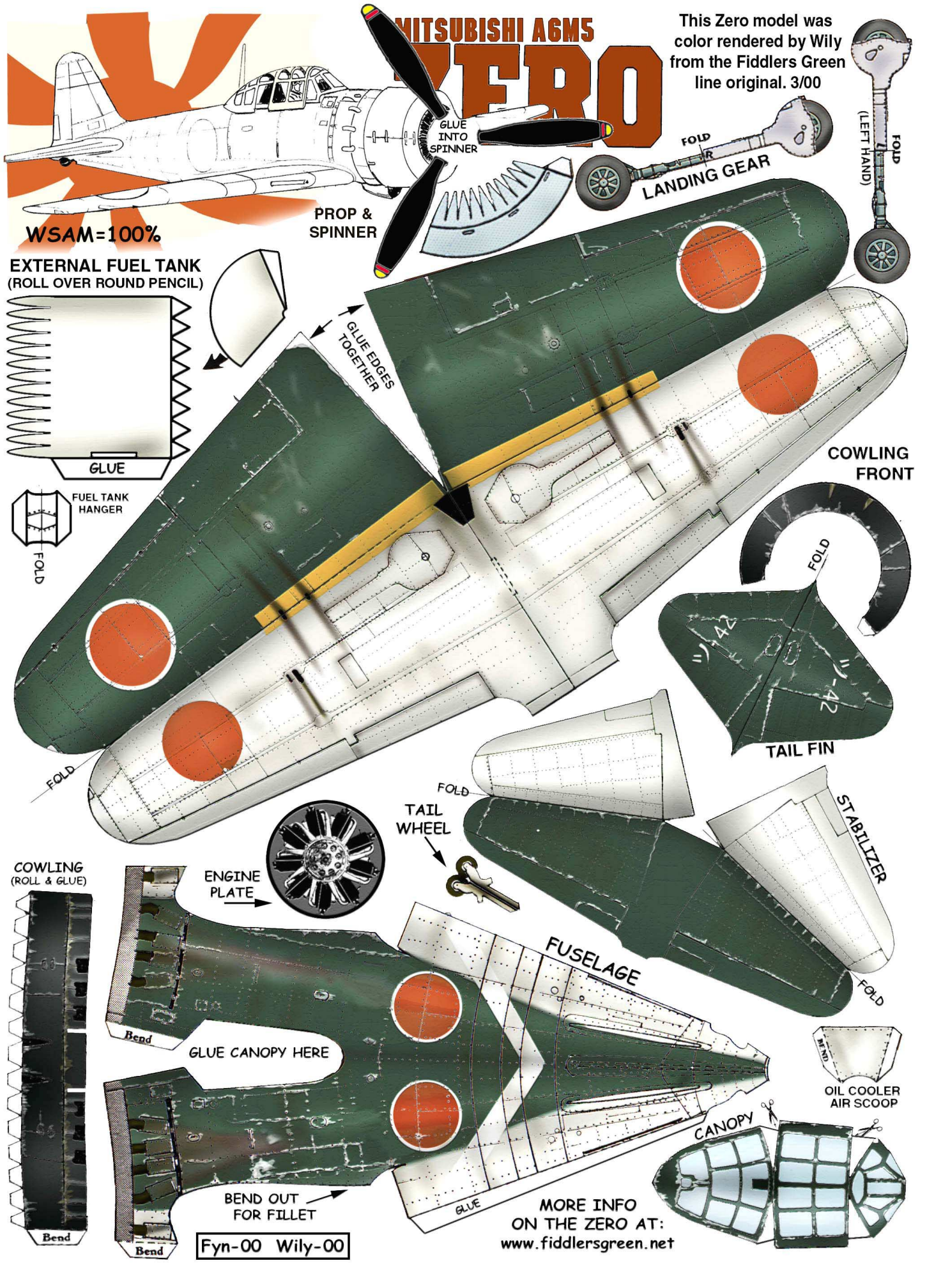


MITSUBISHI A6M5

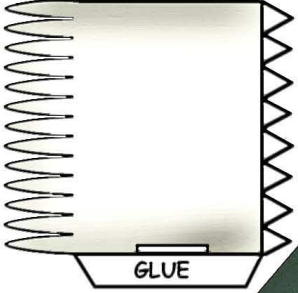
# ZERO

This Zero model was color rendered by Wily from the Fiddlers Green line original. 3/00



WSAM=100%

EXTERNAL FUEL TANK  
(ROLL OVER ROUND PENCIL)



PROP & SPINNER

GLUE INTO SPINNER

FOLD  
LANDING GEAR

FOLD  
(LEFT HAND)

GLUE EDGES TOGETHER

COWLING FRONT

FOLD

TAIL FIN

STABILIZER

FOLD

FOLD  
TAIL WHEEL

COWLING  
(ROLL & GLUE)

ENGINE PLATE

GLUE CANOPY HERE

BEND OUT FOR FILLET

FUSELAGE

GLUE

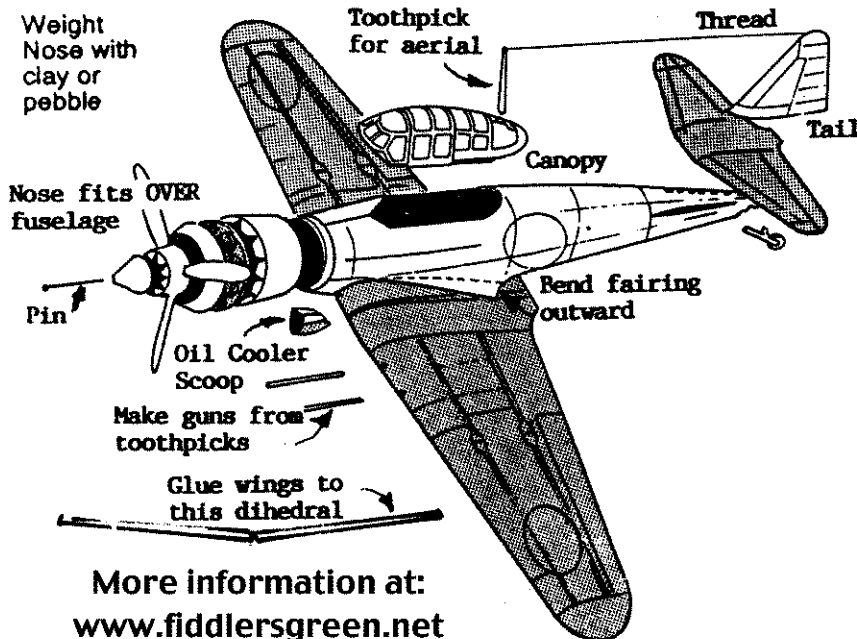
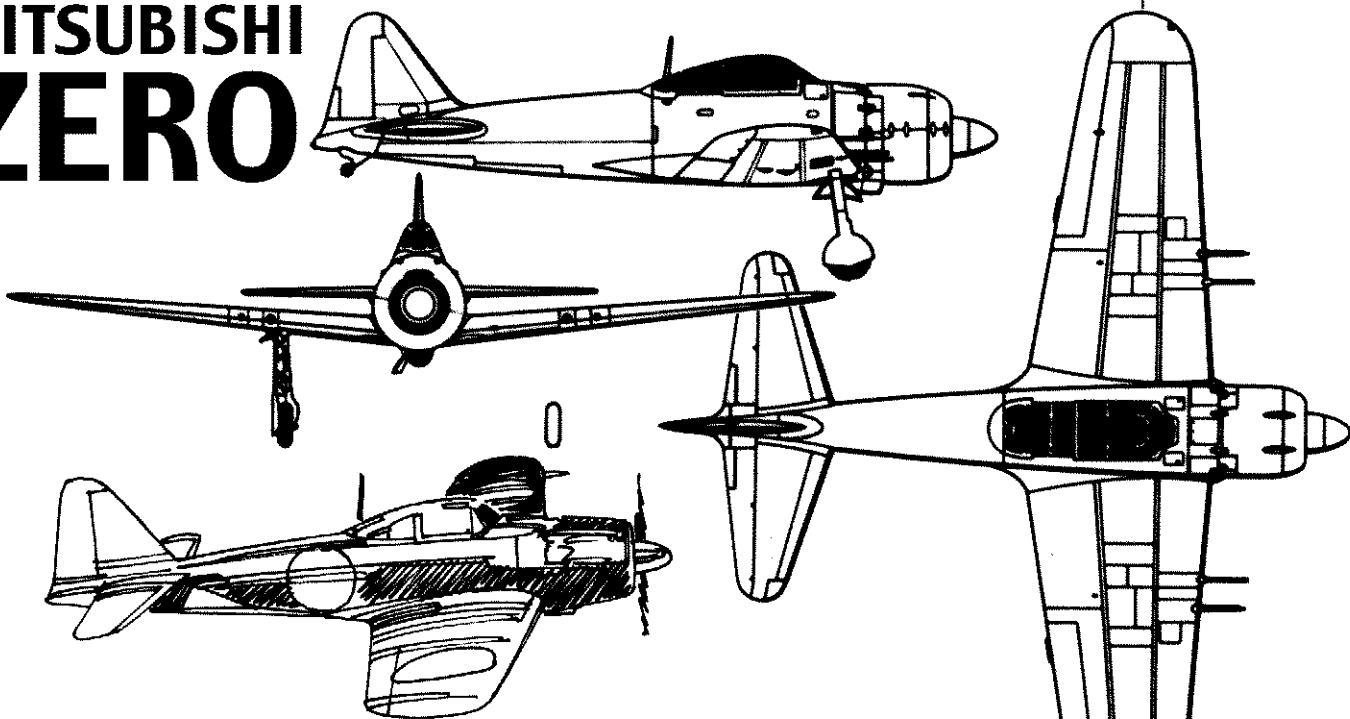
OIL COOLER  
AIR SCOOP

CANOPY

MORE INFO  
ON THE ZERO AT:  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)

Fyn-00 Wily-00

# MITSUBISHI ZERO



Glue Fuel Drop Tank  
under wing in centre

Span: 39ft 4½in (12.00m)  
Length: 29ft 8¼in (9.06m)  
Weight, normal take-off: 5,313lb (2,410kg)  
Engine: 940hp Nakajima Sakae 12 14-cyl radial  
Max speed: 332mph (535kmh) at 14,930ft (4,550m)  
Operational ceiling: 32,810ft (10,000m)  
Range, normal: 1,162 miles (1,870km)  
Armament: 2×7.7mm Type 97 machine-guns; 2×20mm Type 99 cannon  
Max bomb load: 264lbs (120kg)

More information at:  
[www.fiddlersgreen.net](http://www.fiddlersgreen.net)

Jiro Horikoshi designed the celebrated Zero fighter to the exacting 12-Shi (1937) JNAF specification for a carrier-borne fighter. It had the most widespread service career ever enjoyed by a Japanese combat aircraft. Two A6M1 prototypes were built, with 780hp Zuisai 13 radial engines. The first flew on 1 April 1939. Production began in 1940 with the A6M2 Model 11, the only major change being the adoption of the more powerful Sakae 12 engine. Operational evaluation of 15 Zeros in China followed, the JNAF officially accepting the type in July 1940. After 64 Model 11s were completed, the Model 21 with folding wingtips entered production in November 1940; it was the major version at the time of Pearl Harbor, although in mid-1941 the A6M3 Model 32 had appeared. Similar to the A6M2, except for its 1,300hp supercharged Sakae 21 engine, the A6M3's performance was later improved by removing the foldable wingtips, but this reduced manoeuvrability, and the full-span non-folding wing was restored in the A6M3 Model 22. In the fighting over Guadalcanal early in 1943 the Zero was no longer main-

taining its superiority over its opponents. Hence the A6M5 Model 52 was developed, retaining the Sakae 21 but having a shorter span wing with square tips. Sub-types produced included the A6M5a Model 52A (strengthened wing and increased ammunition), A6M5b Model 52B (increased armament and armour), and A6M5c Model 52C (further armour; two 20mm and three 13mm guns), all appearing in 1944. The Model 52C's higher gross weight penalised performance and few were built. The A6M6c Model 53C had a Sakae 31 with methanol injection, bullet-proof fuel tanks, and underwing rocket rails. When supplies of Sakae engines were compromised by Allied air attacks, the A6M8c Model 54C appeared with a 1,500hp Mitsubishi Kinsei 62, armed only with four wing guns. In 1945 Mitsubishi built 465 Kamikaze versions (A6M7 Model 63); several hundred other Zeros were expended in suicide attacks. A total of 10,937 Zeros was built by VJ-day. Mitsubishi built 3,879 of these, but the principal manufacturer was Nakajima, which produced 6,217 plus 327 twin-float A6M2-Ns. In addition, 508 A6M2-K and six A6M5-K 2-seat conversion trainers were built.



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<http://www.fiddlersgreen.net>  
[chipfyn@uswest.net](mailto:chipfyn@uswest.net)

**FIDDLERS GREEN LEGAL DEPT**  
**1650 S. Arizona Ave. #160**  
**Chandler, AZ, 85248 USA**

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