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Edward M. Young

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#617550 in Books Duel - Aircraft 2014-08-19 2014-08-19 Original language: English PDF # 1 9.86 x 6.48 x 7.281, .57 #File Name: 178200813680 pages9781782008132 | File size: 48.Mb

Edward M. Young : F6F Hellcat vs A6M Zero-sen: Pacific Theater 1943–44 (Duel) before purchasing it in order to gauge whether or not it would be worth my time, and all praised F6F Hellcat vs A6M Zero-sen: Pacific Theater 1943–44 (Duel):

7 of 7 people found the following review helpful. Once again Osprey does it again! By Rick While the Zero has been covered in other duel book, this one is still fresh. I am very happy that this series continues. The art work is excellent, the pictures are great. The information is brief, but still informative. This series doesn't disappoint! 3 of 4 people found the following review helpful. Outstanding overview of two major aerial combatants in the Pacific. By Jim Schmidt An excellent "compare and contrast" of the two major aerial combatants in the Pacific. Mr. Young discusses the historical background, design, implementation, development and evolution of two of the greatest naval warplanes of WWII. Similar to aircraft development of the German Luftwaffe, the Japanese relied almost solely on the A6M aircraft

to prosecute the war, and both Axis powers did little to introduce new aircraft types based on their combat experience. By the time Hitler and Tojo realized their fighter development had lagged behind the Americans', it was too late. The Americans learned lessons from the early days of the war to create fighters specifically to satisfy the needs of the theater of the war. In Europe, the fitting of the Rolls Royce Merlin into the P-51 Mustang allowed fighter protection for bomber groups flying to Germany and return. Grumman studied the lessons learned from both the obsolescent F4F Wildcat and captured Zeros to design an airplane specifically to defeat the A6M. Combined with the attrition of experienced Japanese pilots, defeat of Imperial Japan in the air was all but assured when the Hellcat was deployed to the fleet. By reviewing Japanese and American operational experience, political forces and budgetary considerations, Young paints a fascinating "behind the scenes" picture of how each of these airplanes came to face each other in the Pacific theater. Far from being unrelated due to very different military and political systems, the history of these airplanes is inextricably entwined. Highly recommended for anyone interested in these airplanes or the air war in the Pacific. 1 of 1 people found the following review helpful. Excellent series, excellent book. By genie I really like the publications from this publisher - short, to the point, excellent printing, excellent illustrations, well-written, authoritative text. My dad flew Hellcats in WWII; I was particularly interested in this book, and well-satisfied by it.

In the key Pacific War battles of the Marianas Turkey Shoot, Leyte Gulf, and in and around Japan itself (from late 1943 through to VJ-Day) the principal fighters involved were the F6F Hellcat and the A6M5/7 Zero-sen. The former was Grumman's successor to the pugnacious Wildcat, and its creation was shaped by the combat experiences of Naval Aviators flying the F4F against the A6M2/3 Zero-sen from late 1941. Blooded in combat against the Japanese in August 1943, the Hellcat went on to serve as the principal US Navy fighter on board carrier decks until war's end. Despite its lethality in the air when ranged against the best Japanese fighters, the Hellcat still retained docile handling qualities around the carrier deck. Naval Aviators flying the Hellcat claimed in excess of 5,000 kills in the Pacific, and more than 300 pilots achieved ace status on the type. The majority of these victories took the form of A6M5 Zero-sens, the most-produced model of the final Mitsubishi fighter - some 6000 were built from late 1943 through to war's end. The A6M5 reached front-line units just as the Hellcat was making its combat debut, the new version of the Zero-sen being based on the previous A6M3 model but with modified flaps and ailerons and thickened wing skinning. It was only meant to be an interim design pending the arrival of the A7M Reppu and J2M Raiden. However, terminal development problems with the former and technical issues with the latter meant that the A6M5, and re-engined limited run A6M7 (150 built), had to hold the line through to September 1945. By now badly outclassed by the Hellcat, literally thousands of Zero-sens fell victim to US Navy fighter squadrons in the final years of the war.

About the Author Edward Young is a retired financial executive with degrees in Political Science from Harvard University and the University of Washington. During his career he held assignments in New York, London, Tokyo and Hong Kong. He has written a number of books and numerous articles on aviation and military history. He is the author of Osprey Campaign series 136: Meiktila: The Liberation of Burma, Warrior Series 141: Merrill's Marauders, Osprey Combat Aircraft series 87: B-24 Liberator Units of the CBI, Duel series 41: B-24 Liberator vs. Ki-43 'Oscar' and Osprey Aircraft of the Aces 109: American Aces Against the Kamikaze. He lives with his wife in Seattle, Washington. The author lives in Seattle, WA.