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Grossnick, Roy A. et al. *United States Naval Aviation, 1910–1995*. Naval Historical Center, Washington, D.C. 1997. 811 pp. Ill. \$73. (See p. 31 for ordering information.)

**F**inally! The new edition of one of the primary references on the subject. The last edition covered events up to 1980, and it is with unabashed relief and anticipation that I greet this new book after a 15-year break. There's a lot of catching up to do, and editor Roy Grossnick, head of the Naval Aviation History Branch in the Naval Historical Center, and his group of experts have done so in style.

The 1995 version contains a 400-page narrative, followed by 34 appendices and a detailed index. The narrative is a series of introductory essays and chronological entries of the decade discussed. Photographs are part of the layout, and the black and white halftones are first-class. Indeed, several of the more well-known photos sometimes take on new life with a spark I have not seen after many years of viewing them.

A few examples of the appendices' titles give an idea of how much information is available in the last half of the book: The History of Naval Aviator and Naval Aviation Pilot Designations and Numbers, The Navy in Space, Evolution of Naval Wings (Breast Insignia), Current Squadron Lineage List, Early Naval Jet Pilots, Early Helicopter Pilots, and Cold War Incidents Involving U.S. Navy Aircraft.

Appendix 22 on Navy and Marine Corps aces might cause some consternation, because it does not include the individual scores of the pilots listed. This is a policy decision dictated by the fact that the Navy has never published an official list of aerial kills in any conflict.

This monumental work has a minimum of typos and factual errors, and it is better organized and laid out than its predecessors, with more new reference material. In short, any aviation historian or enthusiast *needs* this book.

Goodspeed, M. Hill. *The Spirit of Naval Aviation*. Naval Institute Press, 118 Maryland Ave., Annapolis, MD 21402. 1997. 148 pp. Ill. \$45.

**F**illed with historical and contemporary photos of the National Museum of Naval Aviation's collection, this large-format book runs the gamut of Naval Aviation from pre-WW I to the Gulf War of 1991. With text by one of the museum's most knowledgeable staffers, the book showcases what has to be the best assembly of Navy and Marine Corps aircraft in the country.

Cooper, Paul L. *Weekend Warriors*. Sunflower University Press, Box 1009, Manhattan, KS 66505-1009. 1996. 248 pp. Ill. \$23.95.

**W** *Weekend Warriors* gives a good view of the recalled Naval Air Reservists of Carrier Air Group 19 on board *Princeton* (CV 37) during their Korean War cruise in 1951. A junior enlisted man with VF-871, the author was surprised to be mobilized and sent to war. The confusion and anguish of the recall, waiting for the carrier to be brought to operational standards after mothballing, and the roller coaster war news bringing false hope of reprieve help set up the story. Although the regular forces did not think the reserves were up to wartime action, the mobilized reservists did quite well. But they also paid a price: VF-871 alone lost three pilots and seven of its F4Us in combat.

Cooper's narrative gives a different viewpoint from many accounts of action during the war. *Weekend Warriors* makes a contribution to the growing literature on the Korean conflict, which hopefully will eventually shed its sad moniker as "America's forgotten war."

Layman, R. D. *Naval Aviation in the First World War: Its Impact and Influence*. Naval Institute Press, 118 Maryland Ave., Annapolis, MD 21402. 1996. 224 pp. Ill. \$36.95.

**I** was disappointed in this book. Although it is a scholarly treatise on the early stages of sea aviation, particularly shipborne operations, it lacks the human side of the story. It is, nevertheless, a good reference.

The author is well known for his writings on early military aviation, and he certainly knows his stuff. But with all his discussion, research and footnotes on the first aircraft carriers and their use in the war, there is nothing on American—many of whom were the first Naval Air Reservists—and German naval aviators who fought a tough, personal war over the cold waters of the English Channel or the Adriatic Sea.

The book does describe early British development of ships with flight decks, as well as German reliance on Zeppelins as scouts and long-range bombers for their well-equipped surface fleet. The Russians were also in the forefront of development and were much more accomplished than the public realized.

The photo selection is fairly good, with interesting views of the ubiquitous Short 184 floatplane—probably one of the best naval aircraft of the war—and the Sopwith *Cuckoo*, which despite its comic name would have probably delivered the first aerial torpedo attacks if the war had continued into 1919.