

cal politics, an alignment dating from the mid-19th century. But the Jewish radical of the 1960s was prompted, even more than his predecessors, by the desire "to estrange the Christian from society, as he feels estranged from it." New Left leaders, Jewish or Gentile, aided by the pressures of the Vietnam draft, succeeded for a time in generating a broad student movement "critical of nativist American institutions." But why did these troubled types get such high marks from the academics who first studied them? Because, as Rothman and Lichter note, those who "initiated the student movement were very often the children (ideologically, if not biologically) of those studying it."

THE ALLIANCE: America-Europe-Japan, Makers of the Postwar World
by Richard J. Barnet
Simon & Schuster, 1983
511 pp. \$19.95

Readers expecting a radical polemic against the Alliance will be surprised. Barnet, codirector of the leftish Institute for Policy Studies, offers a comprehensive and balanced reminder of how a variety of formal and informal agreements, both military and economic, linking America, Western Europe, and Japan, has helped these nations adjust to an "anarchic international system" since 1945. At the very least, major U.S. allies have enjoyed economic growth: Just after World War II, Germans survived on only 500-600 calories a day, while nine million Japanese were homeless. During the 1960s, Japan's productivity grew four times the U.S. rate, and automobile exports from West Germany to the United States increased 250 percent. But the Alliance has never been easy for any of its partners. The postwar relationship between America and Europe, which "grew out of a compromise between the liberal vision of a world economic order" and the "gospel of national security," brought an end to peacetime U.S. isolationism. Western European leaders, for their part, did not altogether relish dependence on America for military security. The North Atlantic Treaty Organization (NATO, founded in 1949) was, in Charles De Gaulle's view, the price Europeans paid for America's economic assistance. Recounting

the events that have shaken the Alliance (e.g., the building of the Berlin Wall in 1961, the 1973 Mideast War and the ensuing oil crisis), Barnet argues that West European opposition to America's role in Vietnam accounts for the "neutralist impulse" in Europe today. Fear now seems to be the strongest cement holding the partnership together—"fear," Barnet writes, "of the Soviet Union and the lingering suspicion of a Germany cut off from the American alliance."

Science & Technology

THE WINGED GOSPEL:
America's Romance with
Aviation, 1900-1950
 by Joseph J. Corn
 Oxford, 1983
 177 pp. \$17.95

Many Americans greeted the airplane in the first half-century of its development with a fervor normally reserved for the coming of a savior. Indeed, some folk seemed convinced that airplanes would usher in the millennium. (In the early 1920s, an elderly woman asked the barnstorming Charles Lindbergh how much he would charge to take her to heaven.) Such faith was in keeping with America's "tradition of technological messianism," writes Corn, a Stanford historian, and even high-brow types were caught up in it: One 1907 *Harper's* article predicted the advent of "aerial man," a higher form of humanity that would be freed, by aviation, from the physical and spiritual limitations of an earthbound existence. But popular fascination with flying machines was soon tempered by concern about the growing number of "intrepid birdmen" who had crashed into martyrdom. So the nascent aircraft manufacturing industry set about "domesticating" the image of flight, with the help of "lady pilots." At least 500 women aviators were active in the 1920s and '30s; three were among the top five finishers in the 1936 transcontinental Bendix Trophy air race. (The airline industry, however, hired women only as stewardesses until the 1970s.) The vision of an "Airphibian" in every garage was eventually dashed by practical considerations. And the "winged gospel" became a victim of its own success: As flight became commonplace

