

environmental interests. He expects land use planning to represent all interested more thoroughly than in the current system, although he does recognize that even with planning, administrators end up with "an array of valid alternatives that may be mutually exclusive". Fenge describes the development of the land use planning program from its birth as a federally-dominated process, biased towards non-renewable resource development, to one that recognized political devolution to the North and the interests of the native groups. He notes that without legislation to implement land use plans [a continuing situation], governments and industry still cannot be expected to abide by planning decisions. Nigel Richardson portrays the Agreement in Principle for the NLUPP as essentially a political document, with no details on the substance of planning. It has set the stage for cooperation, but more work needs to be done on how to plan and what to produce. Lindsay Staples further describes the intensely political nature of planning negotiations in his paper on the Yukon; there land use planning became a political contest between federal and territorial governments, and to some extent the Council for Yukon Indians, for control over lands and resources.

Inuit proposals for planning are outlined by Nigel Bankes; they differ very little, judging by this description, from the process recently implemented in the Lancaster Sound region. Again difficulties are highlighted of negotiating a regionally relevant planning process with a remote federal government. Overlaps between the NLUPP and provisions being negotiated under the land claims process seemed to further muddy the water. John Bayly questions the federal government's intentions. Without legislation empowering the planning commissions, and with continuing pressure for oil and gas development, he argues that the process only gives the appearance of consultation and planning. Finally, the situation in Northern Quebec is examined by Bill Kemp and Peter Jacobs. Much of their paper gives an interesting account of how the Inuit regained control from southern researchers, of Inuit knowledge, and research projects. The authors clearly see this as an important prerequisite for regionally-based land management. Though not involved in the NLUPP discussed by the other papers, Northern Quebec is edging towards planning, through bodies set up under the James Bay land claim (primarily the Kativik Environmental Quality Commission (KEQC)). The Inuit have changed the original project assessment role of the KEQC to include review of projects as the beginning of project development. Comprehensive land use planning is the next logical step.

Though it has been somewhat surpassed by events, this book gives an often interesting account of the varied negotiations leading up to establishment of the NLUPP. The focus has obviously been on making a political agreement, rather than defining a substantive method of planning for resolution of land use conflicts or for making responsible resource management decisions. The suc-

cess of the planning exercises now underway in the Lancaster Sound and Beaufort Sea/Mackenzie Delta will however depend upon both political and effective planning methods. (Heather Myers, Pond Inlet, NWT, Canada)

AIR WAR IN THE ARCTIC

ARCTIC AIRMEN: THE RAF IN SPITSBERGEN AND NORTH RUSSIA 1942. Schofield, E. and Nesbit, R.C. 1987. London, Wm Kimber. 253 p, illustrated, hard cover. ISBN 0-7183-0660-0. £13.50.

Carefully researched and well documented, this book is a first-hand account of the part played by the crew of a Catalina flying boat of Royal Air Force Coastal Command in pioneering ice reconnaissance and high latitude navigation at a crucial period of World War II. The co-author, then Pilot Officer Schofield, served as navigator under the command of Flight Lieutenant D. E. (Tim) Healy, DSO. He has combined his own flight records with British and German published and documentary sources, to produce an authentic and enthralling account of reconnaissance flights over Arctic waters in 1942.

Many of these flights exceeded 24 hours in length and reached the limits of human endurance in conditions of extreme cold and discomfort. Some, which came within the Most Secret category, were designed to provide logistic information and practical support for 'Operation Fritham', an attempt in spring 1942 to land a small, largely Norwegian, task force on Spitsbergen, to protect the coal mining installations and to prevent the Germans from operating their vital weather forecasting stations. This enterprise was overtaken by near-disaster, and Tim Healy's Catalina crew found themselves involved in resupplying the survivors and lifting off the wounded. Subsequent flights were associated with 'Operation Gearbox', a follow-up to 'Operation Fritham', and again based on Spitsbergen. Accurate air photography combined with improved sea ice reporting enabled the Royal Navy to successfully re-establish an allied presence in this key area, and thus give added cover to the sorely pressed Arctic convoys to north Russia.

In August 1942 Schofield found himself navigating the Catalina on the first ever RAF attempt to achieve the North Pole, using hitherto untried navigational techniques. Unluckily heavy icing thwarted these endeavours in latitude 78°11' N. The final, alas tragic episode in this story of a closely knit flying team, occurred in September 1942; on a flight from Grasnaya in northern Russia Tim Healey was mortally wounded in combat with a German Ju 88. The hero of this book, he was by all accounts an inspired leader of men. An appendix includes a chapter on polar navigation, a subject then in its infancy. The introduction is by Sir Alexander Glen, who as Lt Cdr (Sandy) Glen played an important part in the events narrated in this important contribution to the history of Coastal Command and the war in the Arctic. (H. G. R. King, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)