1966

66/1  Boeing aircraft since 1916. Peter M. Bowers  
Printers: William Clowes & Sons Ltd, Beccles  
Price: 63s.  
SBN: 370 00016 1  
Appendices: as 1st ed.  
Frontis.: The Boeing Company celebrated its 50th anniversary on July 15, 1966. To commemorate this occasion in a unique way and emphasize the great advance made in aircraft design over half a century, the company built a full-scale flying replica of its first aeroplane, the B & W of 1916 (Boeing photograph)  
Reviews: [Gerald J. Pollinger. Air Pic., Sep. 1968, p.355] One of the reasons that more aviation books are being published in 1968 than in previous years is because a number of revised editions are being issued by publishers. One of these is Bowers’ excellent compilation which was originally issued two years ago. The prime difference between the two books is that civil registrations and the military serial numbers in five of the lengthy appendices have been brought up to date.

Printers: William Clowes Ltd, Beccles  
Price: £35  
ISBN: 0 85177 804 6  
Contents: as 1st ed., with additional chapters: The jet transport revolution; Models 367-80, 707 and 720; The military 707; The C/KC-135 tanker/transport; Small jet transports, Models 727/737; The Model 747; Models 757 and 767; Miscellaneous aeroplanes 1972-1988  
Appendices: as 1st ed., with additions: VIII, Boeing civil jet transport aircraft; IX, Boeing jet airliner deliveries 1958-1988  
Frontis.: Airliners 36 years apart: American Airlines flew its refurbished 14-passenger Ford 5-AT Trimotor … to Renton for the rollout of its first … trimotor Boeing 727-23 …  
Notes: … William M. Lloyd II, who expanded, corrected, and brought up to date the original registration/serial number compilations of Appendices III to VII, and to Alwyn T. Lloyd, who updated the C-135 material and supplied registration numbers and c/ns originated since
the author’s retirement from The Boeing Company in 1983 after 36½ years.

[d.j.] … To cover this enormous growth in Boeing activities this book has been virtually rewritten and greatly expanded. New information has been included in the pre-jet sections and the Model 707 and 727 sections have been updated.

[4] 3rd edition reprinted 1993:
Navyal Institute Press. 668pp. 625 photos, 90 g.a. drawings
[not held]
[cat. 1998] The full development histories of the 737, 747, 757 and 767 are included and there are full production lists of well over 6,000 Boeing jet liners.

66/2 British flying boats and amphibians
1909-1952. G.R.Duval
Printers: William Clowes & Sons Ltd, Beccles
Price: 50s.
Appendices: A: Lesser-known types. B: Serial numbers and registrations
Copy: lacks d.j.
Notes: cf. item 66/3
US ed.: 1966, Aero Publishers
[p.7] This book has been prepared to describe all flying-boats and boat-hulled amphibians constructed in Great Britain during the flying-boat era, and thereby to provide a complete record ...
[cat. 1973] Records for the first time in one volume the entire production of this unique type of aircraft, from the early machines of the pioneers to the huge Saunders-Roe Princesses. Over 100 flying boats and their amphibian derivatives are described in great detail, including design features, construction and operational use, specifications, lists of serial numbers and civil registrations and constructor’s numbers where known.


pp. [x] 11-93. 49 photos, 11 drawings and diags.
Index. Light blue/green photog. [Henri Fabre hydroplane] illus. d.j.
Printers: Richard Clay (The Chaucer Press) Ltd, Bungay
Price: 30s.
Frontis.: 1911 Monte Carlo Motor Boat Exhibition, Henri Fabre hydroplane in centre
Notes: p.[9] Having long been fascinated by the affinities existing between air and water, and the craft that move in them, and with air-cushion vehicles and hydrofoils now heightening my interest, I thought it worth inquiring into the relationships between the two elements as influencing marine and aeromarine practice. This book emerged, and although it deals with what is past, its content is effectively new, having lain unnoticed or unheeded while men fervidly strove to mount as an eagle before scudding along as a flying fish. ... As for this book, it deals with nothing later than 1914 ...
cf. item 66/2

66/4 European transport aircraft since 1910. John Stroud
Printers: Richard Clay (The Chaucer Press) Ltd, Bungay
Price: 105s.
Appendices: I: Abbreviations. II: European national markings. III: Production and airline fleets
Frontis.: Zeppelin LZ.13 Hansa
Notes: [p.ix] This work records for the first time the technical features, performance and history of all transport aircraft designed and built in Europe which have been used on regular scheduled passenger, cargo or mail services, together with a number of aircraft which were not regularly used but cannot justifiably be left out. The aircraft described were the products of Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, France, Germany, Italy, the Netherlands, Norway, Poland, Rumania, Sweden, Switzerland, the USSR and Yugoslavia. No other European countries are known to have produced aircraft of their own design which went into regular commercial service. The products of the United Kingdom have not been included ... because of space limitations. ... More than 300 basic types appear in this book ... This work does not set out to trace the technical development of the transport aeroplane ... each aircraft has been treated as a separate unit ...
For Russian transport aircraft cf. 68/2. Cf. also 61/2, 62/4 and 71/9 by Stroud

John Stroud’s massive study …
this magnificent 680-page encyclopaedic and accurate account … John Stroud is too diligent an author to include any information about which he is not entirely sure. This virtue does however make him rather sparing with his comments, as distinct from facts, which is a pity.

John Stroud. Has been familiar with the transport aircraft of Europe for more than 35 years, has travelled in many of them and flown some of them.

us66/1 Fighting Airmen, By Curt Anders
G.P. Putnam’s Sons, New York, 1966. 21 x 14cm. pp. [vi] 7-287. Bibliog., index. Blue cloth, silver titles on spine and silver wings design on front board. Blue d.j. with white, yellow, green titles
Printers: printed in the USA
Price:
d.j. front: An exciting, action-packed account of the careers of America’s great flying commanders
d.j. rear: brief biogs. of the 7 subjects
Notes: [d.j.] … presents the stirring story of the growth of American air power by tracing the dynamic careers of seven imaginative leaders who made vital contributions to our aerial might: Billy Mitchell, Eddie Rickenbacker, Henry H. “Hap” Arnold, Claire Chennault, Jimmy Doolittle, George Kenney, and Curtis LeMay
Curt Anders was born in Commerce, Texas, and was graduated from the United States Military Academy at West Point in 1949. He served as an infantry lieutenant in Korea during the major engagements of 1950-51, but at times he acted as a forward air controller, and while he was commanding a rifle company he had frequent occasion to call for air support. He won the Bronze Star, two Purple Hearts, and the Combat Infantryman’s Badge and returned to the United States as a captain.
In 1952, Anders was assigned to the Infantry School as an editor of The Infantry School Quarterly, and in 1953 he began a three-year tour as an instructor in English. While he was teaching at West Point, he earned a Master’s Degree from Columbia. He is the author of The Price of Courage, a novel about the Korean War, and Fighting Generals.

SJ. 18.8.04, edited 13.3.05