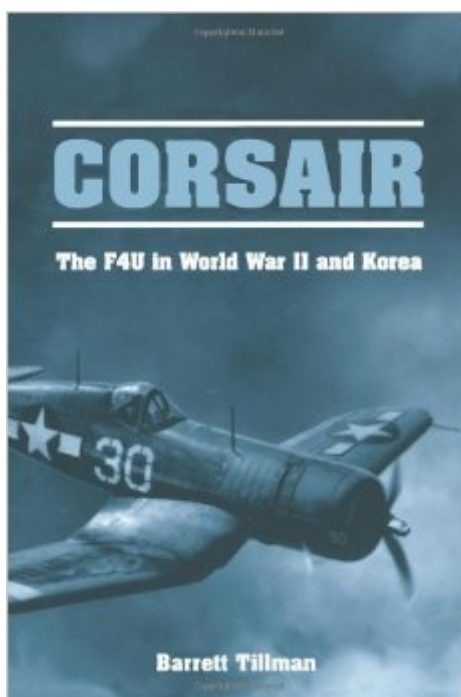


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Corsair: The F4U In World War II And Korea



Synopsis

This is the remarkable story of an airplane that became a legend--with a sleek silhouette and bent wings, it doubled as a day and night fighter, could fly off carriers or from land, and served both as a dive bomber and reconnaissance plane. Filled with facts and figures, this fast-paced history begins with the nerve-wracking test flights of the 1940s and concludes with the F4Us that were active thirty-eight years later. Placed skillfully in between are the stories that gave birth to the legend: the exploits of the aces, including the Medal of Honor recipient who shot down twenty-five enemy planes, and the details of the combat missions of Charles A. Lindbergh. During thirty months of combat in World War II with the U.S. Navy and Marines, the Corsair shot down more than two thousand Japanese planes. In Korea the U-bird, as it was called, was credited with ten aerial victories. A trip down memory lane for anyone who has followed the career of this Cadillac of the props, this new paperback edition of a book first published in hardcover in 1979 offers fine historical aviation reading that presents a riveting picture of the men and machine that helped win two wars.

Book Information

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Customer Reviews

This offering by Barrett Tillman is one of the more readable accounts of WWII naval aviation. Tillman goes into enough depth to give the reader an appreciation for the technology and engineering involved in the F4U Corsair, but rightly devotes most of the book to the stories of the aviators who flew the "Ensign Eliminator" in combat. Anecdotes related to the author by veteran Corsair drivers, added to Tillman's own knowledge and experience in flying WWII aircraft lend authenticity to the work. Very well researched, this book is a valuable resource for the student of

WWII or aviation, but its style also recommends it to the casual reader.

Born in 1943, I spent my youth building balsa Corsairs (and Mustangs, Hellcats, Warhawks, Spitfires and Hurricanes) covered with silkspan, and reading of their exploits in WWII and Korea. There must be millions of us Fifty- and Sixty-somethings in America still feeling we were born too late to have a chance to fly the great fighters of WWII. For us, Tillman is a timely author. We buy and read his well-told histories with feelings of respect for the designers, builders, test pilots, pilots and crews who made that great age of the piston-powered warbirds possible. Avoiding the dreary repetitiveness of some such books, which seem bound to chronicle every squadron's every mission, Tillman's Corsair is an exceptionally good example of its breed. It combines valuable historical detail with first-hand accounts of the plane and its pilots in action.

Though not the book I would recommend to my girlfriend, I read it in one session from front to cover. Is it because I was born too late to fly this plane myself? The nice thing for me about this book is that I got the feeling that it took me back in time and let me experience what it was like -or at least what I thought it would be like-. There are enough photographs to prevent you from drowning in text and every aspect of the plane gets covered, with the exception of what it was to maintain a Corsair airworthy for its groundcrews. This book was published in the States by the United States Naval Institute and in Britain by PSL (Patrick Stephens Limited)

I've read several of Barrett Tillman's books and each one has had a wealth of detail about the aircraft and the pilots who flew them. Admittedly, he does not go into great detail on each pilot and squadron that flew it, but he aims to cover the breadth of its operational history. He covers the initial land-based deployment of the Corsair by the Marines in the Solomons, and its early adoption by the Royal Navy as a carrier-borne fighter, something that took the US Navy another year and a half to do. As in a lot of carrier developments, the Royal Navy showed the US Navy how to make the Corsair carrier compatible. Once it was on US carriers, it proved to be a deadly foe to the Japanese. It also proved highly capable as a fighter-bomber for ground support, a role for which it was well used in the Korean War. I've always been a fan of the F6F Hellcat, but I have to admit that the F4U was a faster, maybe more maneuverable aircraft than the F6F. Kudos to the Corsair!

The best overall history on the Corsair. (trust me I have almost all of them, and this one twice) A little light on technical info, but for that you really should own *Americas Hundred Thousand*, by Francis H.

Dean. Easy read as well, not overly dry. Some fun info like Marines using their Corsairs to Make Icecream! Yes during the war!

Though not the book I would recommend to my girlfriend, I read it in one session from front to cover. Is it because I was born too late to fly this plane myself? The nice thing for me about this book is that I got the feeling that it took me back in time and let me experience what it was like -or at least what I thought it would be like-. There are enough photographs to prevent you from drowning in text and every aspect of the plane gets covered, with the exception of what it was to maintain a Corsair airworthy for its groundcrews. This book was published in the States by the United States Naval Institute and in Britain by PSL (Patrick Stephens Limited)

I was looking for a gift for a friend who was laid up after surgery, being as he flew the Viet Nam era Corsairs off carriers, I thought he'd like to read about the original Corsair. He did and loved it. Great author, great read. Great gift.

Barrett Tillman knows his subject. He has spared no effort in researching his subject, down to interviewing the men who flew the machine into history. I would not call this an exhaustive treatment of the Corsair, but any more detail and he would probably lose a third of his audience. This is the second book I have read by this author. There is probably no one else, save those who flew the plane in combat, who has such a grasp of the subject. The focus is on the Corsair, but he does not neglect the background of the pilots who flew it. This adds the necessary human element that makes this book more than a technical exercise and study of an airplane. This will certainly appeal to aviation enthusiasts and to very many history buffs who want to know more about this airplane and the conflicts in which it was used.

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