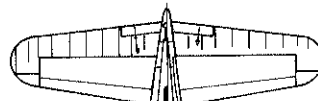
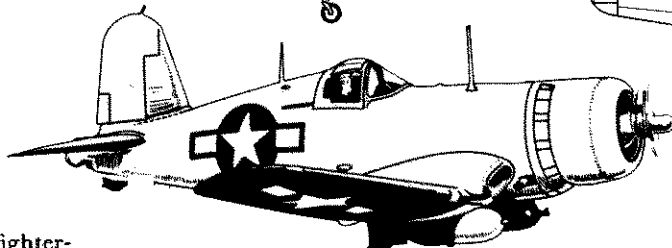
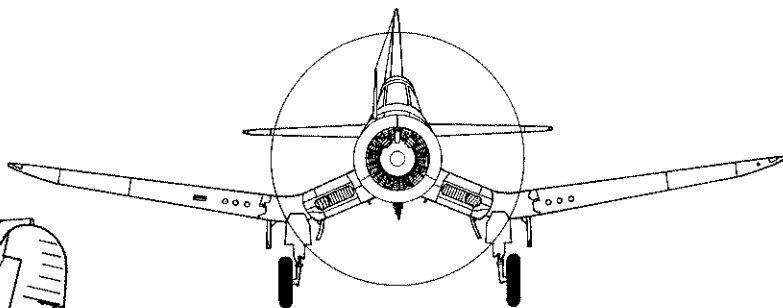
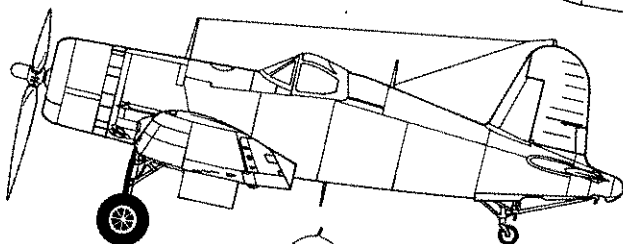




# Vought F4U CORSAIR



**Note:**  
Special effort must be taken to get the unique gull wing configuration.

## F4U-4 Corsair

**Type:** carrier-based fighter-bomber

**Maker:** Vought-Sikorsky Division of United Aircraft Corporation

**Span:** 12.49 m (40 ft 11 3/4 in)

**Length:** 10.27 m (33 ft 8 1/4 in)

**Height:** 4.5 m (14 ft 9 in)

**Wing area:** 29.17 m<sup>2</sup> (314 sq ft)

**Weight:** normal 6500 kg (14 330 lb); empty 4235 kg (9336 lb)

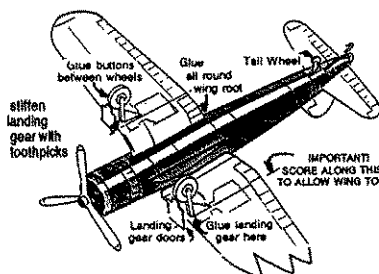
**Powerplant:** one 2100-hp Pratt & Whitney R-2800-18W Double Wasp 18-cylinder two-row radial engine

**Performance:** maximum speed 718 km/h (446 mph) at 7986 m (26 200 ft); range 1802 km (1120 miles); operational ceiling 12 650 m (41 500 ft)

**Armament:** six 0.5-in (12.7-mm) Browning machine-guns; 1905-kg (4200-lb) bombload

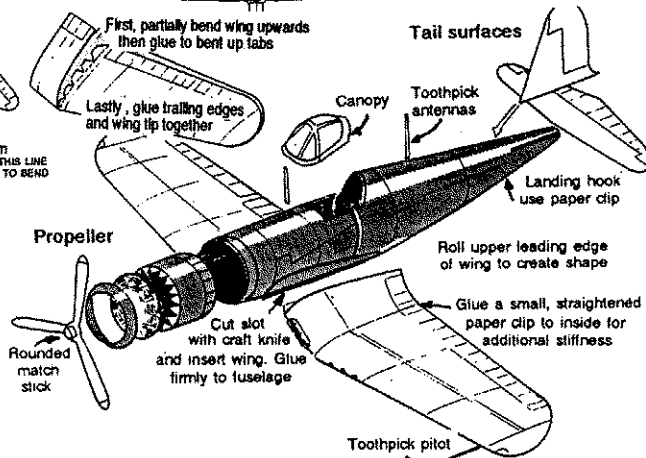
**Crew:** 1

**Production:** 2344 (12 571 all types)



**IMPORTANT:**  
SCORE ALONG THIS LINE TO ALLOW WING TO BEND

We recommend hot melt glue for the joining to the wings. If white glue is used, be sure to let the joint dry completely before carrying on.



Originating with the Vought-Sikorsky Division of United Aircraft Corp., the Vought V-166B, designated XF4U-1, flew on 29 May 1940. It was the first US warplane to exceed 400mph. It remained in production until 1953; 12,571 were built. The initial USN contract was for 584 F4U-1s; delivery began in September 1942 to USMC/USN land-based squadrons, due to difficulties in operating from carriers, and the first operational missions were flown by VMF-124, USMC in February 1943. The gull-wing was used to avoid the need for long undercarriage legs to clear the large-diameter propeller. But the far-aft cockpit position gave a poor view when landing; hence, from the F4U-1, a raised canopy was introduced. The Vought F4U-1C had four 20mm wing cannon instead of six machine-guns; the F4U-1D and the similar Goodyear FG-1D had a water-injection R-2800-8W and provision for eight underwing RPs or two 1,000lb (454kg) bombs. Brewster, after manufacturing 735 F3A-1s, ceased production in 1944. Goodyear built 4,014 FG-1s and -1Ds and Vought 4,669 F4U-1s to -1Ds. The FAA received 1,977 as Corsair Mk I to IV, the RNZAF 425. Mk I to IV had each

wing clipped by 3in (20.3cm) for stowage aboard carriers, and preceded US F4Us into carrier service, entering action in April 1944. In 1943, 12 F4U-1s were modified to F4U-2s with four wing guns and radar in a starboard wingtip fairing; others became F4U-1P PR aircraft. The F4U-4 (Goodyear FG-4) had six 0.50in wing guns and a 2,100hp R-2800-1W. Delivery began late in 1944. Despite large cuts in orders after VJ-day, Vought completed 2,356 F4U-4s and Goodyear 200 FG-4s, including radar-equipped F4U-4E and -4N night fighters. Goodyear built five F2G-1s and five F2G-2s, with 3,000hp R-4360-4 Wasp Majors. During World War 2 US Corsairs operated mostly from land bases in the Pacific. The note of the airstream through the cooler inlets, and their 11:1 'kill ratio', led the Japanese to nickname them 'Whistling Death'. The postwar versions – F4U-5, AU-1 (F4U-6) and F4U-7 – served with distinction in the Korean War. Postwar, France's *Aéronavale* operated F4U-7s until 1964. Until the late 1960s F4U-5s equipped a Salvadorean air force fighter-bomber squadron, and about 60 equipped the 2nd Air Attack Squadron of Argentina's naval air arm.

LOTS MORE STUFF ABOUT THE CORSAIR AT: [www.fiddlersgreen.net](http://www.fiddlersgreen.net)

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