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The Soviet Air Forces

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tions in that the author seems to be attempting to share cautious insights of Soviet shipbuilding and operation rather than persuading the reader on the rightness of viewpoints having shaky or unstated foundations. One may quarrel with some of the inferences he draws, but every reader will admire the objectivity of his work and the candor of its presentation.

For years American arrogance caused us to look down our noses at Japanese watches “made of old beer cans” and Soviet naval units which so obviously copied designs of other nations. Today, the Seiko is copied, and we can learn from studying Soviet ship design. The Soviet Navy has more experience than any other in cold weather and heavy seas operations. Its designers have not been forced to compromise surface combatant durability and firepower by economists’ assumptions that warships support carriers rather than the obverse. Their hermaphrodite carriers—to use the terminology of World War II—evidence a reluctance to remove combat systems to make space for operating aircraft. The empty deck space on many of our current combatants appears to reflect the influence of flattops on all designs.

This is a handy text for the novice or experienced naval scholar or for the naval officer who realizes he must know his (potential) enemy as well as himself.

D.G. CLARK
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Murphy, Paul J., ed. *The Soviet Air Forces*. Jefferson, N.C.: McFarland, 1984. 364pp. \$39.95.

Paul Murphy, at the time with the President’s Foreign Intelligence Advisory Board, compiled this book to “provide a comprehensive account” of the development of the Soviet Air Forces since World War II. The resulting book is highly useful in understanding Soviet aviation developments.

Though the book starts off poorly with an unrealistic introduction, most of the chapters are more useful. Stuart Cohen in “Communist Party—Air Forces Relationships” provides a useful discussion of the Soviet armed forces and the Party leadership, although his second page is a most confusing chart proposing to show retirement ages for Soviet general officers; John Greenwood and Von Hardesty provide an excellent chapter on “Soviet Air Forces in World War II,” although that subject is beyond the primary purpose of the book; Clyde Autio next addresses “Soviet Aircraft Design” and Anton Dobler looks at “The Soviet Aviation Industry,” both useful chapters; Paul Murphy provides a biography of “Chief Marshal of Aviation Pavel Stepanovich Kutakhov,” who has been head of the Soviet air forces since 1969; and “Key Leader Profile” is a chopped-up but interesting chapter by Donna Anderson on the characteristics of Soviet aviation leaders.

Dr. William Schneider, Jr., astutely addresses “Soviet Frontal Aviation: Evolving Capabilities and

Trends"; Rana Pennington provides an interesting chapter on "Pilot Initiative in the Soviet Air Forces"; Dr. Norman Friedman provides a perceptive chapter "The Soviet Bomber Force," which is mostly pre-1945 history and there is overlap with John Baker's "The Long-Range Bomber in Soviet Military Planning"; John Bessette follows with his comprehensive "Soviet Military Transport Aviation"; Ralph Ostrich writes on "Aeroflot" and Lynn Hansen covers "Soviet Helicopters."

This is followed by an interesting chapter on "Reorganization Trends" by Philip Petersen. But this chapter not only seems out of order (as do many chapters in the book), but points up the lack of an early chapter on Soviet military-aviation organization. Nowhere is the reader provided a description of how the Soviet air forces are organized, or a description of the air defense interceptor organization (part of the National Troops of Air Defense) or how naval aviation relates to Soviet air forces. Next, Paul Murphy provides a chapter on "Political Missions" which is interesting and contains much useful data on the activities of Soviet military aviation in peacetime. The last chapter, which is also very useful, is James Hanson's "MiG-Sukhoi Diplomacy: The Patterns of Soviet Exports of Combat Aircraft."

One is left with the feeling that some authors may have tried too hard to make their case for Soviet military aviation, and in doing so have reduced the book's value. Statements as "... the fact that the USSR

employs aircraft sales as its principal military means for expanding influence in the Third World," and that the MiG-21 aircraft is not far behind the AK-47 as a worldwide symbol of Soviet global power, would be argued in many quarters. The book also suffers in not providing the reader with basic data on Soviet aviation strength and basic air unit organization. And, although the book was published in 1984 and "signed to press" in the summer of 1983, there are several significant 1981 and 1982 developments that are not mentioned.

The Soviet Air Forces is a very useful book, but falls short of its goal and short of what one should expect for the price.

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Dalgleish, D. Douglas and Larry Schweikart. *Trident*. Carbondale, Illinois: Southern Illinois University Press, 1984. 502pp. \$32.50

Authors Dalgleish, a professor of political science, and Schweikart, the recipient of a Ph.D. in history, have produced a tome that goes well beyond a description of the Trident submarine, although the bulk of the text concerns the *Ohio*-class SSBN. Not only does it cover the entire Trident project including the missile and submarine-basing facilities, but it also explores in considerable detail such peripheral issues as the problems of procuring major weapons systems under a democratic system of government, the political and strategic aspects of the