quality of knowledge to the publication. He still contributes to the magazine, primarily on squadron disestablishments and movements.

This black-and-white book is not fancy, but it's good to see current photography and updated text covering new developments in aircraft, policy and accomplishments. Material on the increasing roles of women in

Naval Aviation, as well as retirement of aircraft and squadrons, brings the book up to date. Main chapters discuss the changing environment and policies that have occurred in more than eight decades of seaborne aviation. Newcomers will find information to help them in the early stages of their careers, such as the organizational makeup of squadrons and wings.

With a wealth of appendices—including a glossary, listings of MiG killers and related books, and resumes of the careers of famous Naval Aviation personalities—this book should find a space in libraries and on professional reference shelves everywhere.

Kenney, Douglas and William Butler. *No Easy Days: The Incredible Drama of Naval Aviation*. Butler-Kenney-Farmer, 3900 Shelbyville Rd., Louisville, KY 40207. 1995. 112 pp. Ill.

A large-format, black-and-white photo essay, this book shows aircraft mishaps on board various aircraft carriers from WW II to the present. The book is well presented, although there are many typos,

mainly in designations. For example: SH-2H vice SH-2F (p. 11); F1H vice FH-1 (p. 38); AF-3S vice AF-2S (p. 88); and USS *Oris* vice *Oriskany* (p. 106).

Better research would have improved the captions, also. The photo on p. 23 of a CH-46 hanging off the ship's stern shows the helo's crew chief gingerly making his way down a cable. In fact, the man decided it was better to retreat into the aircraft to await rescue—a humorous note the authors don't mention. The caption for the A-7E photos on pp. 74–75 do not note that the carrier is *John F. Kennedy* (CV 67) during the Gulf War or that the squadron is VA-72, one of the last two fleet A-7 squadrons during the *Corsair II's* last combat cruise.

Larkins, William T. ***Battleship and Cruiser Aircraft of the United States Navy, 1910–1949***. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atglen, PA 19310. 1996. 272 pp. Ill. \$49.95.

An amazing collection of period photos, accompanied by text and captions filled with information, this slick book fills a large gap in the coverage of a unique aviation community. The author is one of the founders of the American Aviation Historical Society, a highly respected photo-historian and one whose published works are sadly too few.

Physically, the book is a quality production throughout. The coated stock, beautifully reproduced black-and-white photos sized to show the details of the various scenes aboard ship and in the air, and even the colorful endpapers comprise a rare publication. Unfortunately, Schiffer's editing still mars what is otherwise a first-class product. The problem seems to be in establishing a style, an editor's primary function. Misspellings and alternating styles in ranks and aircraft designations abound.

Even so, the book shows an incredible range of aircraft, from post-WW I castoffs from the UK and France to the first types built by future stalwarts like Vought and Grumman. The details of supporting equipment will make modelers drool.

If you're looking for an operational history, this isn't it. Rather, it is a photo essay on the development and purpose of the floatplanes that sat on the fantail or amidships of the Navy's larger surface ships. There are appendices with tables and shorter essays on markings and unit assignments. All in all, a beautiful piece of work by the author—and the publisher. (Note: This book complements Stephane Nicolau's *Les Hydravions, des Origines a Nos Jours* reviewed in Mar–Apr 97, p. 46.)

Harper, John A., Capt., USNR (Ret.). ***Paddles! The Foibles and Finesse of One World War Two Landing Signal Officer***. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atglen, PA 19310. 1996. 311 pp. Ill. \$24.95.

In many ways typical of the growing number of memoirs by WW II veterans, *Paddles!* offers a look into the world of that unique species of Naval Aviator, the

landing signal officer (LSO). An indispensable member of the carrier team, the LSO's role in the war has rarely been described in depth. Usually required to be on board their ship during combat operations, LSOs seldom flew many missions and missed much of the experience and glory claimed by the pilots they recovered. This memoir fills a gap in Naval Aviation's wartime record and tells today's LSOs about their heritage from 50 years ago.

The author does have a good story to tell. Today's aviators might gasp at the number of aircraft he flew simply by signing off and climbing in, accompanied by a flight manual. Having received his wings after training in only single-engine aircraft, Harper took off in a twin-engine Beech SNB *Kansan*, and throughout the book switches from floatplanes to fighters to torpedo planes. Incredible! But, so were the mishap rates in those days.

After ferrying Army fighters to North Africa in 1943 on board *Ranger* (CV 4), then reporting to *Belleau Wood* (CVL 24), he takes the reader through workups and initial combat missions against the Japanese in the Marianas, including the Turkey Shoot in June 1944. With his platform team, Lt. Harper recovers thousands of aircraft. Eventually, he flies his own combat missions, even shooting down one, perhaps two enemy planes. The book ends rather abruptly, nearly stumbling into V-J Day, and left me with questions about people and events.

Paddles! will bring back memories to veterans of the Pacific war, and it also offers a look back for younger generations.

Matthews, Birch. ***Cobra! Bell Aircraft Corporation 1934–1946***. Schiffer Publishing Ltd., 4880 Lower Valley Rd., Atglen, PA 19310. 1996, 416 pp. Ill. \$59.95.

This book is a good all-around effort from this relatively new publisher. Like the other volumes we've reviewed from Schiffer, *Cobra!* is big in page count, size and *weight*. But it is also worth the rather *heavy* price.

The author has written a design history rather than an operational account of the WW II *Cobras* built by Bell, one of the prime contractors for the V-22 *Osprey* and an active supplier of helicopters to the world's military organizations. *Cobra!* focuses on the P-39/P-63 design and production sequence, including the abortive XFL, the naval version of the P-39 which featured a tail wheel landing gear instead of the land-based P-39's tricycle gear.

This book's photos are well reproduced and there is a good color folio, as well as many interesting engineering drawings. The text and photos portray the people and planes that were part of Bell's history after the Great Depression and during WW II combat operations, along with a section on postwar racing activities.

Schiffer has corrected some of the editorial faults contained in its previous books, which adds to the credibility of this volume.

Polmar, Norman and Thomas B. Allen. *Spybook: The Encyclopedia of Espionage*. Random House, 201 E. 50th St., New York, NY 10022. 1996. 656 pp. Ill. \$30.

This effort by an established pair of authors is a unique, highly detailed look at the world of the spy, and it's a good value for the money.

Whether reading at a browser's speed, or at a more concentrated pace, *Spybook* is full of new and exciting information. Arranged alphabetically, with a wealth of cross-references in its more than 2,000 entries, the book covers its subject from biblical to modern times. Military and wartime espionage are the focal point, but there are also entries on industrial and political spying.

Readers will find well-detailed discussions of various naval aircraft, as well as shootdowns of U.S. planes engaged in intelligence gathering. Entries on specific aircraft types and their intelligence missions are also included. There are many entries on Israeli intelligence organizations, as well as German and Japanese experiences, and concise essays fully cover American intelligence groups.

I highly recommend this well-done book, which opens a huge window on the covert arena of the spy. You may even feel more comfortable toting it around because the cover is a plain brown-paper wrapper!

Nordeen, Lon and David Nicolle. *Phoenix Over the Nile: A History of Egyptian Air Power 1932-1994*. Smithsonian Institution Press, 470 L'Enfant Plaza, Washington, DC 20560. 1996. 413 pp. Ill. \$49.

Although its subject is not Naval Aviation, this book is an important contribution to aviation history. Telling a well-known story from a different perspective, *Phoenix Over the Nile* describes the development of Egyptian air power and the three decades of confrontation with Israel's small, but experienced and powerful, air force. (Lon Nordeen also wrote a history of the Israeli Air Force: *Fighters Over Israel*, Orion, 1990.)

Beginning with the establishment of the Royal Egyptian Air Force in 1932, the authors describe the sometimes difficult neutral stance of Egypt during WW II, and the postwar growth that saw Egypt leave British patronship for the willing sponsorship of the Soviet Union and the Warsaw Pact. Russia and her satellites were only too happy to send Egypt and her Arab partners top-of-the-line MiG fighters beginning in the mid-1950s.

Hurt by internal scandals and suspicions from the war, Egypt's air force struggled to maintain its footing so that it could confront the growing air power of the new state of Israel. But every time the Arabs and Israelis fought, it seemed that the Egyptians came out on the losing end. There are fascinating details of the first engagements in May 1948 at the start of Israel's war for independence, with names and sorties disclosed for the first time in a western publication.

The sequence continues through the 1956 Suez War and the catastrophic June 1967 war, which saw Israel roll over its opponents in a well-orchestrated lightning war that took

only six days to destroy most of Egypt's tactical air force. The authors give a first-time, in-depth account of the Egyptian view of the first Israeli raids on 5 June 1967—the impressions of the MiG pilots caught on the ground as they watched the *Mirages* bomb and strafe their helpless MiGs and airfields. Some managed to get airborne, however, and the authors also relate the few Egyptian successes.

In the 1973 war—which the Egyptians called the Ramadan War, and the Israelis and the West, the Yom Kippur War—the tables were turned for a while. The first strikes by Arab forces staggered the Israelis, but the Jewish state gathered itself and eventually threw the invaders back across the Suez Canal and Golan Heights.

This book includes a fascinating section of endnotes, which reveals that five Egyptian pilots scored at least five kills each to become aces. The photography, unfortunately, is not as good as the text. Many of the Egyptian pilots' faces are lost in the gray-black murk of poorly printed photos. Nevertheless, *Phoenix Over the Nile* features a unique account, one which shows the seven years of research and fact-gathering that preceded its publication.

Hess, William N. *America's Aces in a Day*. Specialty Press, 11481 Kost Dam Rd., North Branch, MN 55056. 1996. 176 pp. Ill. \$19.95.

This book's subject is an interesting variation of an oft-told tale: Several highly successful aces shot down their victims in bunches, sometimes five or more in one mission. A few even did it twice. Sixteen of the 34 scored by top Navy ace David McCampbell were gained in two missions, with 7 and 9 kills, respectively.

The author, long associated with the American Fighter Aces Association, notes that Marine Corps ace James Swett actually shot down eight Japanese aircraft on 7 April 1943, not seven as officially recorded at the time and for which the VMF-221 pilot received the Medal of Honor. The squadron's intelligence officer visited the site of the last victim's crash and found the *Val* dive-bomber just where Swett said it would be.

Edward "Butch" O'Hare also received this country's highest award in February 1942, being credited with protecting his carrier while shooting down five Japanese bombers and thereby becoming the first Navy ace of the war.

The reader will enjoy browsing through the short accounts of these aces' missions, many of which introduce unknown Navy, Marine Corps and Army Air Forces aviators. One Army P-38 pilot encountered Romanian IAR-80s in June 1944, downing five of the radial-engined fighters which he mistook for the better-known Focke-Wulf Fw 190s.

Despite an occasional typo and misnomer—such as calling Navy and Marine Corps units "groups" instead of squadrons—*Aces in a Day* is a nice little reference and a quick, enjoyable read.