

## Book Reviews

of Dick Clark and John Culver, who are described as successors of Harold Hughes to the leadership of the Iowa Democratic party.

Larew's work is a straight-forward narrative. His book fulfills an exceedingly important task in preserving, while many of the main contributors to these developments were available for consultation and interviews, the account of this major political transformation. The narrative is, however, rather uneven. There is a strong tendency to identify the major responsibility for the transformation to a limited number of elected leaders, to identify Iowa Democratic resurgence as largely an urban phenomenon, to overemphasize organization, and to imply a degree of permanence to the political transformation. Harold Hughes obviously was a tremendous influence in the era of these developments, but his forte was issue development and public opinion leadership, not party organization. Among the elected leaders discussed fully there is one inexplicable omission. Congressman Neal Smith, while mentioned briefly, is the single Iowa Democratic leader who served longer than any others in the era since 1950 and by 1981 is the only one still in office. Smith combined attentive concern for party organization and restrained, but significant, leadership on public policy issues. Smith's success reflected his keen understanding that the transformation of Iowa political values was by no means simply a function of urbanization.

In balance, Larew has made a solid contribution. Hopefully he will spark a trend toward contemporary investigation of fundamental party shifts.

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*Iowa Takes to the Air*, by Ann Holtgren Pellegrino. Sioux City, Iowa: Aerodrome Press, 1980. pp. xiii, 274. Photographs, notes, index. \$14.95.

Ann Holtgren Pellegrino's detailed and absorbing account of early aeronautics in Iowa is a boon to all students of the history of American flight technology. In Europe the airplane grew to maturity in a few great urban centers, and every major flight was a news event to be reported in the aeronautical journals of the period. As a result, the record of early European aviation is clear and relatively straight-forward. Not so in the United States where aeronautical progress was made in backlots, barns, and garages in small towns scattered from

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coast to coast. All too often the mechanics, engineers, and pilots who struggled into the American sky during the years prior to World War I remain anonymous, faceless individuals. The record of their achievements, even their names, are buried in the yellowing pages of local newspapers stored on the back shelves of a hundred town libraries.

The men and women who pioneered flight in Iowa are fortunate indeed, for Pellegrino has dug out those newspapers, searched county courthouses, and interviewed the survivors. The result of her effort is a complete chronicle of aviation in the state from 1845 to 1918.

All of the people, places, and events are here, beginning with Silas Brooks, the Connecticut aeronaut who made the first flight in Iowa on October 9, 1856. By the turn of the century, the most famous balloonists in the nation, including Samuel Archer King and the Baldwin brothers, Samuel and Thomas Scott, had performed their feats of aerial derring-do at fairgrounds across the state.

The author brings to life the exploits of the men and women who brought the airplane to Iowa as well. She tells of the early exhibition pilots, men like "Bud" Mars, Eugene Elly, Charles Willard, Phillip Parmalee, and others who flew their Wright, Curtiss, and Bleriot machines in Iowa towns and villages. Naturally, attention is focused on those residents of the state who pioneered the art and science of powered flight. Arthur Sigafoose, Art Hartman, Walter Kleine, W. Ken Jay, Robert Burkhart, Sam Semmert, Ben Klein, Glenn Messer, Frank Kastory, Carl Duede, and Oscar Solbrig are among those whose stories are told here for the first time. The account of the development of the Adams-Farwell engine, the world's first practical rotary power plant, is of special interest.

The book is well illustrated with a great many unpublished photographs, though the quality of reproduction leaves something to be desired. The chapter notes serve as an introduction to the wide variety of primary sources on which the volume is based.

The author is something of an aeronautical trailblazer herself. The holder of a commercial pilot's license with instrument and multi-engine ratings, she has re flown the course of Amelia Earhart's last flight in a vintage Lockheed 10. Ann Pellegrino has drawn on her own experience as a pilot to bring to life the excitement of early aeronautics in her adopted state.

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