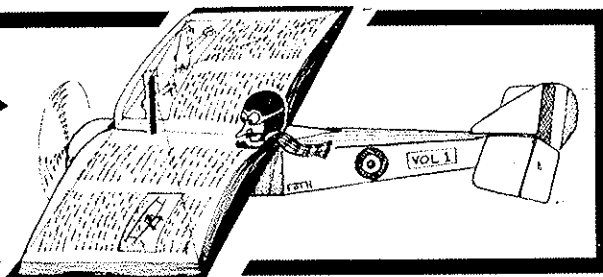
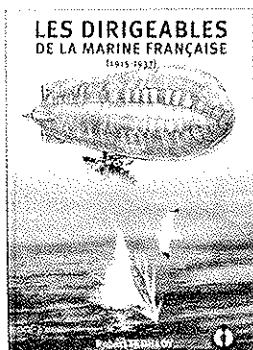


# Bookshelf

Compiled by George Miller



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**LES DIRIGEABLES DE LA MARINE FRANÇAISE, (1915-1937)**  
 Robert Feuilloley  
 Association pour la Recherche de Documentation sur l'Histoire de l'Aéronautique Navale (ARDHAN),  
 15 rue de Laborde CC19, 75398 PARIS  
 CEDEX 08, France.  
[ardhan@aeronavale.org](mailto:ardhan@aeronavale.org)/[www.aeronavale.org](http://www.aeronavale.org)  
 pp.495 plus 24 colour plates, 218x300mm  
 hardback, over 600 images, 27 drawings and 30 maps.  
 ISBN 978-2-913344-14-3, €40 + €8 postage

This volume is the twenty-fourth of a series on French naval aviation. About two-thirds of the book is devoted to describing the background, technical details and service history of the airships, the majority of which first flew during the First World War although some continued in service into the 1920s and beyond. Seventy-four airships are described, most French but including six Sea Scouts and a Coastal of British manufacture and two Zeppelins obtained through reparations after the Peace Treaty. Plans and colour plates are included of the main types. The remainder of the book covers the twenty-one bases from which the airships operated and the crews which manned them. One can judge from the number of images, maps and drawings that this book is the result of exhaustive and meticulous research and is unlikely to be improved upon. RS

## E.L.T.A. THE FIRST AVIATION EXHIBITION AMSTERDAM 1919

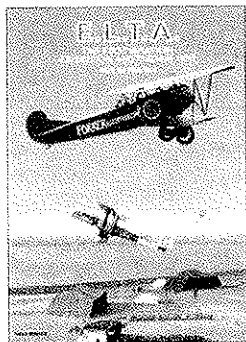
Rob J.M. Mulder  
 236pp, 370 photographs, 210x297mm,  
 hardback. Available through the author's  
 website at: <http://www.europeanairlines.nof/shop/shop.php>, €35  
 A link from the 'shop' opens a 'digibrochure' of 26 sample pages from the book, giving a good impression of the style and quality.

For many years I have prized a small brass medallion, which my father brought back from Amsterdam, inscribed *ELTA Augustus 1919*. I knew that he had flown an AIRCO 9b to the ELTA exhibition, but little else about this significant aviation event.

1919 was a year of aviation milestones, including the start of regular international air services, as normality slowly returned to Europe following the cessation of hostilities in November 1918. The *Eerste Luchtverkeer Tentoonstelling Amsterdam* or ELTA, was the first post-war International Aviation Exhibition, which opened on 1st August 1919 and ran for six weeks attracting around one million visitors, but until now little has been published about this landmark event.

The idea was conceived by Albert Plesman, later a founder of the Dutch airline KLM, and brought to fruition with the usual Dutch ingenuity and business acumen. The exhibition site and adjacent aerodrome were constructed on a newly drained polder on the northern edge of the city of Amsterdam, and all countries, with the exception of Germany and Austria, were invited to attend, although only France, Italy, the UK and the Dutch hosts were represented. More than 100 aircraft participated ranging from the little Ansaldo A.1 Balilla to the giant Handley Page V/1500. Two large Exhibition Halls were constructed and the site also contained a fun fair and many other attractions. It was hoped that ELTA would generate interest in aviation in the Netherlands and promote international trade.

Aviation historian Rob Mulder has researched ELTA in great detail, and the book also contains comprehensive information on the beginning of European air transport services. The UK had the largest representation at ELTA, and notes on all participating companies are



included, together with details of the aircraft and pilots attending the exhibition. There are 370 photographs, many of which are from Dutch and European sources and will be new to UK readers, together with excellent artwork and even a table of daily weather conditions at the site. This is a significant account of developments in European aviation following the First World War and the part played by the ELTA exhibition, and an important reference source on the growth of civil aviation in this period. H.K.L.

## DANCING IN THE SKY: The Royal Flying Corps in Canada

C.W. Hunt  
 Dundurn Press, 3 Church Street, Suite 500, Toronto,  
 Ontario M5E 1M2, Canada;  
 UK: Gazelle Book Services Ltd, White Cross Mills,  
 High Town, Lancaster LA1 4XS.  
 358pp, 155x230mm, illus, bibliog, softback,  
 ISBN 978-1-55002-864-5. £16.99.



The title comes from a contemporary description of Vernon Castle's aerobatics, and the author states: 'One of the purposes of this book has been to honour the accomplishments of Brigadier-General Hoare as well as the officers and civilians who enabled the RFC/RAF Canada to achieve so much in such a short time, another is to remedy the failure of Canadian and British historians to credit the RFC/RAF training plan with the massive facilitating effect it had on commercial aviation in Canada.'

To achieve these aims, this wide-ranging study begins by setting the RFC/RAF Canada programme in its political context where the benefits are still felt today, and, after an outline of the truly bizarre story of the first (failed) attempt to establish a Canadian Air Service, unfolds, with a wealth of contemporary quotations, the interwoven stories of the Air Force and aircraft industry in Canada.

Hoare's 'non-standard' approach to recruiting suitable people to all branches of the service as quickly as possible is very clearly portrayed, down to the employment of women drivers and mechanics on the same terms and wages as men (shocking!) but the author does not hesitate to criticise in some detail the delay in implementing the Gosport training system in Canada, a delay which led to casualties that should have been avoidable, and so prejudiced the Canadian effort. Military, industrial, social and personal histories are combined to produce a well-rounded picture of a period of rapid, effective, yet often dangerous development.

Strangely, despite the obvious depth of his research, the author seems to have missed not only *Over the Front* and *CCI Journal*, but also that master of WWI Canadian aviation matters, Stewart K. Taylor. Nevertheless, CCI members who enjoy SKT's studies of Canadian aviators should also enjoy this fact-filled, but vivid and highly readable, portrayal of the world that produced those men. BH

## WHEN EUROPE WENT MAD: A Brief History of the First World War

Terence T. Finn  
 Ivy House Publishing Group, 5122 Bur Oak Circle,  
 Raleigh, NC 27612 USA  
 UK: Amazon or [www.thebookdepository.co.uk](http://www.thebookdepository.co.uk),  
 £9.47  
 76pp, 145x220mm, hardback.  
 ISBN 978-1-57197-497-6, \$ 17.95



The fact that this book is written by an American for a, primarily, American audience, as part of an intended series that will cover all conflicts in which the USA has been involved, all within 76 pages, may deter British readers. I would advise against that.

What Terence Finn has done is to produce an excellent summary of the war, with its origins, political decisions and key battles described briefly and succinctly and placed in context. The American involvement, from 1917, may be pronounced but there isn't any glorification of that