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Book Reviews

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BOOK REVIEWS

WIN YOUR WINGS. Book One. A practical and comprehensive primary aviation manual for the student, pilot, and instructor. By Colonel Roscoe Turner, world famous pilot, President of the Turner Aeronautical Corporation and Turner School of Aeronautics, and by Jean H. Dubuque, of the Civil Aeronautics Board. Chicago, Frederick J. Drake & Co. Pp. 649. \$3.50.

This book is not intended for the learned lawyer. As an excellent manual for the pilot-student, as well as for the instructor, it finds its primary service. However, all those desirous of becoming better acquainted with aviation will find it well devoted to their needs. The book will be an invaluable aid to many types of personnel working in the various branches of aviation, particularly the lawyer who must deal with aviation cases although lacking personal flying experience. He will be put in a position to understand the technical aspects of his case by consulting and studying this manual.

"Win Your Wings" is divided into two parts. Book One covers the primary training of the student pilot including all the materials necessary for the CAA written examination for a private pilot's certificate of competency. Book Two, when completed, will deal with the more advanced stages necessary to prepare the student for a commercial pilot's certificate of competency or for a flight instructor's rating.

Book One is divided into six lessons: Lesson One describes the highlights in the history of aeronautics from the old Greek mythology to the latest airplane developments of the United State's engineers and plants. Due credit is given in this chapter to the activities of the United States Air Service in the first World War, and a roll of honor commemorates the performance of the American war aces. Lesson Two deals with the fundamental principles of flight, Lesson Three with the elementary flight instruction. Lesson Four expounds the fundamentals of aerology and meteorology and Lesson Five, the practical avigation. In Lesson Six the authors give a complete and exhaustive digest of those provisions of the Civil Air Regulations which every student and every private air pilot must know. This is done in a most useful way. The authors have refrained from simply quoting a vast number of regulations; they carefully endeavored to set forth the leading and basic principles of the law in a non-legalistic manner intelligible to the layman. Hence, unavoidable changes of individual regulations will not make obsolete this lesson as a whole after a short period. An aeronautical dictionary including also colloquial airmen's expressions makes the numerous technical terms understandable to students and laymen. The authors have added to the usefulness of the manual by a detailed index.

The high standard of the book may be gathered from the fact that Colonel E. V. Rickenbacker wrote the introduction. The authors are well recognized experts and authorities in aviation. They present, in clear and sound diction, the copious and difficult matter with highly professional

knowledge and pedagogical skill. Numerous and well chosen illustrations and diagrams are of considerable help for the understanding of the text. Not only the student attending a training school but likewise anyone who is merely theoretically interested will find the book extremely useful. By studying it thoroughly he will attain a theoretical understanding as complete as possible of the high art of flying. The book should stimulate many readers to join the ranks of the American pilots for sport, for business, or for national defense.

Fritz G. Lorenz

AIRPOWER. By Major Al Williams. New York: Coward-McCann, Inc., 1940, Pp. x, 431.

Threaded through this story of major air forces is the theme of airpower supplanting sea power. The work is not documented, except for a short bibliography, but it represents the author's observations during inspection tours of aircraft installations in European countries shortly before World War II commenced, military and naval operations during the War and the author's opinions and conclusions concerning aeronautical and political matters affecting airpower. The nature of the story seems to require expressions of such opinions, and, although the author is not well known as a political observer, his opinions with respect to aeronautics are entitled to considerable weight because of his long and outstanding aviation career. And, as stated by Captain Eddie Rickenbacker in the Forward, "Many may disagree with him—some perhaps violently, for this story of airpower—like airpower itself, which upset the European military and naval traditions of centuries—is new and strange." Even those who disagree, however, will find the book interesting and profitable reading. The story is told informally with refreshing vigor and is compact with a vast amount of non-technical information concerning aeronautical developments.

After an introduction dealing with aviation history, the author discusses his observations of European aviation establishments in 1936. He portrays the role of the Italian air forces in the Abyssinian campaign, and compares German decentralization of aviation industry and extensive German and Italian aeronautical researches with less efficient airpower developments in France and England. He considers that the aviation industry of France was crippled by nationalization and labor disturbances, and that the development of airpower in England was handicapped because of a lack of co-ordination between her Army, Navy and Air departments.

The discussion is renewed with the author's observations made in 1938 during a flying trip in Europe. He supplements his observations with a consideration of air operations in the Spanish Civil War, wherein German and Italian aircraft were tested in contrast with aircraft supplied by Russia and France. He regards the Russian and French aircraft as having been inferior in quality to the German and Italian aircraft.

The use of aircraft in the Spanish Civil War is followed by a discussion of the use of airpower in the German conquests of Poland, Norway and the Low Countries and in the fall of France.

The final chapter concerns airpower in the United States. The author indicates that he considers the rearmament position of this country to be much the same as the rearmament positions of France and England from 1935 to 1940, and that he believes our political leadership has failed with respect to re-armament in the same ways as the political leaderships of France and England

failed during the period mentioned. He strongly criticises the giving by this country of its own military aircraft to the Allies because of the value of such aircraft to this country for training purposes; and he decries the lack in this country of a vast reservoir of trained pilots and mechanics.

The author's conclusion that there exists in the United States an urgent need for modern airpower seems now to be meeting with general approval. His arguments against domination of the air forces by non-flying army and navy chiefs present a question that is subject to considerable disagreement. His concluding statement that, "The lists of deaths are open—the dread signal for the world's first full-out war is near—and airpower, the warrior knight of continents, flies forth—swiftly—to an all-time conquest of seapower," seems indicative of his beliefs as to the potentialities of airpower.

Lawrence T. Broeren

Frank E. Quindry