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the life of this beautiful but fatally flawed creation of Sir John Fisher. Designed to overtake and destroy any enemy cruiser that might threaten Britain's trade routes, she served well at the Battle of the Falklands in 1914 and saw most of her service as a fast scout and screen for the Grand Fleet. Her fatal flaw was revealed at the Battle of Jutland when German fire penetrated her thin deck armor and exploded the magazine that ran cross-ship, serving both port and starboard gun turrets. She blew in half and sank in 30 seconds, taking with her Rear Admiral Horace Hood. On that same day, the keel was being laid for HMS *Hood*, named for the Admiral's forebearers.

Teller, Edward. *Better a Shield than a Sword*. New York: The Free Press, 1987. 287pp. \$19.95

Subtitled *Perspectives on Defense and Technology*, this book is a collection of essays by Edward Teller, who surely needs no introduction. Subjects include a personal history of his role in the development of nuclear weapons, arms control in the nuclear age, the strategic defense initiative, and the role and responsibility of science in the modern age. Teller has a vigorous mind and has played on a number of important stages over the last forty years. A proponent of a strong national defense, he has been a man of ideas.

Government Publications

75th Year of Naval Aviation—Kite Balloons to Airships. Stock Number: 008-046-00120-1, 78pp. \$5.00, 1987

The dawn of aviation began with lighter-than-air craft and gliders. They were in the forefront of what eventually led to the Wright brother's activities at Kitty Hawk. The Navy's early use of lighter-than-air craft may be traced back to the American Civil War, but this was a short-lived affair as LTA possibilities were not pursued after the war. With the advent of airplanes in naval service, the Navy again turned its interest to lighter-than-air craft. The Navy's lighter-than-air program blossomed and its fleet of airships became the largest the world has ever seen. During the era of the giant rigid airships, the Navy built some of the largest in the world. Many achievements were recorded by the Navy's LTA branch and records set remain unbroken today.

75th Year of Naval Aviation—Pistons to Jets. Stock Number: 008-046-00118-9, 36pp.
\$2.75, 1987

Engines are the hearts of airplanes. Before the age of powered flight, variations of balloons and gliders challenged the sky. With the introduction of power plants, aircraft became more obedient to human beings than to the meteorological whims of the wind. Through the years, unlike mortal hearts, aircraft power plants appeared in a vast assortment of shapes with varying capabilities. Some failed to match expectations. Others exceeded them. Many performed yeoman service as advertised, but all contributed to the continuously rising chart line of new technology. Common to the success of any engine is the maintenance effort required to ensure that it functions properly. There is not a naval aviator on the planet who does not owe a debt of gratitude to the mechanics. The folks with wrench in hand and a formidable combination of determination and knowledge have kept and continue to keep the motors purring in peace and war.

75th Year of Naval Aviation—Naval Aviation Training. Stock Number: 008-046-00117-1, 56pp. \$3.75, 1987

Every student who pursues the golden wings of Naval Aviation enters the gates of flight training command with a fair measure of trepidation and joyful anticipation. Fear of failure runs tandem with visions of adventure ahead. There is virtually no way to avoid an encounter with these emotions. Even the most stout of heart or those with lots of flight time cannot escape the excitation. Whatever an individual's attributes, and they must be substantial, to even qualify to fly the Navy way, constitutes an endeavor equivalent to winning the spouse of one's dreams or to facing a once-in-a-lifetime challenge on a grand scale.

75th Year of Naval Aviation—U.S. Naval Air Reserve. Stock Number: 008-046-00119-7, 28pp., \$2.25, 1987

August 29, 1986 marked the 70th anniversary of the U.S. Naval Air Reserve. On that day in 1916, the Naval Appropriations Act for fiscal year 1917 provided funds for the establishment of a naval flying corps and the purchase of 12 planes for the naval militia. Personnel for the militia, organized by F. Trubee Davison, were drawn from various college flying clubs, the most prominent from Yale. Davison found 12 classmates, borrowed a Curtiss seaplane from the wealthy Wanamaker family in Philadelphia, and set about teaching himself and his club to fly. From these humble beginnings, the U.S. Naval Air Reserve grew into today's complex organization—a navy within a navy—with bases across the country, and 52 squadrons, 357 aircraft and 34,350 full-time active duty and part-time Reserve personnel. Traditionally considered a hand-me-down collection of planes and equipment, the Naval Air Reserve is currently enjoying one of the most dramatic revitalizations in its 70-