

A6m

Arthur Lochte

Mitsubishi A6M Zero James D'Angina, 2016-10-20 Unquestionably the most iconic Japanese fighter of World War II, the Mitsubishi A6M Rei-Sen, Type Zero fighter was used from the initial raid on Pearl Harbor up to the Kamikaze attacks at the end of the war. Facing off against the likes of the Wildcat, Corsair and even the Spitfire, the Zero gained a legendary reputation amongst Allied pilots due to its incredible manoeuvrability. Detailed analysis of its technical qualities show why the Zero was so feared, but also pinpoints the weaknesses that would eventually be its downfall as Allied pilots learned how to combat it. A selection of historical photographs and unique artwork accompany the analysis as James D'Angina delves into the history of the premier Axis fighter of the Pacific Theatre, exploring the design and combat effectiveness of the Zero as well as the tactics developed by Allied pilots to counter it.

Modelling the Mitsubishi A6M Zero Brian Criner, 2012-08-20 The A6M Rei Shiki Sento Ki (meaning Type Zero fighter) was the result of an order by the Imperial Japanese Navy for a low-wing monoplane with superior speed, range, climbing powers, and manoeuvrability. It famously served as a fighter escort during the attack on Pearl Harbor in December 1941, and ended the war as the kamikaze plane of choice. This book provides a detailed guide to modelling this popular aircraft across a variety of scales, and features an A6M2-N Rufe, a kamikaze A6M5c, an A6M2 model 21, and a captured A6M5b of TAIC #7, as well as a gallery and walkaround section.

A6M Zero-sen Aces 1940-42 Nicholas Millman, 2019-04-18 The Mitsubishi A6M Zero-sen was Japan's Spitfire. In continuous development and operational service from the time of the Sino-Japanese war in 1940 to the end of the Pacific War in 1945, it is held in almost mythical awe, similar to Britain's legendary fighter aircraft. At the time of its operational debut the fighter's design features offered the revolutionary combination of an all-round vision canopy, cannon armament and a jettisonable drop tank giving it phenomenal range. Together with the flying and tactical proficiency of superbly trained pilots, this made the Zero-sen a true strategic fighter, spearheading Japan's offensive in the Pacific. It was also the mount of a plethora of successful and flamboyant naval aces engaged in both sea and land campaigns. This volume covers the use of the A6M2 variant from its debut in China to the Solomons Campaign, and also tells the story of the A6M2 fighter aces of the 4th and Tainan Kokutai.

A6M Zero Mitsubishi Robert Jackson, 2021-01-18 This detailed study of Japan's fearsome WWII fighter covers its legendary combat career along with color images and technical information. The quality of Japan's Mitsubishi A6M Zero shocked Allies Forces at the outbreak of the Pacific War. Armed with two 20mm cannon and two 7.7mm machine-guns, it was highly maneuverable and structurally very strong, despite being lightweight. When it first took flight in 1939, it was far superior to any other fighter in the skies. During the first months of the Pacific War, the Zeros carved out an impressive combat record. For example, in the battle for Java alone, they destroyed 550 Allied aircraft. But it eventually outclassed by American fighters such as the Grumman F6F Wildcat and Vought Corsair. In the latter months, many were fitted with bombs and expended in Kamikaze suicide attacks. This book provides a detailed overview of the design and combat career of a fighter that made history. Ideal for modelers and military history enthusiasts, it offers a wealth of technical information, photographs and color profiles.

Modelling the Mitsubishi A6M Zero Brian Criner, 2012-08-20 The A6M Rei Shiki Sento Ki (meaning Type Zero fighter) was the result of an order by the Imperial Japanese Navy for a low-wing monoplane with superior speed, range, climbing powers, and manoeuvrability. It famously served as a fighter escort during the attack on Pearl Harbor in December 1941, and ended the war as the kamikaze plane of choice. This book provides a detailed guide to modelling this popular aircraft across a variety of scales, and features an A6M2-N Rufe, a kamikaze A6M5c, an A6M2 model 21, and a captured A6M5b of TAIC #7, as well as a gallery and walkaround section.

A6M Zero in Action Shigeru Nohara, 1983

Mitsubishi A6M Zero Artur Juszcak,2015 The illustrated technical history of the most famous Japanese warplane of World War Two. The different versions of the plane, from the 1940 prototypes to the final aircraft of 1945 are described and illustrated; all the changes in specification, equipment and performance are recorded. Drawings and data from the original technical manuals, full dimensional details and photographs of surviving examples preserved in aviation museums illustrate all aspects of the airframe, inside and out. Wartime photographs and many pages of color illustrations complete the book's comprehensive coverage. More than 30 color profiles. Profusely illustrated with photos, including a comprehensive walk-around section showing all aspects of the airframe, and diagrams from official manuals. Includes 1/72nd and 1/48th scale plans, and color profiles showing many of the colorful schemes applied to the ZERO by its users.

Fighter Zero - Mitsubishi A6M Mantelli - Brown - Kittel - Graf,2015-05-02 The Mitsubishi A6M Zero was a lightweight fighter that comes with the Dai-Nippon Teikoku Kaigun Koku Hombu, service aircraft of the Imperial Japanese Navy, 1940-1945. The official designation was obtained by dialing the A for aircraft embarked, 6 because it was the sixth model built for the Japanese Navy and the M initial manufacturer: Mitsubishi. The A6M was usually called by the Allies as the Zero, a name sometimes associated by mistake to other fighters such as the Nakajima Ki-43. In addition to zero, the model was called by the Americans with other nicknames, such as Zeke, Hamp and Hap. The Japanese called it Reisen (Zero Fighter), Americans Zeke (diminutive of Zechariah), but it was the same airplane, the small, acrobatic and elusive of the Mitsubishi A6M. Why Zero, and why Zechariah? Zero because it entered service for the Navy Imperiale in the year of Christ 1940, corresponding to the year 2600 the mythological calendar of the Rising Sun; if it entered service in 1936 (2596) it would be called Type 96, if in 1939 (2599) Type 99. As for Zechariah, is explained by the fact that the code allied planes taking Japanese male names if they were fighter - Tony, Oscar, George, Frank - if female bombers - Sally, Betty, Nell, Peggy. For Japan the Zero was, in fact, much more than an airplane, but the symbol of the air power of the Empire. For the Allies it was much more of a relentless opponent, but a nightmare and at the same time a myth.

SBD Dauntless vs A6M Zero-sen Donald Nijboer,2021-10-28 The SBD Dauntless dive-bomber was a key cog in the US Navy's aerial arsenal throughout the Pacific War. Although a product of aviation design in the mid to late 1930s, the type soldiered on even as more advanced aircraft were appearing from American factories as the war progressed. Despite its classification as a dive-bomber and rather dated appearance, the SBD Dauntless could more than handle its own against the feared A6M Zero-sen - a regular opponent, especially during the first 18 months of the campaign in the Pacific. The SBD was credited with 138 victories in aerial combat (principally in 1942), 107 of which were fighters and the rest bombers. Seven SBD units claimed five or more aerial victories, with future ace Lt(jg) John Leppla of VS-2 being credited with four victories while flying from the carrier USS Lexington during the Battle of the Coral Sea in May 1942. The Zero-sen came to symbolise Japan's military prowess during the early stages of the war in the Pacific, and it quickly became the world's premier carrier-based fighter - a title it would hold well into 1943. The psychological impact of the Zero-sen was so great that all Allied fighters were judged by the standards set by it. The aviators flying the A6M in 1941-42 were amongst the most experienced fighter pilots in the world, and they claimed a significant number of the SBDs destroyed while trying to defend their carriers from attack during the Battles of Coral Sea, Midway and Santa Cruz in 1942. While one was a dive-bomber and the other a nimble fighter, both met in combat many times, with the Dauntless proving an elusive and deadly target thanks to the tenacity and skill of the pilots and gunners manning the Douglas aircraft. While the Zero-sen was credited with shooting down many SBDs, the rugged dive-bomber gave as good as it got and emerged, not surprisingly, victorious on many occasions. This book examines these aircraft in detail, exploring their history and development and contains accurate descriptions of the combats between the SBD Dauntless and Zero-sen throughout the first four carrier battles of 1942 and the Solomons Campaign.

F6F Hellcat vs A6M Zero-sen Edward M. Young,2014-08-20 The Grumman F6F Hellcat and Mitsubishi A6M Zero-sen were the two principal opposing

fighters in the brutal aerial clashes of the Pacific War from 1943 onwards. Reminiscent of the preceding F4F Wildcat, the F6F Hellcat was designed specifically to counter the earlier A6M2 Zero-sen, the strengths and weaknesses of which became fully understood by US designers after an undamaged example was recovered in the Aleutians. The powerful Hellcat had an impressive top speed, rate of climb and armament, and it retained its predecessor's incredible ruggedness. The A6M5 Zero-sen was also born out of an earlier type, but was intended merely as a stop-gap until more modern Japanese fighters could be produced to restore performance parity with Allied aircraft. The chaotic conditions of the Japanese Aircraft industry and war economy prevented new types from being built. Featuring detailed artwork illustrating the technical specifications of these two types and the dramatic encounters between them, this volume focuses on how these iconic fighters came into being, and how they fared as they faced one another over the Pacific skies of World War II.

F4U Corsair versus A6M Zero-sen Michael John Claringbould, 2022-03-17 The aerial clashes between the iconic Corsair and Zero-sen translated into a contest of speed and altitude for the former, versus the latter's outstanding agility and range. Whilst the F4U Corsair eventually proved to be a superior fighter in Pacific operations, its introduction into combat in this theatre initially demonstrated its weaknesses. Indeed, the 'Saint Valentine's Day Massacre' debacle showcased exemplary Zero-sen fighter tactics, and American losses were of sufficient magnitude that further daylight missions toward Bougainville were discontinued until Allied fighter tactics could be improved. As a result, for the next two months the Corsair's combat results were much subdued. Indeed, the F4U only became a superb fighter when both its pilots and their commanders worked out how to deploy the gull-wing design effectively. Optimum circumstances for effective engagement did not always occur, and the Zero-sen remained effective against the Corsair until February 1944 in the South Pacific, after which all IJNAF fighter units vacated Rabaul. This book closely examines these two different fighters in the Solomons/Rabaul theatre, and the unique geographic conditions which shaped their deployment and effectiveness. It contains rare photographs and digital artwork that accurately showcases and aligns combats of both types in-theatre with unprecedented accuracy. Both sides vastly over-claimed. With full access to IJNAF and US Navy/US Marine Corps records, these numbers will be presented accurately.

F4F Wildcat vs A6M Zero-sen Edward M. Young, 2013-08-20 The Grumman F4F Wildcat and the Mitsubishi A6M Zero-sen were contemporaries, although designed to very different requirements. The Wildcat, ruggedly built to survive the rigors of carrier operations, was the best carrier fighter the US Navy had available when the USA entered World War II, and it remained the principal fighter for the US Navy and the US Marine Corps until 1942-43. With a speed greater than 300mph, exceptional manoeuvrability, long range, and an impressive armament the slick Zero-sen could out-perform any Allied fighter in 1941-42. The battles between the Wildcat and the Zero-sen during 1942 represent a classic duel in which pilots flying a nominally inferior fighter successfully developed air-combat tactics that negated the strengths of their opponent.

Zero Robert C. Mikesh, 1994 The most in-depth combat and development history of the Japanese Zero ever assembled! This superb history is told through first-person interviews with Zero pilots and the U.S. airmen who fought against them. Includes cutaway drawings, serial number lists, detailed appendices, and a registry of surviving planes. Contains exquisite cutaway drawings by Rukyu Watanabe. Foreword by Saburo Sakai.

F4U Corsair versus A6M Zero-sen Michael John Claringbould, 2022-03-17 The aerial clashes between the iconic Corsair and Zero-sen translated into a contest of speed and altitude for the former, versus the latter's outstanding agility and range. Whilst the F4U Corsair eventually proved to be a superior fighter in Pacific operations, its introduction into combat in this theatre initially demonstrated its weaknesses. Indeed, the 'Saint Valentine's Day Massacre' debacle showcased exemplary Zero-sen fighter tactics, and American losses were of sufficient magnitude that further daylight missions toward Bougainville were discontinued until Allied fighter tactics could be improved. As a result, for the next two months the Corsair's combat results were much subdued. Indeed, the F4U only became a superb fighter when both its pilots and their commanders worked out how to deploy the gull-wing

design effectively. Optimum circumstances for effective engagement did not always occur, and the Zero-sen remained effective against the Corsair until February 1944 in the South Pacific, after which all IJNAF fighter units vacated Rabaul. This book closely examines these two different fighters in the Solomons/Rabaul theatre, and the unique geographic conditions which shaped their deployment and effectiveness. It contains rare photographs and digital artwork that accurately showcases and aligns combats of both types in-theatre with unprecedented accuracy. Both sides vastly over-claimed. With full access to IJNAF and US Navy/US Marine Corps records, these numbers will be presented accurately.

Mitsubishi A6M Zero Arthur Lochte,2000 Beskriver det japanske jagerfly Mitsubishi A6M Zero (The Zero Fighter) kendt fra 2. verdenskrig.

A6M Zero Dariusz Karnas,2014-03-06 Scale plans in 1/72, 1/48 and 1/32 scale. All Zero versions. A6M2 model 21 A6M3 model 22 and model 23 A6M5 model 52 and model 52c A6M7 model 62

The Legendary Aircraft of World War II Jack Powell,2015-10-09 Discover the Mitsubishi A6M Zero in this edition of The Legendary Aircraft of World War II! The Mitsubishi A6M Zero changed the course of World War II. When it was introduced early on in the war, the Zero was considered to be the most capable carrier-based fighter in the world, combining excellent maneuverability and a very long range. Explore this legendary aircraft's history, development & production, operational history, & it's variants such as the Nakajima A6M2-N. This edition also serves as an excellent reference source.

Seafire vs A6M Zero Donald Nijboer,2009-04-21 Products of vastly different design philosophies, the Seafire F III and the A6M Zero were never intended to meet in combat, and never should have. Yet the harsh necessities of war intervened and these two planes were pitted against each other in the last dogfight of World War II, high above the Japanese home lands. The Zero, with its clean design, low weight and high lift, was extremely nimble at low speeds and ideally suited to the job it was intended to do. In contrast, the Spitfire was not designed as a shipboard fighter; it was a short-range interceptor, intended for operations from established airfields and supported by a well stocked infrastructure of spares and qualified maintenance personnel. With a different twist on the Duel concept, this book examines these two iconic fighters and their two very different histories; one was 'adapted' for a role it was never intended to carry out, the other was purpose built and proved to be one of the finest fighters of World War II. Using fantastic artwork and intimate first-hand accounts, the author discusses the decline of the Japanese Naval Air Force and its principal fighter, the Zero, in contrast to the British Seafire, as it overcame its critics to become the best pure carrier interceptor of the war and emerge victorious in the last aerial duel of World War II.

Mitsubishi A6m-1/2/2-N Zero-Sen of the Japanese Naval Air Service Richard M. Bueschel,1995-03-01 Renowned Japanese aircraft historian Richard Bueschel revises and updates his classic series of books on Japanese Naval and Army Air Force aircraft of World War II. The A6M-1/2/-2N ZERO-SEN is the first volume. All variations and markings are covered in this the first of a projected multi-volume series.

Zero A6M H. P. Willmott,1980 Beskrivelse af det japanske jagerfly A6M Zero kendt fra Stillehavskrigen under 2. verdenskrig

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