

impact and meaning of this childhood migration experience may have had. Some who returned to Hungary went to great efforts to maintain correspondence and keep the experience close to them as a positive and real part of their identity. Others, who stayed on in Belgium, despite having fulfilling lives, expressed their memories in terms of vulnerability as children, emphasizing the role of chance, luck, or fate in their lives.

The book is based on a variety of primary sources, including archives, contemporary publications, ego-documents, photographs, and life-course interviews. The author is honest about the multiple limitations to studying young children in constant motion in the past. She challenges recent arguments that children are flexible, resourceful social actors rather than passive recipients of policies and programs designed by adults. The interviews with participants in fact revealed a belief in their own lack of childhood agency, though this was sometimes contradicted by their stories.

Humanitarianism always involves power imbalances (there is a good discussion of “gratitude” woven into the book), and some surviving participants remembered lonely and powerless childhoods conducted in an atmosphere of stifling Catholic respectability while others told tales of outright abuse and exploitation. Hajtó’s research underlines the importance of the weaving of children, childhood, politics, and national identity beginning in the twentieth century, when children first became vital subjects for international politics and were deployed instrumentally by states for “peace-building.” This book can be highly recommended for those interested in the history of childhood, migration, memory, and in interwar European social and political life.

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Broken Wings: The Hungarian Air Force, 1918–1945. By Stephen L. Renner. Bloomington: Indiana University Press, 2016. xv, 327 pp. Notes. Bibliography. Glossary. Index. Photographs. \$35.00 hard bound.

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Stephen Renner has produced an ambitious and much-needed study of the origin and wartime experience of the Hungarian Air Force. The title derives from a 1921 statement by a Hungarian officer who foresaw that without an Air Force, “a broken-winged Hungary will fall behind the other peoples of the world” (v). Even with an Air Force, in the period in question, Hungary was perennially broken-winged. After attaining independence when the Austro-Hungarian Empire was dissolved, Hungary sought to create military forces that were a necessary part of independent-state identity, to protect its new borders against hostile neighbors like Romania and Slovakia, and to aid in the reacquisition of territories ceded to its neighbors in the Treaty of Trianon.

This book consists of seven chapters, chronologically arranged and thematically designated, followed by a brief conclusion. “Legacy” summarizes the experience of Hungarian aviators through 1918. Renner illustrates the “ways in which aviation was ‘an instrument of national prestige’ in Hungary just as in larger states” (9). The chapter “Upheaval: 1918–1919” makes the key point that “Hungarian airmen became accustomed to operating at a disadvantage” (43). Like its former allies, Hungary was banned from maintaining significant military forces. “Evasion: 1920–1927” details the ways in which Hungary adopted clandestine measures to circumvent the Treaty of Trianon. In the case of the Air Force, that included masking military aviation under the cloak of civilian activities such as transport and weather reconnaissance.

“Theory: 1927–1937” examines the theoretical debates over Douhet’s concepts of strategic bombing. “Reality: 1927–1937” covers the same timeframe and shows the practical limitations that forced Hungary to accept whatever aircraft it could get: primarily older Italian models. A pattern of “late delivery and uncertain quality” (145) became the norm, which led Hungary into a closer relationship with Germany. “Independence: 1938–1940” covers the brief apex of Hungarian military aviation. Unfortunately, “recruitment was still too low, airplanes too few, accident rates too high, and combat readiness too shaky” (233), problems that became serious obstacles to offensive action.

The final chapter, “War: 1941–1945,” details the decline of Hungary’s Air Force that began in 1941. There were a few early successes in the war, such as air operations that assisted in the capture of Nikolayev from the Soviets. As with its army, the Air Force was subsumed under German control and for all intents and purposes operated as an auxiliary to the Luftwaffe. The Hungarian Air Force was a minor player in the immense air war of 1939–45. The improved capabilities of Soviet aviation, increased Allied bombing attacks, and the steep decline in quality and quantity suffered by all Axis forces resulted in a futile fight to the last airfield.

Broken Wings is primarily institutional and political history. Colonel Renner (currently Dean of Students at the School of Advanced Air and Space Studies, Air University) earned his PhD at Oxford and was an Olmsted Scholar at the Budapest Institute of Graduate Diplomatic and International Studies. Renner has produced the best and only study in English of the Hungarian Air Force in this period. The author provides a great deal of geopolitical context, necessary perhaps for readers who are unfamiliar with the era, though aviation historians may find themselves skimming to get to where the Air Force comes in. The production qualities are excellent, with an attractive cover and dust jacket, clean editing, a good index, and an essential list of abbreviations. The only thing missing is a good map or two.

This book is a notable achievement. Renner brings to light the story of a small but determined military aviation force, operating under extreme limitations, which tried to do its duty in turbulent times. Hungary faced insurmountable obstacles to creating a powerful Air Force. Funds, lack of industrial capacity, reliance on foreign imports, and low levels of realistic training were all examples of how “circumstances constrain action” (303). Renner suggests that Hungary might have done better to focus on a few standardized types of aircraft and a few specific tactical missions, which might have improved maintenance, repair, and pilot performance. Hungary’s aviation ambitions were a case in which its reach greatly exceeded its grasp. The efforts of the Hungarian Air Force to restore Hungary’s national military capabilities and national pride came to naught, but serve as a useful case study of Hungary’s blighted experience.

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Third Europe: Polish Federalist Thought in the United States, 1940–1970s. By Sławomir Łukasiewicz. Reno, NV: Helena History Press LLC, 2016. Trans. Witold Zbirohowski-Kościa. 476 pp. Notes. Bibliography. Glossary. Index. Photographs. Maps. \$50.00, hard bound.

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This engrossing work deals with the organized efforts of a substantial body of political activists and intellectuals who worked together to discuss and promote the idea of a federalist solution to the national security concerns of the states in east central