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Into the Jet Age: Conflict and Change in Naval Aviation, 1945-1975

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institutional memory of unconventional warfare successes such as these. James Donahue's *Mobile Guerrilla Force* is a welcome addition to that lode.

F.A. FOX
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Wooldridge, E.T., ed. *Into the Jet Age: Conflict and Change in Naval Aviation, 1945-1975*. Annapolis, Md.: Naval Institute Press, 1995. 321pp. \$32.50

With this volume, noted naval aviator and aviation historian E.T. Wooldridge has compiled an impressive collection of oral histories on the thirty-year period between the end of World War II and the end of Vietnam. The dedication, "To those who fought to preserve our naval aviation heritage," sets the tone. What follows are nineteen vignettes by leaders who fought the battles both within the Beltway and in hostile skies to keep U.S. naval aviation viable and effective. The majority of those discussed achieved legendary status through their actions and leadership; several paid a professional price for their beliefs.

The interviews are arranged in the categories of "Images of Flight," "The Washington Scene," and "Crises, Conflict, and Limited War." Vice Admiral Gerald E. Miller talks about the post-World War II Navy and of the excitement of deploying with new aircraft on new carriers that was balanced by defense cutbacks, lack of training, and a horrendous accident rate. Miller's second chapter covers his experiences in the "come as you are" Korean War as a carrier division Flag Secretary. Captain Gerald G.

O'Rourke contributes his memories of early night-fighter operations in Korea, with both F4U Corsairs and F3D Skyknights; in a subsequent chapter he expands on the subject, recalling problems with integrating a new weapon system (the Skyknight) into the air wing, and also his happy discovery that the Marine night fighters wanted him and his men.

Vice Admiral Kent Lee's and Admiral George W. Anderson's interviews constitute four additional chapters. Admiral Lee served as one of the early commanding officers of the USS *Enterprise*, relieving future Chief of Naval Operations Captain James L. Holloway. He discusses the ship's two eventful combat tours under his command, which included the *Pueblo* incident and a flight deck conflagration. He also evokes with great clarity the view from the bridge as air wing personnel were sent off daily to fight an unpopular war. In another chapter, Lee, who was later Commander, Naval Air Systems Command, comments about the development and gestation of the F/A-18 Hornet "strike fighter," the current and future mainstay of naval aviation.

Particularly fascinating and enlightening for this reviewer are Admiral Anderson's two chapters on his tour as Chief of Naval Operations. His comments on his service in the Kennedy administration under Secretary of Defense Robert S. McNamara cover the Cuban Missile Crisis, the development of the TFX (eventually to be known as the F-111), interservice rivalries, and the clashes between the military and its civilian leadership. Additional chapters provide similar Washington, D.C. experiences of Vice Admiral Gerald F. Bogan, Admiral Arleigh Burke, and Admiral Charles D. Griffin, who served under Admiral Louis Denfeld from 1945 to 1950,

including the "revolt of the admirals" incident.

Here are the operational, training, command, and leadership experiences of men like Rear Admiral Francis D. Foley, commanding officer of Helicopter Utility Squadron Two, one of the first two rotary-wing squadrons in the Navy; Captain Arthur Hawkins, World War II SC-1 pilot and later commanding officer of the Blue Angels; Admiral James Russell, involved with the development of the angled deck, mirror landing system, and other programs while on the CNO's staff (OP-05) and as Chief, Bureau of Aeronautics; and Vice Admiral Robert Pirie, Deputy Chief of Naval Operations (Air) in the late 1950s and early 1960s, when naval aviation was testing and acquiring the jet aircraft that would take it through the coming Vietnam War. The last chapter presents an interview with Vice Admiral William Lawrence, who was commanding officer of Fighter Squadron 143 when he was shot down over Vietnam in June 1967. Admiral Lawrence came home in March 1973.

Though it looks back between twenty and fifty years, *Into the Jet Age* is still timely; its value is all the greater in view of the passing of many of these warriors over the last two decades. Captain Wooldridge's editing and presentation are excellent. For his part, Wooldridge lived the period, flew the aircraft, and made the fleet and staff tours. A proven naval aviator, historian, and author, Wooldridge's experiences have served him well. This is an excellent book.

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Barlow, Jeffrey G. *Revolt of the Admirals: The Fight for Naval Aviation, 1945-1950*. Washington, D.C.: Naval Historical Center, 1994. 420pp. \$30

Jeffrey Barlow has been a historian with the Contemporary History Branch of the Naval Historical Center since 1987. His publications include chapters in Gray and Barnett's *Seapower and Strategy* and Howarth's *Men of War: Great Naval Leaders of World War II*, as well as articles in various national security periodicals. His latest work, *Revolt of the Admirals*, is a compelling, thoroughly documented account of the bitter fight for key military roles and missions between the newly independent U.S. Air Force and the Navy during the latter half of the 1940s. This complex struggle was as vicious, and at times unseemly, as any in U.S. history, which helps to explain the high drama in which it culminated and from whence the title derives.

Barlow starts by tracing the interplay of various factors that led to the so-called revolt. These included the politics of military unification under a single defense department, the establishment of an independent air force, the U.S. Navy's struggle to establish its relevance in the absence of a significant naval competitor, disparate Navy and Air Force views on the role (and control) of atomic weapons and their implications for conventional forces, and the key programs each service pushed in pursuit of its vision. The struggle raged amidst a constant backdrop of decreasing budgets, fierce public-relations battles, and unremitting political infighting. Large figures, among them Arthur Radford, Omar Bradley, and Arleigh Burke, plus a big cast of lesser characters, played important roles in the unfolding drama.

By 1949, under that year's extraordinarily stringent budget constraints, it was