62/1  German aircraft of the First World War. Peter Gray and Owen Thetford 602pp. 598 photos, 61 drawings  

Price: 84s.  
Notes: also Book Club Associates ed. [not held]  
Reviews: [Gerald J. Pollinger. Air Pic., Jan. 1963, p.28] Except for those fortunate few who possess copies of the 1919 Jane’s All the World’s Aircraft, it has generally been difficult for English enthusiasts to refer quickly to any comprehensive survey of German aircraft of the 1914-18 period. In this new book over 500 aircraft are described; with photographs, brief specification, plus, in the case of all types of significance, excellent three-view drawings. The book begins with a so-called introductory note which turns out to be an excellent potted history of the Imperial German Air Services, and which is accompanied by some particularly interesting photographs. … This book is expensive; but the amount of information it contains and its unique coverage suggest that it will soon become an important collector’s piece …  

Printers: Richard Clay (The Chaucer Press) Ltd, Bungay  
Price: 105s.  
ISBN: 0 370 00103 6  
Introduction: [History of German air power in World War I]  
Appendices: A: List of German aircraft manufacturers with official abbreviations. B: List of aircraft participating in the 1918 D type competitions. C: List of Albatros “L” designations with equivalent designations. D: Bibliography. E: Other types of German aircraft 1914-18  
Frontis.: Epitomising the atmosphere of the German Jagdstaffeln, Kurt Wüsthoff poses with his skull-emblazoned Albatros D.V  
Copy: ex Bedfordshire County Library. d.j. laminated to boards  
Notes: [p.vii] … the first to be published in English presenting a complete historical record of every type of military aircraft produced in Germany between 1914 and 1918 … It appears that unit records were for the most part destroyed in the field to prevent them falling into Allied hands after the Armistice in 1918. When the Nazi Party came into power and the Luftwaffe was revived a small section of the German Air Ministry was given the task of collecting records and historical material. This work was directed by Oberst Haehnelt (who had commanded F.E.A.4 in August 1914), but there was so little material that repeated announcements were made in the Press during 1933-36 asking for contributions from surviving airmen who possessed any personal records. In this way a great deal of material was collected, but a lot of unit records were never recovered. Work was continued in Berlin until 1943, when the staff of the historical unit were diverted to other duties. All the indications are that when the Russians entered Berlin in 1945 and all Luftwaffe records were destroyed, the compilations of the historical section also went into the bonfire.  
[cat. 1973; 1974-75] The only work in English which presents the full history of military aircraft produced in Germany between 1914 and 1918. This edition includes a large proportion of new photographs and additions to the text.  
Reviews: [Gerald J. Pollinger. Air Pic., Dec. 1970, p.460] This is the second revised edition featuring over 500 aircraft. From observation it would appear that quite a lot of new photographs have been included or substituted for those which appeared in previous printings. We are told that the entire text has now been carefully checked with original German sources and we rate this new book as a very valuable adjunct to the library of books on the 1914-18 war. There is much researched material here that will repay careful study.  

Printers: R.J. Acford Ltd, Chichester  
Price: £20  
ISBN: 0 85177 809 7  
Introduction, appendices and frontis.: as 2nd ed.  
Notes: [d.j.] Since its first publication in 1962, this book has earned world-wide acclaim as the most comprehensive reference on the German combat aircraft of the 1914-18 period. In its second revised edition the opportunity was taken to incorporate a large proportion of new photographs, most of them never previously published, and textual amendments were added
to incorporate new research findings. This impression is a reprint of that edition. The entire text has been carefully checked with original German sources and there is a unique collection of three-view general arrangement drawings by L.E. Bradford. Over 500 aircraft are described and illustrated.


[not held]

62/2 The German giants: the story of the R-planes 1914-1919. G.W. Haddow and Peter M. Grosz
Printers: Richard Clay and Co Ltd, Bungay
Price: 84s.
Contents: Part I: What is an R-plane? Operational history. Part II: Description of R-plane types
Appendices: [after Part I] 1: Organization of R-plane troops; 2: List of German Army Air Service officers who died while attached to R-plane units; 3: Operational missions of Rfa 501 (Eastern Front); 4: Statistical comparison of Bombengeschwader 3 and Rfa 501 during the England raids; 5: Chart of R-plane raids on England; 7: Operational missions of Rfa 501 (Western Front); 8: Performance of R-planes on combat missions; 8: Operational R-plane losses; 10: Projected delivery dates for R-planes; 11: List of R-planes to be completed after 31 January 1919; 12: Description of German bombs; 13: Chart of R-plane numbers, dimensions and performance; 14: Sikorsky “Ilia Mourumetz”
Notes: [p.vi] New contacts with surviving R-plane personnel, brought about by publication of The German Giants six years ago, has added many details to the story of these fascinating machines, and made possible this revised second edition.
[d.j.] … the authors have located additional information concerning construction, combat service and future projects.
[cat. 1973; 1974-75] This is the complete story of the development and Service history of the huge German bombers of World War I - the largest aeroplanes to bomb England in either war. There are also specifications of unfulfilled projects and descriptions of incomplete construction. Full page g.a. drawings are given of the most important types. Many new photos and much additional material has been added for this new edition.
Reviews: [G.J. Christopher Paul. Air Pic., May 1969, p.188] This is a much revised and improved second edition of the book published six years ago. The first edition was good and this, which includes new pictures and information, is better. There seems to be unceasing interest in the air war of World War I, but much of it has been concentrated on the more glamorous fighters and fighter aces. The two most notable exceptions are The First Battle of Britain 1917-18 by R.H. Fredette (Cassell 1966) and the book under review here. The two are in many respects complementary, and if possible should be read in conjunction. … It is a welcome change from the repetitive flow of literature about fighter aviation. We hope to see more books like it.
Printers: University Printing House, Oxford
Price: £25
ISBN: 0 85177 812 7
Contents and appendices: as 2nd ed.
Notes: [p.vi] Almost twenty-five years have passed since The German Giants was first published. We never dreamed that there would be a second indeed even a third edition of this work. During the intervening years, our interest in German R-planes has remained active with the result that new documentation and photographs have been gathered, but we were pleased to note that in preparing this amended third edition, the text as originally published required only minor additions and corrections. Some of the photographs have been replaced by superior ones that we feel are more descriptive of the subject matter …
Of all the startling developments in aircraft that were made in the First World War, that of the German bombers was perhaps the most impressive. This is the complete story of the development and service history of the R-planes and gives full details of every aeroplane that was built.

62/3  DeHavilland aircraft since 1915. A.J. Jackson
Printers: The Pitman Press, London and Bath
Price: 63s.
Frontis.: Geoffrey Tyson picking up the handkerchief in Tiger Moth G-ACEZ (Topical Press photograph)
Notes: [p.11] In the course of research made while writing this book a great deal of hitherto unpublished information has come to light … so that a few details are intentionally at variance with the author’s “British Civil Aircraft 1919-1959” [cf. Items 59/2, 60/1 above]. A complete record of production aircraft is presented wherever possible … and initial markings alone are given, except in a few cases where subsequent markings are demanded by the story.
Reviews: [Gerald J. Pollinger. Air Pic., Sep. 1962, p.302] … Mr. Jackson has gone to a great deal of trouble to muster every available historical fact … It is a pity that the drawings, by virtue of their layout, obscure the starboard wing in the front view in most instances … And the half-tones are for the most part rather dark; some of them have been “bled” and thus the extremities have been cut off in the view shown. But these are carping criticisms of what is obviously going to be a very useful reference book …

Printers: BAS Printers Ltd, Over Wallop
Price: £12.50
ISBN: 0 370 30022 X
Contents: History of the Company. The de Havilland Aeroplane Hire Service. The de Havilland Aeronautical Technical School. [Aircraft]
Appendices: as 1st ed.
Frontis.: de Havilland D.H.51, G-EBIR and D.H.60 Moth G-EBLV in formation at the Hawker Siddeley Aviation open day at Hatfield in July 1973. ...
Notes: [p.1-2] A very complete record of production aircraft is presented wherever possible, but it is no part of this book to trace secondhand careers, and initial markings alone are given … Specialised information such as certification, ownership and disposal details concerning de Havilland civil aeroplanes, are set out in the author’s British Civil Aircraft since 1919 volume 2. … L.E. Bradford who has prepared such excellent project drawings to supplement his earlier three-views.
[d.j. to 3rd ed.] The second edition added some 70 extra pages and 168 photos.

Revised and updated by R.T. Jackson
Price: £25
ISBN: 0 85177 802 X
Contents, appendices, frontis.: as 2nd ed.
Notes: also published 1987 in USA by Naval Institute Press

This is a major work of reference for the transport industry and aviation specialist.

Printers: The Pitman Press, London and Bath
Price: 84s.
Frontis: DeHavilland DCH.3 Otter seaplane, VH-EAW of Qantas at mooring at Samarai, southeast Papua

Appendices: British transport aircraft – main details; British independent airlines; British Commonwealth aircraft identification letters; Airline fleets; Traffic statistics; Main fatal accidents involving United Kingdom registered civil transport aircraft; Berlin Airlift – details of civil operations
Notes: [p.11] This work records for the first time the main events in the first four decades of British and Commonwealth air transport. … The items which have been recorded include the formation of new companies, inauguration of services, introduction of new aircraft, opening of airports, passing of important government Bills and other essential developments.

Reviews: [Gerald J. Pollinger. Air Pic., Nov. 1962, p.368] Such a pity that you can hardly read the title on the pea-soup dust jacket, for John Stroud really has produced a labour of love that is worth dipping into … what the compiler has done for the years 1919 to 1960 … should not go unattended. … It is not a book to read, but it is one to refer to. … Brighten the jacket, Mr. Putnam, and get the book noticed. It deserves it.
[cat. 1973] A chronology of every important event during the first 40 years of air transport in Britain and the Commonwealth. It traces the history from the first pioneering services across the English Channel, through the establishment of the trunk routes linking the countries of the British Commonwealth up to the recent turbojet network. It is by the world’s leading authority on the subject, and presents a complete listing of British commercial aviation. It can be unreservedly recommended and has become the standard work of reference.

[d.j.] John Stroud is an aviation writer and artist. From 1933-9 he worked with Imperial Airways’ publicity department, and from 1939-45 he was mainly engaged in the production of aircraft drawings and in lecturing on aircraft recognition. Since then he has concentrated on commercial air transport, and has been air


[p.xiii] ... its is a strange fact that, although the pilots of these years have been accorded a fair measure of recognition, the machines with which they performed their feats have remained relatively obscure and unrecorded. ... is the first volume in which the endeavour has been made specifically to bring together the details of any single country’s early aircraft.

Reviews: [Gerald J. Pollinger. *Air Pic.*, Oct. 1962, p.336] And still they come; there seems no end to the subjects about which aircraft reference volumes may be compiled. What Thetford did for naval aircraft, what Jackson did for civil aircraft, what Bruce did for 1914-18 aircraft has now been paralleled by P.M.H. Lewis ...


62/7 **Aircraft of the Royal Air Force since 1918.** Owen Thetford 3rd ed. See: 57/2[3]


62/9 **Santos Dumont:** a study in obsession. Peter Wykeham

pp. [iv] 5-278 [279-280] blank + frontis. + 16 plates [32 photos]. 3 illus. and diags. Bibliog., index. Black cloth, col. illus. d.j. Printers: Billing & Sons Ltd, London Printing Works, Guildford Price: 30s. Appendix: Aerial Vehicles designed by A. Santos Dumont Frontis.: Alberto Santos Dumont with basket and motor of “Number One” Notes: [d.j.] ... the first biography in English. ... examines his character, traces his youth in Brazil, his conquest of Paris, his adventures in Monaco, his early and tremendous triumphs, his controversy with the Wright Brothers, and his decline and tragic death. [p.7] His native biographers (there are three main works) have addressed themselves to this public figure to such a degree that by the normal standards of serious historical writing their books are very unhelpful. I acknowledge and indeed quote them, but the Portuguese-speaking reader who may want to consult them is warned that they are divergent and unreliable.


Notes: [p.vii] I thought this book finished in 1945 when I forked the ms. to the printer and entered upon my ministry as editor of *The Montgomery Advertiser*. Yet here it is a Sunday morning 15 years later and I am resettled at my loom beside a rose garden completing *1000 Destroyed* for the second time. Without this adscript, my tale of the 4th Fighter Group, ne Eagle Squadrons, would be short one war and silent on the destruction of 506 more enemy aircraft. I remark you the Korean War that came after I wrote the original chronicle in 1945 ...

SJ. 13.3.05