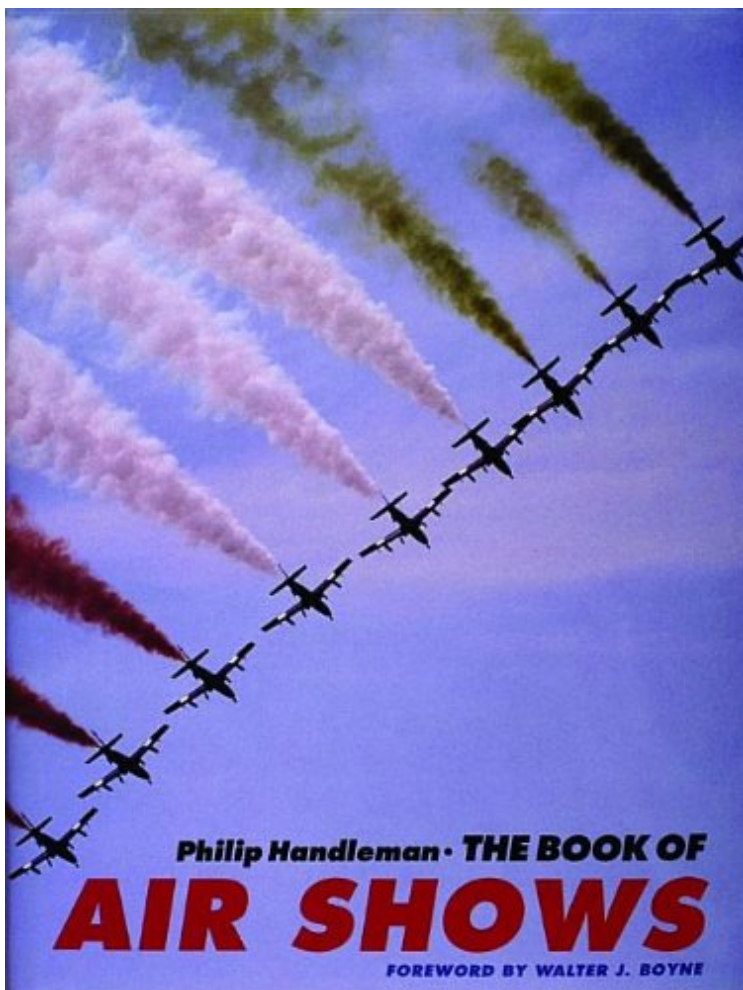




Philip Handleman

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The Book of Air Shows:

Philip Handleman : The Book of Air Shows: before purchasing it in order to gage whether or not it would be worth my time, and all praised The Book of Air Shows::

1 of 1 people found the following review helpful. SpeedReaders.info ReviewBy Speed ReadersHandleman is a long-time private pilot and photographer/filmmaker and both these qualities neatly come together here. While the first North American air shows date to about 1910, this book covers events more or less contemporary with the date of its first publication in 1993 (reprinted 2004). The point of the book is not tell the story of air shows but to depict what happens on the air and in the ground nowadays at all the big-name events. Handleman makes the interesting point that, for the photographer, "genuine air show photography, in its truest form, is significantly different" from air-to-air photography done from a camera ship in a pre-arranged, choreographed manner because only by shooting from the audience's perspective, sitting where they sit and seeing what they see, can the show's true drama and impact be captured. All of the photos in this book, he says, are of the former kind--looking at some of the flying acts it is

remarkable that he was able to get those shots from the ground (pre-digital, too). In seven chapters, all sorts of planes are shown on the ground and in the air. All the photos are in color and sharp, and most are large. A very few are so dark that details are barely discernible and since their captions say nothing about them being "mood shots" one is left to wonder if the photographer intended it this way or if the reproduction is off. One wonders the same about those that are framed in such a way as to truncate propeller tips or wings even where perspective or physical proximity to the object don't seem to make such a composition inevitable. Several photos show close-ups of cockpits, trim, or signage. From replicas of Lindbergh's Spirit of St. Louis to modern-day F-117 Stealth fighters, the entire catalog of fixed-wing machinery makes an appearance. A few of the aircraft are of foreign make, there are some ultralights and oddities such as the Inflatabird (just what the name suggests!); there are no gliders, helicopters, or seaplanes. Being an aviation historian, Handleman provides extraordinarily detailed photo captions. Descriptions of flying acts and aerial maneuvers in particular benefit from the author's first-hand piloting background. A closing chapter portrays air show personalities and participants, from professional aircrews to tailgate barbecuers. There is no Index--truly a loss. Full review at . Copyright 2010, Sabu Advani

This book is a grand, full-color celebration of the great North American air shows. Philip Handleman's camera captures the great variety of civilian and military aircraft from around the world, as well as the many personalities and participants at Tico, Reno, Sun 'n Fun, Watsonville, Oshkosh, Galesburg, Flint, Geneseo, Chino, Harlingen, Mt. Comfort, Windsor, Ontario, Kalamzoo, Air/Space America, Selfridge, Wurtsmith, and Battle Creek. From the Stearman's, and early bi- and tri- planes, to the WWII era warbirds, up to the present day F-15 and SR-71, any and all aircraft that fly through the modern air shows is presented. A recognized authority on aviation history, pilot Philip Handleman is a film maker, photographer, and president of Handleman Filmworks.

About the Author Philip Handleman has been an active pilot for nearly forty years, and he owns and flies two planes with military history, including a biliner from World War II. In 1973, he volunteered in Israel during the Yom Kippur War. In addition to his flying experience, Handleman has written more than twenty books on the history of aviation. In April 2008, he was presented with the prestigious Harriet Quimby Award. He lives in Birmingham, Michigan, with his wife Mary.