

and left-liberal critics on the one hand, and earlier supporters of Henry Wallace on the other, are striking. The "new conservative" critics of détente (Senator Henry Jackson, *Commentary*, and others) have their counterparts (indeed, some of the same people, such as Irving Kristol, were active then and still are) in the "Vital Center" of anti-Soviet liberals of the early Cold War years.

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THE SECRET WAR FOR THE OCEAN DEPTHS: SOVIET-AMERICAN RIVALRY FOR MASTERY OF THE SEAS. By *Thomas S. Burns*. New York: Rawson Associates, 1978. xiv, 334 pp. \$12.95.

This book will satisfy completely neither the scholar nor the specialist on ocean science or maritime warfare. Despite some redeeming features, especially for the "hobbyist" on naval matters, *The Secret War for the Ocean Depths* must be classed as popular literature and not as a serious study of the "Soviet-American Rivalry for Mastery of the Seas."

There are a few insights in the book and some interesting discussion of the powerful personalities and the political and bureaucratic obstacles associated with the U.S.-Soviet underseas competition, but these insights are almost exclusively into the American side of the competition. Thomas Burns, who has some inside knowledge of U.S. underseas development, contributes by way of breezy narrative without documentation. The expert in these matters will find nothing new, but the uninitiated might enjoy the account of Western developments.

The treatment of Soviet naval matters is even less rigorous, although at times it makes for interesting reading. Again, there are no footnotes. Assertions such as "the Russians are not a peace-loving people" and "they have supported only rulers that have led them into battle" do little to engender confidence in the author's objectivity or scholarship. Also, while many of the assertions about Soviet naval development and priorities are not far off the mark, the bulk of the treatment of the Soviet navy is anecdotal in character.

There is a wide literature on the U.S.-Soviet naval competition. Anyone seeking to understand the nature of this competition would be best advised to consult the well-known books already available in both Russian and English. Only if one wishes to emphasize the problem of U.S. decision making in naval matters is he likely to be much informed by what Mr. Burns has to say.

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SOVIET AVIATION AND AIR POWER: A HISTORICAL VIEW. Edited by *Robin Higham* and *Jacob W. Kipp*. Boulder, Colo.: Westview Press, 1977. London: Brassey's, 1978. xii, 328 pp. Illus. \$25.00.

Scholars interested in the development and contemporary nature of Soviet air power have recently been treated to a spate of book-length studies on the topic. The present volume is a valuable addition to that literature. For the specialist it offers much helpful analysis; for other interested Soviet area scholars it provides sound insights into what has become an especially high-priority Soviet effort.

Professor Higham's introductory essay sets a cautionary tone. He argues against treating Soviet air power with anything but cautious respect—either in terms of organization or equipment. The USSR has only rarely been out of step with world aviation trends, and to denigrate Soviet hardware as unsophisticated and therefore inferior is a substantial error.