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Aircraft Carriers of the U.S. Navy

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and an appendix containing Lincoln's Second Inaugural Address, Lee's Farewell to the Army of Northern Virginia, and Washington's resignation of his commission.

This is a book which should be read by all who follow the profession of arms.

RICHARD M. SWAIN
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Army Forces Central Command

Peters, Ralph. *Red Army: A Novel of Tomorrow's War*. New York: Pocket Books, 1989. 403pp. \$5.95

It is difficult to find reasons to regret the liberalization of Eastern Europe and the coming withdrawal of Soviet forces from the Warsaw Pact countries. One reason stems from the fact that with every day, the novel *Red Army* moves further from plausible fiction into fantasy. Subtitled "A Novel of Tomorrow's War," *Red Army* provides a U.S. Army intelligence officer's best estimate of the Soviet view of the next war in Europe. Peters' effort succeeds admirably; the reader is exposed to the thinking of a large number of Soviets: each with his unique view of the battlefield.

For those addicted to the genre of alternative or potential military scenarios, this work is one of the best of its kind. It skillfully blends the characters and smoothly flows from one to another—from the Soviet front commander to a terrified private—while providing a gripping account of the Soviet assault on West Germany. One does not find a story based on exaggerated accounts of technological

wizardry or other improbable gimmickry but rather a reliable description of the equipment that one may find in Europe and an introduction to the type of SNAFUs that one would expect (as Clausewitz would put it, the "fog of war"). The book has a plausible set of events leading to a believable, if not very satisfying, conclusion.

Because Peters sensibly restricted himself to areas he specialized in, the scope of the book is limited. While this is mainly an advantage (the writing is uniformly excellent), the potential audience of *Red Army* is reduced by the limitations Peters placed on his own efforts. One will not find in *Red Army* the political machinations that give works such as *Red Phoenix* their flavor, nor any consideration of the strategic dimension of the war. Nor, importantly for these pages, is there any consideration of the naval aspect of a Nato-Warsaw Pact war. Peters' focus is entirely on the actions of one Soviet front and of its soldiers.

In addition to the diminishing credibility, due to current events, of Peters' scenario, the tensions between Soviet nationalities are clearly understated in light of present unrest in the Soviet Republics. Despite these qualifications, if you are interested in an incisive account of the increasingly unlikely ground war in Western Europe, then *Red Army* is likely to be as gripping for you as it was for me.

ADAM B. SIEGEL
Center for Naval Analyses

136 Naval War College Review

Terzibaschitsch, S. *Aircraft Carriers of the U.S. Navy*. Annapolis, Md.: Naval Institute Press, 1989. 344pp.

Probably no one has more lovingly detailed the appearance and technical data of each U.S. Navy aircraft carrier than Stefan Terzibaschitsch. Readers who do not own the 1980 first edition should be delighted that the Naval Institute is printing this updated and revised photographic and textual history.

Terzibaschitsch divides his coverage into pre-1950 and post-1950 surveys. In both, he presents technical information applicable to carriers generally and to specific classes. He then devotes several pages to each ship, with large photographs, capsule reports on service history and electronics configuration, and numerous drawings and deck plans by Eberhard Kaiser and Klaus-Dieter Schack. Forty pages of appendices document, *inter alia*, construction histories, technical data, and air wing compositions.

Although three pages are given to the two Great Lakes training carriers, escort carriers (CVEs) are not included (Terzibaschitsch covers these in a separate volume, also from the Naval Institute Press). The most noticeable change from the first edition is an additional twenty-two pages to update coverage of operational ships and include the *Carl Vinson* and the *Theodore Roosevelt* (CVNs 70 and 71).

Earlier errors or now-outdated assertions have been corrected on at least three dozen pages. Some remain

for the eagle-eyed: Mark Morgan zeroes in on squadron and aircraft goofs in *The Hook* (Winter 1989).

This is a wonderful book for those who love carriers, from the very old ones to the very new.

TOM GRASSEY
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Friedman, Norman. *British Carrier Aviation: The Evolution of the Ships and their Aircraft*. Annapolis, Md.: Naval Institute Press, 1989. 384pp. \$44.95

It has been stated many times since the early days of World War II that the Royal Navy's loss of its naval air arm to the Royal Air Force in 1918—an organizational embodiment of the "indivisibility of airpower" concept—led to significant and avoidable operational and materiel disappointments during World War II. These wartime shortcomings in turn have been said to demonstrate the need for naval authority to command the entirety of its air element: aircraft, ships, and all their personnel, and also the design, procurement, and training thereof. On the other hand, the Royal Navy—which recovered full authority over embarked aviation on 24 May 1939—has been credited with inventing, following World War II, several key aircraft carrier design features that were later adopted by the U.S. Navy: the so-called "angled" flight deck (the overhanging deck extension making possible flight operations without risk of crashes into