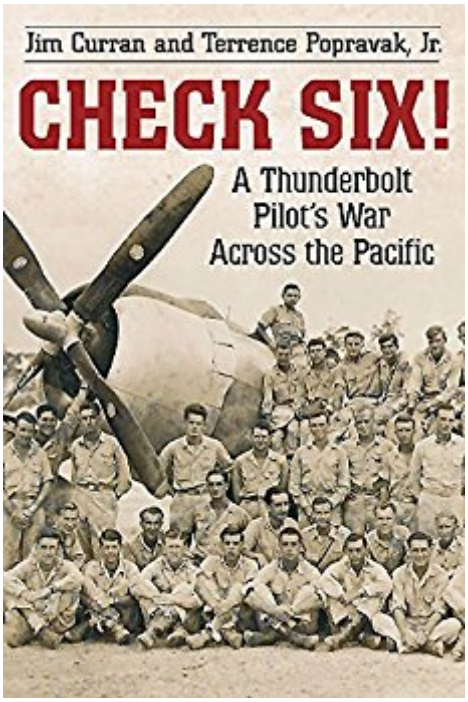
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Check Six!: A Thunderbolt Pilot's War Across The Pacific



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Synopsis

There were no mission limits for a pilot in the Pacific during World War II; unlike in Europe, you flew until it was time to go home. So it was for James Ã¢â ¬Å“JugÃ¢â ¬Â• Curran, all the way from New Guinea to the Philippines with the 348th Fighter Group, the first P-47 Thunderbolt outfit in the Pacific. After the attack on Pearl Harbor, Curran volunteered to try flying in the blue yonder, and trained as an Army fighter pilot. He got his wish to fly the P-47 in the Pacific, going into combat in August 1943, in New Guinea, and later helping start the Ã¢â ¬Å“Black RamsÃ¢â ¬Â• fighter squadron. The heavy U.S. Thunderbolts were at first curious to encounter the nimble, battle-hardened Japanese in aerial combat, but soon the American pilots gained skill of their own and their planes proved superior. Bombers on both sides could fall to fighters, but the fighters themselves were eyeball to eyeball, best man win. Check Six! is an aviation chronicle that brings the reader into flight, then into the fight, throughout the Pacific War and back. This work, from someone who was there, captures the combat experience of our aviators in the Pacific, aided by pertinent excerpts from the official histories of units that Ã¢â ¬Å“JugÃ¢â ¬Â• Curran flew with.It is a tale of perseverance, as Curran flew over 200 combat missions, and with the men of the 348th Fighter Group proved the ThunderboltÃ¢â ¬â„¢s great capability as they battled their way against a stubborn and deadly foe. This work increases the body of knowledge on the critical role of aviation in the Pacific War, as U.S. fighter pilots took the lead in our counteroffensive against the short-lived island Empire.

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Customer Reviews

There are a lot of books out there from flyers during WWII, but Jim Curran's work stands out as unique for its depth and content. Curran, a Chicago native, joined the 348th FG in 1943 and flew with them through 1945 from New Guinea to the Philippines. Curran, who passed on prior to publication, had his work completed by Terrance Popravak in great fashion; and is a treasure for what "Kearby's Thunderbolts" achieved in the South West Pacific area. Curran talks at length about missions and the drudgery of surviving in the jungle areas the 5th AF dealt with. Popravak includes tremendous "what really happened" foot notes that really fill in the narrative. Photos include 16 pages of B&W shots, mostly unpublished before. This is a tremendous book; and worth reading if you're interested in 5th AF, T-bolts or the Pacific Campaign.

This story would have been so much more readable had all of the coauthors comments and facts been left for the end of the book instead of intermixed with the original author's story.Just when the tale was getting interesting, a pause to hear the "actual" facts brought all to a screeching halt.If you enjoy that sort of story, this is the book for you. I would have much preferred the original author's unbroken memoirs, holding the nitpicking until the end.Rated it four stars out of respect for the sacrifice and service of the main character.

IÃƒÂ¢Ã â ¬Ã â„¢m still not sure about this story. ItÃƒÂ¢Ã â ¬Ã â„¢s a conglomeration of Mr. CurranÃƒÂ¢Ã â ¬Ã â„¢s memoirs, the factual history of the 460thFS and a mass of end notes.Perhaps itÃƒÂ¢Ã â ¬Ã â„¢s the way the book was structured that threw me off. There were times I wasnÃƒÂ¢Ã â ¬Ã â„¢t sure if what I was reading was from CurranÃƒÂ¢Ã â ¬Ã â„¢s own recollections or a narrative by the author. While this story is packed with excellent information and photos, it read more like a documentary than a memoir.DonÃƒÂ¢Ã â ¬Ã â„¢t get me wrong, Curran was a true patriot who went to war and performed his duty like millions of other Americans. The depravity he and his fellow pilots suffered is not the stuff you saw on the television show, ÃƒÂ¢Ã â ¬Ã Å“Baba Black Ship.ÃƒÂ¢Ã â ¬Ã Â• Far from it. He was sent to R&R to Australia three times so he could put on weight. His normal flying weight varied from 145 to 130 pounds, for a

twenty year old! It remined me of the German pilot Hans Marseille. He and his mates went through similar circumstances in North Africa. IÃƒÂ¢Ã â ¬Ã â„¢m not comparing the men, but the conditions they fought. Under. Lack of good food, water and shelter.I believe IÃƒÂ¢Ã â ¬Ã â„¢m going to have to reread this to get the true drift of Mr. Curran not that I understand how its structured.Four Stars

Check Six is an interesting book about a man who flew P47s Thunderbolts and P51 Mustangs during the war against Japan. ItÃƒÂ¢Ã â ¬Ã â„¢s a quick, well written read, put together from the authors own notes and recollections mixed with actual unit history.One of the more interesting aspects of this book concerns the supply chains and issues receiving both war related materials and food. The author writes regularly about the lack of decent food and how it affected both the moral of his fellow airmen and their physical condition. The basic logistics of the Pacific made things harder for these men.He also gives a nice view of what life was like in Australia and the concerns they had about being invaded by the Japanese.None-the-less there is plenty of action. Sometimes this is viewed from the authorÃƒÂ¢Ã â ¬Ã â„¢s personal perspective and also from the unit history.He certainly favored the ThunderboltÃƒÂ¢Ã â ¬Ã â„¢s ability to take damage and give a blistring attack of its own. Included in this a very interesting description of watching one of his leaders earn the Medal of Honor by shooting down several Japanese aircraft in one action.I liked this book because it provided a different perspective on the war in the Pacific. If you enjoyed this book I would strongly suggest reading Thunderbolt: Memoirs of a World War Two fighter pilot by Marvin Bledsoe.Both books prove just how fast and dangerous war in the air can be.

Any one who is a fan of the P-47, the 348th F.G. and combat action of the P.T.O. will want this book. The 348th F.G. was lead by Col. Neel Kearby, who at one time was tied with Col. Dick Bong as the leading USAAF aces of the P.T.O. Island hopping and fighting the combat conditions as well as the Japanese, Jim "Jug" Curan details his experiences as a fighter pilot flying the 47 from 1943 to 1945. An excellent read. Get a first edition while you still can.

The word "disappointing" comes to mind. Poorly written and very little in the way of combat narrative. It switched back and forth from short observances by the author and then parts of the unit’s official history. Very dry and uninteresting. I had to force myself to try to finish it but couldn’t because there was something wrong with the way it was loaded in Kindle. The whole first chapter and about the last 20% of the book did not load. That didn’t bother me too much because it gave me

a good excuse to quit reading.

A glimpse into what the Pacific air war was like for the 99% of fighter pilots who were not leading aces. This book captures the daily grind of air operations at forward fighter bases where a pilot was more likely to succumb to navigational errors, capricious weather, mechanical failure and bad flying decisions than enemy fighters.A good read for WW II aviation buffs.

I found this to be an insightful, informative book detailing the exploits of a P47 fighter pilot who climbed into his single-engine fighter more than 200 times to fly over the open ocean of the South Pacific during WWII and live to tell about it. His retelling of his exploits is very straight-forward; his story, supported by the Squadron History, is an interesting technique to validate the descriptions of his missions. His story captures the sentiments of a young Chicagoan as he struggles to get into the AAC, how he makes it through the rigors of training, and how he survives the elements and enemy of the Pacific Theater. If you are looking for a no frills, first-hand explanation of what it was like to be a WWII fighter pilot in the Pacific, this is a perfect place to start.

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