THE LITERATURE OF
AERONAUTICS, ASTRONAUTICS, AND
AIR POWER

Richard P. Hallion
Air Force Flight Test Center

OFFICE OF AIR FORCE HISTORY
UNITED STATES AIR FORCE
WASHINGTON, D.C. 1984
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Library of Congress Cataloging in Publication Data

Hallion. Richard.
The Literature of Aeronautics, Astronautics, and Air Power.

(USAF warrior studies)
Z6724.A25H34 1984 (UG630) 016.3584 84-2322

Project Warrior Studies are published by the Office of Air Force History. The author is responsible for the scholarly judgments expressed herein, and his views should not be construed to be the official position of the United States Air Force or the Department of Defense.
USAF WARRIOR STUDIES

Richard H. Kohn and Joseph P. Harahan
General Editors
Foreword

The publication of *The Literature of Aeronautics, Astronautics, and Air Power* is part of a continuing series of historical studies from the Office of Air Force History in support of Project Warrior.

Project Warrior seeks to create and maintain within the Air Force an environment where Air Force people at all levels can learn from the past and apply the warfighting experiences of past generations to the present. When General Lew Allen, Jr. initiated this project in 1982, he called for the "continuing study of military history, combat leadership, the principles of war and, particularly, the applications of air power." All of us in the Air Force community can benefit from such study and reflection. The challenges of today and the future demand no less.

CHARLES A. GABRIEL, General, USAF
Chief of Staff
RICHARD P. HALLION is the Center Historian at the Air Force Flight Test Center, Edwards AFB, California. He received his Ph.D. in History from the University of Maryland in 1975. From 1974-1980, he served as the Curator of Science and Technology and subsequently as Curator of Space Science and Exploration at the National Air and Space Museum, Smithsonian Institution, Washington, D.C. In those same years he was an Associate Professor of History at the University of Maryland and a Visiting Fellow at Yale University. Dr. Hallion is the author of numerous works in aerospace history, including Supersonic Flight: Breaking the Sound Barrier and Beyond (New York: Macmillan Co, 1972); Legacy of Flight: The Guggenheim Contribution to American Aviation (Seattle: University of Washington Press, 1977); Test Pilots: The Frontiersmen of Flight (Garden City, N.Y.: Doubleday & Co, 1981); Rise of the Fighters: Air Combat in World War I (Annapolis: Nautical and Aviation Publishing Co, 1984); On the Frontier: Flight Research at Dryden, 1946-1981 (Washington: NASA, 1984). In addition, he edited The Wright Brothers: Heirs of Prometheus (Washington: Smithsonian Institution Press, 1978), and with Tom Crouch, Apollo: Ten Years Since Tranquility Base (Washington: Smithsonian Institution Press, 1979).
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</table>
Contents

Foreword ............................................. v

Introduction ....................................... xi

General Reference Sources .......................... 1
The Prehistory of Flight, Antiquity to 1783 ........ 9
The Era of Discovery, 1783-1903 .................... 10
The Development of Practical Airplanes, 1903-1918 ... 12
The Rise of Air Transportation and Professionalism,
1918-1936 ........................................... 16
The Ascendancy of the Propeller-Driven Airplane,
1936-1945 ........................................... 24
The Turbojet Revolution and the Supersonic
Breakthrough, 1945-1957 .............................. 33
The Space Age and the Maturation of Aeronautics,
1957-1982 ........................................... 39

Index ............................................... 53
Introduction

Since its inception in 1982, Project Warrior has revived interest inside the Air Force in using history to sharpen professional knowledge of air power. Project Warrior has also expanded interest in the heritage of the U.S. Air Force in peace and in war. The bibliographical essay published here as The Literature of Aeronautics, Astronautics, and Air Power is meant to provide readers with a guide to the vast collections of books and articles available today in libraries and from publishers.

It was written originally in early 1982 by Dr. Richard P. Hallion as a Project Warrior monograph at the Air Force Systems Command's Edwards Flight Test Center, California. Drawing on his experience as an author, a curator at the Smithsonian Institution's National Air and Space Museum, and as a history professor at the University of Maryland, Dr. Hallion recognized the need of scientists and engineers for a guide to the research and technical literature on the history of aeronautics and astronautics. Publication here of a revised, reorganized, and expanded version reflects our belief that what was so valuable to the flight test community will, in different form, be of similar use to the rest of the Air Force, to civilian scholars, and to aviation enthusiasts generally.

Dr. Hallion's essay, while revised in size, scope, and emphasis, retains the flavor of its original purpose and reflects the author's interests, background, and professional judgments. In part, the essay also reflects suggestions made by the editors, especially on the growth and development of air power in the twentieth century.

The publishing of this work in book form was made possible by several individuals in the Office of Air Force History. Joseph P. Harahan served as general manuscript editor, checking virtually every citation in the text. Richard H. Kohn interwove some titles on air power from an earlier bibliographic effort of his own. Herman Wolk and Colonel John F. Shiner, USAF, critiqued the essay and provided excellent advice at critical points.

R. H. K.
J. P. H.
General Reference Sources

LITERATURE


The International Academy of Astronautics of the International Astronautical Federation has sponsored an annual historical symposium since 1967; the papers presented at these symposia have been from a truly international body of pioneers and distinguished historians, and, as such,

The industrial and “think tank” perspectives on aeronautical and astronautical development are ones that have traditionally been slighted. Two uncritical but nevertheless valuable looks at aerospace from the corporate and laboratory environment are William A. Schoneberger, *et al.*, *Seven Decades of Progress: A Heritage of Aircraft Turbine Technology* (Fallbrook, Calif.: Aero Publishers, 1979), which examines the gas turbine work of General Electric, and Everett T. Welmers, *et al.*, *The Aerospace Corporation—Its Work: 1960–1980* (Los Angeles, Calif.: Aerospace Corporation, 1980), which is a history of the role one major American aerospace think tank has played in recent aerospace development.

One of the most significant international organizations in the development of aviation technology was the National Advisory Committee for Aeronautics (1915–1958), the predecessor of the present-day National Aeronautics and Space Administration. The NACA and its operations are rich subjects for historical research, although an administrative and organizational study by Professor Alex Roland of Duke University is forthcoming. George W. Gray, *Frontiers of Flight: The Story of NACA Research* (New York: Knopf, 1948) was an early attempt to discuss the work of the NACA, and, though flawed by a generally uncritical tone, the book is very valuable. Frank W. Anderson, *Orders of Magnitude: A History of NACA and NASA, 1915–1980* (Washington: NASA, 1981) provides a good introductory look at the two agencies. Jerome Hunsaker, “Forty Years of Aeronautical Research,” in the *Smithsonian Report for 1955* (Washington: Smithsonian Institution Press, 1956) gives a good overall survey of the


Chronology can be said to be the framework of history. Fortunately for those interested in the history of aviation there have already been some well executed chronologies tracing the development of flight. A very useful introductory chronology can be found in the first volume of Michael J. H. Taylor. *et al, Jane's Encyclopedia of Aviation, 5 vols* (London: Jane's

LITERATURE

*Army Air Forces in World War II: Combat Chronology, 1941–1945* (Washington: Office of Air Force History, 1973) is, as the title implies, an exhaustive chronological accounting of the day-to-day activities of the AAF at war. Finally, the American Institute of Aeronautics and Astronautics has supported an extensive chronological effort by Frank H. Winter of the National Air and Space Museum, in conjunction with Richard P. Hallion and Frank Robert Van Der Linden. Each month, in the AIAA journal *Astronautics and Aeronautics*, the AIAA publishes a column entitled “Out of the Past,” treating events that occurred in aviation and aerospace 25, 50, and 100 years previously. This column has been appearing regularly since 1972, and is especially valuable because it references its entries to applicable sources.

tion Publication, 1955). The National Aeronautical Institute, *Who's Who in Aviation and Aerospace* (Boston: National Aeronautical Institute, 1983) is a voluminous recent guide to individuals working in the field, many of whom started their careers in the mid-to-late 1940s. Finally, one useful reference that can contribute to knowledge of distinguished individuals who worked within the aerospace profession is by the National Air and Space Museum Library, *International Handbook of Aerospace Awards and Trophies* (Washington: Smithsonian Institution Press, 1978), prepared under the direction of Catherine D. Scott.

So-called “coffee table” books often can be a surprisingly good source of both information and visual references. They must be used with care, however, for a number exist that are misleading or incorrect. Three are considered especially reliable and useful: Charles H. Gibbs-Smith, *Flight Through the Ages* (New York: Crowell, 1974) combines chronology with excellent illustrations to provide the reader with a thorough and accurate account of aviation history; John W. R. Taylor and Kenneth Munson, *History of Aviation* (New York: Putnam, 1978); and *The Lore of Flight* (Gothenburg, Sweden: Tre Tryckare Cagner & Co, 1970), which is an excellent introduction into the functional uses of aircraft and spacecraft, as well as their history. As mentioned earlier, there still is no single reference or group of references that, in a concise form, furnishes a useful overview of the history of aeronautics and astronautics. Time-Life Books’ *Epic of Flight* series, cited where appropriate throughout this essay, constitutes a good attempt at such a work, but still does not address post-1945 aviation in detail.

The actual flight vehicles of aerospace history have held a fascination for writers for years, and the literature on individual airplanes is so voluminous as to actually clutter the field. *Jane’s All the World’s Aircraft* (London: Jane’s Publishing Co, 1909–present) has long been the standard yearly reference on aircraft development; some issues, such as its 1919 and 1945 issues, are classic references. Later (post-1945) editions of Jane’s offer considerably more detail than earlier ones. Two other Jane’s publica-
LITERATURE

tions, one by Horace F. King and John W. R. Taylor, *Jane's 100 Significant Aircraft, 1909–1969* (London: Jane's Publishing Co, 1969), and the previously mentioned five-volume *Jane's Encyclopedia of Aviation* are significant. The latter work, despite its title, is really a guide to the world's air forces, airlines, and the various aircraft built by nations through the years. It is, unfortunately, flawed by minor errors of fact and interpretation, and thus must be used with caution. John W. R. Taylor, *Combat Aircraft of the World* (New York: G. P. Putnam's Sons, 1969) is a comprehensive introduction to the combat aircraft produced from 1909 through the late 1960s, and is very useful. Ray Wagner, *American Combat Planes*, 3rd revised edition (Garden City, N.Y.: Doubleday, 1982) is an excellent introduction to the American perspective of military aircraft development. An authoritative reference work is F. Gordon Swanborough and Peter M. Bowers, *United States Military Aircraft Since 1909* (London: Putnam, 1971). Claudia Oakes, *Aircraft of the National Air and Space Museum* (Washington: Smithsonian Institution Press, 1981) is an excellent guide to the holdings of the Smithsonian Institution, one of the world's great aircraft collections, and contains excellent aircraft "biographies" written by the NASM's curatorial staff. A special mention must be made of the *Putnam Aeronautical Books* series published since the early 1960s by Putnam & Company, Ltd, 9 Bow Street, London, England. This series consists of individual volumes, often running to many hundreds of pages on aircraft developed by specific manufacturers, such as McDonnell-Douglas and Bristol. The books are heavily illustrated with photographs and drawings, and contain much useful information on the growth of the world aircraft industry. The *Profile Publication* series (London: Hills and Lacy, 1965–1975), a collection of over 250 heavily illustrated pamphlets on individual aircraft types (such as the Fokker D–VII or the Douglas DC–3), is an excellent detailed source of information on particular aircraft. Each pamphlet was written by an authority on the particular aircraft. This series was issued in several volumes in the United States by Doubleday & Co. and, though now long out of print, is still available as a library reference. Finally, Bill Gunston's *The World's Greatest Airplanes: The Story of the Men Who Built Them and How They Came to Be* (New York: Elsevier-Dutton Publishing Co, 1980) is a good popular introduction told with style
and with a goodly number of anecdotes about the world’s great aircraft companies, and how they evolved.


The Prehistory of Flight, Antiquity to 1783

Practical aviation as it is known today began with the first balloon flights of the Montgolfier brothers and J. A. C. Charles in the year 1783. The social impact of these flights was considerable; it was reflected in art, literature, and interior design. “Balloonmania” resulted in references to 1783 as the “Year of Miracles,” and the appearance of balloon prints, chandeliers, chairs, and the like. For the first time, humanity was able to

**The Era of Discovery, 1783–1903**

During the nineteenth century, a technological base was established that enabled the development of the first heavier-than-air flying machines. This work began with the theoretical and practical experiments and studies of Sir George Cayley, continued through such individuals as Stringfellow

LITERATURE

also contains Orville Wright's own account of the brothers' preparations for flight, and is a useful introduction to the Wrights and their accomplishments. A colorful and reliable history of efforts leading to the Wrights' triumph at Kitty Hawk is by Valerie Moolman, *The Road to Kitty Hawk* (Alexandria, Va.: Time-Life Books, 1980). This book, part of the Time-Life *Epic of Flight* series, is, like most of the works in the series, replete with numerous photographs and drawings and a heavily anecdotal text, being particularly suited to those needing a readable and popular introduction to the subject.

**The Development of Practical Airplanes, 1903–1918**


Owen S. Lieberg, The First Air Race: The International Competition at Reims, 1909 (Garden City, N.Y.: Doubleday & Co, 1974) is a popularly written and informative account of the first great air meet, enabling critical comparisons of technological approaches to be made. Tom D. Crouch, Bleriot XI: The Story of a Classic Aircraft (Washington: Smithsonian Institution Press, 1982) is a valuable account of the work of French pioneer Louis Bleriot, developer of one of early aviation's most significant flying vehicles. Interestingly, Allen Wheeler, Building Aeroplanes for “Those Magnificent Men” (London: G. T. Foulis & Co, 1965) wrote an account of constructing flying replicas for the film Those Magnificent Men in Their Flying Machines. It is one of the best sources of information on the design, construction techniques, flying, and handling qualities of early airplanes. The actual pioneers of the early days have not received the biographical treatment that is their due, though Claudia Oakes, United States Women in Aviation Through World War I (Washington: Smithsonian Institution Press, 1978) and Howard S. Wolko, In the Cause of Flight: Technologists of Aeronautics and Astronautics, cited previously, are useful steps towards remedying this situation. Overall, Curtis Prendegast, The First Aviators (Alexandria, Va.: Time-Life Books, 1980), part of the Time-Life series, is a reliable and well-written popular introduction to the people of the period.

The First World War in the air has been the subject of so many works that it is virtually impossible to discuss all of them in a coherent essay.

The interwar years through the mid-1930s were a particularly critical time for aeronautics. It was in this decade that the first practical air transport aircraft were developed, leading to the emergence of widespread air passenger and freight service. Also, military airpower doctrine was refined, and the roles and missions of military aircraft types more closely defined. The basic technology of flight underwent a revolution, with the development of powerful piston engines, efficient wing shapes, a variety of specialized devices for improved aerodynamic performance, the emergence of the monoplane (one-wing) configuration, and the appearance of the all-metal airplane. The profession of aerospace engineer also underwent a significant upgrading in skill level and training with the appearance of schools and departments of aerospace engineering, usually drawing upon the field of mechanical engineering and fluid mechanics for their technical and scientific background. An excellent introduction to this period can be found in Roger E. Bilstein, *Flight Patterns: Trends in American Aviation 1918–1929* (Athens, Ga.: University of Georgia Press, 1983).


Charles A. Lindbergh and his solo flight across the North Atlantic in May 1927 inspired countless journalists and writers to write about the lanky airman. Unfortunately, most have written in a sensationalist fashion, ignoring the careful and methodical planning that went into the flight. Tom D. Crouch, ed, *Charles A. Lindbergh: An American Life* (Washington: Smithsonian Institution Press, 1977), a series of essays by experts in the field, has an excellent introduction to Lindbergh, his accomplishments, and the political controversy that surrounded him later in life. Lindbergh has been the subject of three general biographies: Kenneth Davis, *The Hero: Charles A. Lindbergh and the American Dream* (Garden City, N.Y.: Doubleday & Co, 1959); Walter S. Ross, *The Last Hero: Charles A. Lindbergh* (New York: Harper & Row, 1968); and Leonard Mosley, *Lindbergh: A Biography* (Garden City, N.Y.: Doubleday & Co, 1976). Davis and Ross are still the best; Lindbergh preferred the Ross work. Additionally, Wayne S. Cole, *Charles A. Lindbergh and the Battle Against American Intervention in World War II* (New York: Harcourt Brace Jovanovich, 1974) is the most reliable and authoritative study on Lindbergh's controversial political stand in the years before Pearl Harbor. Lindbergh himself was the author of numerous books and articles during his life, and these offer a rich treasury of materials on his life and wide breadth of interests. Especially recommended are: *We* (New York: Putnam, 1927), his account of the Paris flight written just after his return; *The Spirit of St. Louis* (New York: Scribner, 1953), and *Autobiography of Values* (New York: Harcourt Brace Jovanovich, 1978), the latter published following his

which details this Russian-American pioneer’s work with flying boats. Sikorsky’s work in the 1920s and 1930s, as well as his subsequent development of the helicopter, is examined in detail in Frank Delear, *Igor Sikorsky: His Three Careers in Aviation* (New York: Dodd, Mead & Co., 1976). Warren R. Young, *The Helicopters* (Alexandria, Va.: Time-Life Books, 1982) is also an informative account of the “chopper’s” development and subsequent service.

Significantly, the 1920s were a time in which the profession of aeronautical engineering advanced rapidly. Critical to this development were the activities of the Daniel Guggenheim Fund for the Promotion of Aeronautics (1926–1930), a remarkable philanthropic activity that endowed schools of aeronautical engineering across the United States, established aeronautical research facilities dealing with safety in aviation and so-called “blind” flying, and helped create a “Model Air Line” run by Western Air Express between Los Angeles and San Francisco. Guggenheim activities have been examined by Richard P. Hallion in *Legacy of Flight: The Guggenheim Contribution to American Aviation* (Seattle: University of Washington Press, 1977). Theodore von Karman’s memoir, written with Lee Edson, *The Wind and Beyond: Theodore von Karman, Pioneer in Aviation and Pathfinder in Space* (Boston: Little, Brown, and Co, 1967), provides an interesting personal account of one key individual’s role in advancing aerospace engineering and education during the early years of aviation. Von Karman, the foremost aeronautical scientist of his time, immigrated to the United States to escape the increasingly anti-intellectual climate of Germany on the eve of Hitler’s rise to power, and became director of the Guggenheim Aeronautical Laboratory at the California Institute of Technology. The transfer of the European laboratory tradition in aeronautical research and the role von Karman played are the subjects of Paul A. Hanle’s *Bringing Aerodynamics to America* (Cambridge: MIT Press, 1982).

The 1920s and 1930s were marked by the emergence of practical air transportation. By the mid-1930s the first airplane capable of making a

Peter W. Brooks' classic study, *The Modern Airliner: Its Origins and Development* (London: Putnam, 1961) is still the best survey of the growth of air transport technology and the driving factors of airline operating
AIR TRANSPORTATION


Equally useful for understanding the technological climate from which the transport aircraft of the 1920s and 1930s sprang is Thomas Foxworth, The Speed Seekers (New York: Doubleday & Co, 1976) the definitive history of air racing during the 1920s and 1930s. Elsbeth E. Freudenthal, The Aviation Business: From Kitty Hawk to Wall Street (New York: Vanguard, 1940) is an informative and highly critical study of the growth of the aircraft manufacturing and air transport industry. Monte Duane Wright, Most Probable Position: A History of Aerial Navigation to 1941 (Lawrence, Kans.: University Press of Kansas, 1972) is an in-depth study of the development of air navigation instruments and techniques. It was, of course, from the air mail era that commercial aviation blossomed, and, interestingly, the air mail period is one that has received too little detailed attention. Aside from Jackson’s Time-Life book mentioned earlier,


During the 1930s, the pace of aeronautical technology accelerated rapidly. This challenged such areas as aerospace medicine, propulsion

The development of military aviation in the 1920s and 1930s was marked by the emergence of doctrines emphasizing long-range strategic air power, tactical aviation, and naval aviation. The seeds for the employment of air power in the Second World War were planted and nurtured during the 1920s. Two useful introductions to the military aviation issues of the interwar years are Nevin’s Time-Life book *Architects of Air Power* cited earlier, and Sir Arthur Hezlet’s excellent survey of naval aviation, *Aircraft and Sea Power* (New York: Stein and Day, 1970). The evolution of the aircraft carrier as a capital ship has been examined in detail by Charles M. Melhorn in *Two Block Fox: The Rise of the Aircraft Carrier, 1911–1929* (Annapolis: U.S. Naval Institute Press, 1974). The major event affecting public perceptions of air power in the United States during the 1920s was the court-martial of Billy Mitchell, an outspoken and often incautiously intemperate airpower zealot. Mitchell has been the subject of numerous articles and works, but Alfred F. Hurley, *Billy Mitchell: Crusader for Air Power* (New York: Franklin Watts, 1964), new edition (Bloomington, Ind.: Indiana University Press, 1975) remains the most reliable source for information on this controversial figure. Mitchell was surrounded by a
coterie of bright, ambitious, and dedicated junior officers who did much to advance the cause of a separate and independent air arm that eventually came to fruition with the creation of the United States Air Force in 1947. The contribution of one pioneer, not particularly friendly to Mitchell, is covered in John F. Shiner's penetrating Foulois and the U.S. Army Air Corps, 1931–1935 (Washington: Office of Air Force History, 1983). The interwar years and many of these men are the subject of a major study by DeWitt S. Copp, A Few Great Captains: The Men and Events that Shaped the Development of U.S. Air Power (Garden City, N.Y.: Doubleday, 1980) sponsored by the Air Force Historical Foundation.


The Ascendency of the Propeller-Driven Airplane, 1936–1945

From the late 1930s through 1945, aviation underwent many profound changes, in part because of the demands of wartime activities and requirements. Chief among these changes were the turbojet revolution, which reached its fulfillment after 1945, and the conscious recognition that the world would never quite be the same as a result of blending advanced long-range aircraft with the capabilities of modern military weapons, especially the atomic bomb. By 1945, propeller-driven long-range aircraft were flying across the world's oceans to deliver cargo and to attack targets. Yet, such
was the pace of aeronautical development that their technology was already obsolescent in the face of the turbojet revolution. Truly, by the end of 1945, the dominance of the propeller-driven airplane had already begun to decline; by 1958, with the arrival of the first practical intercontinental jet transports, it would be totally swept away from the mainstream of long-range air operations.

World War II proved a tremendous "forcing function" in the evolution of military and civil aviation. In many respects, however, this was more evolutionary than revolutionary, in that the scope of wartime activities had more or less been determined by the respective development of aviation in the major combatant nations during the 1920s and 1930s.


25
LITERATURE


U.S. Army Air Forces' operations have been the subject of numerous popular works. However, they are often characterized by a "gee whiz" approach to the subject that obscures, or even supplants, more serious interpretations and discussions. Readers thus should choose very carefully among available sources, being especially cautious when dealing with books written immediately after the war and even into the 1950s and early 1960s. One major study that furnishes useful insights on the U.S. Army Air Forces is by DeWitt S. Copp, *Forged in Fire: Strategy and Decisions in the Air War Over Europe, 1940–1945* (Garden City, N.Y.: Doubleday & Co, 1982).

Nothing was as symbolic of the role air power played in the Second World War as the massive Anglo-American bombing raids launched against Axis targets. There is a wealth of literature on this subject, but
LITERATURE


One of the critical periods of the war was the Battle of Britain in 1940, which resulted in a clear British victory and the thwarting of Hitler’s plans for an invasion of the British Isles. The literature and pilot memoirs on both sides of this conflict are extensive. Derek Wood and Derek Dempster, *The Narrow Margin* (London: Hutchinson, 1961) is the standard historical account. Peter Townsend’s later, *Duel of Eagles* (New York: Simon and Schuster, 1970) is a masterful blend of memoir and history. Francis K. Mason’s encyclopedic *Battle Over Britain* (Garden City, N.Y.: Doubleday & Co, 1970) is the best source for statistical data, as well as giving a blow-by-blow daily account of the struggle. The depth of Mason’s research is remarkable.


have written dozens, if not hundreds, of memoirs which, for the most part, are well-written and highly informative. The strategic war waged by the RAF is covered in the excellent official history by Sir Charles K. Webster and Noble Frankland, *The Strategic Air Offensive Against Germany, 1939–1945*, 4 Vols (London: Her Majesty’s Stationary Office, 1961).

The Luftwaffe has continued to fascinate popular writers and historians through the years. Two “insider” accounts that avoid many of the self-serving generalizations used in other memoirs of the Nazi era are: Adolf Galland, *The First and the Last* (London: Fontana, 1970) by the former chief of German fighter forces; and Werner Baumbach, *The Life and Death of the Luftwaffe* (New York: Coward-McCann, 1960), written by the former chief of Germany’s Bomber Command. David Irving, *The Rise and Fall of the Luftwaffe: The Life of Field Marshal Erhard Milch* (Boston: Little, Brown & Co, 1974) is a provocative, absorbing, and insightful examination of the Luftwaffe from the perspective of its chief architect. Finally, W. H. Tantum, IV and E. J. Hoffschmidt, *The Rise and Fall of the Luftwaffe 1933–1945*, (Old Greenwich, Conn.: WE, Inc, 1969) provides an excellent summary history of that ineptly led and confused organization. Smaller air forces have not received their fair due, though Jerzy Cynk, *History of the Polish Air Force, 1918–1968* (Reading, U.K.: Osprey Publishing, 1972) is an exception, and a study that could serve as a model for others to follow.

One of the truly significant aspects of aviation from 1936 through 1945 was the development of global air transport networks. While the Allied nations had a keen awareness of the importance of air transport, the Axis nations did not; Germany, for example, ignored military air transportation, with the loss of Stalingrad offering clear evidence of this critical weakness in Nazi strategic doctrine. Some good works exist on Allied air transport operations. Oliver LaFarge, *The Eagle in the Egg* (Boston: Houghton, 1949) is a popular and reliable history of the U.S. Army Air Forces Air Transport Command written shortly after the war. William H. Tunner, the wartime manager of America’s famed “Hump” aerial supply route to China, has written an excellent memoir of his work and the lessons
learned from the Hump (lessons subsequently applied during the Berlin Airlift after the war), *Over the Hump* (New York: Duell, Sloan and Pearce, 1964).

Various works have been written on specific aspects of aeronautics during the Second World War. David Irving, *The Mare's Nest: The German Secret Weapons Campaign and British Countermeasures* (London: William Kimber, 1964) is an excellent study of the development of German "robot" weapons, the V–1 "buzz bomb" cruise missile and the V–2 ballistic missile. R.V. Jones, *The Wizard War: British Scientific Intelligence, 1939–1945* (New York: Coward, McCann and Geoghegan, 1978) while a memoir is the most complete description to date of the scientific duel in the air war between the British and the Germans. It is likely this book will become a classic. Brian Johnson, *The Secret War* (New York: Methuen, 1978) is a good introduction to the wartime scientific research of both the Allies and Axis, most of which was related to aviation. Leslie Simon, *German Research in World War II, An Analysis of the Conduct of Research* (New York: J. Wiley & Sons, 1947) is the standard reference on Nazi Germany's scientific war, and James Phinney Baxter, III, *Scientists Against Time* (Boston: Little, Brown and Co, 1946), reprinted (Boston: MIT Press, 1968) is an excellent study of the workings of the wartime Office of Scientific Research and Development, which conducted numerous aviation-related programs. Constance Babington-Smith, *Evidence in Camera: The Story of Photographic Intelligence in World War II* (London: Chatto and Windus, 1958) is a remarkably complete survey of wartime work by an individual who was herself a distinguished practitioner. Glenn Infield, *Unarmed and Unafraid* (New York: Macmillan Co, 1970) is an anecdotal survey history of aerial reconnaissance, with much useful material on the Second World War.

A potpourri of other works have been published. Perry McCoy Smith, *The Air Force Plans for Peace, 1943–1945* (Baltimore, Md.: Johns Hopkins University Press, 1970) is an excellent administrative history of how the Air Force began adapting for its postwar roles even as fighting was
LITERATURE


TURBOJET REVOLUTION

Great Britain, and both offer a detailed perspective on the famous conflict between Sir Henry Tizard and Lord Cherwell.

As with other aspects of aviation history, the aircraft of the combatant powers have received coverage bordering on the repetitive and excessive. Kenneth Munson, *Bombers, Patrol, and Transport Aircraft, 1939–1945* (New York: Macmillan, 1969) and *Fighters, Attack, and Training Aircraft, 1939–1945* (New York: Macmillan, 1969) are reliable and informative. William Green is a well-known author of definitive reference works on World War II, and two of his best are the republished *Famous Fighters of the Second World War* (Garden City, N.Y.: Doubleday & Co, 1975) and *Famous Bombers of the Second World War* (Garden City, N.Y.: Doubleday & Co, 1976). Many other more specialized works, most of which deal with a single aircraft or "family" of aircraft also exist but are beyond the scope of this introduction to the field.

The Turbojet Revolution and the Supersonic Breakthrough, 1945–1957

Between 1945 and 1957, the scope of aviation changed radically. During this time period, civil long-range aviation became the dominant form of domestic and international passenger transportation, surpassing the accumulated accomplishments of a century of railroad and motor vessel transportation. Flight speeds quadrupled due to the development of refined high-speed aerodynamics and advanced propulsion by jet and rocket engines. The turbojet revolution permitted developing highly efficient high-speed aircraft; the attainment of flight faster than sound—supersonic flight—opened up a whole new range of speeds and altitudes to be explored.

The major technical development influencing the course of postwar aviation was the appearance of the gas turbine (turbojet) engine. It was
LITERATURE

largely the product of a few farsighted inventors who worked outside the mainstream of contemporary propulsion research and development. Only later was gas turbine technology seized upon by a propulsion industry previously totally committed to the piston engine and propeller. The early jet era is one that has not been as thoroughly examined as it should be. Nevertheless, a number of useful books are available for researchers. Schlaifer and Heron’s previously cited Development of Aircraft Engines and Fuels is excellent for the development of the jet engine in Britain, Germany, and the United States. Edward Constant, The Origins of the Turbojet Revolution (Baltimore: Johns Hopkins University Press, 1980) is a detailed examination of the actual evolutionary process that led to the jet engine. Sir Frank Whittle, Jet: The Story of a Pioneer (New York: Philosophical Library, 1954) is an autobiography which tells the trials and tribulations of how “The Father of the Jet Engine” went about winning support and actually designing and building the then radical powerplant. John Grierson’s rare but fascinating Jet Flight (London: Sampson Low, Marston & Co, Ltd, 1946) combines history and autobiography to trace the story of the jet engine and important wartime development work. Also Walter J. Boyne and Donald S. Lopez, The Jet Age: Forty Years of Jet Aviation (Washington: Smithsonian Institution Press, 1979) is a useful introductory reader, as is E. T. Wooldridge, Jet Aviation: Threshold to a New Era (Washington: Smithsonian Institution Press, 1981). Grover Heiman’s anecdotal Jet Pioneers (New York: Duell, Sloan and Pearce, 1963) is a good, readable popular reference. William Green and Roy Cross, The Jet Aircraft of the World (Garden City, N.Y.: Hanover House, 1955) remains the best single reference work on the wide range of experimental aircraft built during the first fifteen years of jet flight.

The supersonic breakthrough constituted the most important development in aeronautics since the time of the Wrights' first flights, yet it has only been the subject of two books. Richard P. Hallion, Supersonic Flight: Breaking the Sound Barrier and Beyond (New York: Macmillan Co, 1972) discusses the problem of supersonic flight and how a specialized research aircraft program was established to confront it. Charles Burnet, Three Centuries to Concorde (London: Mechanical Engineering Publications
TURBOJET REVOLUTION

Ltd, 1979) is equally thorough in examining British efforts to achieve flight faster than sound. The individuals most responsible for ensuring that reliable data on supersonic flight would be acquired were a group of highly skilled test and research pilots.


strictly about flight testing. Jacqueline Cochran, *The Stars at Noon* (Boston: Little, Brown, 1954) is an interesting memoir by the first American woman to fly faster than sound. Finally, while written for a young adult audience, Don Dwiggins, *Flying the Frontiers of Space* (New York: Dodd, Mead & Co. 1982) is a useful introductory overview of flight research from the first supersonic flights to the Space Shuttle.


The Air Force itself underwent a variety of technological, administrative, strategic, and tactical changes during the period from 1945 through 1957. Alfred Goldberg’s previously cited *A History of the United States Air Force* offers a reliable account of key developments in this time

As with other aspects of aviation history, the aircraft of the 1945–1957 time period have been the subject of a variety of popular works. Again, the best introductory source works are: Kenneth G. Munson’s, Airliners Since 1946 (New York: Macmillan, 1972), and Private Aircraft, Business and General Purpose, Since 1946 (New York: Macmillan, 1967); John R. and Michael J. H. Taylor’s, Jane’s Pocket Book of Commercial Transport Aircraft (New York: Macmillan, 1974), Jane’s Pocket Book of Military Transport and Training Aircraft (New York: Macmillan, 1974), and Jane’s
LITERATURE


True vertical flight via helicopters was first achieved shortly before the Second World War, but it was not until the postwar years that the helicopter came of age, especially for search and rescue operations. The history of the helicopter is another subject that deserves greater attention; helicopter-like toys had appeared as early as the Renaissance. H. F. Gregory, _Anything a Horse Can Do: The Story of the Helicopter_ (New York: Reynal & Hitchcock, 1944) is an entertaining and informative history of helicopters during the formative years of vertical flight. Paul Lambermont and Anthony Pirie, _Helicopters & Autogyros of the World_, rev ed (New York: A. S. Barnes & Co, 1970) is the definitive reference guide to rotorcraft through the years, though Kenneth G. Munson, _Helicopters and Other Rotorcraft Since 1907_ (New York: Macmillan, 1969) is a colorful and useful introductory work.

cancelled (Indianapolis: Bobbs-Merrill, 1975), while suffering from a sometimes sensationalist approach, is a generally useful account of the near collapse of Britain’s aircraft industry from mismanagement and misdirection in the late 1940s and 1950s.


The Space Age and the Maturation of Aeronautics, 1957–1982

The launching of Sputnik I in October 1957 had a profound impact upon American society. As a result of this event, American education was totally revamped, the NACA was replaced by the NASA, and a “space race” began between the United States and the Soviet Union. Competition and rivalry in science and technology was accompanied by big power rivalry for influence among the Third World nations. Traditional animosities flared into war in the Middle East and Southeast Asia. Aviation and aerospace development played crucial roles in all of these conflicts.
Aeronautics since 1957 has not been the subject of too many substantial works; rather, developments in this time period have been examined in periodical literature. Three of the best periodical sources for information on aviation since 1957 have been McGraw-Hill's journal *Aviation Week and Space Technology* (New York: McGraw-Hill, weekly); *Astronautics and Aeronautics*, the professional journal of The American Institute of Aeronautics and Astronautics (New York: American Institute of Aeronautics and Astronautics, monthly); and *Flight International* (London: IPC Transport Press, Ltd, weekly), good for the European perspective. Many of the major aerospace development programs of the 1960s and 1970s were marked by controversy.


LITERATURE

planners. Written in a humorous and ironic style in the form of "laws," this book, by a former undersecretary of the Army and president of a major aerospace corporation, is a provocative and insightful analysis of the problems of weapons system procurement and the management of research and development.

The protracted war in Southeast Asia spawned volumes of popular studies of the bombing campaigns, air fighting, aircraft, and personalities involved. Much of this was of a "buff" nature, particularly the great body of literature concerning individual aircraft types. Nevertheless, as with other aspects of the conflict, there have been some useful studies produced, although the Vietnam era is clearly one that requires a well-integrated military, social, and political history volume of the kind the late Bernard B. Fall so eloquently produced on France's earlier experience in Indochina.


One of the more significant technological developments of the Vietnam era was the emergence and employment of precision-guided “smart”
LITERATURE

weaponry, and the use of unmanned remotely piloted vehicle (RPV) technology to undertake a variety of hazardous missions at minimal cost and risk to human lives. As a result of the Vietnam experience, and subsequent lessons learned from other conflicts, the RPV occupies a secure place as a tool in the military arsenals of many nations. Arthur Reed, Brassey's Unmanned Aircraft (London: Brassey's Publishers Ltd, 1979) is a well-written reference on the development, current status, and projected future uses of military remotely piloted vehicles, popularly but often mistakenly called "drones." William Wagner, Lightning Bugs and Other Reconnaissance Drones (Fallbrook, Calif.: Aero Publishers, Inc, 1982) is a generally useful and anecdotal account of the Ryan Corporation's highly successful Firebee family of RPVs and their use in Southeast Asia, but it is marred by a lack of sources and a narrow internalist perspective. John W. R. Taylor and Kenneth G. Munson, Jane's Pocket Book of Remotely Piloted Vehicles (New York: Collier Books, 1977) is an excellent reference to the various RPVs that have been developed, as well as a useful guide to their early history. Finally, Roger A. Beaumont, "Rapiers Versus Clubs: The Fitful History of 'Smart Bombs,'" Journal of the Royal United Services Institute 126, No. 3 (Sep 1981) is an excellent reference for the history of precision guided weaponry and its influence on tactics and doctrine.

The war in Southeast Asia and various small "brushfire" conflicts have also been the subject of some popular studies, memoirs, and the like. One very useful reference is the Senator Mike Gravel edition of the so-called "Pentagon Papers", first illegally released by antiwar activist Daniel Ellsberg, entitled The Pentagon Papers: The Defense Department History of United States Decisionmaking on Vietnam (Boston: Beacon Press, 1971), a five-volume work. Jack Broughton, Thud Ridge (Philadelphia: Lippincott, 1969) is a lively and excellent memoir by a combat pilot who is bitter over American bombing policy in the early years of the air war "up North." Robinson Risner, The Passing of the Night: My Seven Years as a Prisoner of the North Vietnamese (New York: Random House, 1974) is an unforgettable and moving memoir of a POW's struggle to survive. Benjamin Schemmer, The Raid (New York: Harper, 1976) is a thorough account of the ill-fated attempt to rescue POWs believed held in the Son Tay

Unrelated to warfare and mercenary flying, but having many of the same “roughing it” aspects, is Arctic bush flying in Alaska and Canada. This is a subject rich in anecdotes and worthy of detailed treatment; Harmon Helmericks, *The Last of the Bush Pilots* (New York: Knopf, 1970) is a good introduction.

To the public, the greatest expression of aeronautics and astronautics in the 1960s and 1970s was found in the space programs of the United States and the Soviet Union. While not vast, a respectable body of literature concerned with manned and unmanned spaceflights already exists. Very few of the influential early theoreticians and pioneers have been the subject of biographies. A notable exception is Robert Goddard, an American physicist who launched the drive towards space with his firing of the world’s first liquid fuel rocket in 1926. Milton Lehman, *This High Man* (New York: Farrar, Straus, 1963) is a thoughtful and sympathetic biography of Goddard which examines the occasionally mystical and secretive nature of this somewhat tragic figure. Goddard’s own papers are available in the three-volume *The Papers of Robert H. Goddard* (New York: McGraw-Hill, 1970), edited by his widow Esther C. Goddard and rocket pioneer G. Edward Pendray. For other sources on the early days of rocketry, interested readers are advised to consult the following: Wernher von Braun and Frederick I. Ordway, *History of Rocketry and Space Travel*, 3rd rev ed (New York: Crowell, 1975), which features an excellent bibliography;
LITERATURE


The growth of manned spaceflight reached such major proportions during the 1960s and 1970s that, understandably, social scientists attempted to place its development in the context of other developments in the history of technology. This led to a notable series of essays edited by Bruce Mazlish, *The Railroad and the Space Program: An Exploration in Historical Analogy* (Cambridge: MIT Press, 1965).

The international aspects of space—involving the rights of nations, the conduct of international affairs, and joint exploration and utilization of space—are receiving increasing attention. A useful introductory study on this important subject is Arnold W. Frutkin’s *International Cooperation in Space* (Englewood Cliffs, N.J.: Prentice-Hall, 1965), an examination of the various considerations that can influence the conduct of technology and science on a global scale. George S. Robinson, *Living in Outer Space* (Washington: Public Affairs Press, 1975) offers the legal perspective on spaceflight.

The history of rocketry can be arranged to reflect four major periods: the early years through mid-1957; Sputnik and its aftermath through the first utilization of space; the “heroic era” of manned spaceflight through the landing of Apollo 11 on the moon; and, finally, the post-Apollo years.

The early years of rocketry were most notable for the work of Goddard in America, and the German rocketeers in Nazi Germany. The best work on
Nazi Germany’s rocketry efforts is Frederick I. Ordway and Mitchell R. Sharpe, *The Rocket Team* (New York: Thomas Y. Crowell, 1979). A slightly different but no less valuable perspective is that of David Irving’s aforementioned *The Mare’s Nest*. R. F. Pocock, *German Guided Missiles of the Second World War* (New York: Arco, 1967) is a well written technical reference to the specific weapon systems developed at Peenemunde and other German test sites.

LITERATURE

of remote sensing. Leonard Jaffe, *Communications in Space* (New York: Holt, Rinehart and Winston, 1966), while dated, is a useful introduction to the technology and history of communications satellite technology. A very different—and valuable—kind of work is Alfred Bester’s *The Life and Death of a Satellite* (Boston: Little, Brown, 1966) which treats the whole problem of how key individuals work together—sometimes at the expense of their health—to develop a successful space program.


John Logsdon’s *The Decision to Go to the Moon* (Cambridge: MIT Press, 1970) constitutes an insightful and important reference on the political environment surrounding the decision to undertake the Apollo lunar landing effort. A handy reference and introduction to the Apollo program and its social, political, technological, and scientific significance is Richard P. Hallion and Tom D. Crouch, eds, *Apollo: Ten Years Since Tranquility Base* (Washington: Smithsonian Institution Press, 1979), a series of essays by authorities in various fields ranging from rocket technology to space art and lunar geology. Also useful are two works: Kerry Joels, *Apollo to the Moon: A Dream of Centuries* (Washington: Smithsonian Institution Press, 1982), prepared as a Smithsonian exhibit gallery guide, and “The Moon Landing and Its Aftermath,” printed in a special issue of the *Michigan Quarterly Review*, 18, No. 2 (Spring 1979). Henry S. F. Cooper, *13: The Flight That Failed* (New York: Dial Press, 1973) is a gripping account of the Apollo mission that nearly failed disastrously and tragically in space, but which was rescued by creative decisionmaking and professional excellence. The scientific harvest gleaned from Apollo and especially the Apollo-Soyuz mission is the subject of Farouk El-Baz’s *Astronaut Observations from the Apollo-Soyuz Mission* (Washington: Smithsonian Institution Press, 1977), which offers the reader a good insight into the potentiality of remote sensing. Two noted artists, H. Lester Cooke and James D. Dean, who were administrators of NASA’s art program in which leading artists were invited to record their impressions of the space program, have collected a reflective and stimulating visual record of the American space effort in *Eyewitness to Space: Paintings and Drawings Related to the Apollo Mission to the Moon* (New York: Abrams, 1971).

Spaceflight has so far produced few good commentaries, but three are recommended. Norman Mailer, *Of a Fire on the Moon* (Boston: Little, Brown, 1970) discusses what Apollo meant to Mailer and the so-called “Aquarius Generation.” Tom Wolfe, *The Right Stuff*, previously cited,
LITERATURE

examines the world of the test pilot and astronaut, and the occasional tensions therein. Michael Collins, *Carrying the Fire: An Astronaut's Journeys* (New York: Farrar Straus Giroux, 1974) is a humorous, thoughtful, and lively recollection of the Gemini and Apollo programs and a host of other things, by the former command module pilot of Apollo 11. It is among the finest aviation memoirs written to date.

There is, of course, a very large body of literature that may be termed “space futurism.” Much of this speculation falls between factual extrapolation from today’s technology and outright science fiction. One glimpse that promises to be a landmark book in the literature of space utilization is physicist Gerard K. O’Neill’s *The High Frontier: Human Colonies in Space* (New York: William Morrow, 1977) which postulates a future of high technology and cost-effective space colonies orbiting the earth, a vision that is hotly debated by technologists, scientists, enthusiasts, and social commentators.

edited essays, *Between Sputnik and the Shuttle: New Perspectives on American Astronautics* (San Diego, Calif.: American Astronautical Society, 1981), are volumes in the historical series of the American Astronautical Society, offering tentative interpretations on what the space program has meant to the United States and the Soviet Union. Paul A. Hanle and Von Del Chamberlin, *Space Science Comes of Age* (Washington: Smithsonian Institution Press, 1981), a series of edited essays, offers a quick perspective of the scientific impact of unmanned space exploration. Clearly, however, the field of space exploration is one that will continue to require incisive study and research.
Index

Ace of the Iron Cross: 15
Across the High Frontier: 35
Ader, Clement: 2 unmanned: 31, 41-44, 50-51
Advisory Years to 1965, The: 42
Aerodynamic Theory: A General Review of Progress: 2
Aerodynamics: 2
Aerodynamics and aeronautics: 1-7, 9, 12, 15, 16, 18-19, 23, 25, 32
Aeronautical and Astronautical Events of 1961: 5
Aeronautical and Astronautical Events of 1962: 5
Aeronautics and Astronautics: An American Chronology of Science and Technology in the Exploration of Space, 1915-1960: 5
Aeronautics at Mid-Century: 39
Aeronauts, The: 10
Aeronautical laboratories: 4, 19, 35
Aerospace (see also Aircraft, Space) industry, growth of: 3, 38-39, 40-41, 46, 47-48, 50
medicine: 22-23
research and development: 1-5, 7, 9, 16, 18-19, 31, 32-33, 33-36, 39-41, 43-44, 45-46, 46-48
Aerospace Bibliography, An: 9
Air America: 45
Aircraft
collections: 8
design and manufacture of: 8-9, 12-13, 21, 25, 32-33, 39. See also specific designer, specific manufacturer
development of: 4-5, 7-8, 10-13, 15, 16, 18, 19, 20-21. See also Aerodynamics and aeronautics; Aerospace; Propulsion
experimental: 10-12, 12-13, 16, 18, 32, 34-35
military use of: 12, 13-16, 23-24, 25-31, 33, 42-44
reference guides to: 4-5, 7-8, 15, 24, 33, 37-38, 44, 45
unmanned: 31, 41-44, 50-51
Aircraft carriers: 23, 25, 26, 36
Aircraft types (see also Airships; Helicopters)
Bleriot XI: 13
Boeing Model 247: 22
C-5: 40
Concorde: 34, 40
D-VII: 8
DC-3: 8, 20, 22
F-111: 40
Focke-Wulf: 32
Fokker: 8
NC-4: 17
SST: 34, 40
X-1: 35
X-29: 35
Zero: 28, 32
Aircraft Industry: A Study in Industrial Location, The: 38
Aircraft and Sea Power: 23
Aircraft of the National Air and Space Museum: 8
Aircraft Propulsion: 23
Aircraft of World War I: 15
Air forces, reference guides to: 7-8. See also specific air force
Air Force Heroes in Vietnam: 43
Air Force Historical Foundation: 24
Air Force Plans for Peace, The: 31
Airlift: 31, 36, 43
Airline Builders, The: 16-17
Airline Pilots: A Study in Elite Unionization, The: 20
Air Line Pilots Association: 20
Airliners Between the Wars, 1919–1939: 24
Airliners Since 1946: 37
Airlines: 8, 16-17, 18, 19, 20-21, 40
Airmail: 20-22
Airmail: An Illustrated History, 1793–1981: 22

53
INDEX

Air Marshals: The Air War in Western Europe, The: 27
Air mobility, 1961–1971: 43
Air Plan That Defeated Hitler, The: 25
Airpower: 4, 14–16, 17, 23–24, 25–30, 36–37, 42–44. See also Space
Air Power: A Concise History: 15–16
Airpower and the Airlift Evacuation of Kham Duc: 43
Air Power and the Fight for Khe Sanh: 42
Air Power in World War II: The: 25
Airpower and the War in Vietnam: The: 43
Airships Akron and Macon. The: 22
Airships: 9–10, 14, 16, 22, 24, 25
Airship: A History, The: 22
Airships Akron and Macon, The: 22
Air-to-air combat: 15
Air traffic control: 21
Air transport: 16, 20–22, 30–31, 36, 37, 45
Air Transport Command: 30–31
Air War, 1939–1945, The: 25
Airways: The History of Commercial Aviation in the United States: 21
Akron: 22
Alexander, Charles C.: 48
Allen, Oliver E.: 16
Allison, George B.: 43
Always Another Dawn: 35
American Astronautical Society: 51
American Combat Planes: 8
American Institute of Aeronautics and Astronautics, The: 2, 6, 40
American Saga: Juan Trippe and His Pan Am Empire, An: 18
American Scientists and Nuclear Policy: 41
Anderson, Frank W.: 3
Anderson, John D.: 1
Anderton, David A.: 4
Andrews, Allen: 27
Antarctic aviation: 17
Anything a Horse Can Do: The Story of the Helicopter: 38
Apollo: 41, 46, 48, 49, 49–50
Apollo: Ten Years Since Tranquility Base: 49
Apollo to the Moon: A Dream of Centuries: 49
Apollo-Soyuz: 48, 49
Architects of Air Power: 17
Arctic aviation: 17, 20, 45
Arms Beyond Doubt: The Tyranny of Weapons Technology: 41
Armstrong, Michael H.: 41
Arming America: How the U.S. Buys Weapons: 40
Armistice, M.J.: 36
Army Air Forces in World War II, The: 25
Army Air Forces in World War II: Combat Chronology, 1941–1945, The: 6
Arnold, Henry “Hap”: 14, 27
Art Robert S.: 40
Astronaut Observations from the Apollo-Soyuz Mission: 49
Astronautics and Aeronautics, AIAA: 6, 40
Astronautics and Aeronautics, NASA: 5
Astronauts and Cosmonauts: Biographical and Statistical Data: 50
Atlantic, flights over the: 12, 16, 17, 17–18, 22
Atlantic Fever: 17
Atomic bomb: 24, 28
Augustine, Norman R.: 41
Augustine’s Laws and Major System Development Programs: 41
Australia: 12
Autobiography of Values: 18
Autogiro. See Helicopter
Aviation: An Historical Survey From its Origins to the End of World War II: 10
Aviation: Its Technical Development: 1–2
Aviation: The Creative Ideas: 2
Aviation Business: From Kitty Hawk to Wall Street, The: 21
Aviation Week & Space Technology: 40
Baals, Donald D.: 4
Babington-Smith, Constance: 12, 31, 35
Bailey, Charles W.: 28
Baker, David: 46
Ballard, Jack S.: 43
Balloonmania: 9
Balloons. See Airships
Balloons and Airships, 1783–1973: 24
Banks, F. R. “Rod”: 18
Barker, Ralph: 29
Barnes Wallis: A Biography: 18
Barnstormers and Speed Kings: 16
Battle for the Skies Over North Vietnam, The: 43
Battle of Britain: 29
Battle Over Britain: 29
Baumbach, Werner: 30
Baxter, James Phinney, III: 31
Beaumont, Roger A.: 44
Beaumont, Roland: 35
Beard, Edmund: 41
Becker, John: 4
54
INDEX

Berger, Carl: 9, 42
Berlin Airlift: 31, 36
Berlin Blockade: A Study in Cold War Politics.
The: 36
Bester, Alfred: 48
Between Sputnik and the Shuttle: New Perspectives on American Astronautics: 51
Bibliographies of Space Books and Articles from non-Aerospace Journals, 1957–1977: 9
Billy Mitchell: Crusader for Air Power: 23
Bilstein, Roger E.: 1, 16
Black Thursday: 27
Blacks in the military: 32, 37
Blacks in the Army Air Forces During World War II: 32
Blaine, J. C. D.: 50
Blair, Clay: 35
Bleriot, Louis: 13
Bleriot XI: The Story of a Classic Aircraft: 13
Blimp. See Airships
“Blind” flying: 19
Blumenson, Martin: 42
Boeing Aircraft Co.: 22
Bomber aircraft. See Aircraft
Bomber Command: 27
Bombers Between the Wars, 1919–1939: 24
Bombers, Patrol, and Transport Aircraft, 1939–1945: 33
Bombing Offensive Against Germany, The: 27
Bombing raids and policy: 14, 25, 26–28, 30, 42, 44
Bonfires to Beacons: 21
Bonney, Walter T.: 12
Bottin, Douglas: 16
Bowen, Ezra: 14
Bowers, Peter M.: 8, 13
Bowers, Ray L.: 43
Boyd, Alexander: 29
Boyle, Andrew: 14
Boyne, Walter J.: 34
Brassey’s Unmanned Aircraft: 44
Braun, Wernher von: 45
Briand, Paul L.: 4
Briddon, Arnold E.: 5
Bridgeman, William: 35
Bright, Charles D.: 38
Bringing Aerodynamics to America: 19
British Aviation: The Pioneer Years: 29
British Isles: 29
Brodie, Bernard: 41
Brooks, Courtney G.: 48
Brooks, Peter W.: 20
Broughton, Jack: 44
Brown, Eric: 35
Buckingham, William A.: 42
Building Aeroplanes for “Those Magnificent Men”: 13
Burnet, Charles: 34
Bush flying: 20, 45
Buying Aircraft: Materiel Procurement for the Army Air Forces: 26
By the Seat of My Pants: 18
Cactus Air Force, The: 28. See also Wars
Cagle, Malcolm W.: 36
Caidin, Martin: 27, 28
California Institute of Technology: 19
Carrier War, The: 26
Carving the Fire: An Astronaut’s Journeys: 50
Carter, Kit C.: 5
Casey, Louis S.: 13
Cate, James Lea: 25
Cayley, Sir George: 10
Challenge to the Poles: Highlights of Arctic and Antarctic Aviation: 17
Chamberlain, Von Del: 51
Chandler, Charles DeForest: 14
Chanute, Octave: 11
Chariots for Apollo: A History of Manned Lunar Spacecraft: 48
Charles A. Lindbergh: An American Life: 17
Charles A. Lindbergh and the Battle Against American Intervention in World War II: 17
Charles, J.A.C.: 9
Chennault, Claire Lee: 28
Cherwell, Lord: 33
China: 20, 28, 31
Chronologies: 4–6
Cierva, Juan de la: 18
Civil aviation: 8, 16–17, 18, 19, 20–21, 33, 40, 45
Clark, Ronald W.: 32
Clipped Wings: The American SST Conflict: 40
Cochran, Jacqueline: 36
Coffey, Thomas: 27
Cole, Wayne S.: 17
Collier, Basil: 16
Collins, Michael: 50
Combat aircraft. See Aircraft. Aircraft types
Combat Aircraft of the World: 5
Combs, Harry: 11
Commercial aviation: 8, 16–17, 18, 19, 20–21, 33, 40, 45
Communications in Space: 48
INDEX

Compact History of the United States Air Force, The: 37
Concorde: New Shape in the Sky: 40
Conceivisional Research Service, L.C.: 48, 50
Conquest of the Skies: A History of Commercial Aviation in America: 20
Conrads, Heinz: 32
Constant, Edward: 34
Contact: The Story of the Early Birds: 12
Cook, Lester H.: 49
Copp, DeWitt S.: 24, 26
Corn, Joseph J.: 11
Craven, Wesley: 25
Courtney, Frank: 26
Crop dusting: 20
Crosstield, A. Scott: 35
Cross, Roy: 34
Crouth, Tom D.: 10, 11, 13, 17, 49
Cuneo, John: 47
Cunningham, William G.: 38
Curtiss Aeroplane and Motor Co.: 13. See also NC-4
Curtiss Aircraft: 1907-1945: 13
Curtiss: The Hallieinsport Era, 1907-1915: 13
Curtiss, Glenn H.: 13
Cynk, Jerzy: 30
DC-3: 8, 20, 22
DC-3: The Story of a Fabulous Airplane, The: 22
Daley, Robert: 18
Dangers of the Sky: A History of Aviation Medicine, The: 23
Daniel Guggenheim Aeronautical Laboratory, California Institute of Technology: 19
Daniel Guggenheim Fund: 18
Daniel Guggenheim Fund for the Promotion of Aeronautics, 1926-1930: 19
Daniel Guggenheim Medal: 6
Daniloff, Nicholas: 47
Davies, Merton E.: 47
Davies, Ronald E.G.: 20
Davis, Kenneth: 17
Davison, Walter P.: 36
Dayton, Ohio: 11
Dayton-Cincinnati Section, American Institute of Aeronautics and Astronautics: 2
Dean, James D.: 49
Decision to Go to the Moon: 49
Defense Industry, The: 40
Defense programs: 40, 41
de Havilland, Sir Geoffrey: 12
Delear, Frank: 19
Delta: The History of an Airline: 20
Delta Wing: History and Development, The: 32
Dempster, Derek: 29
Design for Flight: The Kurt Tank Story: 32
Deuts, George van: 14
Developing the ICBM: A Study in Bureaucratic Policies: 41
Development of Aircraft Engines: 23
Development of Aircraft Engines and Fuels: 34
Development of Aviation Fuels: 23
Diamond Jubilee of Flight: The Evolution of Aircraft Design: 2
Dickson, Katherine Murphy: 9
Bien Phu: 36
Directory and Nomenclature of the First Aeroplane, 1809-1909, A: 11
Dirigible: 22. See also airships
Doolittle: A Biography: 18
Doolittle, James H. "Jimmy": 18, 27
Doolittle's Tokyo Raiders: 27
Douglas Aircraft Corp.: 8, 20, 22
Dragon's Teeth, The: 26
Dragon's Wings, The: 20
Dream of Eagles, A: 18
Dream of Flight: Aeronautics from Classical Times to the Renaissance, The: 10
Dream of Wings: Americans and the Airplane, 1875-1905, A: 11
Drones. See remotely piloted vehicles
Dryden Research Center: 35
Duel of Eagles: 29
Dogon, James: 27
Duke, Neville: 35
Durand, William F.: 2
Duran, Frederick C.: 3, 50
Duval, G.R.: 39
Dwiggins, Don: 36

Eagle Ailef: Two Centuries of the Balloon in America, The: 10
Eagles East: The Army Air Forces and the Soviet Union, 1941-1945: 32
Eagle in the Egg, The: 30
Eagles of Mitsubishi: The Story of the Zero Fighter: 32
Eastern Airlines: 20
Ed Heinemann: Combat Aircraft Designer: 32
Edson, Lee: 19
Ege, Lennart: 24
Ehrhart, Robert C.: 4
INDEX

Eighth Air Force: 27
Eighth Sea, The: 18
"Eilmer of Malmesbury: An Eleventh Century Aviator," Technology and Culture: 10
Eisenhower, Dwight D.: 47
El-Baz, Farouk: 49
Emme, Eugene: 1, 4, 5, 46
Empire of the Air: Juan Trippe and the Struggle for World Airways: 18
End of an Era in Space Exploration: From International Rivalry to International Cooperation: 50
England, aviation in. See British aviation; Royal Air Force; Royal Navy
Essays on the History of Rocketry and Aeronautics: Proceedings of the Third Through the Sixth History Symposia of the International Academy of Aeronautics: 3
Essence of Security: Reflections in Office, The: 41
European Aviation: 2, 12–13, 19, 40. See also British aviation
Everest, Frank K.: 35
Evidence in Camera: The Story of Photographic Intelligence in World War II: 31
Evolution of Aircraft Wing Design, The: 2
Experimental aircraft: 10–12, 12–13, 16, 18, 32, 34–35. See also Aircraft; Engines and propulsion
Eyewitness to Space: Paintings and Drawings Related to the Apollo Mission to the Moon: 49
Ezell, Edward C.: 49
Ezell, Linda W.: 49

Fall, Bernard B.: 36, 42
Famous Bombers of the Second World War: 33
Famous Fighters of the Second World War: 33
Fate is the Hunter: 20
Fast Carriers: The Forging of an Air Navy, The: 26
Faster Than the Sun: 35
Fastest Man Alive, The: 35
Federal Aviation Administration: 5, 21
Fetzer, Leland: 29
Fifty Years of Flight: A Chronicle of the Aviation Industry in America, 1903–1953: 5
Fifty Years of Soviet Aircraft Construction: 39

Fighter aircraft. See Aircraft; Aircraft types
Fighters Between the Wars, 1919–1939: 24
Fighting the Flying Circus: 15
Firebee: 44
First Across: 17
First Air Race: The International Competition at Reims, 1909, The: 13
First Aviators, The: 13
First Century of Flight in America, The: 14
First of the Fei': Fighter Pilots of the First World War, The: 15
First to Fly: Aviation's Pioneer Days, The: 12
First and the Last, The: 30
First of the Spacemen: 35
First Steps Towards Space: 3
Flight in America, 1900–1983: From the Wright Brothers to the Astronauts: 1
Flight Fever: 17
Flight International: 40
Flight Patterns: Trends in American Aviation, 1918–1929: 16
Flight Through the Ages: 7
Flying between the Wars: 18
Flying boats: 17, 19, 24
Flying Boats and Seaplanes Since 1910: 24
Flying North, The: 20
Flying the Frontiers of Space: 36
Flying Tigers: 28
Flying with Lindbergh: 18
Forged in Fire: Strategy and Decisions in the Air War Over Europe: 26
"Forty Years of Aeronautical Research," Smithsonian Report for 1955: 3
Foulois, Benjamin D.: 24
Foulois and the U.S. Army Air Corps, 1931–1935: 24
Four Came Home: 27
Fourteen Hours at Koh Trang: 43
France. See French aviation
Francis, Charles E.: 32
Frankland, Noble: 27
Fredette, Raymond H.: 14
Freeman, Roger A.: 27
French aviation: 2, 13, 36, 42. See also Wars
Freudenthal, Elsbeth E.: 21
From the Captain to the Colonel: An Informal History of Eastern Airlines: 20
Frontiers of Flight: The Story of NACA Research: 3
Frukkin, Arnold W.: 46
Fox, J. Ronald: 40
Fox, Roger P.: 42
Foxworth, Thomas: 19
Fuchida, Mitsuo: 28
INDEX

Futrell, Robert F.: 36, 37, 42, 43

Galland, Adolf: 30
Gann, Ernest K.: 20
Gansler, Jacques S.: 40
Gardner, Lester D.: 6
Gas turbine engine: 3, 33–34. See also Engines and propulsion: Turbojet
Gatland, Kenneth: 46, 50
Gemini: 48, 50
General Electric: 3
General Kenney Reports: A Personal History of the Pacific War: 28
German Airpower in World War I: 15
German Guided Missiles of the Second War: 47
German Research in World War II, An Analysis of the Conduct of Research: 31
Germany: 27. See also Bombing raids and policy: Wars
aviation in: 19, 22, 38
military aviation in: 14, 15, 29, 30
weapons development and rocketry in: 31, 45, 46–47
Giacomelli, R.: 2
Giant Airships, The: 16
Gibbs-Smith, Charles H.: 7, 10, 11, 12
Gillispie, Charles S.: 10
Gilpin, Robert: 41
Glenn Curtiss: Pioneer of Flight: 13
Glines, Carol V.: 22, 27, 37
Goddard, Esther C.: 45
Goddard, Robert: 45
Goldberg, Alfred: 14, 36
“Golden Age” of aviation: 18
Graf Zeppelin: The Adventures of An Aerial Giant: 22
Gray, George W.: 3
Great Britain, aviation in. See British aviation: Royal Air Force: Royal Navy
Green, Constance McLaughlin: 47
Green, William: 33, 34, 38
Gregory, H. F.: 38
Grierson, John: 17, 34
Grimwood, James M.: 48
Gropman, Alan L.: 37, 43
Guenther, John: 35
Guggenheim Medalists: Architects of the Age of Flight, The: 6
Guide to Research in NASA History, A: 9
Gunston, Bill: 8

Hacker, Barton C.: 48
Haggett, James J.: 35
Hall, R. Cargill: 3, 48
Hallion, Richard P.: 2, 6, 11, 15, 19, 34, 35, 49
Halsey, William F.: 27
Hamlon, Joseph: 17
Hanle, Paul A.: 19, 51
Hansell, Haywood S., Jr.: 25
Hardesty, Von: 29
Hasting, Max: 27
Harris, Sherwood: 12
de Havilland, Sir Geoffrey: 12
Hart, Clive: 10
Hazard, Jacqueline: 35
Hechler, Ken: 48
Heiman, Grover: 34
Heinemann, Edward H.: 32
Heinkel, Ernst: 32
Helicopters, The: 19
Helicopters: 18, 19, 38
Helicopters and Other Rotorcraft Since 1907: 38
Hell in a Very Small Place: The Siege of Dien Bien Phu: 36
Helmericks, Harmon: 45
Hennessey, Juliette A.: 14
Henson, William S.: 11
Herbicides: 42
Heritage of Kitty Hawk, The: 12
Hero: Charles H. Lindbergh and the American Dream, The: 17
Heron, S. D.: 23, 34
Hezelst, Sir Arthur: 23, 25
High altitude flight: 23. See also Aerospace: Aircraft
High Frontier: Human Colonies in Space, The: 50
High Man, This: 45
High-Speed Frontier: Case Histories of Four NACA Programs, 1920–1950, The: 4
Higham, Robin: 15, 22, 25
Hindenburg: 22
Hiroshima: 28
History of Aeronautics and Astronautics: A Preliminary Bibliography: 9
History of Air Power, A: 16
History of Aviation: 7
History of the Polish Air Force, 1918–1968: 30
History of Rocket Technology: Essays on Research, Development, and Utility, The: 46
History of Rocketry and Space Travel: 45
History of Strategic Bombing, A: 27

58
INDEX

History of the United States Air Force, A: 36
History of United States Marine Corps Aviation in World War Two: 25
History of U.S. Naval Aviation: 26
History of United States Naval Operations in World War II: 25
History of the U.S. Weather Bureau, A: 21
History of the World's Airlines, A: 20
Hitler, Adolf: 19, 25, 29
Hoffschmidt, E.J.: 30
Holley, I.B.: 15, 26
Holmes, Donald B.: 22
Horikoshi, Jiro: 28, 32
Horwich, Mel: 40
Hostile Skies: A Combat History of the American Air Service in World War I: 15
Hotz, Robert: 28
How Our Army Grew Wings: Airmen and Aircraft Before 1914: 14
Hudson, James J.: 15
Hughes, Howard: 16
"Hump," aerial supply over the: 31
Hunsaker, Jerome: 3, 39
Hurley, Alfred F.: 4, 23
Huttag, Jack: 17
I Kept No Diary: 18
Igor Sikorsky: His Three Careers in Aviation: 19
Illusions of Choice: Robert McNamara, the F–111 and the Problem of Weapons Acquisition Reform: 40
Illustrated Encyclopedia of Space Technology, The: 46
Illustrated Guide to the Air War Over Vietnam: Aircraft of the Southeast Asia Conflict, An: 45
Impact of Air Power: National Security and World Politics, The: 4
In the Cause of Flight: Technologists of Aeronautics and Astronautics: 6, 13
Indochina: 42. See also Wars
Infield, Glenn: 31
Ingell, Douglas J.: 22
Inogouchi, Rikihei: 28
Intelligence: 31. See also Reconnaissance
International Cooperation in Space: 46
International Handbook of Aerospace Awards and Trophies: 7
Interservice rivalries: 41
Introduction to Flight: Its Engineering and History: 1
Invention of the Aeroplane, 1799–1909, The: 11
Irving, David: 30, 31, 47
Jablonski, Edward: 17, 18
Jackson, Donald Dale: 17
Jaffe, Leonard: 48
James, George S.: 3
Jane's All the World's Aircraft: 7
Jane's Encyclopedia of Aviation: 4–5
Jane's 100 Significant Aircraft, 1909–1969: 8
Jane's Pocket Book of Airships: 24
Jane's Pocket Book of Commercial Transport Aircraft: 37
Jane's Pocket Book of Major Combat Aircraft: 37–38
Jane's Pocket Book of Military Transport and Training Aircraft: 37
Jane's Pocket Book of Remotely Piloted Vehicles: 44
Japan: 27 See also Bombing raids and policy; Wars
military aviation in: 28–29, 32.
Jet: The Story of a Pioneer: 34
Jet Age: Forty Years of Jet Aviation, The: 34
Jet Aircraft of the World, The: 34
Jet Aviation: Threshold to a New Era: 34
Jet Flight: 34
Jet Pioneers: 34
Jet propulsion: 24, 25, 33–34. See also Engines and propulsion
Joels, Kerry: 49
Johnson, Bobby H.: 23
Johnson, Brian: 31
Jones, Henry A.: 14
Jones, R. V.: 31
Josephson, Matthew: 18
Kamikaze: 28
Kantor, MacKinlay: 27
Karman, Theodore von: 2, 19
Keil, Sally Van Wagenen: 32
Kelly, Fred: 11
Kelsey, Benjamin S.: 26
Kennett, Lee B.: 27
Kenney, George C.: 28
Kent, Richard J., Jr.: 21
Keyhoe, Donald E.: 18

59
<table>
<thead>
<tr>
<th>INDEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kham Duc: 43</td>
</tr>
<tr>
<td>Khe Sanh: 36, 42</td>
</tr>
<tr>
<td>Kill Devil Hill: Discovering the Secret of the Wright Brothers: 11</td>
</tr>
<tr>
<td>Killian, James R.: 47</td>
</tr>
<tr>
<td>Kincheloe, Iven C.: 35</td>
</tr>
<tr>
<td>King, Horace E.: 8</td>
</tr>
<tr>
<td>Kitty Hawk: 11, 12. See also Wright, Wilbur and Orville</td>
</tr>
<tr>
<td>Klass, Philip J.: 47</td>
</tr>
<tr>
<td>Knaack, Marcelle: 37</td>
</tr>
<tr>
<td>Knebel, Fletcher: 28</td>
</tr>
<tr>
<td>Knights of the Air: 14</td>
</tr>
<tr>
<td>Koh Trang: 43</td>
</tr>
<tr>
<td>Kolesnik, Eugene: 24</td>
</tr>
<tr>
<td>Komons, Nick A.: 21, 37</td>
</tr>
<tr>
<td>Korea: 36</td>
</tr>
<tr>
<td>Krmelin and the Cosmos, The: 47</td>
</tr>
<tr>
<td>Labor union: 20</td>
</tr>
<tr>
<td>LaFarge, Oliver: 30</td>
</tr>
<tr>
<td>Lahm, Frank P.: 14</td>
</tr>
<tr>
<td>Lambermont, Paul: 38</td>
</tr>
<tr>
<td>Langley, Samuel: 11</td>
</tr>
<tr>
<td>Lapp, Ralph E.: 41</td>
</tr>
<tr>
<td>Lasby, Clarence: 39</td>
</tr>
<tr>
<td>Last Flight From Saigon: 43</td>
</tr>
<tr>
<td>Last Hero: Charles A. Lindbergh, The: 17</td>
</tr>
<tr>
<td>Last of the Bush Pilots, The: 45</td>
</tr>
<tr>
<td>Lavelle, A. J. C.: 43</td>
</tr>
<tr>
<td>Leary, William M.: 20</td>
</tr>
<tr>
<td>Leasor, James: 22</td>
</tr>
<tr>
<td>Legacy of Flight: The Guggenheim Contribution to American Aviation: 19</td>
</tr>
<tr>
<td>Lehman, Milton: 45</td>
</tr>
<tr>
<td>LeMay, Curtis E.: 27</td>
</tr>
<tr>
<td>Lend-lease: 32</td>
</tr>
<tr>
<td>Le Vier, Tony: 35</td>
</tr>
<tr>
<td>Levine, Arnold S.: 41</td>
</tr>
<tr>
<td>Lewis, Cecil: 15</td>
</tr>
<tr>
<td>Lewis, W. David: 20</td>
</tr>
<tr>
<td>Ley, Willy: 46</td>
</tr>
<tr>
<td>Library of Congress: 9, 48, 50</td>
</tr>
<tr>
<td>Lieberg, Owen S.: 13</td>
</tr>
<tr>
<td>Life and Death of the Luftwaffe, The: 30</td>
</tr>
<tr>
<td>Life and Death of a Satellite, The: 48</td>
</tr>
<tr>
<td>Lightning Bugs and Other Reconnaissance Drones: 44</td>
</tr>
<tr>
<td>Lilienthal, Otto: 11</td>
</tr>
<tr>
<td>Lindbergh, Charles A.: 16, 17-18, 28</td>
</tr>
<tr>
<td>Lindbergh: A Biography: 17</td>
</tr>
<tr>
<td>Linebacker II: A View From the Rock: 43</td>
</tr>
<tr>
<td>Lippisch, Alexander: 32</td>
</tr>
<tr>
<td>Liquid fuel rocket: 45. See also Engines and propulsion: Rocketry</td>
</tr>
<tr>
<td>Lithgow, Mike: 35</td>
</tr>
<tr>
<td>Living in Outer Space: 46</td>
</tr>
<tr>
<td>Logsdon, John: 49</td>
</tr>
<tr>
<td>Lomask, Milton: 47</td>
</tr>
<tr>
<td>Lonely Sky, The: 35</td>
</tr>
<tr>
<td>Long-range flights: 12. See also Transoceanic flight</td>
</tr>
<tr>
<td>Looney, John J.: 9</td>
</tr>
<tr>
<td>Loosbrock, John F.: 4</td>
</tr>
<tr>
<td>Lopez, Donald S.: 34</td>
</tr>
<tr>
<td>Lord, C. L.: 26</td>
</tr>
<tr>
<td>Lore of Flight, The: 7</td>
</tr>
<tr>
<td>Low-Level Mission: 27</td>
</tr>
<tr>
<td>Luftwaffe: 29</td>
</tr>
<tr>
<td>Luftwaffe. See Germany: Wars</td>
</tr>
<tr>
<td>Lukas, Richard C.: 32</td>
</tr>
<tr>
<td>Lundgren, William: 35</td>
</tr>
<tr>
<td>Mach One: 35</td>
</tr>
<tr>
<td>MacIsaac, David: 28</td>
</tr>
<tr>
<td>Macon: 22</td>
</tr>
<tr>
<td>Mail Carriers. See Airmail</td>
</tr>
<tr>
<td>Mailer, Norman: 49</td>
</tr>
<tr>
<td>Managing NASA in the Apollo Era: 41</td>
</tr>
<tr>
<td>Manned Spacecraft: 50</td>
</tr>
<tr>
<td>Mansfield, Harold: 22</td>
</tr>
<tr>
<td>Manson, Frank A.: 36</td>
</tr>
<tr>
<td>Mare's Nest: The German Secret Weapons Campaign and British Countermeasures, The: 31, 47</td>
</tr>
<tr>
<td>Marschak, Thomas A.: 41</td>
</tr>
<tr>
<td>Mason, Francis K.: 29</td>
</tr>
<tr>
<td>Mason, R.A.: 36</td>
</tr>
<tr>
<td>Maurer, Maurer: 15</td>
</tr>
<tr>
<td>Mazlish, Bruce: 46</td>
</tr>
<tr>
<td>McCarthy, James R.: 43</td>
</tr>
<tr>
<td>McDonnell-Douglas Corp.: 8</td>
</tr>
<tr>
<td>McFarland, Marvin: 11</td>
</tr>
<tr>
<td>McNamara, Robert S.: 41</td>
</tr>
<tr>
<td>&quot;Medieval Uses of Air.&quot; Scientific American: 10</td>
</tr>
<tr>
<td>Melhorn, Charles M.: 23</td>
</tr>
<tr>
<td>Men of Space: 6</td>
</tr>
<tr>
<td>Mercenaries: 45</td>
</tr>
<tr>
<td>Mercury: 48</td>
</tr>
<tr>
<td>Merrill, James M.: 27</td>
</tr>
<tr>
<td>Mersky, Peter B.: 14</td>
</tr>
<tr>
<td>Meteorology: 21</td>
</tr>
<tr>
<td>Midway: The Battle that Doomed Japan: 28</td>
</tr>
<tr>
<td>Mighty Eighth, The: 27</td>
</tr>
<tr>
<td>Milbank, Jeremiah: 11</td>
</tr>
<tr>
<td>Milch, Field Marshal Erhard: 30</td>
</tr>
<tr>
<td>Military procurement: 26, 40-42</td>
</tr>
<tr>
<td>Miller, Jay: 35</td>
</tr>
<tr>
<td>Miller, Ronald E.: 1, 21</td>
</tr>
</tbody>
</table>

60
INDEX

Miller, Russell: 29
Miller, Samuel Duncan: 9
Miller, Thomas G.: 28
Missile development: 41
Missile doctrine: 41
Missiles and Rockets: 50
Mission with LeMay: My Story: 27
Mitchell, Alan W.: 35
Mitchell, William “Billy”: 23
Mitsubishi: 32
Mohler, Stanley R.: 23
Monier, William W.: 36
Monoplane: 16. See also aircraft
Montgolfier Brothers, The: 10
Montgolfier brothers: 9, 10
Moolman, Valerie: 12
Morison, Samuel Eliot: 25
Morrupgo, J.E.: 18
Morrison, Wilbur H.: 28
Morrow, John H.: 15
Moseley, Wendell F.: 22
Mosley, Leonard: 17
Most Probable Position: A History of Aerial Navigation to 1941: 21
Mueller, Robert: 5
Munson, Kenneth: 7, 15, 24, 33, 37, 38, 44
Murphy, Lynne C.: 50
Murray, Bruce C.: 47
NC–4: 17
Nagasaki: 28
Nakajima, Tadashi: 28
Nalty, Bernard C.: 36, 42, 45
Nanette: 28
Narrow Margin, The: 29
National Advisory Committee for Aeronautics (NACA): 3–4, 39. See also National Aeronautics and Space Administration
National Aeronautics and Space Administration (NASA): 3–4, 5, 9, 39, 41, 49. See also Rocketry, Space
National Aeronautical Institute: 7
National Air and Space Museum Library: 7, 8
National Archives and Records Service: 9
Naval aviation: 14, 17, 23, 24, 25, 26, 27, 28, 36
Navigation: 21
Nayler, J.L.: 1
Nazi Germany. See Germany
Nevin, David: 16, 17, 23
New Guinea: 28
New Ocean: A History of Project Mercury, This: 48
Newton, Wesley P.: 20
No High Ground: 28
North Atlantic: 12, 17
North Vietnam: 43
Notes of an Aircraft Designer: 32
Nowarra, Heinz J.: 39
Norway, Nevil Shute: 18
Neufeld, Jacob: 9, 45
Oakes, Claudia: 8, 13
Oberg, James E.: 47
Observer’s Book of Manned Spaceflight, The: 50
Observer’s Book of Unmanned Spaceflight, The: 50
Observer’s Soviet Aircraft, The: 38
Of A Fire on the Moon: 49
Ogburn, William F.: 39
Okumuya, Masatake: 28
On the Seas and In the Skies: A History of the U.S. Navy’s Air Power: 26
On the Shoulders of Titans: A History of Project Gemini: 48
O’Neill, Paul: 16
O’Neill, Gerard K.: 50
O’Neill, Ralph A.: 18
Only Way to Fly: The Story of Western Airlines, The: 20
Ordway, Frederick I.: 45, 47
Organizing the Postwar Air Force, 1943–1947: 37
Origins of the Turbojet Revolution, The: 34
Osur, Alan: 32
“Out of the Past,” Astronautics and Aeronautics: 6
Over the Hump: 30–31
Overy, R.J.: 25
Owen, Kenneth: 40
Ower, Ernest: 1
Pacific, flights across the: 16, 17
Pan American World Airways: 18
Papers of Robert Goddard, The: 45
Papers of Wilbur and Orville Wright, The: 11
Paris: 18
Park, Edwards: 28
Parrish, Wayne W.: 6

61
INDEX

Partnership: A History of the Apollo-Soyuz Test
Project: 49

Passing of the Night: My Seven Years as a Prisoner of the North Vietnamese. The: 44

Paszek, Lawrence J.: 9

Pathfinders, The: 16

Payne, L.G.S.: 5

Pearl Harbor: 17

Peck, Merton J.: 40

Penemunde: 47

Pendray, Edward: 45

Penrose, Harald: 13


Phillips, Almarin: 38

Pictorial Guide to Planet Earth: 47

Piper: 35

Pineau, Roger: 5, 28

Pinson, J.D.: 2

Pirie, Anthony: 38

Pistolesi, E.: 2

Plane that Changed the World: A Biography of the DC-3, The: 22

Ploesti, Rumania: 27

Ploesti: The Great Ground-Air Battle of 1 August 1943: 27

Pocket Encyclopedia of World Aircraft in Color: 24

Pocock, R.F.: 47

Point of No Return: The Story of the 20th Air Force: 28–29

Polar aviation: 17, 20, 45

Polish air force: 30


Post, Wiley: 17, 20, 45

Petrov, Jean: 20

Precision guided weaponry: 31, 43–44. See also Rocketry

Prendergast, Curtis: 13

Prisoners of war: 27, 44–45.

Private Aircraft, Business and General Purpose, Since 1946: 37

Procurement: 26, 40–42

Progress in Flying Machines: 11

Project Cancelled: 38–39

Project Paperclip: 39


Putnam Aeronautical Books series: 8

R-101: 22

Rae, John B.: 38

RAF. See Royal Air Force

RAF at War, The: 29

Raid, The: 44

Railroad and the Space Program: An Exploration in Historical Analogy, The: 43

Raleigh, Walter: 14

Ranger Project: 48

"Rapiers Versus Clubs: The Fitful History of "Smart Bombs."" Journal of the Royal United Services Institute: 44

Rausa, Rosario: 32

Rayfield, Robert E.: 43

Reader’s Guide to Periodical Literature: 9

Rebirth of European Aviation, 1902–1908, The: 12

Reconnaissance: 31, 44, 47–48


Red Star in Orbit: 47

Reed, Arthur: 44

Reims: 13

Remotely piloted vehicles: 31, 43–44. See also Rocketry

Remote sensing: 49

Reynolds, Clark G.: 26

Richards, Denis: 29

Rickenbacker, Eddie: 15

Right Stuff, The: 35, 40

"The Rise of Air and Space." Astronautics and Aeronautics: 2

Rise and Fall of the Luftwaffe, 1933–1945, The: 30

Rise and Fall of the Luftwaffe: The Life of Field Marshal Erhard Milch, The: 30

Rise of the Fighters: Air Combat in World War I: 15

Risner, Robinson: 44

Road to Kitty Hawk, The: 12

Roberts, Joseph B.: 4

Robbins, Christopher: 45

Robinson, Douglas H.: 14, 22, 23

Robinson, George S.: 46

"Robot" weapons: 31, 43–44. See also Rocketry

Rochester, Stuart L.: 45

Rocket: The History and Development of Rocket & Missile Technology, The: 46

Rocket Team, The: 47

Rocketry: 31, 45–47. See also Precision guided weaponry

Rockets, Missiles, and Men in Space: 46

Rockets, Missiles, and Spacecraft of the National Air and Space Museum: 50

Roland, Alex: 9

Role of Project Histories in the Study of R&D, The: 41

62
INDEX

Romance of Ballooning: The Story of the Early Aeronauts, The: 10
Sikorsky, Igor: 19
Sikorsky Aircraft Co.: 19
Simon, Leslie: 31
Sixty Years of Aeronautical Research: 1917–1977: 4
Skinner, Richard M.: 4
Sky Beyond, The: 18
Sky Fever: 12
Skylab: 48
Slide Rule: The Autobiography of an Engineer: 18
Smith, Dean: 18
Smith, Henry Ladd: 20, 21
Smith, Richard K.: 17, 22
Smithsonian Institution: 5, 8, 50
Snoopy: 18
Snow, C. P.: 32
Social effects of aviation: 4, 11, 13, 32, 36, 39
Social Effects of Aviation, The: 39
Soldier, Carl: 20
Soldiers of Fortune: 45
Solomon Islands: 28
Sound of Wings: Reading to the Age, The: 4
Southeast Asia: 12, 42–45, See also Wars
Southwest Pacific Theater: 28
Soviet Air Force, The: 29
Soviet Air Force since 1918, The: 29
Soviet Air Force in World War II: The Official History, The: 29
Soviet Air Power, 1917–1918: 29
Soviet Union (see also Space; Wars)

Air Force: 29, 32, 38, 39
Aviation in: 32, 38, 39.
Space: 2, 36
craft: 7, 48, 50
defense: 47–48
futurism: 50
international aspects of: 5, 46
manned flight: 46
pioneers of: 6
programs: 45–50, 50–51
race: 39
shuttle program: 36, 48
Soviet Union in: 45, 47, 48–49, 49, 51
United States in: 45–46, 46, 47–50, 50–51

Space Science Comes of Age: 51
Speed Seekers, The: 21
Spirit of St. Louis, The: 18
Sputnik: 39, 47
Sputnik, Scientists, and Eisenhower: A Memoir of the First Special Assistant to the President for Science and Technology: 47
Stalingrad: 30
INDEX

Stars at Noon, The: 36
Stekler, Herman O.: 38
Stewart, Carroll: 27
Stewart, Oliver: 2
Stormy Life: 32
Story of the Winged-S, The: 19
Strategic bombing. See Bombing raids and policy
Strategic Air Offensive Against Germany, 1939-1945, The: 30
Strategic Bombing in World War II: The Story of the United States Strategic Bombing Survey: 28
Strategy in the Missile Age: 41
Stringfellow, John: 10
Structure and Performance of the Aerospace Industry, The: 38
Sturm, Thomas A.: 37
Subcommittee on Space and Science Applications of the U.S. House of Representatives Committee on Science and Technology: 48
1927: Summer of Eagles: 17
Supersonic Flight: 33, 34, 35-36, 37. See also Engines and propulsion
Supersonic Flight: Breaking the Sound Barrier and Beyond: 34
Supersonic Transport Aircraft (SST): 40
Swanborough, F. Gordon: 8, 38
Swenson, Lloyd S.: 48
Tactical Airlift: 43
Takeoff at Mid-Century: 21
Tale of Two Bridges, The: 43
Tank, Kurt: 32
Tantum, W. H., IV: 30
Target Tokyo: The Halsey-Doolittle Raid: 27
Taylor, C. Fayette: 23
Taylor, Sir Gordon: 18
Taylor, John W. R.: 7, 8, 37, 44
Taylor, Michael J. H.: 4, 37
Technical Development of Modern Aviation, The: 1, 21
Technology and Market Structure: A Study of the Aircraft Industry: 38
Test flights: 12-13, 35
Test Pilot: 35
Test Pilots, the Frontiersmen of Flight: 35
Testing Time: 35
Testing Time: The Story of British Test Pilots and Their Aircraft: 12-13
Testing Years: 35
TFX Decision: McNamara and the Military, The: 40
"The Hump": 31
13: The Flight That Failed: 49
Thomas, Lowell: 18
Thomas, Shirley: 6
Three Centuries to Concorde: 34
Thud Ridge: 44
Tilford, Earl H.: 42
Tizard: 32
Tizard, Sir Henry: 32-33
Tokyo: 27
Toland, John: 22
Tolson, John J.: 43
Toward the Endless Frontier: History of the Committee on Science and Technology, 1959-1979: 48
Townsend, Peter: 29
Tracks Across the Sky: The Story of the Pioneers of the U.S. Air Mail: 22
Transoceanic flight: 12, 16-18, 22
Trenchard, Hugh: 14
Trenchard: Man of Vision: 14
Trippe, Juan: 18
Turner, William H.: 31
Turbojet: 24, 25, 33, 37. See also Engines and propulsion
Turbulence Aloft: 21
Turnbull, A. D.: 26
Turnill, Reginald: 50
Twentieth Air Force: 28-29. See also Wars
Twiss, Peter: 35
Two Block Fox: The Rise of the Aircraft Carrier, 1911-1929: 23
Two Hundred Years of Flight in America: A Bicentennial Survey: 1
Udet, Ernst, 15
Unarmed and Unafraid: 31
U.S. Air Force creation of: 24, 37
integration of: 32, 37
post-World War II role: 32, 36, 42, 43. See also US Army Air Forces; Wars
United States Air Force, Historical Research Center: 9
United States Air Force History: An Annotated Bibliography: 9
United States Air Force in Korea, 1950-1953, The: 36
USAF Scientific Advisory Board: Its First Twenty Years, 1944-1964, The: 37
INDEX

USAF Southeast Asia Monograph Series: 42–43
United States Air Force, Office of Air Force History: 42
U.S. Air Service in World War I, The: 15
United States Army Air Arm, The: 14
United States Army Air Forces: 16, 17, 23, 24, 32, 36, 42, 43. See also U.S. Air Force: Wars
United States Civilian Space Programs, 1958–1978: 48
U.S. House of Representatives, Committee on Science and Astronautics: 5
United States Marine Corps: 14, 25
U.S. Marine Corps Aviation 1912 to the Present: 14
United States Military Aircraft Since 1909: 9
United States Naval Aviation, 1910–1980: 5
United States Navy: 14, 17, 23, 25, 26, 36
United States and Soviet Progress in Space: 47
U.S. Strategic Bombing Survey: 28
U.S. Weather Bureau: 21
United States Women in Aviation Through World War I: 13

V–1, “buzz bomb” cruise missile: 31
V–2 ballistic missile: 31
Vaeth, Joseph Gordon: 22
Van Der Linden, Frank Robert: 6
Vanguard project: 47
Vanguard: A History: 47
Ventry, Lord: 24
Vietnamese Air Force: 43. See also Wars
Vietnam War. See Wars in Southeast Asia
View From Space: Photographic Exploration of the Planets, The: 47
Viking project: 47
Viking Rocket Story, The: 47
Villard, Henry Serrano: 12
Vision: A Saga of the Sky: 22

Wagner, Ray: 8, 29
Wagner, William: 44
War in the Air, The: 14
Wars
World War I: 13–16,
World War II: 5–6, 10, 17, 25–33, 47
Korean: 36,
in Southeast Asia: 36, 42–45
Wartime Journals of Charles A. Lindbergh, The: 28
Watson, George M.: 45
We: 18
Weapons: 24
Weapons acquisition: 40. See also Procurement
Weapons Acquisition Process, The: 40
Weapons Culture, The: 41
Weather Bureau, U.S.: 21
Webster, Sir Charles K.: 30
Welmers, Everett T.: 3
Western Air Express: 19
Western Airlines: 20
Wheeler, Allen: 13, 18
White, Lynn: 10
Whiting, Kenneth R.: 29
Whitmah, Donald: 21
Whittle, Sir Frank: 34
Who's Who in American Aeronautics: 6
Who's Who in Aviation, 1942–43: 6
Who's Who in Aviation and Aerospace: 7
Wild Blue: The Story of American Airpower, The: 4
Wiley Post, His Winnie May, and the World's First Pressure Suit: 23
Wilson, John R. M.: 21
Wind and Beyond: Theodore von Karman, Pioneer in Aviation and Pathfinder in Space, The: 19
Wind tunnel: 4
Wind Tunnels of NASA: 4
Winged Gospel: America's Romance with Aviation, 1900–1950, The: 11
Winged Mars: 15
Winged Wonders: The Story of the Flying Wings: 38
Wings for the Fleet: A Narrative of Naval Aviation's Early Development, 1910–1916: 14
Wings on My Sleeve: 35
Wings of Tomorrow: The Story of the Autogiro: 18
Winnie May: 23
Winter, Denis: 15
Winter, Frank H.: 6
Wizard War: British Scientific Intelligence, 1939–1945, The: 31
Wolfe, Tom: 35, 49
Wolff, Leon: 27
Wolk, Herman: 37
Wolko, Howard S.: 6, 13
Women in aviation: 13, 22, 36
Women's Air Force Service Pilots: 32
Wonderful Women in their Flying Machines, Those: 32
Wood, Derek: 29, 38
Wooldridge, E.T.: 34, 38

65
INDEX

World's Greatest Airplanes: The Story of the Men Who Built Them and How They Came To Be, The: 8
World War I. See Wars
World War II. See Wars
Wright Brothers, The: 11
Wright Brothers: Heirs of Prometheus, The: 11
Wright, Monte Duane: 21
Wright, Wilbur and Orville: 1, 2, 11, 11–12, 34
Writer's Program of the Work Projects Administration: 6
X–1 to X–29, The: 35
Yakovlev, Alexander: 32, 39
Yeager, Charles E.: 35
Young, Warren R.: 19
Zeppelin: 14, 22. See also Airships
Zero: 28, 32
Zero: 28

66