

reconnaissance missions, some of the latter covering the English coastline from Harwich to Dover.

The illustrations are all of a good size, with many half-page or even larger, and some maps are included to assist the reader in following the progress of the text. Some full colour side views and details of markings are also provided for many of the Albatros D.Vs, Fokker D.VIIs and Rumpler C types flown by the unit, which should prove of interest to modellers. A few modern photographs show the aerodromes the unit occupied as they appear today.

Like all of Aeronaut's offerings, this book is produced on a 'Print on Demand' basis and is aimed at a specific niche market so, if you are in that niche, it should prove a compulsory purchase.

FRENCH WARPLANES OF WWI – VOLUME 1: FIGHTERS

Colin A. Owers

Aeronaut Books (www.aeronautbooks.com) as above.

182pp, 215 x 280mm, softback, 190 illustrations

ISBN: 9781935881933. Available from Amazon at £33.37/\$39.99



Oh No! I thought, when I first picked up this book, not another on famous French fighters.

But I was wrong, this volume actually covers some aeroplanes I had never previously heard of including the Breguet LE; Curtiss-Suffit Lescop and De Marçay C.1 as well as a couple of somewhat better known Morane-Saulnier designs, Nieuport monoplanes & triplanes, and the Spad 15.

Colin Owers is too well-known and well respected as an author to need any introduction from me and, in this book, he describes the design, development and manufacture of this selection of less well-known aeroplanes in considerable detail. The illustrations, many of them half page, are mostly sharp and clear although one, a picture of a Morane being paraded in New York post war, seems to drift off the bottom of the page.

In addition to the many period photographs reproduced in the book there are some of museum examples, mostly in full colour, together with technical specifications, three-view drawings and endnotes for each of the types described, those for the Morane-Saulnier A1 extending to several pages.

For some of the types described the book also includes a lot of structural drawings taken from original manuals.

The book is produced to Aeronaut's usual high standard and includes a brief bibliography.

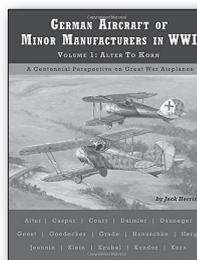
GERMAN AIRCRAFT OF MINOR MANUFACTURERS IN WWI – VOLUME 1; ALTER TO KORN

Jack Herris

Aeronaut Books (www.aeronautbooks.com) as above.

162pp, 215 x 280mm, softback, 258 photographs

ISBN: 9781935881858. Available from Amazon at £40.56/\$39.99



This book deals with 15 German aircraft Manufacturers who, between them, built a wide variety of fighters, bombers, and training machines few of which met with any commercial success. Some of these companies, like Daimler, were huge corporations with a massive turnover in other fields of industry, other were 'one-man-bands' struggling to get a foothold in the market.

Some, such as Court or Dannegar, each built just one 'taube' type monoplane, yet others like Kondor produced a whole range of different designs, and whilst Hans Grade made the first powered flight in Germany he then faded away from aviation history without any further notable success..

Caspar also produced a single design, for a tiny biplane intended to be carried, partially dismantled, in a waterproof housing on board a submarine.

In addition to numerous black and white period photographs the book also includes some colour pictures of museum examples, together with some colour side view profiles and eight sets of scale drawings, five for designs by Kondor and three by Daimler. However the side view profiles appear to have been positioned in whatever space was available, often on a different page to the text describing them, which I found slightly confusing, and some of the scale drawings have been placed at odd angles so as to fit on the page. But despite these minor annoyances the book does exactly what its author sets out to do and will no doubt find a ready market among enthusiasts for German designs.

OBITUARIES

Stewart Kenneth Taylor 1931-2020

Our society has lost another of the great WWI aviation historians. Stewart Taylor passed away at the age of 89 on 29 September, in the St Thomas-Elgin Hospital, Ontario.

Born in Toronto to Kenneth and Clara Taylor, Stewart developed an early interest in aviation, with his father's acquaintances including Alexander Knight, a former pilot in 8N Squadron.

Stewart recounted listening, at the age of 10 or 11, to Knight's reminiscences about flying Sopwith Triplanes. That early interest grew, and he made it his life's purpose to meet and record the memories of as many Canadian airmen as possible. He was on first-name terms with many of the WWI greats, including Collishaw and MacLaren,

Stewart not only fully achieved his aim to record these service histories of so many interesting Canadian RFC/RNAS/RAF pilots and observers, but to form, through his own experiences and the recollections of others, detailed character assessments of them in his own fascinatingly detailed and instantly recognisable writing style. He also most generously contributed information and insight to other serious researchers and to his many friends worldwide.

As an early and long time supporting member of both the US-based League of World War I Aviation Historians and Cross and Cockade here in the UK, being a guest at one of our London meetings, he created so many extensive biographies, originally in type, but following a long illness written in his very distinctive hand-written form, informative articles for serious aviation journals which were accompanied by hundreds of rare and previously unpublished photographs that he was allowed to copy from the albums of the airmen and their families who he interviewed. A number appeared in *Over the Front* from 1986 until the turn of the century. Since then, *Cross and Cockade International* has been pleased to take over and, before his death, Stewart provided over one hundred articles for publication, only a fraction of which have been used to date.

Stewart had been happily married and succeeded his wife, Marion, who passed away in 2012. Suffering from Parkinson's Disease, his latter years were spent in the Caressent Care Retirement Home, from where he kept in touch with fellow enthusiasts until shortly before his death.

