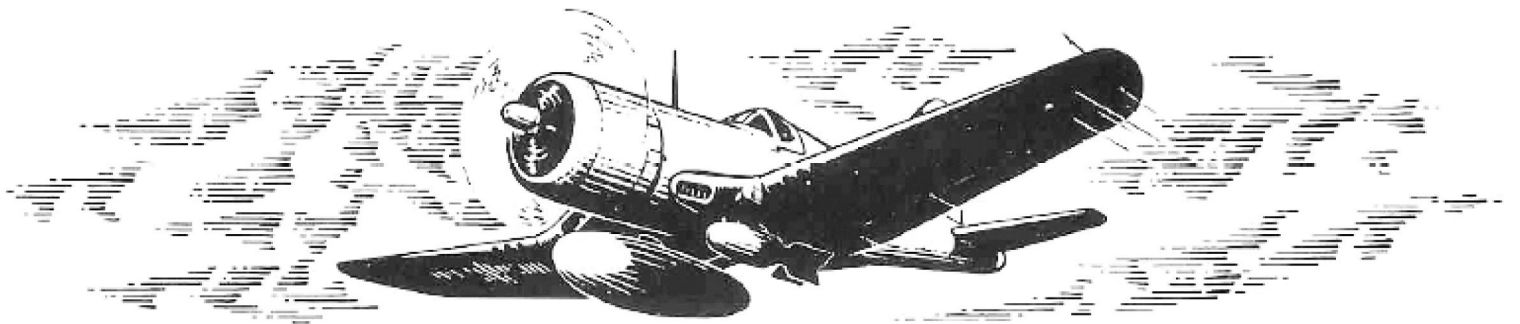


fündekals :)

www.fundekals.com

F4U CORSAIRS



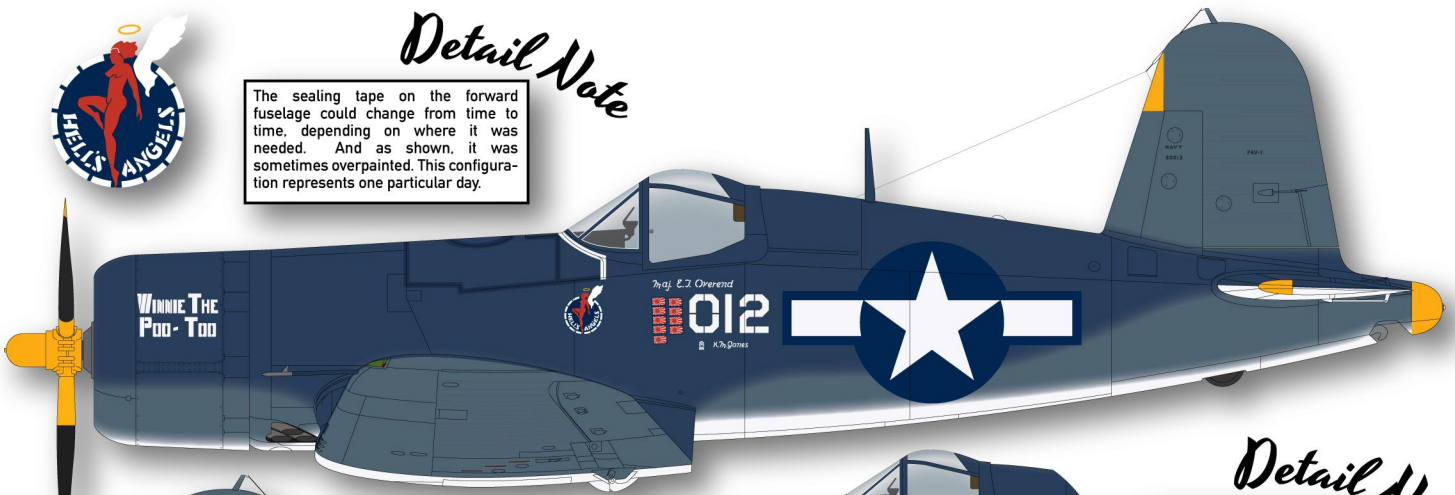
笛吹きの死!

WHISTLING
DEATH!



Detail Note

The sealing tape on the forward fuselage could change from time to time, depending on where it was needed. And as shown, it was sometimes overpainted. This configuration represents one particular day.

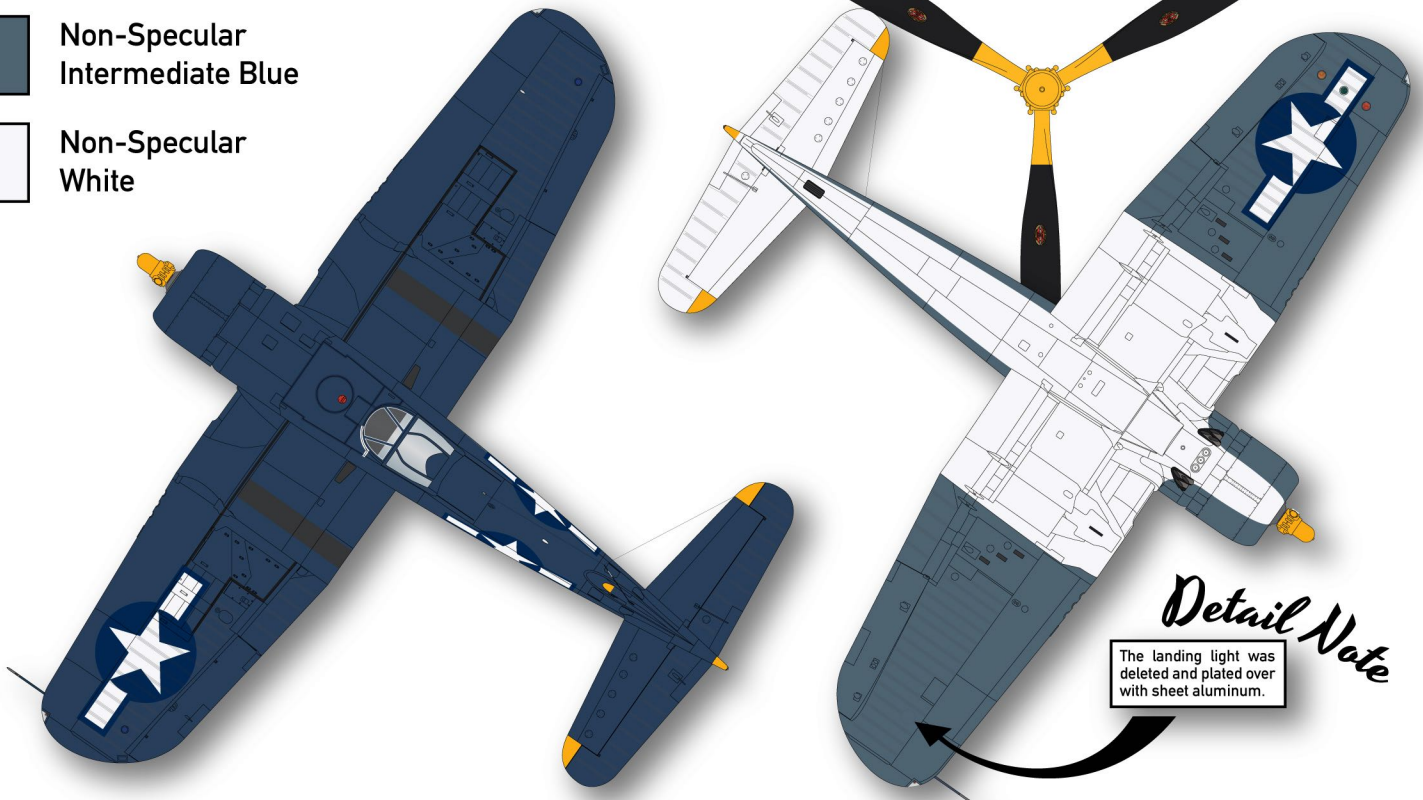


Detail Note

Appearance after arrival on Guam in September 1944. Kill markings removed (apparently the decals were stripped) and crew chief name overpainted with darker blue color, possibly fresh NSSB or Insignia Blue.



-  Non-Specular Sea Blue
-  Non-Specular Intermediate Blue
-  Non-Specular White



Detail Note

The landing light was deleted and plated over with sheet aluminum.



In August 1944 VMF-321 shipped aboard the USS Kwajalein (CVE-98) and were ferried to Guam, from where for the next four and a half months they flew fighter-bomber sorties against Rota and Pagan. During this period the Corsairs of the "Hell's Angels" squadron wore yellow trim on the tail surfaces and the prop hubs. Planes were numbered on the gear door with Overend's '012' being number 1 (the boss!).

While aboard the Kwajalein, Overend's aircraft carried his full scoreboard, and sported his plane captain's name. On arrival on Guam, the scoreboard was removed, probably by simply stripping off the flag decals. There is no visible evidence of the flags in the paintwork. The plane captain's name was overpainted in a darker color. Maj. Overend was relieved as commander of VMF-321 on 28 October 1944.

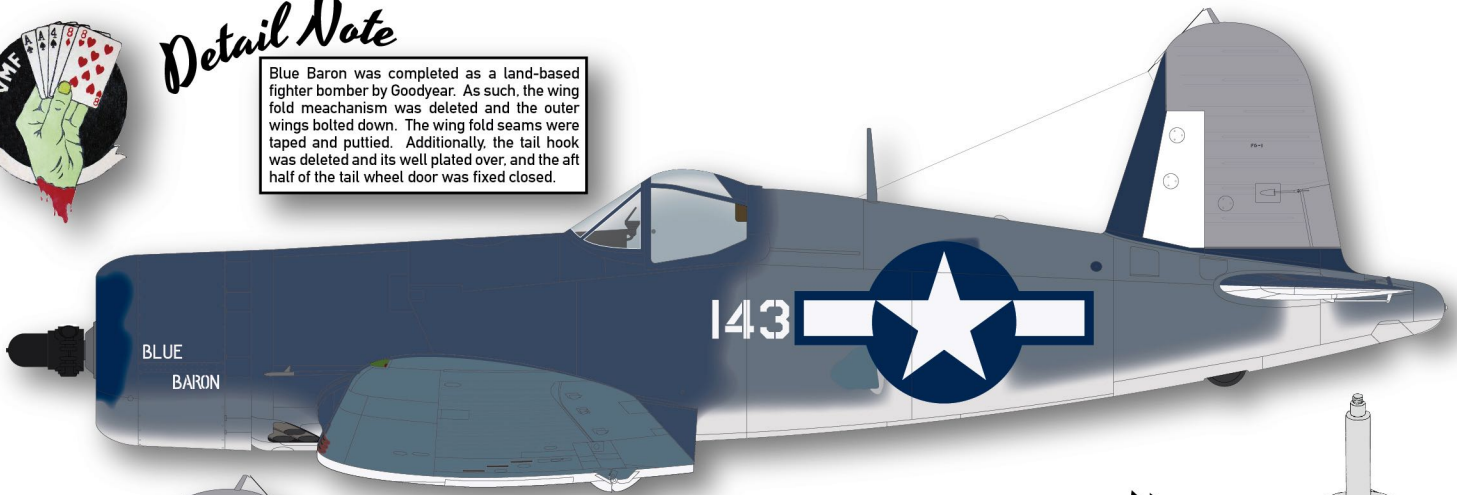
Many other depictions of VMF-321 aircraft have shown the inner parts of the prop and the trim on the tail (where the latter is shown at all) as white. We firmly believe this trim was yellow, as borne out by these photos. Clearly it is darker than the other known white areas on the aircraft.

We have chosen the convention of calling the F4U-1 and FG-1s covered here "F4U-1A" and "FG-1A". While Vought and Goodyear did not use the "A" suffix in most official documentation, and while it said "F4U-1" or "FG-1" on the tail, many official documents and pilot logs referenced them as -1As.



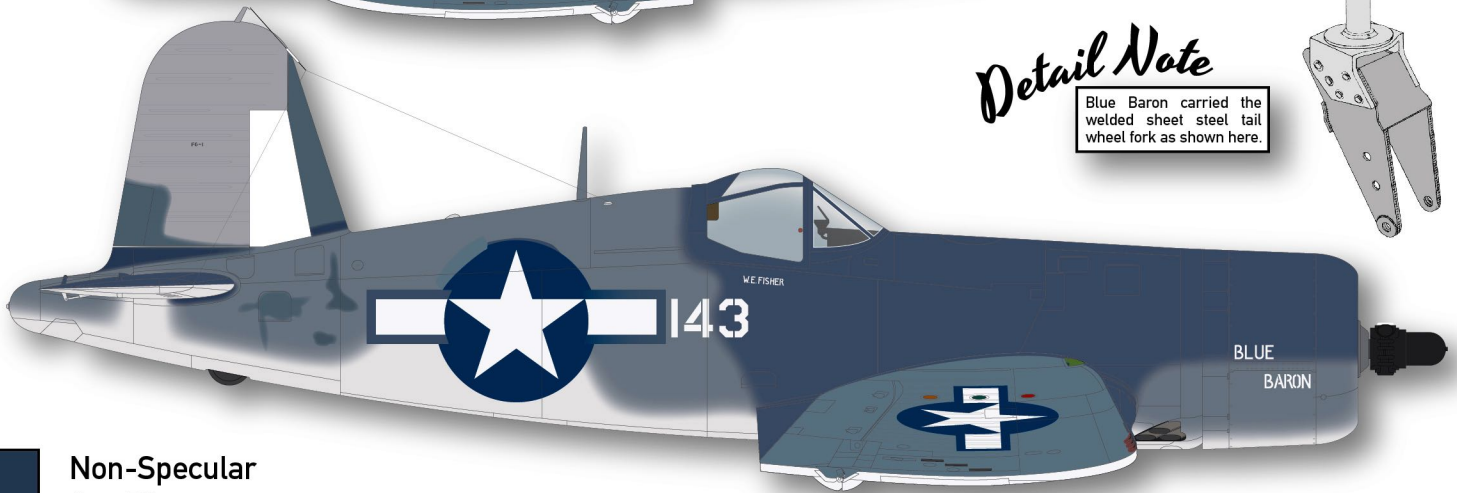
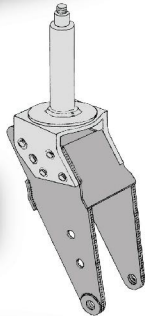
Detail Note

Blue Baron was completed as a land-based fighter bomber by Goodyear. As such, the wing fold mechanism was deleted and the outer wings bolted down. The wing fold seams were taped and puttied. Additionally, the tail hook was deleted and its well plated over, and the aft half of the tail wheel door was fixed closed.

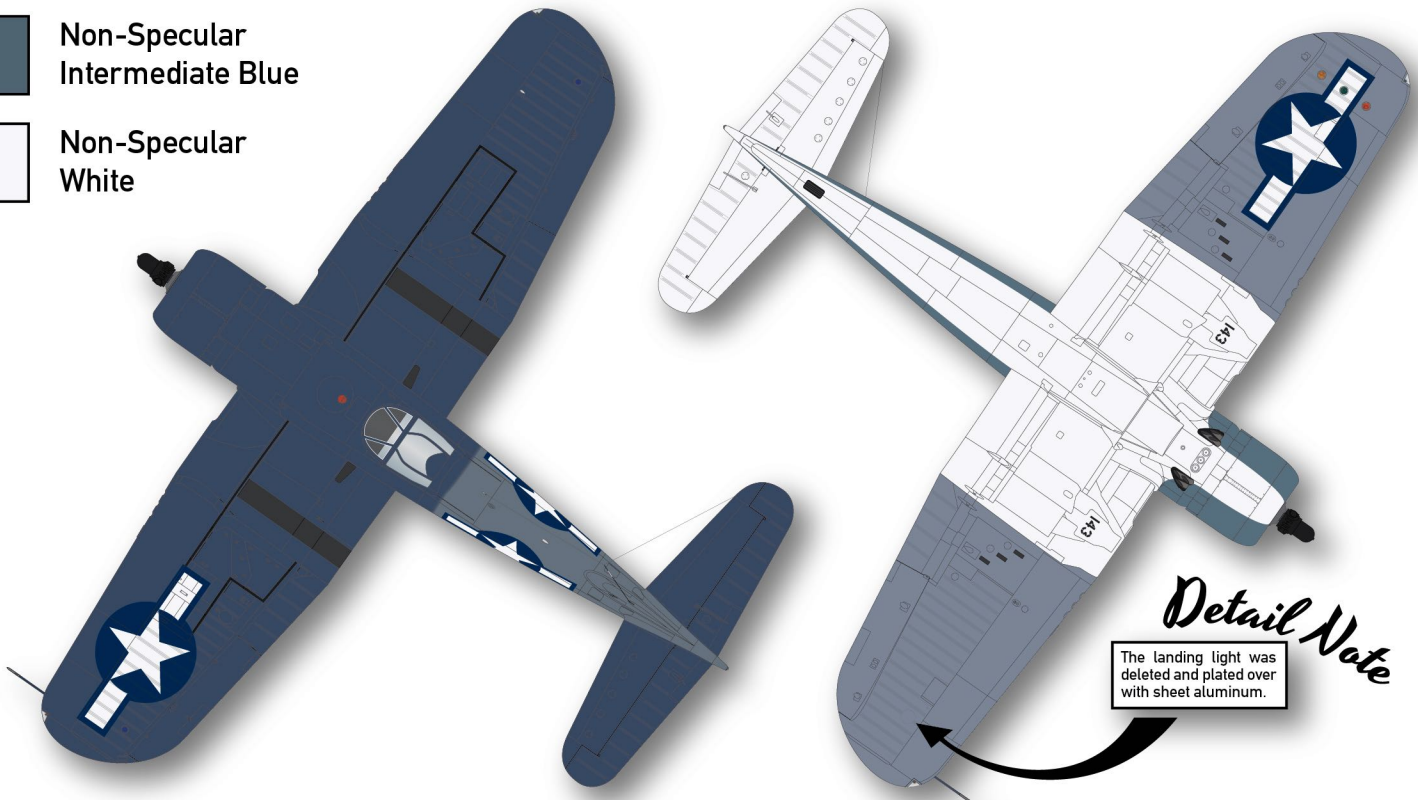


Detail Note

Blue Baron carried the welded sheet steel tail wheel fork as shown here.

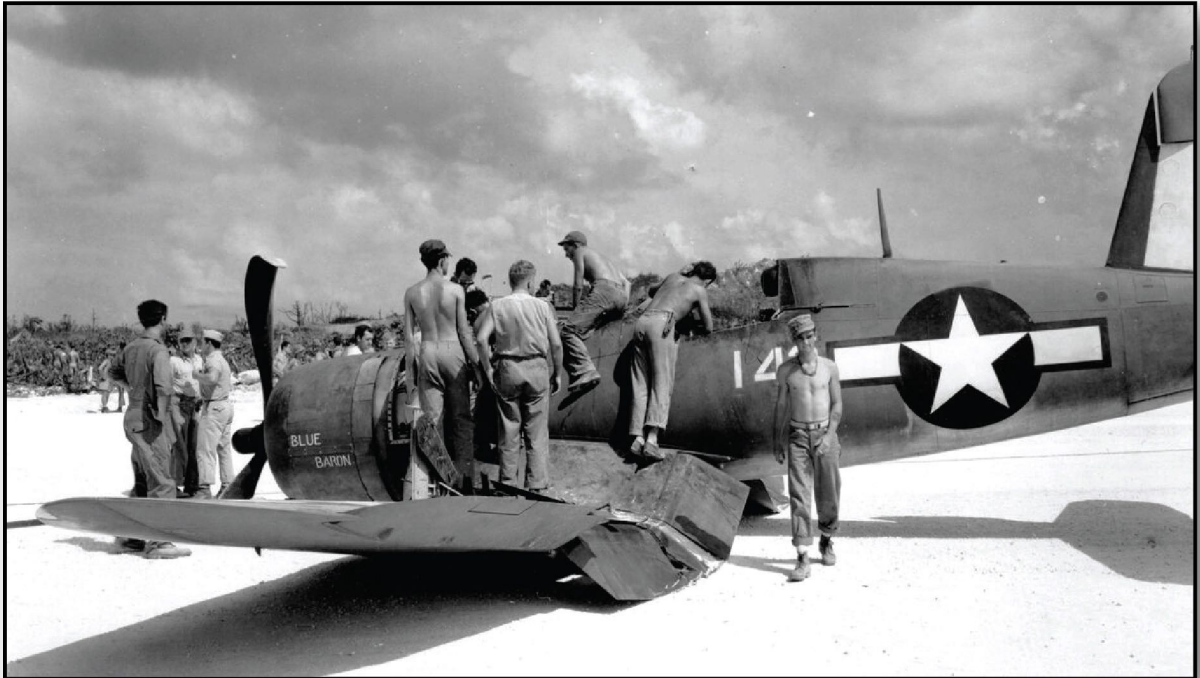


-  Non-Specular Sea Blue
-  Non-Specular Intermediate Blue
-  Non-Specular White



Detail Note

The landing light was deleted and plated over with sheet aluminum.



We have to admit it - we really can't say with anything like certainty what's going on with Blue Baron's camouflage here! This airplane makes some of the ones seen in the Solomons the previous year look pristine by comparison. Please see Dana Bell's comments on the next page. Beyond that, we're going to leave you on your own to figure out how to reproduce this on your model. We have reproduced these photos as large as possible so you can see the detail. Clearly lots of serious fading, and probably color shifting going on. The good news is, you almost certainly can't be wrong, no matter what you do!

A few items to note on this aircraft. It left the Goodyear factory as a land-based fighter bomber, so the wing fold mechanism was deleted, and the wings were bolted in place. The wing fold joints were taped and finished, so they won't be visible on a model. The tail hook was deleted as well, and its well faired over with aluminum. The now-superfluous aft half of the tail wheel doors (which cover the hook when it's retracted) were permanently closed. Her tail wheel has the heavy welded fork (see following page).



Photos: USN via Bell



Commentary from Dana Bell on Blue Baron's camouflage...

- I am certain the the vertical tail was Intermediate Blue, note that this often faded to a pale pink, which is too much fun!

- The national insignia seems to be a decal. There's plenty of correspondence discussing decal application, and there's plenty of correspondence about problems with the insignia paint - that just tells us that some insignias were decals, others were paint. Whichever the case here, the insignias were applied before the final camouflage coat, then masked (apparently by hand-held masks) while the final camouflage coat was applied.

- Many Corsairs used N/S Sea Blue on the fuselage, stippled down the sides in lighter and lighter coats into the white base coat/underside camouflage. Some Corsairs had the same stippling, but used Intermediate Blue. Since the first scheme was supposed to approximate Intermediate Blue at the

widest portion of the cross section, it's very difficult to tell the schemes apart. If I'm right and this aircraft has no Intermediate Blue on the fuselage, the nose should be stippled N/S Sea Blue too.

- The distinctive pinched upturn of the camo demarcation below some of the fuselage insignias is too common to be a one-time accident. It makes me suspect someone was physically holding a mask over the insignia while a painter applied the camouflage with an airbrush - almost like someone was avoiding something at the bottom center or the marking.

- I've seen MANY photos where the N/S Sea Blue faded quickly in the Pacific sun - I would not be surprised if we were looking at the factory paint on the aft fuselage. At the same time, spilled gas and scuffs from the maintenance folks led to frequent repaint of the forward fuselage above the wing. We may be seeing that here too!





This aircraft is an FG-1A, equivalent to the Vought F4U-1A. Do not be deceived by its Gloss Sea Blue camouflage!

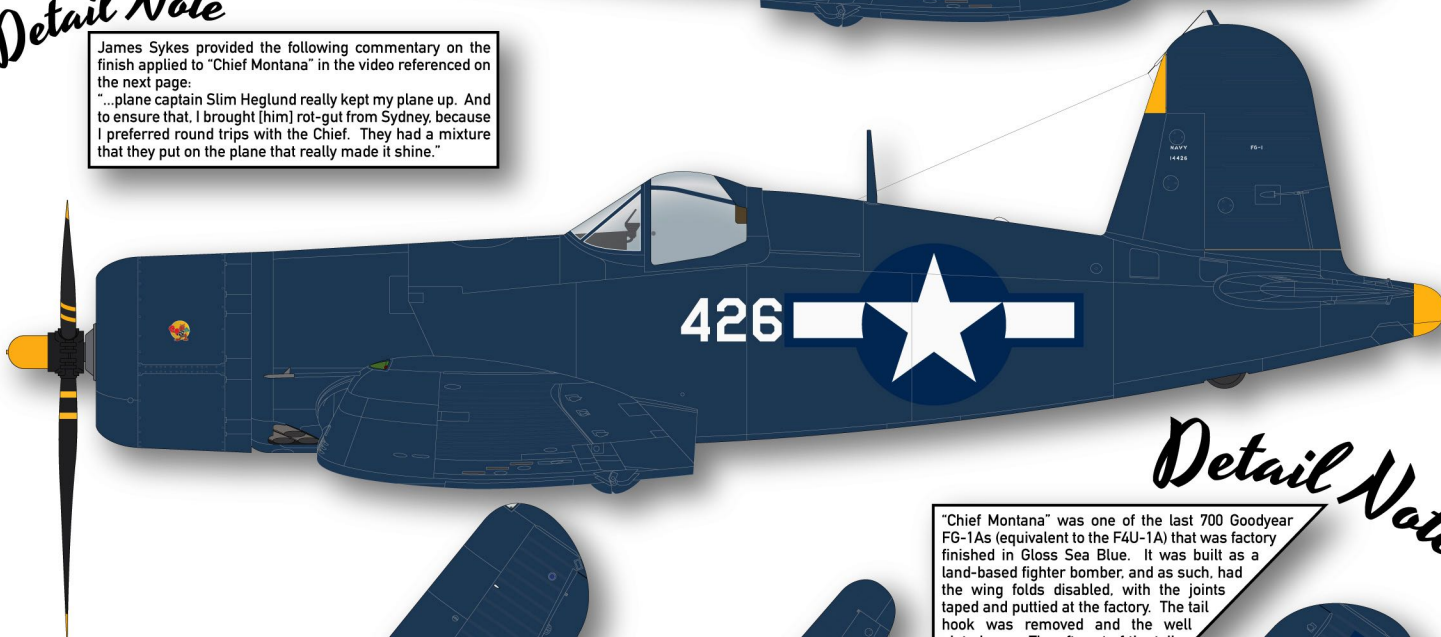
See note on antenna on next page



Detail Note

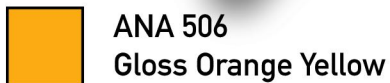
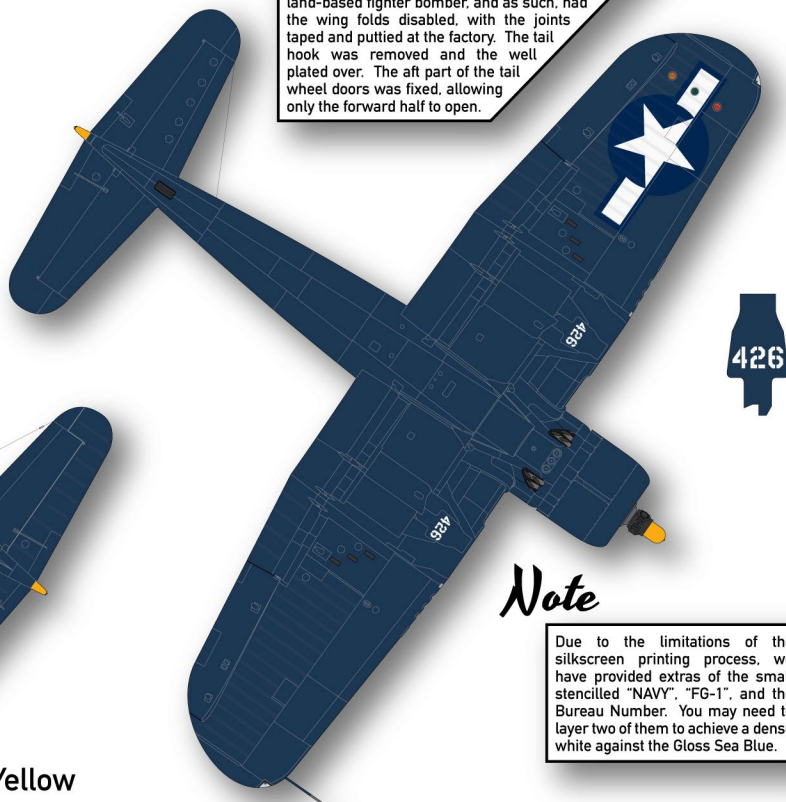
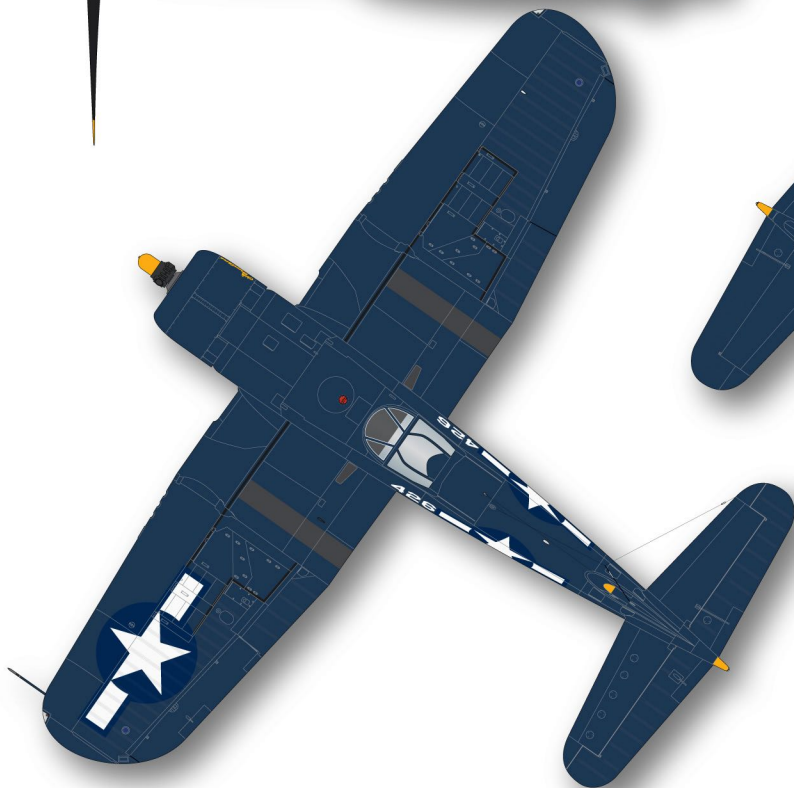
James Sykes provided the following commentary on the finish applied to "Chief Montana" in the video referenced on the next page:

"...plane captain Slim Heglund really kept my plane up. And to ensure that, I brought [him] rot-gut from Sydney, because I preferred round trips with the Chief. They had a mixture that they put on the plane that really made it shine."



Detail Note

"Chief Montana" was one of the last 700 Goodyear FG-1As (equivalent to the F4U-1A) that was factory finished in Gloss Sea Blue. It was built as a land-based fighter bomber, and as such, had the wing folds disabled, with the joints taped and puttied at the factory. The tail hook was removed and the well plated over. The aft part of the tail wheel doors was fixed, allowing only the forward half to open.



Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY", "FG-1", and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

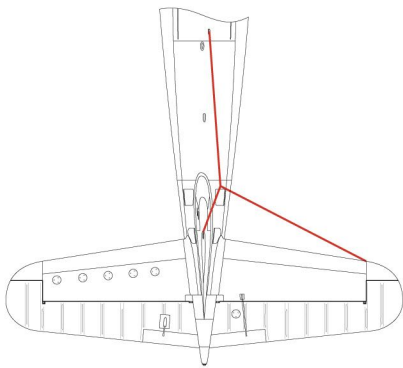
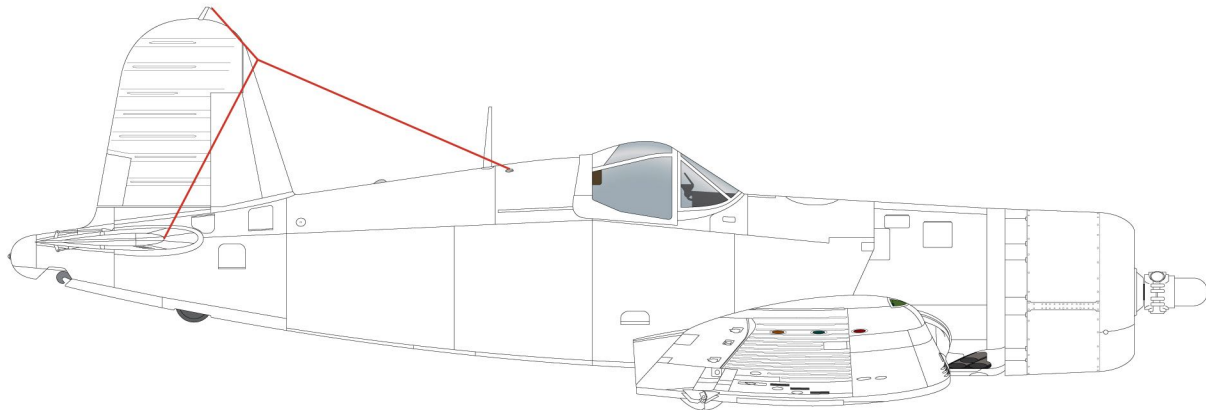


1.5" yellow stripes
on prop blade roots

1/32: 1.2 mm

1/48: 0.8 mm

1/72: 0.5 mm



Detail Note

"Chief Seattle" carried the antenna arrangement shown here. Our thanks to Tommy Thomasen for his help with this subject. His blog has more information on Corsair antennas:

<http://tailhooktopics.blogspot.com>

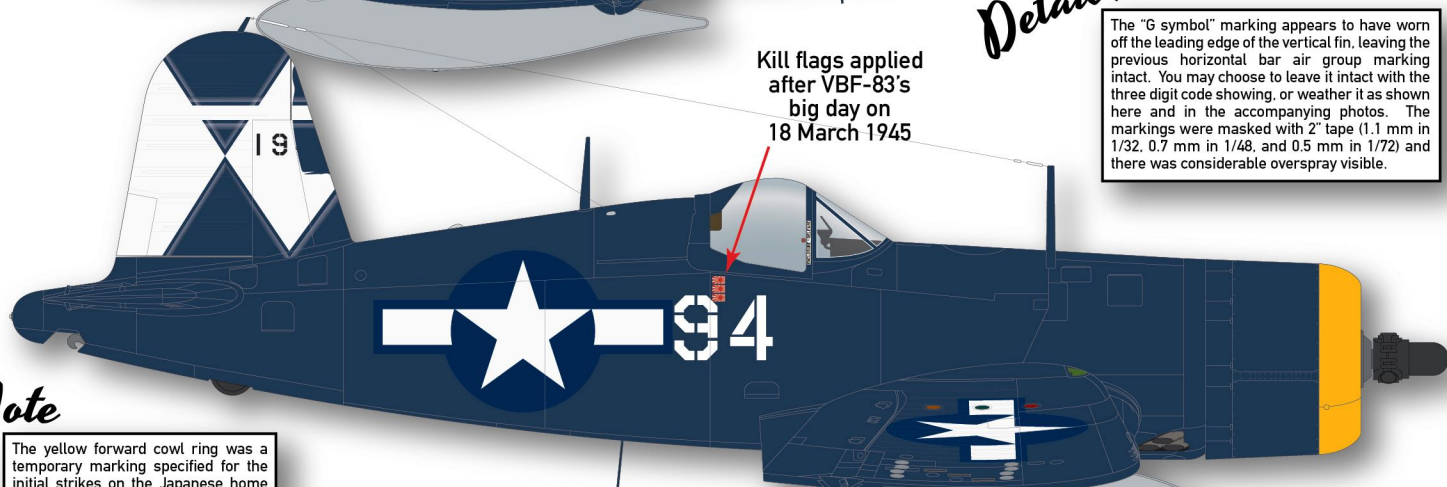
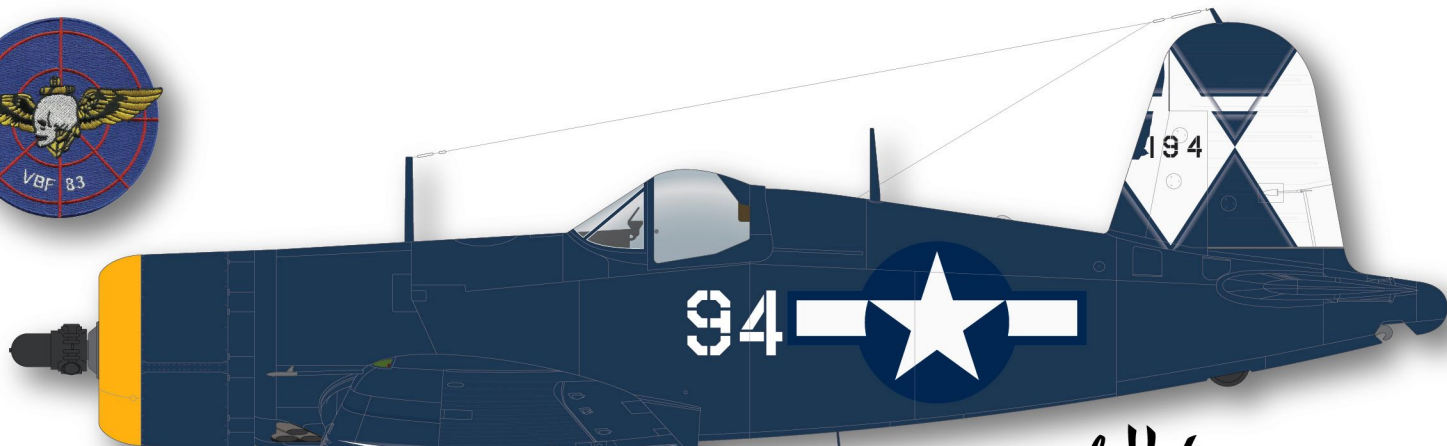
Detail Note

A wonderful 55-minute video of original 8mm film shot by James Sykes of his experience flying Corsairs in the Pacific may be found at the URL below. We cannot recommend it highly enough, both for specific reference on these two Corsairs, but also for the poignant candid shots of the lives of Marines fighting the war in the Pacific in 1944 and 1945.

<https://www.youtube.com/watch?v=-wHh16f8nVY>



ANA 506
Gloss Orange Yellow



Detail Note

The "G symbol" marking appears to have worn off the leading edge of the vertical fin, leaving the previous horizontal bar air group marking intact. You may choose to leave it intact with the three digit code showing, or weather it as shown here and in the accompanying photos. The markings were masked with 2" tape (1.1 mm in 1/32, 0.7 mm in 1/48, and 0.5 mm in 1/72) and there was considerable overspray visible.

Kill flags applied after VBF-83's big day on 18 March 1945

Note

The yellow forward cowl ring was a temporary marking specified for the initial strikes on the Japanese home islands in February/March of 1945. The Essex appears to have applied it later than other carriers - sometime in early March. Photos taken on 27 February clearly show it not present. It was discontinued at the end of March.

Overpainted CVG-4 stripes (see following pages)


No step in RH flap on this aircraft

Detail Note

Photos show that the G-symbols on the wings were applied with the flaps retracted. No trace of them shows on the hidden sections of the flaps.

Detail Note

During the April-June 1945 period, none of VBF-83's aircraft had 5" HVAR stub launchers fitted. On some aircraft you can see a light colored oval where the stubs were removed. They were refitted in July 1945.

 ANA 623
Gloss Sea Blue


 ANA 614
Gloss Orange Yellow



Photo: USN

F4U-1D number 194 is spotted on the forward flight deck after trapping aboard Essex in early 1945. Items to note include the earlier Essex CVG-4 tail markings of a narrow horizontal stripe, with the later "G-symbol" geometric diamonds over the top. You can just make out the remains of the 4" stripe that had been on the wing leading edge forward of the national insignia. Both markings have overspray outside of the 2" masking tape used to mask them, and have worn off large areas of the fin. The large yellow "NO STEP" markings on the inboard flaps were not unique to the Essex, but were pretty rare elsewhere. They are seen on most of her F4Us of this period. Note her gloss light grey main wheel hubs (and probably gear struts). The lack of 5" HVAR stubs during this period was due to an effort to lighten the aircraft during their CVG-4 service (see following pages). She carries three Japanese kill flags, and the yellow nose used for a short period during the early strikes on the Japanese home islands in March of 1945.



18 March 1945 - VBF-83's Big Day...

BOMBING FIGHTING SQUADRON EIGHTY-THREE
% FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

Appendix C

Planes destroyed or damaged in the air: Summary

DATE	TYPE PLANE	AREA	DESTROYED PROBABLE, OR DAMAGED	PILOT	CUMULATIVE SCORE OF PLANES DESTROYED
3/18	Zeke	Kyushu	Destroyed	Ens. Sakellariades	1
3/18	Zeke	Kyushu	Destroyed	Ens. Strause	1
3/18	Zeke	Kyushu	Destroyed	Ens. Sakellariades	2
3/18	Zeke	Kyushu	Destroyed	Lt.(jg) Sigman	1
3/18	Zeke	Kyushu	Destroyed	Ens. Lamprich	1
3/18	Zeke	Kyushu	Destroyed	Lt.(jg) Gillum	1
3/18	Zeke	Kyushu	Destroyed	Ens. G. Harris	1
3/18	Zeke	Kyushu	Destroyed	Ens. Lamprich	2
3/18	Zeke	Kyushu	Probable	Ens. Sakellariades	-
3/18	Zeke	Kyushu	Probable	Ens. Comstock	-
3/18	Zeke	Kyushu	Probable	Ens. Lamprich	-
3/18	Zeke	Kyushu	Probable	Lt.(jg) Miller	-
3/18	Zeke	Kyushu	Probable	Lt.(jg) Miller	-
3/18	Zeke	Kyushu	Destroyed	Ens. Gray	1
3/18	Zeke	Kyushu	Destroyed	Lt.(jg) Temme	1
3/18	Zeke	Kyushu	Destroyed	Ens. Wear	1
3/18	Zeke	Kyushu	Destroyed	Lt.(jg) Godson	1
3/18	Zeke	Kyushu	Destroyed	Lt. Stevens	1
3/18	Zeke	Kyushu	Destroyed	Lt. Reidy	1
3/18	Zeke	Kyushu	Destroyed	Lt. Reidy	1
3/18	Zeke	Kyushu	Destroyed	Lt.(jg) Pappert	1
3/18	Judy	Kyushu	Destroyed	Lt.(jg) Wallace	1
3/18	Zeke	Kyushu	Destroyed	Ens. Coumbe	1
3/18	Zeke	Kyushu	Probable	Lt.(jg) Pappert	-
3/18	Zeke	Kyushu	Probable	Lt.(jg) Wallace	-
3/18	Zeke	Kyushu	Probable	Ens. Gray	-
3/18	Zeke	Kyushu	Probable	Ens. Bouldin	-
3/18	Zeke	Kyushu	Damaged	Lt.(jg) Morrissey	-
3/18	Zeke	Kyushu	Damaged	Lt.(jg) W. P. Harris	-

18 March 1945 was a big day for VBF-83. Sweeps were carried out against Nittagahara, Karasahara, and Tomitaka, on the east coast of Kyushu. As you can see from the list at left, the squadron accounted for no less than 18 enemy aircraft destroyed, 9 probables, and two damaged, for no losses of their own. Not bad for one of the Navy's youngest fighter squadrons! Ensigns Sakellariades and Lamprich were the top scorers, with two confirmed and one probable apiece.

Unfortunately we cannot confirm which pilot was flying which aircraft that day, but we feel fairly certain that one of the two ensigns was flying #194, accounting for the kill flags she is seen sporting shortly afterward.

Note that #194 still sports remnants of her earlier CVG-4 markings. VBF-83 assumed at least some of the aircraft that had been flown by VMF-124 and VMF-213 aboard the Essex. Her vertical tail stripe is still there, and there is still visible evidence of the wing leading edge stripes along with their overspray outside the 2" tape used to mask them. See the following pages for more information on these newly discovered CVG-4 markings. You can build #94 in any of several iterations.

Note that CVG-4 used 2-digit modexes, while VBF-83 used 3-digits, but it took some time for the three digit numbers to be applied to all aircraft.

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filed out)

I. GENERAL

CONFIDENTIAL

(a) Unit Reporting: **VBF 83** (b) Based on or at: **USS ESSEX** (c) Report No: **VBF-83**

(d) Take off: **18 March 1945** Time (LZT): **0552 I** (Zone); **01-09N** **133-21E**

(e) Mission: **Sweep #1 over Nittagahara, Karasahara, Tomitaka** (f) Time of Return: **0900 I** (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE	SQUADRON	TAKING OFF (a)	ENGAGING ENEMY A/C (b)	ATTACKING TARGET (c)	BOMBS AND TORPEDOES CARRIED (PER PLANE) (d)	FUEL, SETTING (e)
F4U-1D	VBF-83	16	12	1-500 lb. G.P.	M64; Nose .1 Tail .025	

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
N							
O							

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO. OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED, GUNS OBSERVED	(g) DAMAGE AND MARKING
Zekes	25	25	0750 I	32.20N	7.7 mm	Dirt
Tonys	to	to		131.42E	4-20 mm on some	Brown
Oscars	35	35			Oscars & Tonys	

(h) Apparent Enemy Mission: **Intercept our attack at Tomitaka**

Did Any Part of: **No.**

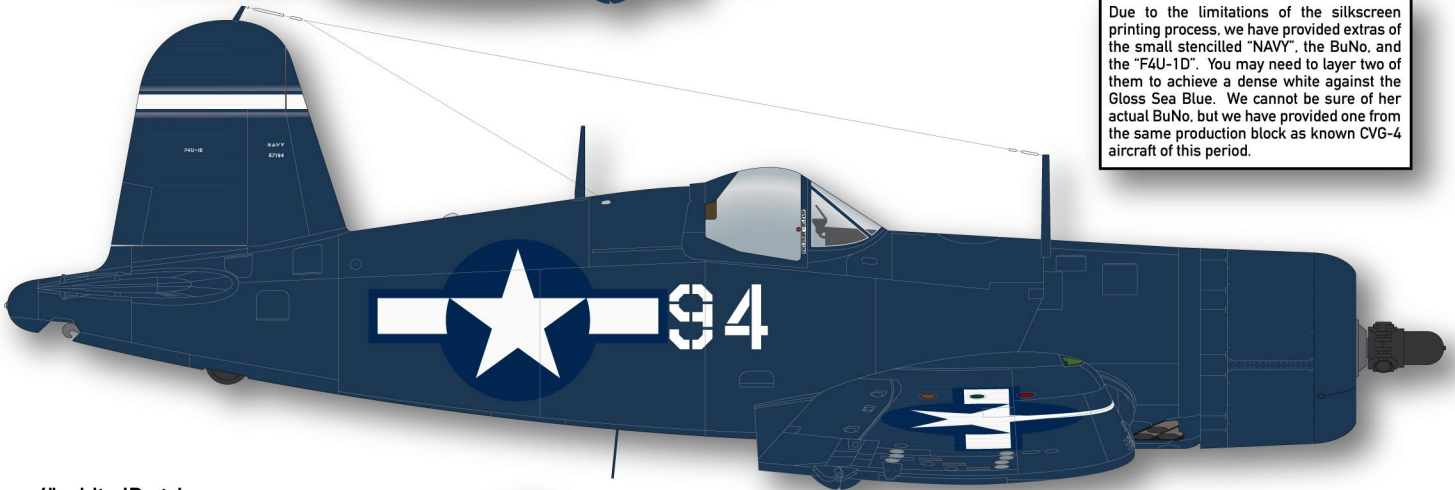
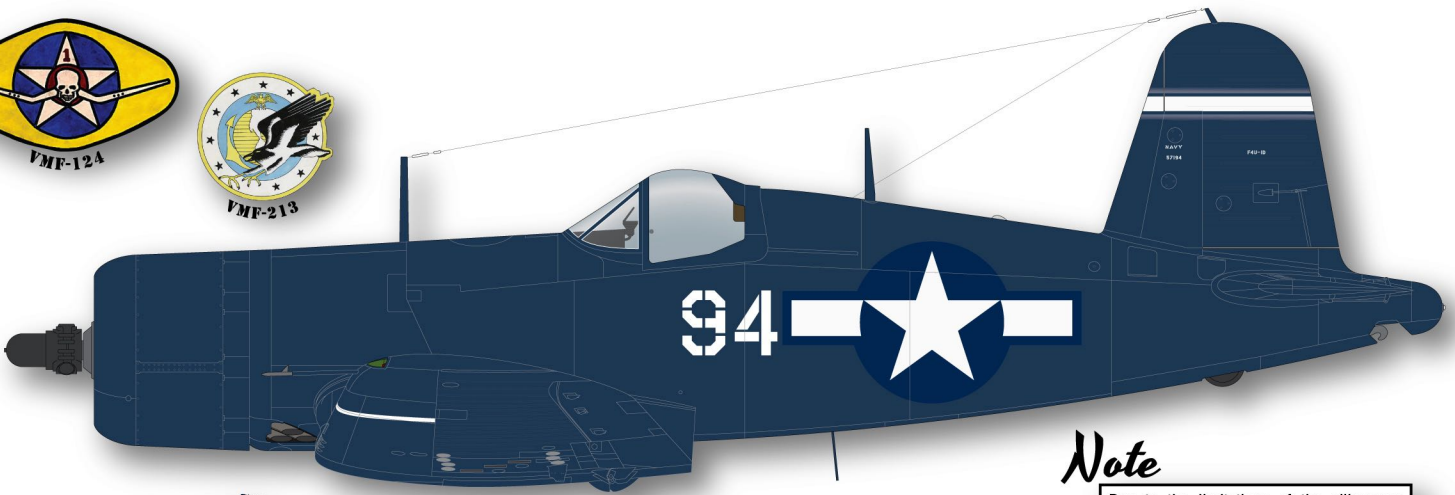
(i) Encounter(s) Occur in Clouds? **No.** If so, Describe Clouds: _____

Time of Day and Brilliance: **0800 I Bright**

(j) of Sun or Moon: **0800 I Bright** (k) Visibility: **Unlimited**

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) TYPE A/C	(c) SQUADRON	(d) PILOT OR GUNNER	(e) GUNS USED	(f) WHERE HIT, ANGLE	(g) DAMAGE CLAIMED
Zeke	F4U-1D	VBF-83	Ens. JO Sakellariades	50 Cal.-6	0600 fr. above	Des.
Tony, or Oscar	"	"	Ens. JC Strause	"	"	Des.
"	"	"	Ens. JC Sakellariades	"	1100 fr. level	Des.
"	"	"	Lt.(jg) WO Sigman	"	"	Des.
"	"	"	Ens. HA Lamprich	"	0100 fr. level	Des.
"	"	"	Lt.(jg) RL Gillum	"	1200 fr. above	Des.
"	"	"	Ens. G Harris	"	0600 fr. level	Des.
"	"	"	Ens. HA Lamprich	"	0100-0600 Level	Des.
"	"	"	Ens. JC Sakellariades	"	0600 fr. above P.	
"	"	"	Ens. FM Comstock	"	0800 fr. below P.	
"	"	"	Ens. HA Lamprich	"	0600 fr. level P.	
"	"	"	Lt.(jg) JW Miller	"	"	P.
"	"	"	Lt.(jg) JW Miller	"	0700 fr. above P.	



Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY", the BuNo, and the "F4U-1D". You may need to layer two of them to achieve a dense white against the Gloss Sea Blue. We cannot be sure of her actual BuNo, but we have provided one from the same production block as known CVG-4 aircraft of this period.

4" white ID stripes
on vertical fin
and both wing
leading edges.

3.2 mm in 1/32
2.1 mm in 1/48
1.4 mm in 1/72

See notes on following
page regarding the 4"
ID stripes on the wing
leading edges.

No step in RH
flap on this
aircraft

Cut "1" off gear
door number
and apply "94"
in position shown,
slightly higher
on door

ANA 623
Gloss Sea Blue

CVG-4 Markings...

While researching the markings for VBF-83, we ran across something we had never seen documented before. We had not intended to include anything on CVG-4 markings, simply because from what we had seen, they weren't that interesting. But the more we dug, the more interesting they got!

The reason the large geometric carrier identification markings (called "G-symbols" here for clarity) were implemented in 1945 was because of complaints of inconsistency and lack of visibility of existing carrier air group markings in effect since 1943.

Everything we had ever seen or read indicated that the earlier markings for the Essex air group (CVG-4, with VMF-124 and VMF-213 flying F4U-1Ds) consisted of a simple 4" wide white horizontal stripe across the upper part of the vertical fin.

As we were doing our research, we received these photos (and those on the following pages) from Jim Sullivan that clearly show that there was also a 4" stripe across the leading edge of both wings. On the F4Us the stripe extended forward from the main spar and wrapped around the leading edge. They were masked with 2" wide tape, and overspray outside of that is quite visible in almost every instance. The stripes only went as far back as the forward/upper edge of the national insignias, and appear to have been on the point of the star - and most interestingly, they actually covered the blue parts of the insignia!



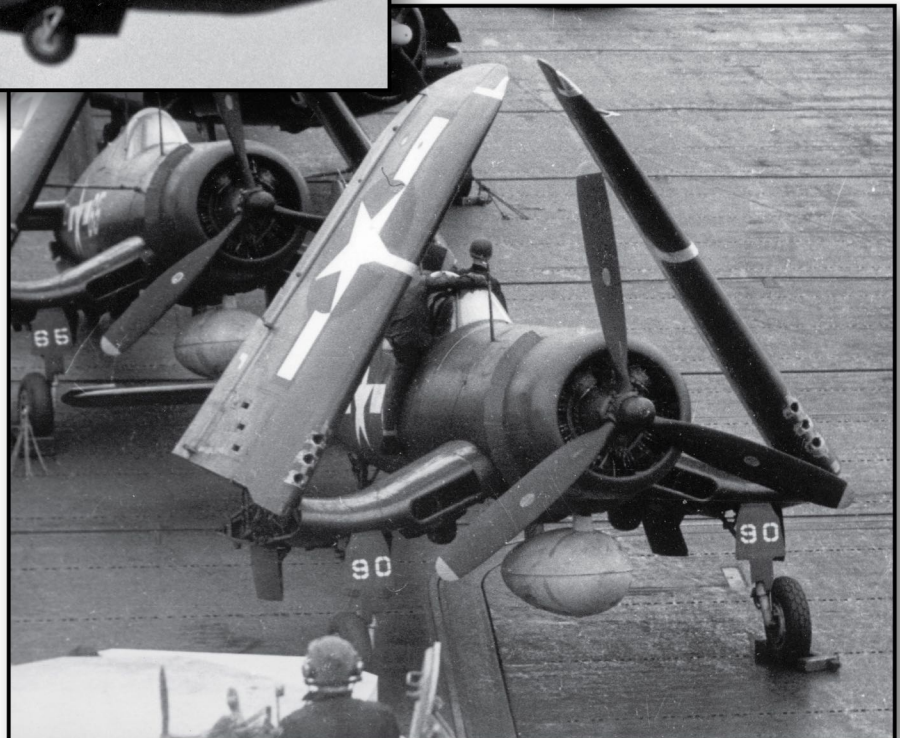
Note that all of these aircraft are still carrying the centerline Duramold fuel tank commonly associated with the F4U-1A/FG-1A. As noted in the section on F4U drop tanks, CVG-4 was experimenting with operational procedures for the F4U-1D aboard carriers. Since the centerline tank precluded use of the catapult, efforts were made to lighten the aircraft as much as possible. This included removing the rocket stubs on the wings. They remained absent on Essex air group Corsairs for months.

See the section on F4U drop tanks for more information.

CVG-4 Markings...

Three more shots showing the wing stripes painted across the upper part of the wing insignias. We are not aware of these very unusual (if decidedly not flamboyant) markings having been documented before.

Again, note the use of the F4U-1A style center-line fuel tank, painted white in every instance. The one on the aircraft immediately below appears to have a large dent!



Photos: USN via Sullivan

CVG-4 Markings...

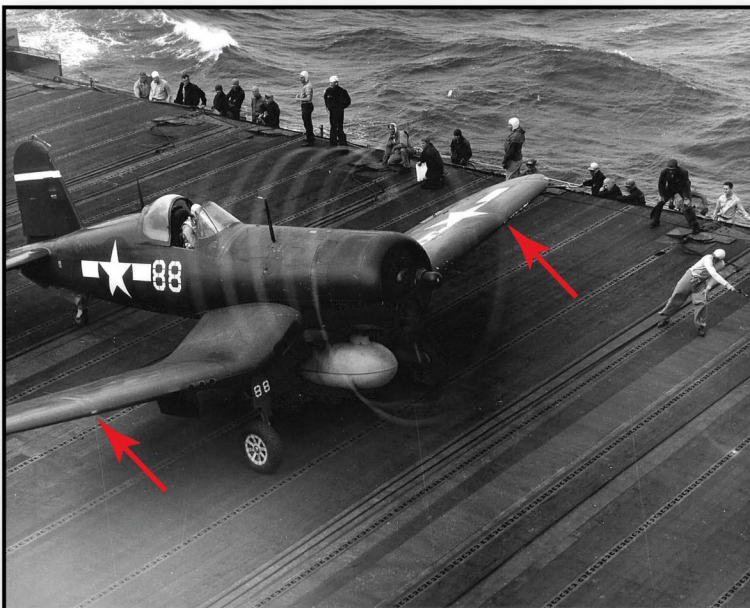


At some point prior to CVG-4's decommissioning in early 1945, the wing stripes were deleted. They have been scrubbed off and/or painted over, but their location is still quite visible.

On #65 at left, it appears the wing national insignia was touched up with Gloss Sea Blue. It's likely that the ship would have had plenty of GSB (or possibly even Non-Specular Sea Blue?) for corrosion control touchup work, but not as likely there would have been the need to have stocks of Insignia Blue.

We have not been able to find any official documentation of these markings (if it ever existed), so the best we can do is piece together the story from photos. While not especially flashy, their unusual nature certainly makes them interesting.

Note the consistent use of the centerline fuel tank during the January-February 1945 time period. See the section following on drop tanks seen on the F4U-1D for more detailed information.



Photos: USN via Sullivan





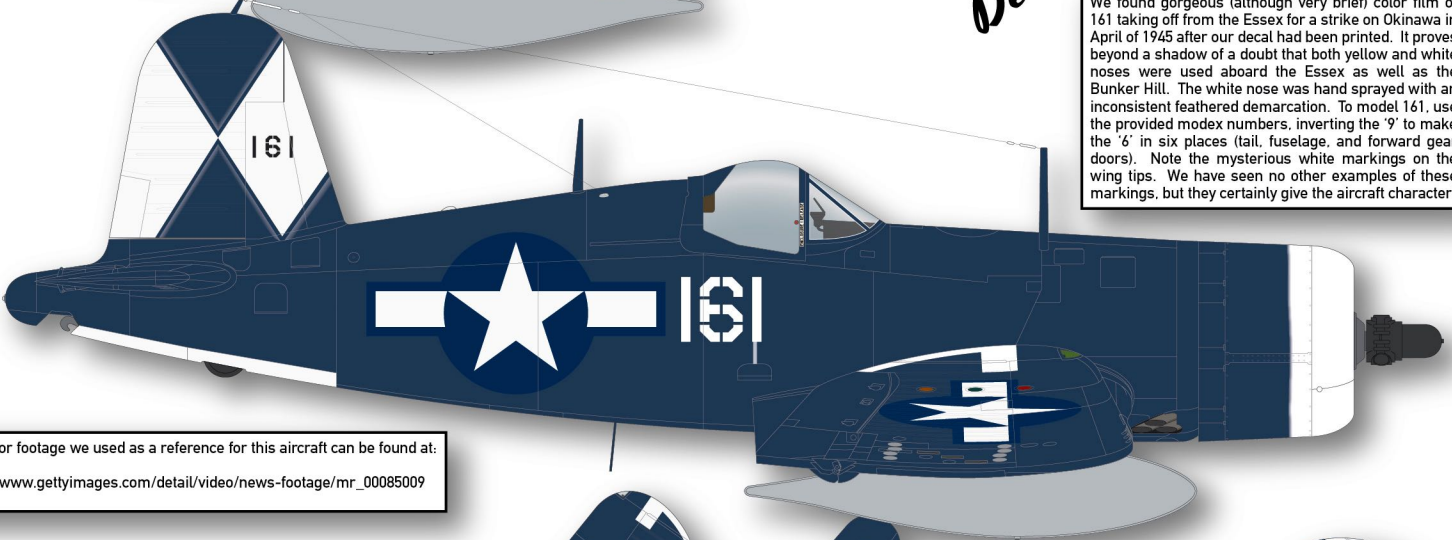
Bonus markings!



Detail Note

We found gorgeous (although very brief) color film of 161 taking off from the Essex for a strike on Okinawa in April of 1945 after our decal had been printed. It proves beyond a shadow of a doubt that both yellow and white noses were used aboard the Essex as well as the Bunker Hill. The white nose was hand sprayed with an inconsistent feathered demarcation. To model 161, use the provided modex numbers, inverting the '9' to make the '6' in six places (tail, fuselage, and forward gear doors). Note the mysterious white markings on the wing tips. We have seen no other examples of these markings, but they certainly give the aircraft character!

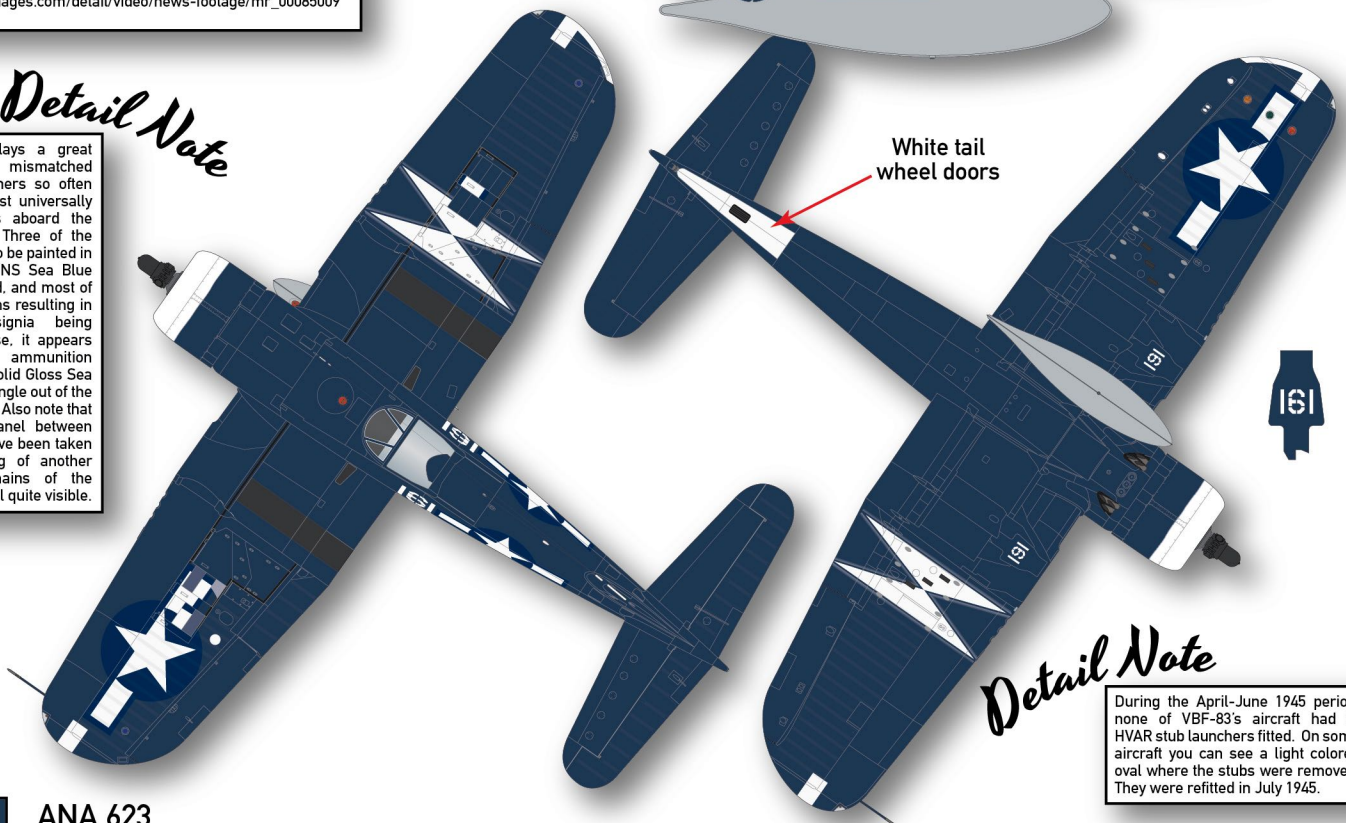
The color footage we used as a reference for this aircraft can be found at:
https://www.gettyimages.com/detail/video/news-footage/mr_00085009



Detail Note

Aircraft #161 displays a great example of the mismatched ammunition containers so often seen (in fact, almost universally seen) on F4U-1Ds aboard the carriers in 1945. Three of the containers appear to be painted in varying shades of NS Sea Blue which is quite faded, and most of them are in positions resulting in the national insignia being disrupted. Likewise, it appears the right hand ammunition containers are all solid Gloss Sea Blue, cutting a rectangle out of the G-symbol marking. Also note that the gun access panel between them appears to have been taken from the left wing of another aircraft, with remains of the national insignia still quite visible.

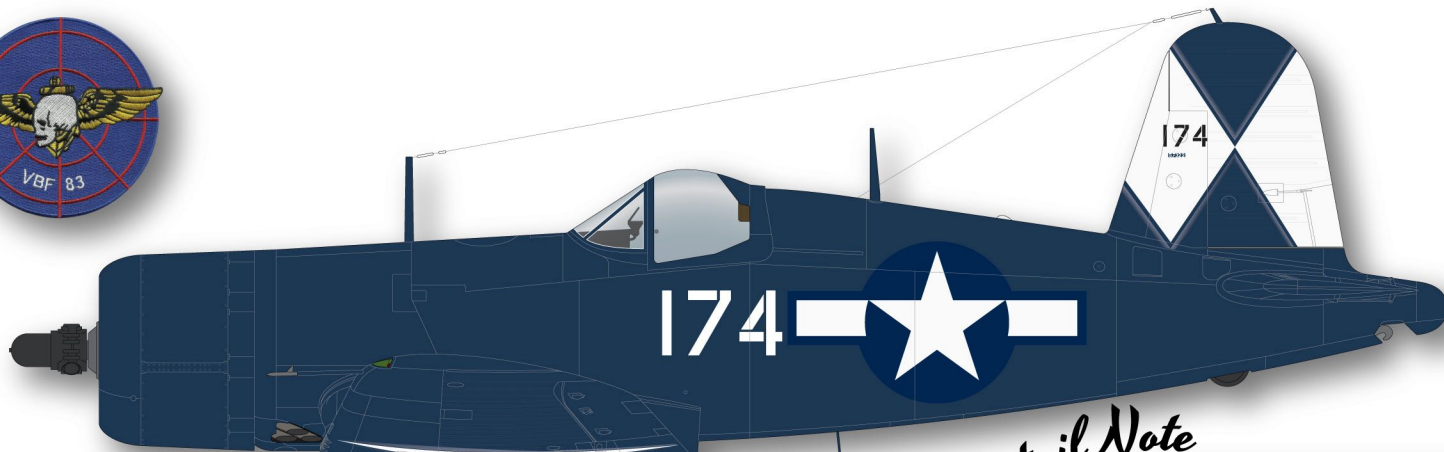
White tail wheel doors



Detail Note

During the April-June 1945 period, none of VBF-83's aircraft had 5" HVAR stub launchers fitted. On some aircraft you can see a light colored oval where the stubs were removed. They were refitted in July 1945.

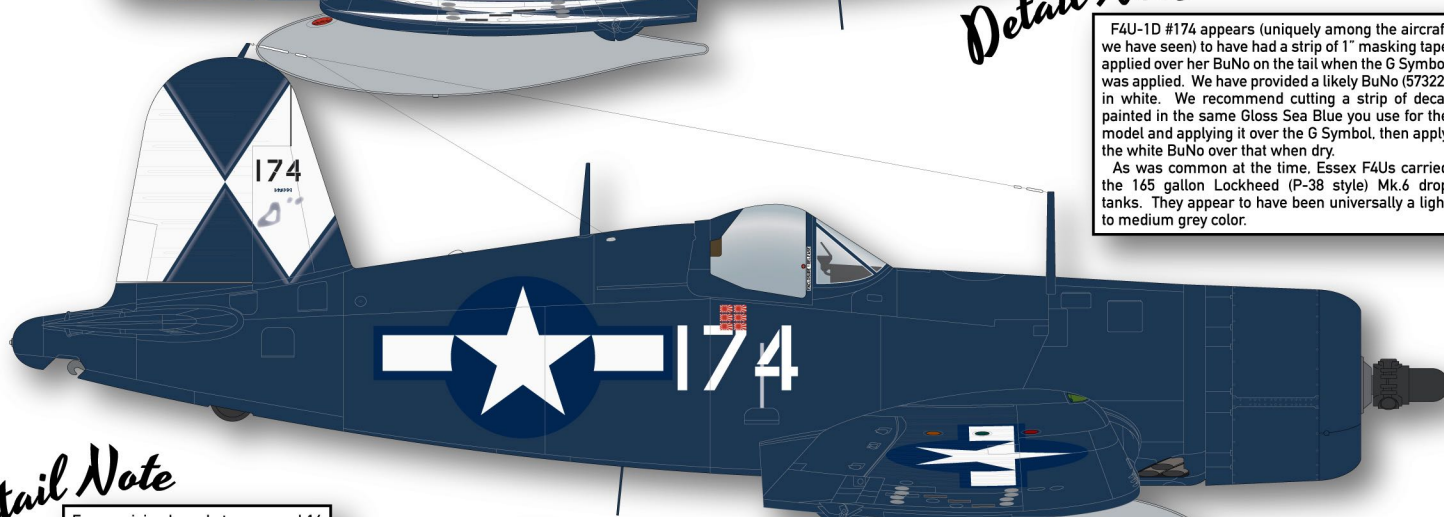
ANA 623
Gloss Sea Blue



Detail Note

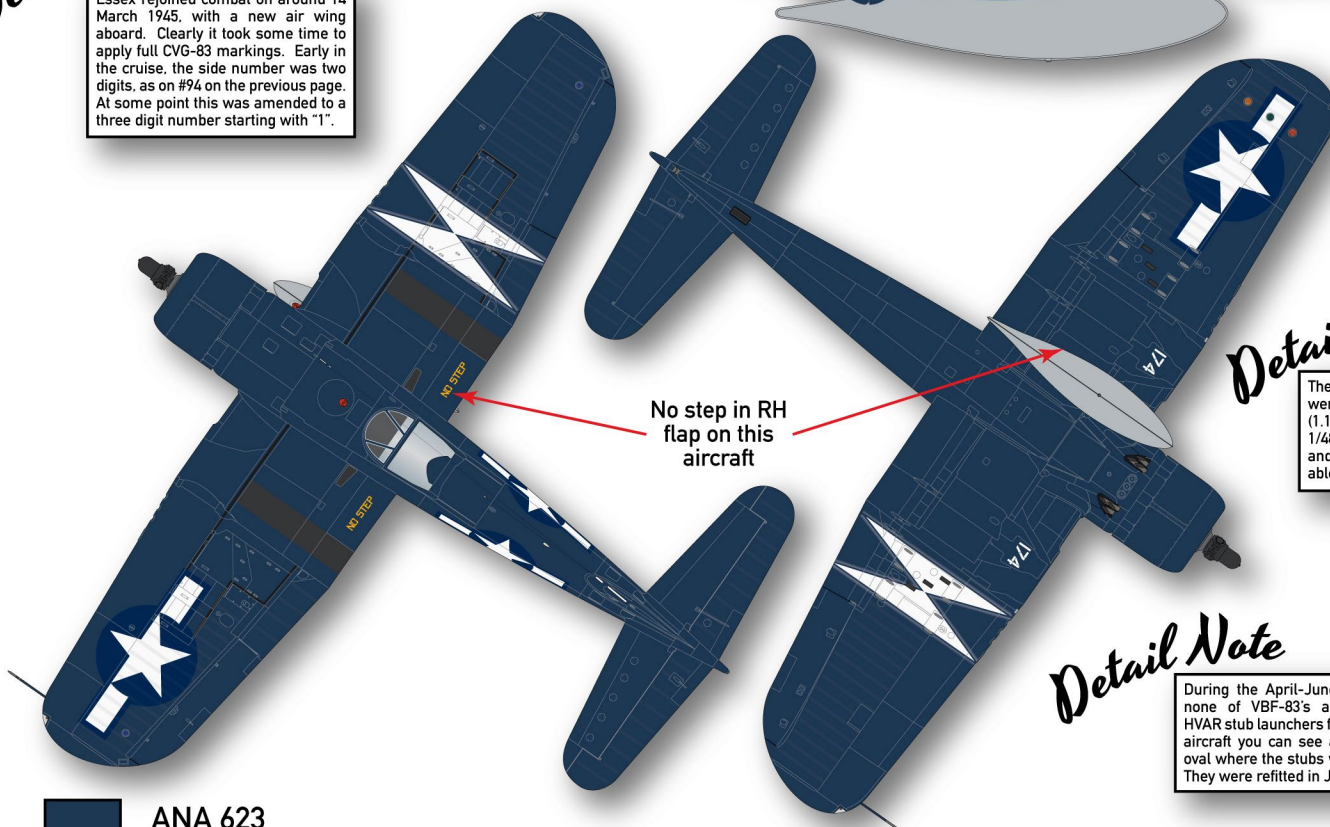
F4U-1D #174 appears (uniquely among the aircraft we have seen) to have had a strip of 1" masking tape applied over her BuNo on the tail when the G Symbol was applied. We have provided a likely BuNo (57322) in white. We recommend cutting a strip of decal painted in the same Gloss Sea Blue you use for the model and applying it over the G Symbol, then apply the white BuNo over that when dry.

As was common at the time, Essex F4Us carried the 165 gallon Lockheed (P-38 style) Mk.6 drop tanks. They appear to have been universally a light to medium grey color.



Detail Note

Essex rejoined combat on around 14 March 1945, with a new air wing aboard. Clearly it took some time to apply full CVG-83 markings. Early in the cruise, the side number was two digits, as on #94 on the previous page. At some point this was amended to a three digit number starting with "1".



No step in RH flap on this aircraft

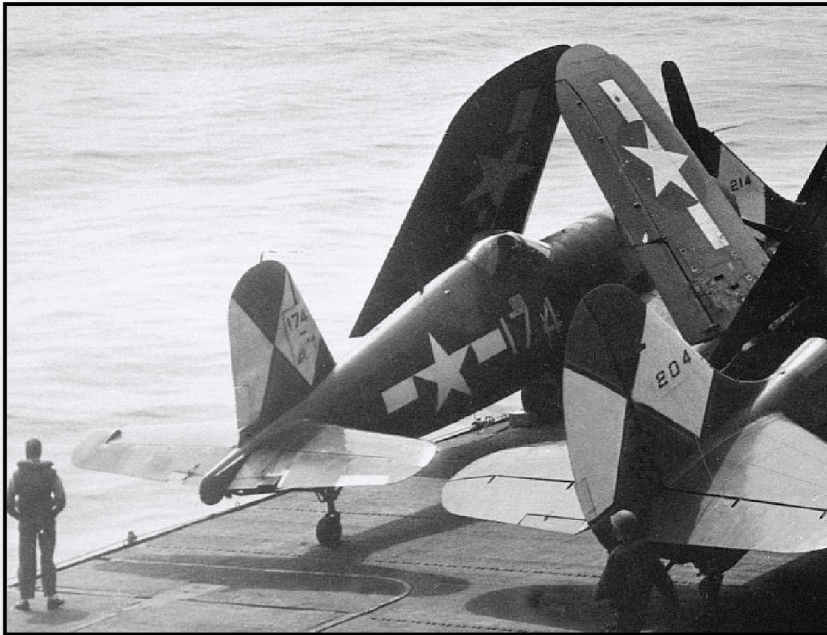
Detail Note

The "G-symbol" markings were masked with 2" tape (1.1 mm in 1/32, 0.7 mm in 1/48, and 0.5 mm in 1/72) and there was considerable overspray visible.

Detail Note

During the April-June 1945 period, none of VBF-83's aircraft had 5" HVAR stub launchers fitted. On some aircraft you can see a light colored oval where the stubs were removed. They were refitted in July 1945.

ANA 623
Gloss Sea Blue



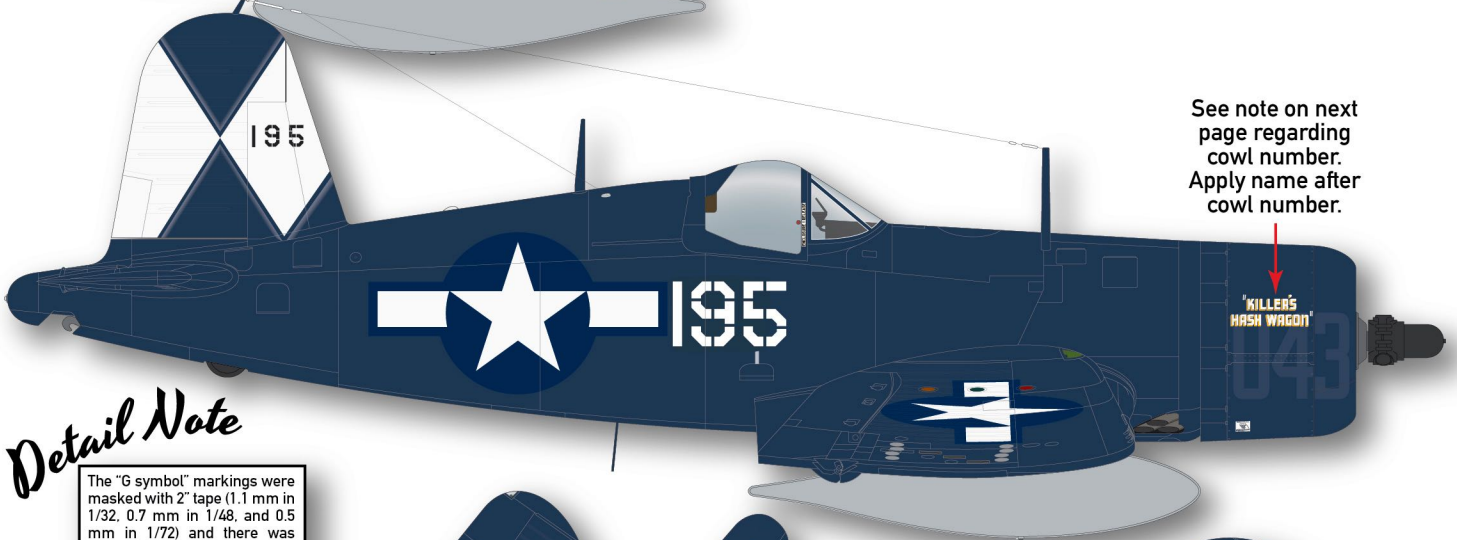
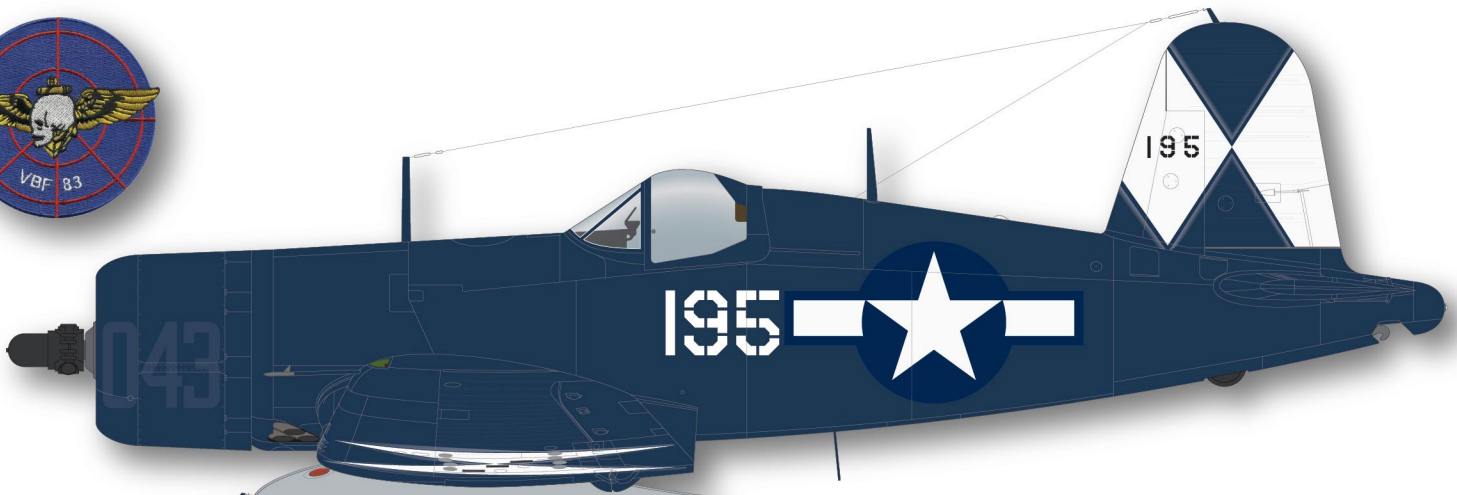
An incredible shot taken from the flight deck of the Essex on 11 May 1945. In the background, USS Bunker Hill (CV-17) lies burning after being hit by two A6M Zero kamikazes while supporting the Okinawa landings. Crewmen watch helplessly as Bunker Hill burns, perhaps thinking of her eventual total of 346 killed, 43 missing, and 264 injured.

F4U-1D #174 is seen parked among the Essex's SB2Cs on the port deck edge, showing her six kill markings. Her G Symbol diamonds on the tail have some obvious wear and tear.

Corsairs with kill markings at this stage of the war are few and far between, and we were surprised to find two of them among VBF-83's compliment.



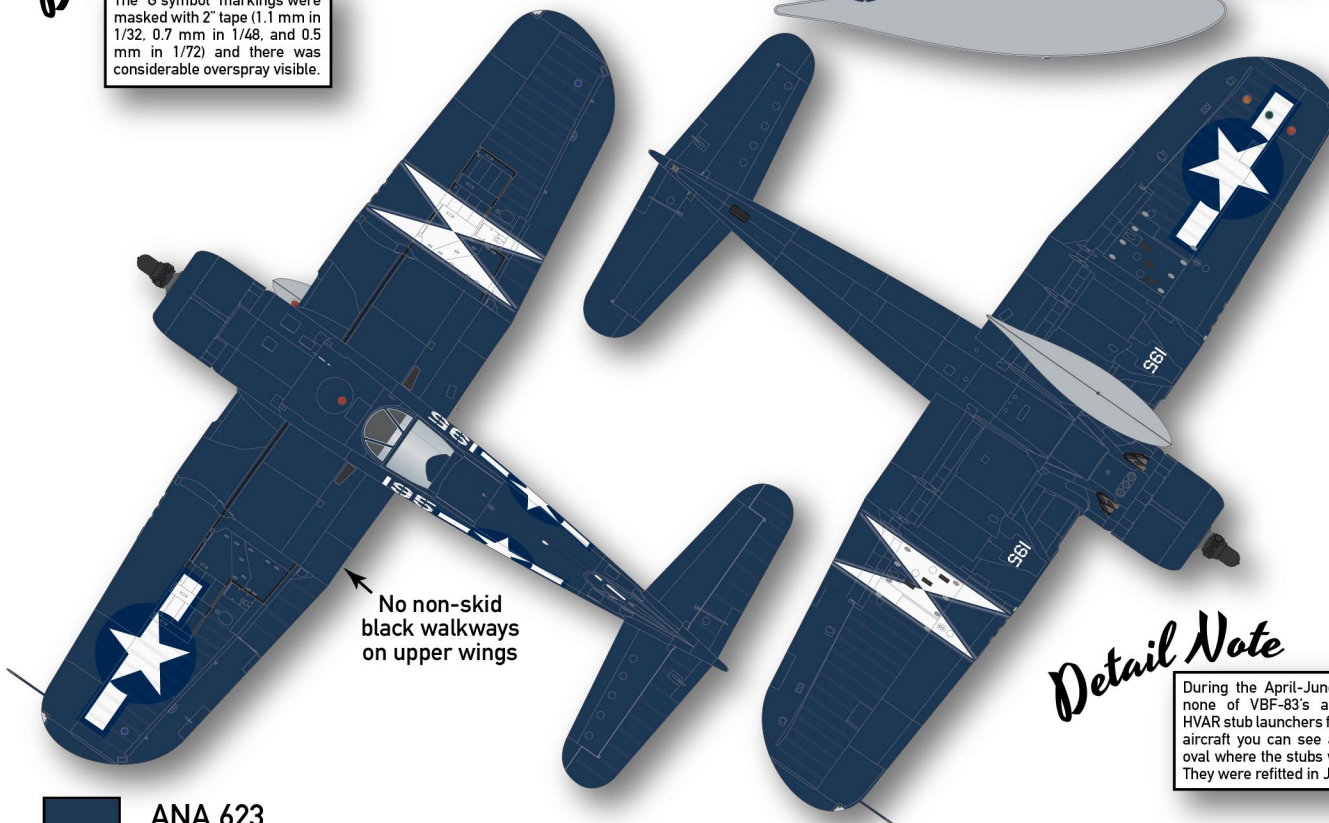
An earlier photo of #174 from the February-March 1945 period (as evidenced by the yellow cowl ring). Note the missing HVAR stubs, and the light grey areas where they had been.



See note on next page regarding cowl number. Apply name after cowl number.

Detail Note

The "G symbol" markings were masked with 2" tape (1.1 mm in 1/32, 0.7 mm in 1/48, and 0.5 mm in 1/72) and there was considerable overspray visible.



Detail Note

During the April-June 1945 period, none of VBF-83's aircraft had 5" HVAR stub launchers fitted. On some aircraft you can see a light colored oval where the stubs were removed. They were refitted in July 1945.

ANA 623
Gloss Sea Blue



Some VBF-83 History...

VBF-83 was established on 6 January 1945, under the command of LCDR Frank A. Patriarca. It led a brief but eventful existence, first deploying aboard USS Essex on 10 March 1945.

When the squadron reported aboard the Essex, it inherited some F4U-1Ds from CVG-4's two F4U squadrons, VMF-124 and VMF-213, who were aboard Essex from January to March 1945. These aircraft had carried a narrow horizontal white stripe on the vertical fin, which was overpainted with the new "G-symbol" diamonds, as on #94. The yellow cowling was applied for the initial strikes on the Japanese home islands in mid-February, and appear to have been carried until the end of March,

just before the Battle of Okinawa commenced.

As a result of Lt. Col. Millington's experiments with CVG-4, the 5" HVAR stub launchers were removed from all of Essex's Corsairs in order to lighten them as much as possible. These were refitted prior to July when the Essex came back on the line.

After participating in the initial strikes against Japan in February and March of 1945, TF.58 with the Essex and her air group supported operations on Okinawa, and when that action died down, returned to strikes against Japan proper. VBF-83 remained aboard Essex until it was decommissioned in September of 1945.

A great photo of "Killer's Hash Wagon" where you can clearly see the "195" on the gear door and the last three of her BuNo (88043) on her cowling. The latter was often applied in a washable paint that in this case was incompletely removed, leaving a visible shadow of the number. We have provided this as a translucent white decal. We recommend applying the decal, then overspraying with Gloss Sea Blue to achieve the effect seen here, then apply the name.

Also note the exhaust ejector installation placard on the lower cowling - something not seen on many Corsairs.



"Killer's Has Wagon" having a bad day in early August 1945. Essex returned to the line in July, having stood down from earlier combat in June. The G-symbol on the tail and wings has been overpainted and the new letter code applied in its place. Side numbers went from 1xx to 2xx, with "KHW" becoming 227. Note the taped over gun ports (not commonly seen on the previous cruise). Also note that the 5" HVAR stub launchers have been re-fitted. The "043" on the cowling is still visible.

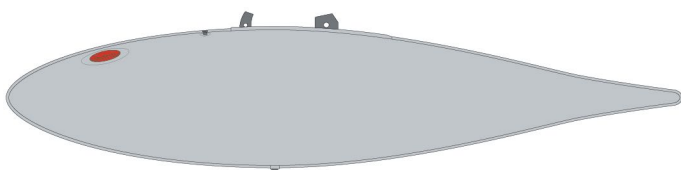
A tale of two tanks...

A centerline auxiliary fuel tank was not part of the original F4U design. It was not until December of 1942 that work even began on incorporating such a capability (along with a centerline bomb rack) into the Corsair, and other priorities prevented its production and service introduction until well into 1943. The tank that eventually became standard on the F4U-1A/FG-1 was the 170-gallon Duramold tank. This tank had a number of problems, not least among them a relatively high rate of failure to release from the aircraft. As noted in the attached report by Lt. Col. W.A. Millington of CVG-4, carrying around 170 gallons of highly flammable gasoline vapor in combat because the tank would not release was not a desirable situation! When fitted to a carrier based Corsair, the physical size of the Duramold tank precluded use of a catapult bridle, forcing operations to be undertaken using self-launching. When a carrier deck was crowded with aircraft fully loaded for combat this was not always possible, and seriously hampered operational flexibility when the Corsair eventually went back to sea with the Navy and Marines in 1945.

The Navy requested Chance Vought design twin stores pylons for the inner wing sections of the F4U, in addition to the centerline station, giving the Corsair a much more versatile capability for air-to-ground. This configuration went into production, and led to a change of designation to F4U-1D/FG-1D.



Above: An F4U-1D of CVG-4 launches from the USS Essex in January 1945. The 170-gallon Duramold tank is painted white, a holdover from its previous use on a four-tone camouflaged F4U-1A.



Lockheed Mk.6 Tank



Youngstown Steel Door Co.
Mk.5 Universal Tank

The ability to carry a drop tank on the inner wing pylon was one thing, but the availability of suitable tanks to hang on them was another. We should pause at this point to familiarize you with the two types of pylon-mounted drop tanks that are part of the F4U-1D story.

The first is a 170-gallon tank designed by Lockheed and designated Mk.6. This is the same tank that was carried by the P-38 and several other USAAF types. It is an asymmetrical (fore-aft) design, being noticeably "pointier" on the aft end than the forward end. These tanks are almost universally seen painted a light medium grey color, the specifics of which elude us thus far. It appears lighter than Neutral Gray 43, and we believe it was a generic light grey applied purely as an anti-corrosion measure. The flange between the two halves of the Mk.6 tank is oriented vertically, splitting the tank into left and right halves.

The other type of drop tank seen on Corsairs is the so-called "universal" 150-gallon tank, designated Mk.5, and manufactured by the Youngstown Steel Door Company of Youngstown, Ohio. This tank is similar, but not identical to the tank carried by the F6F Hellcat (which existed in at least two major variants). We believe the Hellcat tank likely served as the basis for developing a universal tank for Navy and USAAF use, although we are not aware of any operational use of this tank on USAAF aircraft. The Mk.5 tank is more symmetrical fore and aft, and in the case of the F4U, is not fitted with any kind of stabilizing fins.

A pylon mounted drop tank seemed to be the answer to the problem of operational flexibility aboard carriers. It was thought that hanging a tank on the right pylon and a bomb on the left was the ideal solution, since both would theoretically be expended before returning to the carrier. In practice, this was often not the case, since by early 1945 there was very little Japanese fighter opposition, and many missions did not encounter a single enemy aircraft in the air, obviating the need to release the tank. This asymmetrical load caused problems, as did the aerodynamic design of the Lockheed Mk.6 tank itself (see report reproduced here).

At the end of 1944 and into early 1945, it appears that supplies of the Mk.5 tank were nonexistent in the combat zone in the Pacific. What is clear is that through whatever mechanism (research is ongoing), a supply of Lockheed Mk.6 tanks was available, and these were supplied to CVG-4 and other units.

Carrier Air Group 4 (CVG-4) was the first Corsair group to operate from a U.S. aircraft carrier in combat (see CVG-4 history page). This was new territory for the Marines flying them and for the Navy hosting them aboard ship. Much operational experimentation was required, as the Marines had very little hard performance data to go on. As noted in the attached report, this led to attempts to lighten the Corsair as much as possible while they were still attempting to use the Duramold centerline tank, resulting in the photos we see of CVG-4 aircraft minus their HVAR stub mounts throughout most of the first half of 1945.

The use of the Lockheed Mk.6 tank instead of the centerline Duramold tank had the major advantage of allowing catapult

launches with full ordnance and fuel loads. We see photographic evidence of their exclusive use aboard USS Essex (CVG-4 and CVG-83) through at least early July 1945. Research has conclusively shown that for reasons yet to be uncovered, the Mk.6 tank was also used exclusively by the F4U squadrons aboard USS Wasp before she was knocked out of combat on 19 March 1945. It was also widely used by the squadrons aboard USS Bunker Hill, but oddly, many period photos from the Bunker Hill show the use of the Mk.5 tank, seemingly intermixed with use of the Mk.6.

Photographs show that all other fleet and escort carriers operating the F4U during 1945 used the universal Mk.5 tank exclusively. Trying to piece together the story of this tank has been challenging, but we believe that when carriers like the USS Franklin shipped out from the U.S. mainland in March of 1945, the supply of the Mk.5 tanks had reached a point that they could be provided in adequate numbers to supply her entire complement.

The Mk.6 tank was also widely used by land based F4U-1Ds such as those belonging to VMF-211 and VMF-312 depicted by our decals.

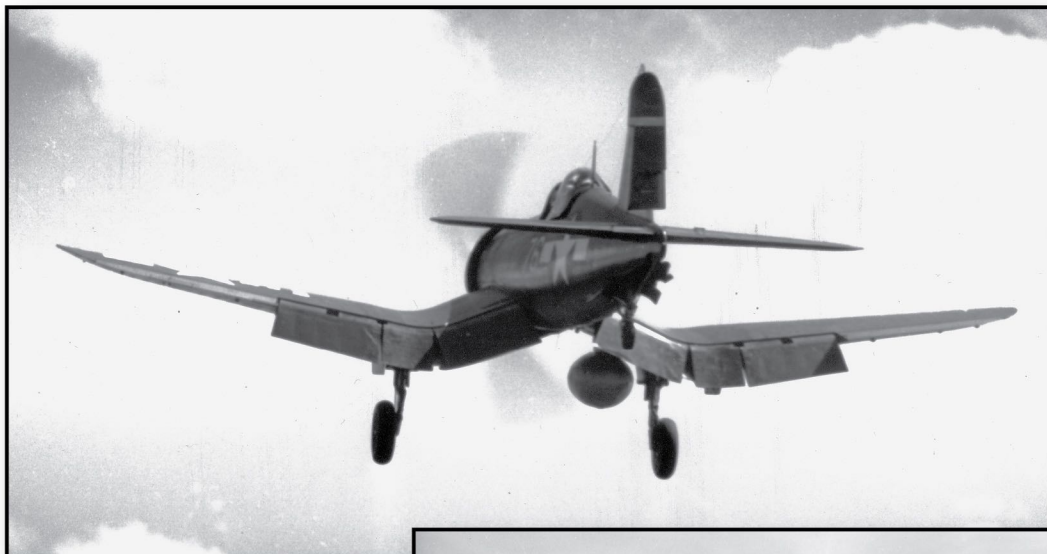
There is undoubtedly more to this fascinating piece of F4U history yet to be uncovered, and our research continues. If and when we have more information, we will revise this page and make it available. In the meantime, if you are building a model of any F4U-1D based on an aircraft carrier in 1945, it is worth noting which type of tank was in use at the time and the carrier air group being depicted. We cannot recall ever seeing an F4U-1D model with the Lockheed Mk.6 tank, despite ample photographic proof that it belongs on many of them!

Carrier Based F4U Corsair Squadrons 1945

		First F4U Ops	Last F4U Ops	Lockheed Mk.6	YSDC Mk.5
USS Bennington CV-20	8 Feb 45	End of war		X	
USS Bunker Hill CV-17	24 Jan 45	11 May 45	X	X	
USS Essex CV-9	28 Dec 44	End of war	X	X	
USS Franklin CV-13	8 Feb 45	19 Mar 45		X	
USS Hancock CV-19	10 Feb 45	End of war		X	
USS Intrepid CV-11	14 Mar 45	End of war		X	
USS Shangri-la CV-38	21 Apr 45	End of war		X	
USS Wasp CV-18	10 Feb 45	19 Mar 45 *	X		
USS Yorktown CV-10	10 Feb 45	End of war		X	

The three CVEs that operated F4Us used the YSDC Mk.5 tank exclusively. The fourth CVE with F4Us, USS Saidor, did not see action before the end of the war.

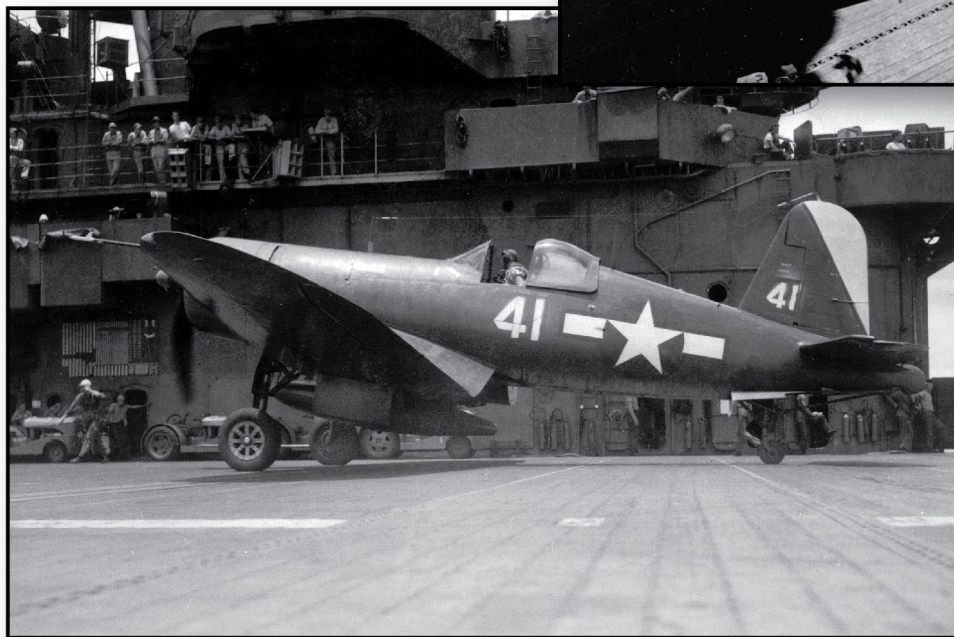
* USS Wasp was out of commission from mid-March through mid-July. When she returned to combat in July, she was equipped with F4U-4s for the last few weeks of the war. The F4U-4 carried the Mk.5 tank.



Three photos showing the Lockheed Mk.6 tank fitted to the F4U-1D. Note that while both pylons could carry the tank, combat missions were always flown with the tank on the right hand pylon only. These tanks were painted a light medium grey, and were often quite dented and dirty, since they were often re-used many times.



Three photos showing the Youngstown Steel Door Company universal Mk.5 150-gallon tank. These were only seen painted Gloss Sea Blue, and again, were only carried on the right hand pylon on combat missions.



Photos: USN via Sullivan

A combat operations report written by CVG-4 commander, Lt. Col. W.A. Millington, provides fascinating technical and historical insight into the subject of the F4U-1D's early combat operations from the USS Essex. The report covers all operational facets, and we have reproduced the most relevant sections here.

Marine Fighting Squadrons 124 and 213
Carrier Air Group 4, USS Essex, CV-9
27 January, 1945

OPERATIONS REPORT
(VMF-124 and 213 aboard U.S.S. ESSEX)

The observations following are the result of operations performed under combat conditions during the period of 30 December, 1944 to 26 January 1945. The two squadrons, totaling 54 pilots, 4 ground officers and 120 enlisted personnel, reported aboard the U.S.S. ESSEX on 28 December, 1944 at Ulithi. The total original complement of aircraft assigned was 36 F4U-1D type fighters. At time of reporting to U.S.S. ESSEX, each pilot had had an average of 12 carrier landings (qualifications in San Diego and Hawaiian area aboard the U.S.S. MACASSAR STRAITS, U.S.S. SARATOGA, and U.S.S. BATAAN). Each pilot had an average total of about 400 hours flight time in the Corsair type fighter.

I Observations regarding the F4U-1D fighter.

1. LOADING. Little information was available to us on performance of the F4U-1D aboard carriers as regards takeoffs and landings under various loading conditions. All qualifications had been conducted in the F4U-1 and FG-1 airplane, and in full light condition (no ammunition or belly tanks.) What performance tables we had seemed to vary, and so it was necessary to commence operations aboard the ESSEX using the best takeoff distance available. However, despite the care exercised by the Air Department in allowing all safety margin possible, three accidents occurred in two days time, all undoubtedly due to the pilots' lacking familiarity with the airplane in its higher loading condition (full ammunition and full belly tank). Two of the accidents were fatal, one spinning in on takeoff, the other on approach for a landing. The third pilot was recovered. His only explanation was a loss of control due to low airspeed on takeoff. All three airplanes hit the water on their backs, the third pilot being fortunately able to extricate himself before the plane sank completely.

After a week of operations, however, all pilots became more confident in handling the airplane. A full realization of the necessity of precision flying, particularly in takeoffs and landings, plus a better understanding of tab settings and correct takeoff procedure, has seemed to reduce our troubles. The Air Department had been able to arrive at reliable figures for takeoff distance and wind combinations for various loaded conditions, and it is believed the following table is adequately safe:

	<u>Deck Run</u>	<u>Wind</u>
Fighter, light	290'	30 knots
Fighter, heavy	500'	32 knots
	or 450'	36 knots
	or 400'	38 knots
Fighter-Bomber	530'	32 knots
	or 480'	35 knots
	or 450'	37 knots

378

OPERATIONS REPORT
(VMF-124 and 213 aboard U.S.S. ESSEX)

NOTE:

(a) "Fighter, light" is defined as being without ammunition or belly tank. Weight - 11,361 lbs.

(b) "Fighter, heavy" is defined as being loaded with 2400 rounds of ammunition and a full 170 gal. centerline belly tank. Weight - 13,374 lbs.

(c) "Fighter-Bomber" is defined as being loaded with full ammunition and belly tank as in (b), and one twin-pylon 500 lb bomb. Weight - 13,874 lbs.

In view of the fact that takeoff distance aboard ship is so limited, and that BuAer Technical Order No. 30-44, dated 4 March, 1944 ("Model F4U-1 Airplane - Restrictions on Maneuvering") restricts loading to 14,000 lbs. for takeoff, it was decided to remove rocket rack installations from all airplanes, and limit bomb load to one 500 pounder. From all present observations it is still believed this loading should not be exceeded.

2. AUXILIARY DROP TANKS. The Corsair requires a much improved type drop or belly tank for carrier operations. The present 170 gal. centerline tank does not permit catapulting - A serious handicap aboard a carrier. It provides far too much drag and resistance, and one out of every six fails to release properly, a dangerous condition in combat, particularly when tank is empty and full of fumes. Varying with each installation, we have found that the centerline tank vibrates excessively at speeds of 250 to 300 knots indicated, and in some cases tearing loose.

The pylon type drop tank, on the other hand, while usually easy to release (mechanical release), and permitting catapult operations, sets up a decided yawing effect on the flight path of the plane, and makes diving difficult to control (for accurate bombing and strafing.) The yawing effect is particularly uncomfortable directly after a carrier takeoff, during any precision formation flying (such as is essential in weather flying), and in all dives.

Conclusion: Of the two types of tanks, the centerline is preferable as it, at least, does not present the yawing characteristics. However it is strongly recommended that Corsairs be fitted with a smaller, streamlined, centerline belly tank, similar to the type presently used by the Navy Hellcat (F6F-5). Such a tank would allow less air resistance, would permit catapulting, could be released with greater ease, and would be sway braced fore and aft (as is the Hellcat's) to remove vibrations and permit high speed dives. It is believed that though the tank be smaller, the absence of air resistance would still provide the same radius of action as the present bulky centerline tank. It is highly advisable too, that all belly tanks be baffle-plated to prevent sloshing, and should be of sufficiently heavy material to withstand handling aboard ship.

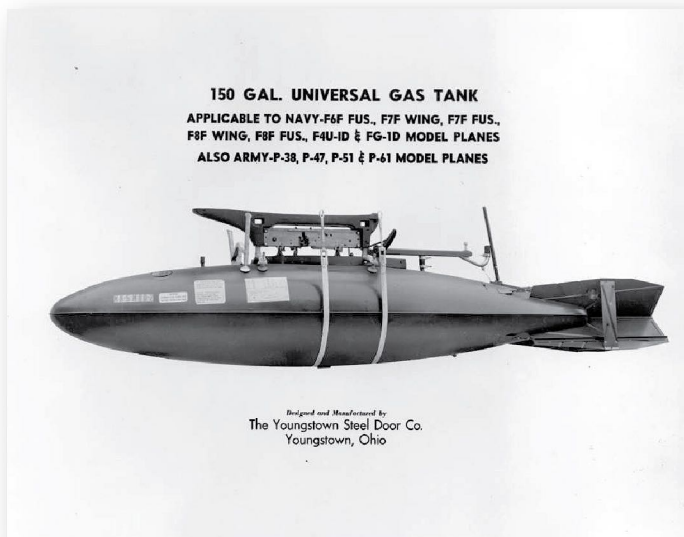
SUMMARY CONCLUSION.

The Corsair fighter could be well adapted to aircraft carrier use if it were limited to purposes for which it was designed, namely, fighter missions as such. If it could be utilized for interceptions, bomber escorts, strafing and rocket attacks only, its performance would show up to a much higher degree. To accomplish this best performance, a streamlined center line belly tank must be incorporated and a streamlined rocket rack installation made, accomodating from four to six 5" head 5" motor rockets. (Present eight-place rocket racks are too bulky and air resistant.) Removal of pylons is advisable as they would then serve no purpose. Rocket attacks are proved to be far more accurate and effective on strikes and sweeps than bombing attacks. The fault may well lie in pilot training largely, but also in the fighter's characteristics; however the fact remains that fighters are far more effective with rockets than with bombs.

The Corsair's performance in takeoffs and landings is good once the pilot becomes familiar with the plane in various loading conditions. Hence it is recommended that all pilots qualify aboard carriers with the airplane in those various conditions before coming out to the fleet. The airplane itself must be improved as to its wing folding characteristics to expedite handling on the deck.

The Corsair as it stands now does not possess the all-around carrier characteristics of the Grumman Hellcat, but as the war progresses it may well be that there will be a growing need of a fighter interceptor squadron for each carrier, and as such the Corsair would serve well.

W. A. MILLINGTON,
Lt.Col., U.S.M.C.,



A photo from Youngstown Steel Door Company showing the Mk.5 tank with added fins and straps not fitted to those carried by the F4U.

Excerpts from a combat operations report written by the CVG-83 commander aboard the USS Essex through 1 June 1945. It details the problems encountered with the Lockheed Mk.6 tank fitted to the F4U-1D.

CARRIER AIR GROUP EIGHTY-THREE
OPERATIONS IN SUPPORT OF OKINAWA
14 March to 1 June 1945

CONFIDENTIAL

FLIGHT CHARACTERISTICS—Cont'd.

When equipped with the Lockheed Mark 6 pylon tank at speeds as low as one hundred sixty knots indicated, the plane exhibited moderate to severe rolling, yawing and pitching tendencies. The effect of this characteristic on accuracy and general efficiency in a steep, fast dive over a heavily defended target is obvious. These tendencies were negligible when the plane was equipped with the Universal tank. It is recommended that the use of the Lockheed pylon tank on the F4U be discontinued and that a centerline installation similar to that used on the F6F be incorporated. The theory of an off-center drop tank seems to be based on the false premise that the fighter proceeds to the target with a balanced load of bomb and tank and returns clean. In actual practice the majority of flights are made with the tank only. Further, on bombing flights the fighter is usually required, due to scarcity of tanks, to bring tank home. This means that most flights are flown unbalanced.

(1G) Landing Flaps:

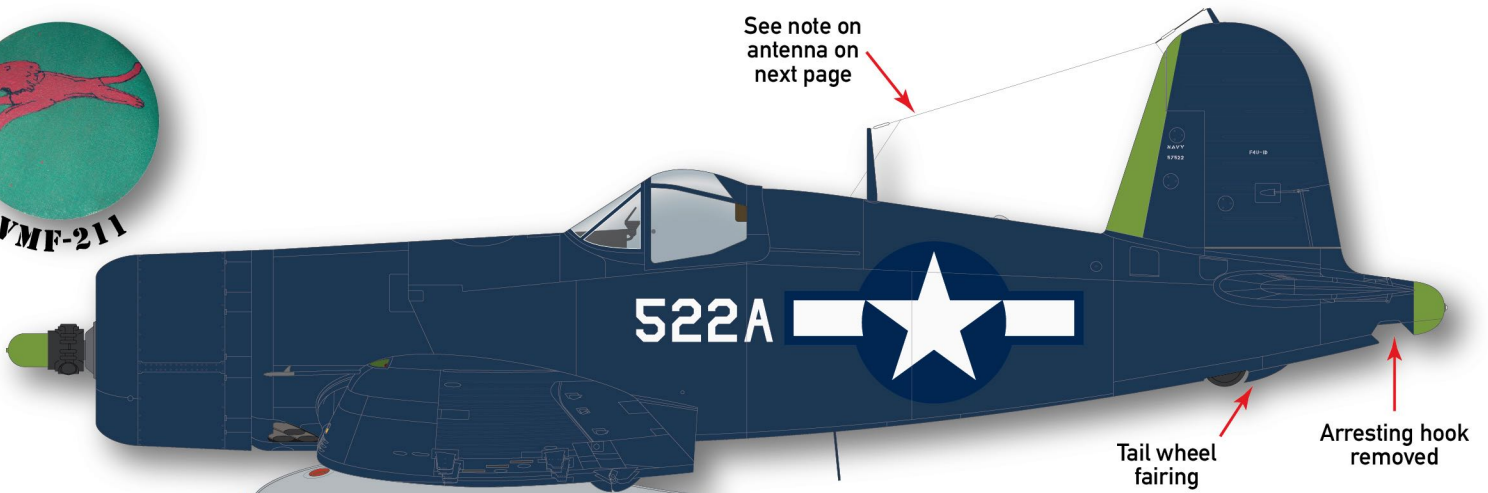
Considerable trouble was encountered with the right in-board flap due to excessive vibration at all speeds caused by use of the Lockheed MK 6 tank, carried on the right pylon. Use of this tank resulted in pulled rivets, warped flaps and hydraulic leaks, necessitating many flap replacements. There were three cases in which bolt, Chance-Vought Company, part number 133-4-67, which connects the forward end of the flap actuating arm to the actuating strut at the wingfold, sheared due to excessive vibration. This rendered the entire right landing flap inoperative.

(2) The fuel system for Model F4U-1D, F3A-1D, FG-1D and British airplanes, serial number JT-555 and subsequent, is shown on figure 11A. This system includes provisions for installing two Navy standard-type droppable tanks, each with a capacity of 154 U.S. gallons (129 Imp. gallons) of fuel, on the center section twin pylons. Lockheed-type droppable tanks which have a capacity of 170 U.S. gallons (142 Imp. gallons), may be installed in place of the Navy Standard-type tanks when the latter are not available. The original main tank and the provisions for installing a droppable tank under the fuselage are retained on these airplanes. However, the two wing tanks and their vapor dilution system are eliminated.

The paragraph from p.16 of the F4U Pilot's Manual noting that the Lockheed Mk.6 was an acceptable substitute for the Mk.5 universal tank.



See note on antenna on next page



Tail wheel fairing

Arresting hook removed

Braced canopy as on F4U-1A

Detail Note

At this time period, VMF-211 carried the 165 gallon Lockheed (P-38 style) Mk.6 drop tanks. They appear to have been universally a light to medium grey color.

*Note**

Since VMF-211's wartime insignia had a green background, and since we have not found any color photos of their F4U-1Ds, it is our assumption that the trim color was green. Since there would have been no reason for the Marines to have had stocks of any ANA green paint, it is likely that it was a mix of Gloss Sea Blue and yellow. The exact shade? Who knows?

Teardrop white recognition light

No step in RH flap

Non-skid walkways applied



Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stenciled "NAVY", "F4U-1D", and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

ANA 623
Gloss Sea Blue

Green*

Some VMF-211 History...



VMF-211 was one of the few wartime Marine fighter squadrons that could trace its history back to the pre-war period. It was organized as VF-4M on 1 January 1937 at NAS San Diego, flying Grumman F2F-1s. The squadron was involved in the 1941 Hal B. Wallace epic "Dive Bomber" starring Errol Flynn. Several future Medal of Honor recipients served with the squadron during this period, including Henry Elrod, Robert Galer, and Gregory Boyington. In January 1941, the squadron moved to MCAS Ewa, Hawaii and was redesignated VMF-211 on July 1, 1941.

The squadron is probably best remembered for its heroic actions at Wake Island. Flying the F4F-3, VMF-211 arrived at Wake in November 1941. On December 8 the Japanese attacked, destroying seven of the squadron's 12 aircraft on the ground. The remaining five planes repelled numerous attacks over the next couple of weeks. During the course of this defense, the Marine ground forces and VMF-211 caused the loss of at least four enemy warships, including the first major Japanese naval vessels sunk during the Pacific war. The squadron was also credited with 8 aircraft destroyed. After the loss of its last aircraft, the squadron became a ground unit and fought until the surrender of the island.

VMF-211 converted to the F4U Corsair and participated in the meat grinder that was the Solomons Campaign, the Battle of the Bismarck Sea, the Battle of Leyte Gulf, and the campaign in the southern Philippines.

The VMF-211 F4U-1D shown here was photographed participating the Philippines campaign in support of the Army. Marine close air support doctrine was far superior to the USAAF's, or as one officer put it, "The US Army ain't got no close air support."

She is seen carrying a 165-gallon Lockheed/P-38 style Mk.6 drop tank on the right hand pylon, and a general purpose bomb on the left. It appears that her arrestor hook has been removed, although the well is not plated over.

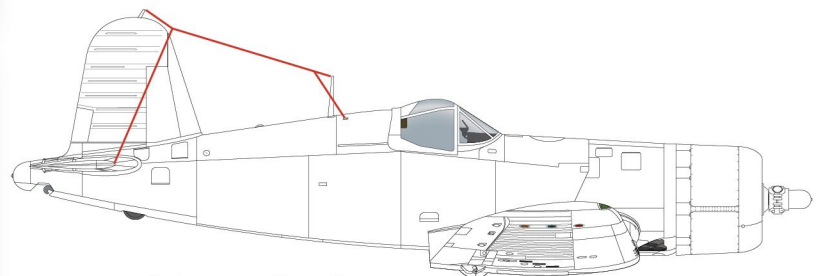
Her interesting markings, with the "A" appended to the last three of her Bureau Number, resulted from duplicate "last three" groupings from different F4U-1D BuNo blocks. Such aircraft were numbered 50522, 57522, and 82522. A similar system was seen on USAF aircraft in the 1950s such as the Republic F-84E/G, where an A or B was appended to the fuselage buzz number when the last three of the serial was duplicated within the same aircraft type.



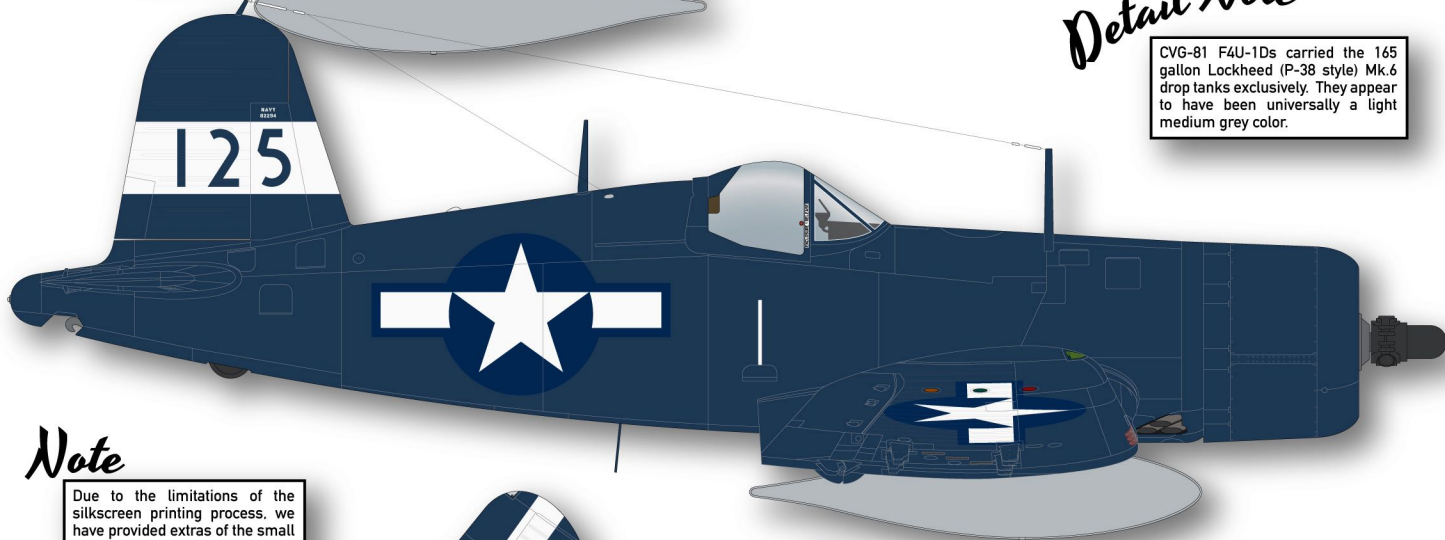
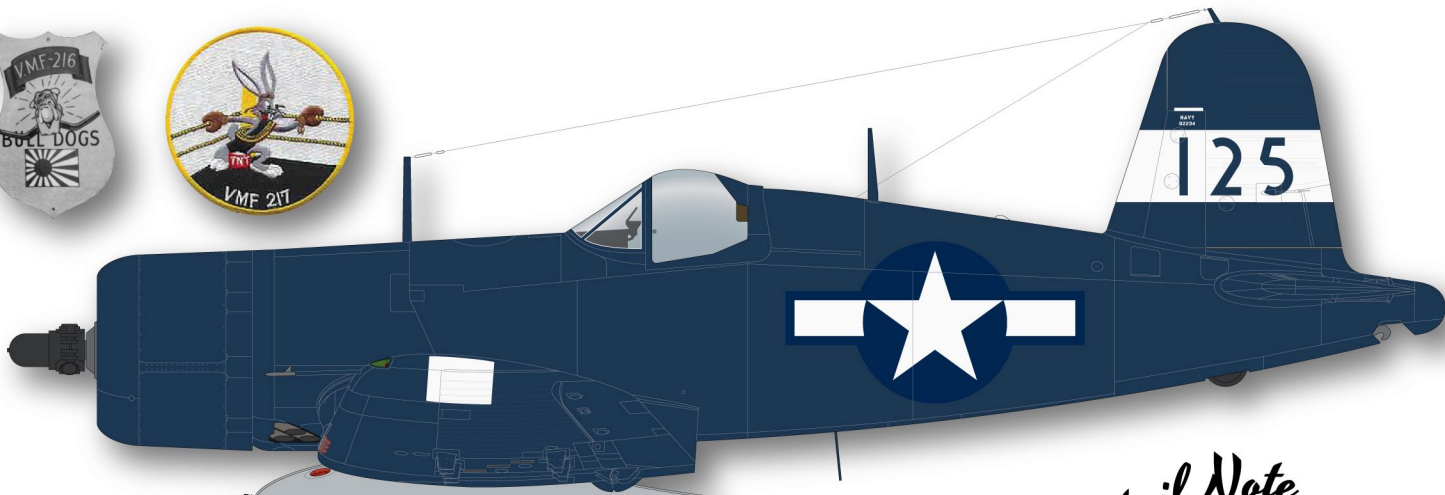
Three frames from a motion picture that show the unusual markings carried by 57522. Note the Neutral Gray 43 (?) 165 gallon Lockheed drop tank, the lack of a tail hook in the hook well, and the small aerodynamic fairing aft of the tail wheel.



Photos: USN



Antenna configuration for F4U-1D 57522

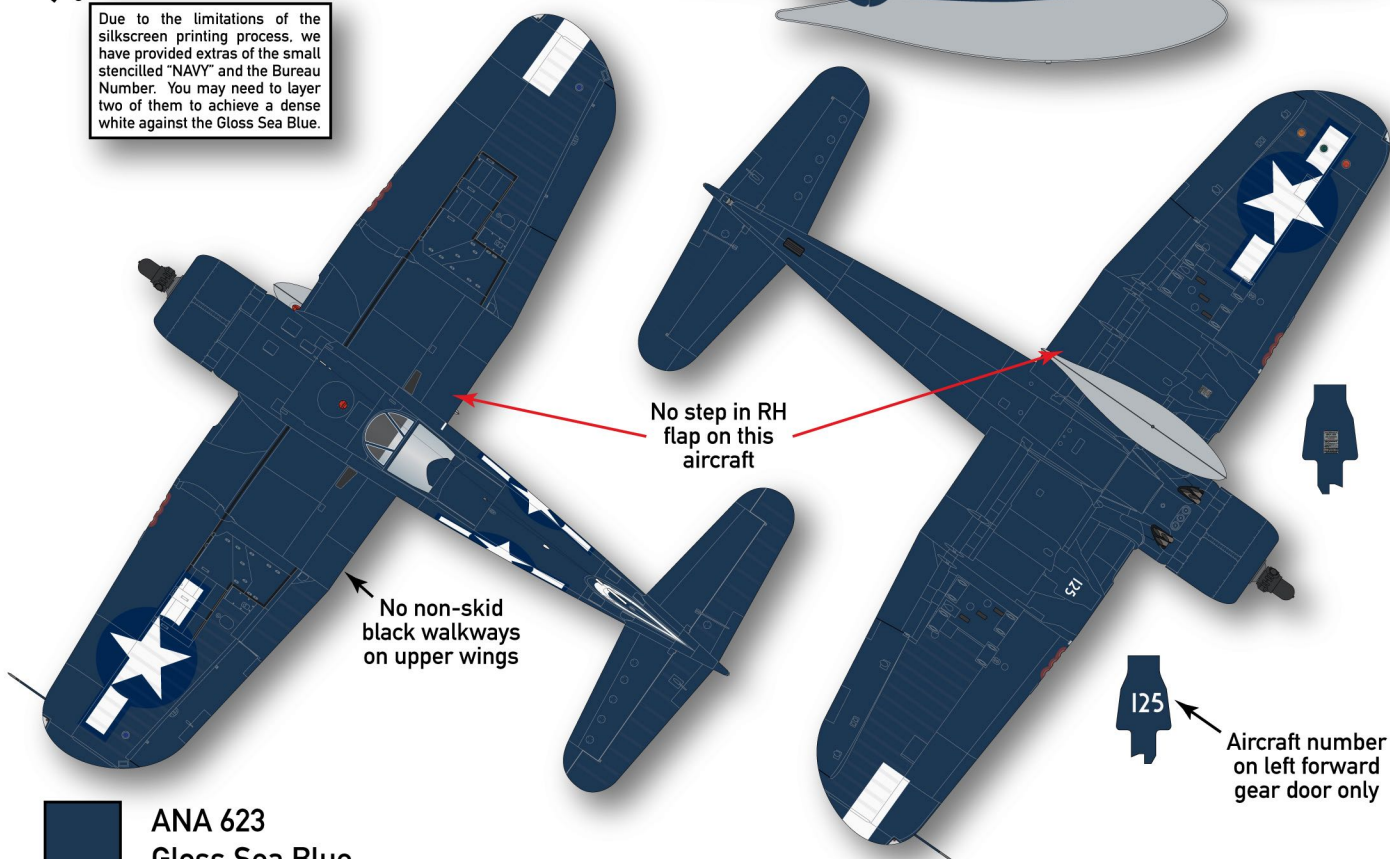


Detail Note

CVG-81 F4U-1Ds carried the 165 gallon Lockheed (P-38 style) Mk.6 drop tanks exclusively. They appear to have been universally a light medium grey color.

Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY" and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.



ANA 623
 Gloss Sea Blue



Some CVG-81 History...

Operations aboard the USS Wasp in early 1945 were conducted by Carrier Air Group 81, which consisted partially of two Marine F4U-1D squadrons, VMF-216 and VMF-217. The two squadrons operated a pool of aircraft that were identically marked, with no distinguishing squadron markings. Photos of CVG-81 aircraft from this time period are rare due to the Wasp's short time on the line prior to being put out of action on 19 March, but these photos show the unique art deco style modex numbers were applied to the F4U-1Ds and F6F-5s aboard the Wasp in early 1945.

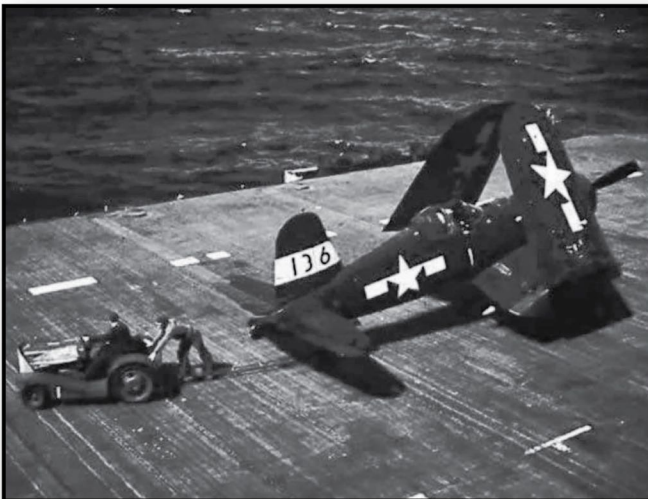
VMF-216 and -217 were commissioned in 1942 and early 1943 at MCAS El Centro, California. They first experienced combat when based on Bougainville in January 1944, with strikes against the Japanese garrison at Rabaul.

The squadrons ended up on Guam in late 1944, and eventually re-equipped with F4U-1Ds, joining CVG-81 aboard USS Wasp in early February 1945. Both squadrons took part in the raids on the Japanese home islands - and Tokyo in particular in February 1945, the first strike on Tokyo since the Doolittle Raid in April of 1942.

Both squadrons participated in the Battle of Iwo Jima and the other operations of TF.58 in early 1945. On 19 March 1945 the Wasp was severely damaged by a bomb, and VMF-217 returned to the US before reorganizing as an F6F squadron, thus freeing up F4Us for anti-kamikaze duties. VMF-216 was decommissioned after USS Wasp returned to the US for repairs.



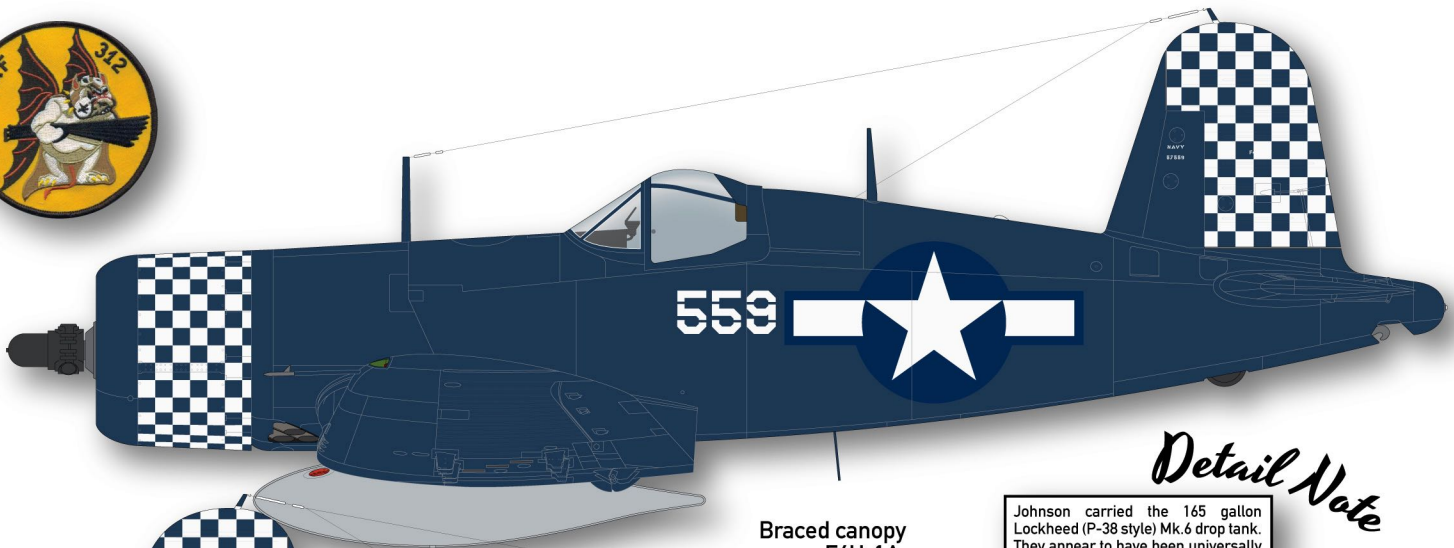
Two shots (stills from a 16mm film) of F4U-1D #125 launching from the Wasp in foul weather in early 1945. Note the Lockheed 165-gallon Mk.6 drop tank. She is a good representation of the unique style of markings carried by Wasp-based aircraft during this time period. The art deco style was clearly designed by an artist among the Wasp's crew.



F4U-1D #136 again showing the art deco style modex.

"Murders' Row" at anchor at Ulithi (the largest and most secret naval base in the world at the time) on 8 December 1944. USS Wasp is nearest the camera.





Braced canopy
as on F4U-1A

Detail Note
Johnson carried the 165 gallon Lockheed (P-38 style) Mk.6 drop tank. They appear to have been universally a light to medium grey color.

Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY" and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

Teardrop white
recognition
light

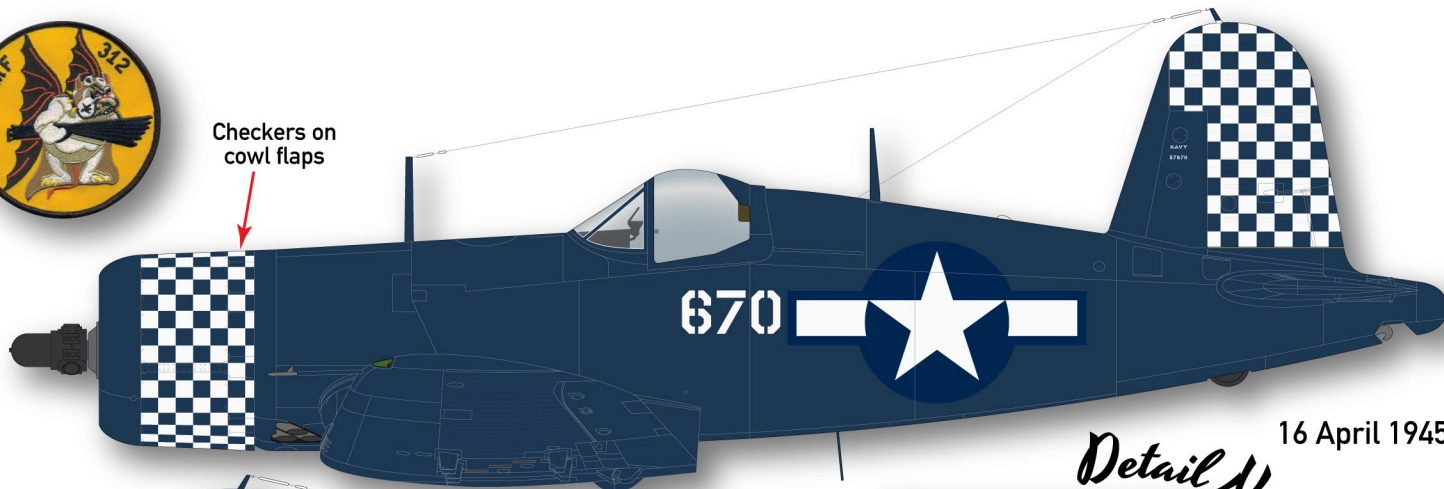
No step in RH
flap on any
VMF-312 aircraft

Non-skid
walkways

ANA 623
Gloss Sea Blue



Checkers on cowl flaps

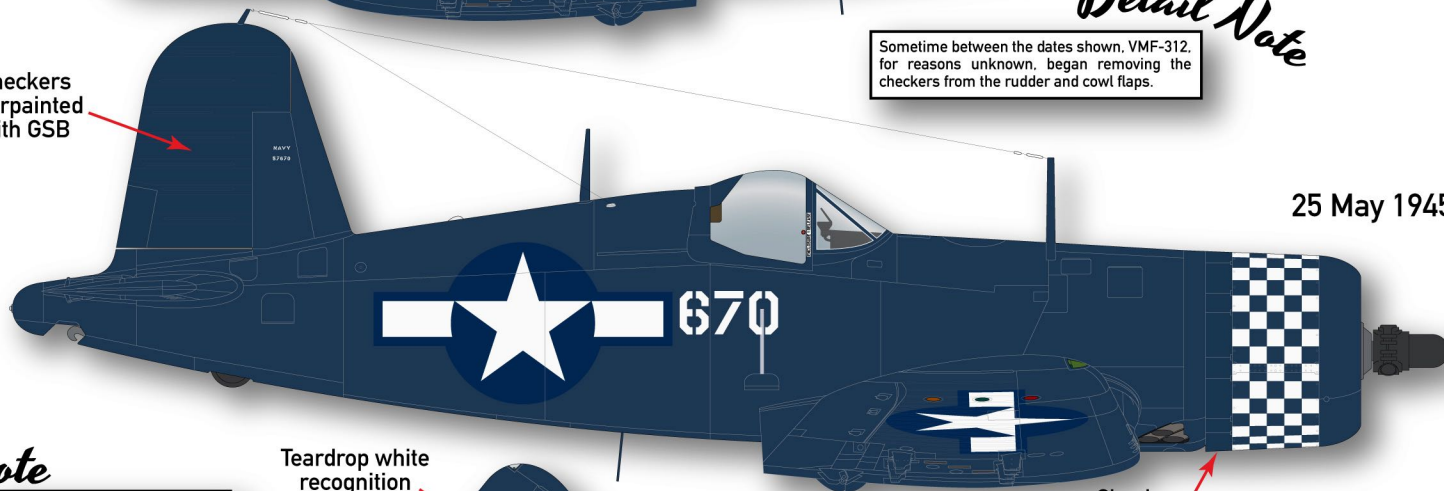


16 April 1945

Detail Note

Sometime between the dates shown, VMF-312, for reasons unknown, began removing the checkers from the rudder and cowl flaps.

Checkers overpainted with GSB



25 May 1945

Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY" and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

Teardrop white recognition light

Checkers overpainted with GSB

No step in RH flap on any VMF-312 aircraft

Non-skid walkways

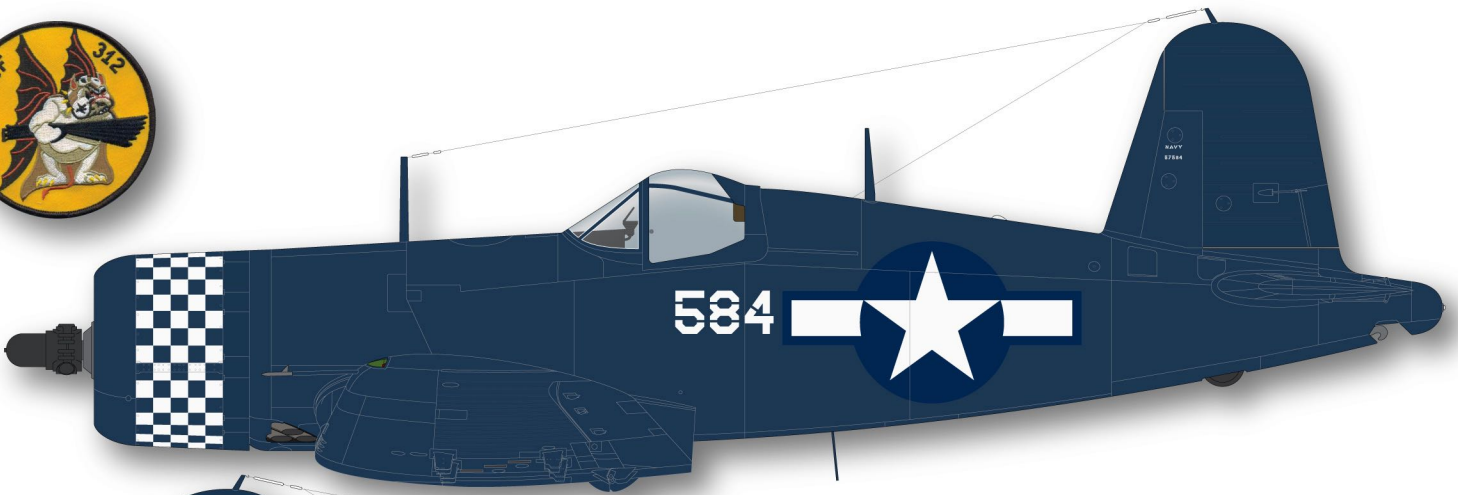
670

Note

Our interpretation of 57670 is a reconstruction based on known details and the remarkable uniformity of VMF-312 markings of this period. The presence of the modex on the gear doors is speculative.



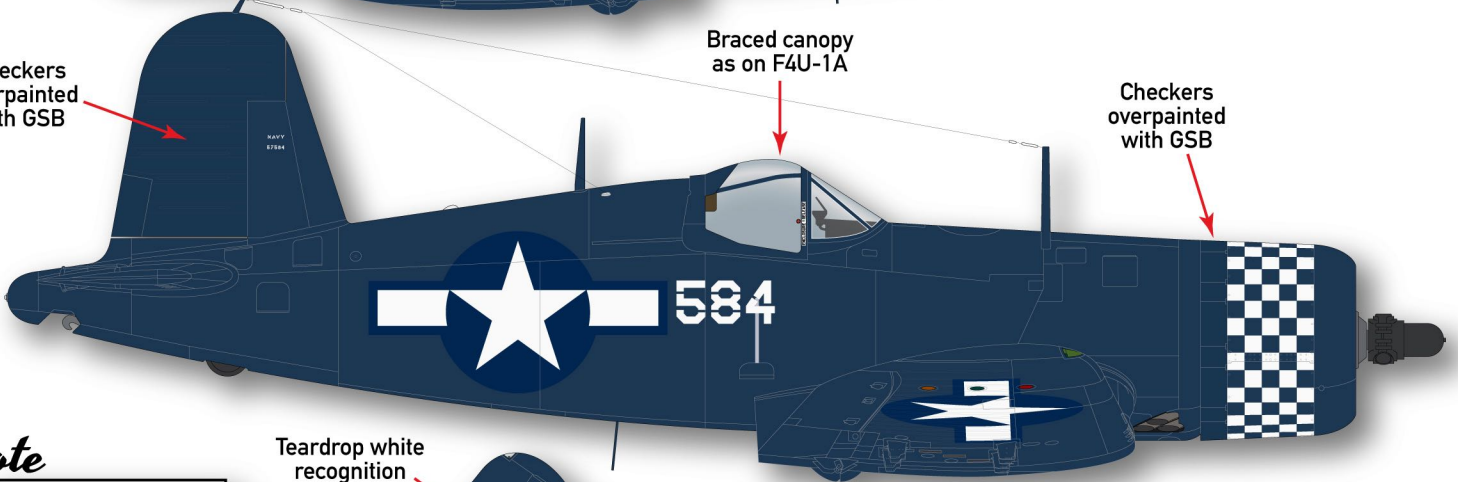
ANA 623
Gloss Sea Blue



Checkers overpainted with GSB

Braced canopy as on F4U-1A

Checkers overpainted with GSB



Note

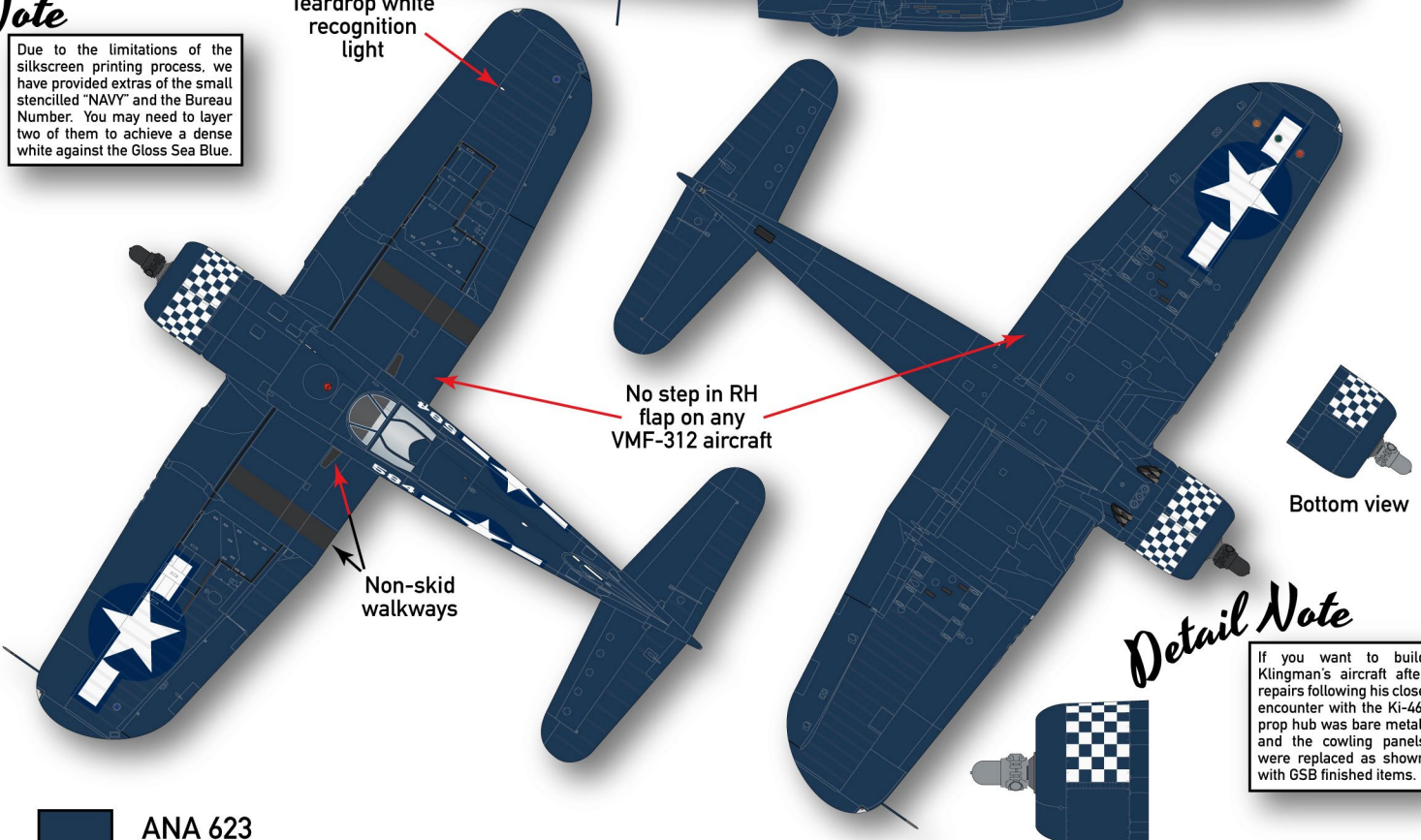
Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY" and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

Teardrop white recognition light

No step in RH flap on any VMF-312 aircraft

Non-skid walkways

Bottom view



Detail Note

If you want to build Klingman's aircraft after repairs following his close encounter with the Ki-46, prop hub was bare metal, and the cowl panels were replaced as shown with GSB finished items.

LH side view

ANA 623
Gloss Sea Blue

Some VMF-312 History...



VMF-312 came into being at Page Field, Parris Island, South Carolina on 1 June 1943, under the command of Maj. Richard Day. The squadron fashioned themselves "Day's Knights" and selected a checkerboard motif for their aircraft.

The squadron relocated to NAS Sand Diego in January 1944, but it was only a brief stop, as it moved on to MCAS Ewa, Hawaii in February. They trained for combat while at Ewa, moving into the combat zone in June of 1944. Their new home was at Espiritu Santo in the New Hebrides, although no combat missions were flown.

On 25 June 1944 the squadron was assigned to MAG-11 and moved to Espiritu Santo in the New Hebrides, where it took delivery of new F4U-1Ds. 312's first combat came some months later, on 12 April 1945 during the Battle of Okinawa. On that day, four aircraft intercepted 20+ Zeros, achieving eight kills without any losses. Operations continued from Kadena Field until the end of the war. By the time of Japan's surrender, VMF-312 had accounted for 59.5 air combat kills.

Between September 1945 and February 1946, VMF-312 formed part of the occupation force on Okinawa. It remains an active Marine Corps squadron in 2018, flying the FA-18C Hornet.



Captain Daniel H. Johnson had a good day on 12 April 1945. His four-plane division intercepted 24 Japanese aircraft headed for Okinawa and shot down 8 Zekes, with Johnson claiming 3 himself. Color footage was shot on his return from the mission, showing Johnson taxiing F4U-1D 57559. Note the grey finished Lockheed Mk.6 drop tank on the right wing pylon.

Corsair 559's success was short lived. Four days after Johnson's kills, 559 was one of three VMF-312 Corsairs destroyed by Japanese 150mm shell fire during an attack on Kadena Field.

It is likely that this event prompted the CO to have the checkerboard markings removed from the rudder and cowl flaps in an effort to make the Corsairs a bit less conspicuous.





VMF-312 war diary entries from 12 and 16 April 1945. These two entries describe F4U-1D 57559's best day, and her last...

12 April Twenty six (26) pilots and planes (F4U-1D) engaged in Combat Air Patrols. At 1430 Captain JOHNSON's division of four (4) pilots and planes (F4U-1D) made the first contact for this squadron with enemy planes. It intercepted a flight of twenty (20) Zekes and four (4) Jills, coming in to bomb Kadena Field and/ or friendly shipping. The division destroyed eight (8) Zekes, probably destroyed two (2) Zekes, and damaged four (4) Zekes. The remainder of the enemy planes retired to the north without reaching their objective. Individual claims are as follows:

Capt. D.H. JOHNSON Three (3) Destroyed; one probable; one damaged.
2d Lt. R.F. KEVINS Two (2) Destroyed; ; one damaged.
1st Lt. J.E. HOLDEN One (1) Destroyed; one probable; one damaged.
2d Lt. J.C. WEBB Two (2) Destroyed; ; one damaged.

At 1915, 2d Lt. H. K. KYLE contacted and destroyed one (1) Betty.

From 0800 to 0850, the field was under enemy shellfire, probably from a single 150 mm gun located near RAMA town, some 16,000 yards south of the field. Fourteen (14) planes (F4U-1D) of this squadron were damaged by the shelling, however, all were repairable. Three (3) air alerts were sounded and at 0425 the field was bombed and strafed by enemy planes.

16 April Twenty four (24) pilots and planes (F4U-1D) engaged in Combat Air Patrols. At 0900 Major F. T. WHIFFEN and 2d Lt. G. S. KARI encountered two (2) Vals, each destroying one (1). Also at 0900 2d Lt. W. E. O'NEAL and 2d Lt. J. SHARP, II, encountered one (1) Betty and destroyed it. Each received credit for one half (½) plane. At 0940 Capt. H. J. VALENTINE and 1st Lt. W. FARWELL encountered one (1) Val and destroyed it, each receiving credit for one half (½) plane. The field and squadron area was under continuous enemy shellfire from 0400 to dawn. At 0430 a shell, (probably 150 mm) hit a tent in the squadron bivouac area, killing M/TSgt Charles A. BUYTEUS, and slightly injuring 2d Lt. G. W. WHITEHEAD, M/TSgt Edward M. FLANIGAN, and Sgt. Harry P. RAMMIE. At 0415 four (4) planes (F4U-1D) were hit and set afire by shellfire. Three (3) planes were destroyed and one (1) was damaged. The air alert sounded twice without damage.



VMF-312 crossed the Pacific aboard the USS Hollandia (CVE-97). During the trip, and for some time afterward, the squadron's aircraft carried full checkerboard markings on the rudder and the cowling. Sometime in early May 1945 the checkers began to be removed from the rudders and cowl flaps. The photo above shows the squadron taking off from the Hollandia. Note the use of the Lockheed Mk.6 drop tanks on both inner wing pylons.



Notes on F4U-1D 57670

VMF-312 produced one "ace in a day". On 25 May 1945 Captain Herbert James Valentine claimed 5 Japanese aircraft shot down (2 Zekes, 2 Franks, and a Val) and shared in the destruction of another Val. By the time of Valentine's kills VMF-312 Corsairs sported their famous checkerboard motif on the cowl only. While we were not able to find any photos of F4U-1D BuNo 57670, we are fairly confident of how it would have looked on 25 May based upon the well documented uniformity of VMF-312 markings from the period. One could also use the full checkerboard markings (rudder, cowl, and cowl flaps) to depict 670 the way she looked 16 April 1945 when Captain Valentine shared in the destruction of a Val.

Notes on F4U-1D 57584

See after action report next page for the amazing story of Bob Klingman sawing off the tail of a Dinah! Note the Gloss Sea Blue replacement cowling panels after repairs.



Photos: USN



OPNAV-16-223
Form ACA-1
Sheet 4 of 5

AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED
(Reclassify when filled out)

REPORT No 27

XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely, following applicable items in check list at left. Use additional sheets if necessary.)

ENGAGEMENT WITH ENEMY

OWN AIRCRAFT

Disposition
Altitudes
Speeds
Approach Tactics
Use of Cover, Deception
Angles of Attack and
Their Effectiveness
Distance of Opening Fire
Defense Tactics and
Their Effectiveness

ENEMY AIRCRAFT

Method of Locating, Distance
Disposition
Altitudes
Speeds
Approach Tactics
Use of Cover, Deception
Angles of Attack
Distance of Opening Fire
Defensive Tactics

COMMENTS AND RECOMMENDATIONS

Own Weaknesses
Enemy Weaknesses
Offensive Tactics, Own
" " " " Enemy
Defensive Tactics, Own
" " " " Enemy
Flexible Gunnery, Own
Escort Tactics
Fighter Direction
Use of Radar
Night Fighting
Recognition, Aircraft

ATTACK

OWN TACTICS

Method of Locating Target
Approach to Target
Altitudes, Speeds
Approach
Dive
Pull-Out
Dive Angle
Strafing
Retirement
Defensive Tactics
Use of Jamming

DEFENSE, ENEMY

Evasive Tactics, Ships
Concealment
Searchlights
Night Fighter Tactics
Use of Jamming

COMMENTS AND RECOMMENDATIONS

Bombing Tactics
Torpedo Tactics
Effectiveness of
Bombs, Torpedoes
Selection of Targets
Fuzing
Strafing Tactics
Defensive Tactics
Use of Radar
Reconnaissance
Photography
Briefing

OPERATIONAL

Navigation
Homing
Rendezvous
Recognition, Ships
Communications
Flight Operations
Search and Tracking
Base Operations
Maintenance

Capt. REUSSER and his division of four (4) planes (F4U-1D) were on Combat Air Patrol, 10 miles north of Kadena Field, at an altitude of 10,000', when he observed vapor trails at 35,000'. He asked permission to investigate and upon receiving permission, started to climb. At 32,000' his second section of two planes could not climb higher, and observing two enemy planes at 30,000', took after them. They were unable to establish contact; however, they forced the enemy, who were apparently unwilling to engage them, to retire north without reaching their objective. At 38,000' Capt. REUSSER and Lt KLINGMAN intercepted the plane, a Japanese NICK, heading South. By turning inside it they forced it to retire North. Chasing it, they found it was outrunning them. They fired half of their ammunition. Before they could start to close, at a point 125 miles North of the north tip of Okinawa Shima, after a chase of 150 miles, Capt. REUSSER was able to close within effective range. He fired several long bursts into it, damaging the right wing and setting the right engine afire before running out of ammo. This slowed the NICK down, enabling Lt. KLINGMAN to close on it. When Lt. KLINGMAN attempted to fire, he found his guns were frozen. Noticing that the NICK was continuing on level flight and was apparently able to return to base, he made a run on its tail with his propeller, shearing off the tip portion of the rudder. He made two more runs on the tail, tearing off all of the rudder and the right stabilizer before the NICK went into a spin and splashed in the water. During all of these runs the rear gunner of the NICK continued to fire on him, damaging his engine and wing. His maneuver badly bent his propeller and took six inches off one blade. No parachutes were observed to leave the NICK. Lt. KLINGMAN returned to base with very little engine power, steadily losing 300' altitude per minute and barely managed to make the edge of the runway, with his propeller windmilling. After pancaking, his engine and wings were observed to have many small holes from the 7.7 rear gun of the NICK and small bits of the NICK's tail were stuck to his engine cowling and propeller.

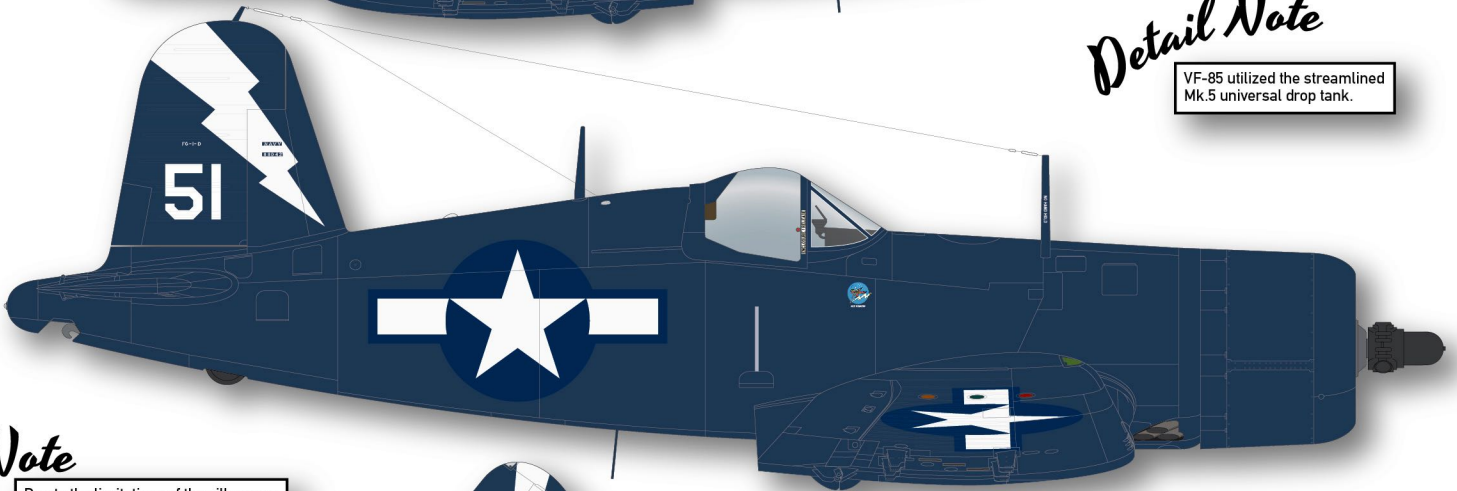
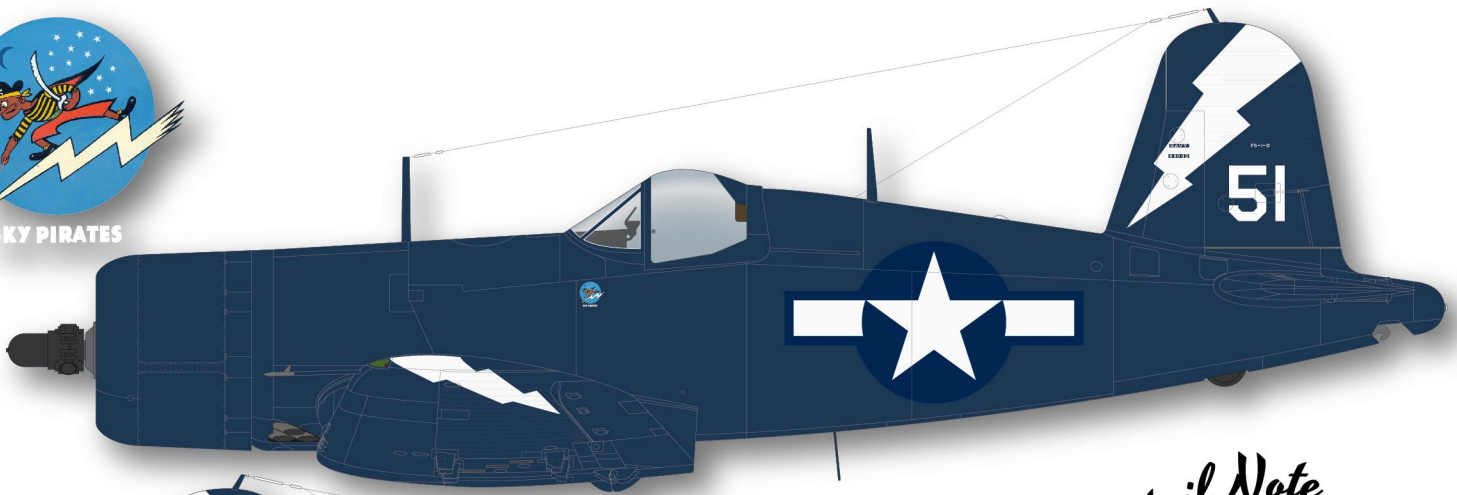
CONFIDENTIAL



Three movie stills of VMF-312 aircraft showing the later markings with the checkboards removed from the cowl flaps and rudders.

Note that the top two aircraft are carrying the Lockheed Mk.6 tank, while the bottom one is carrying the Youngstown Steel Door Company universal Mk.5 tank.



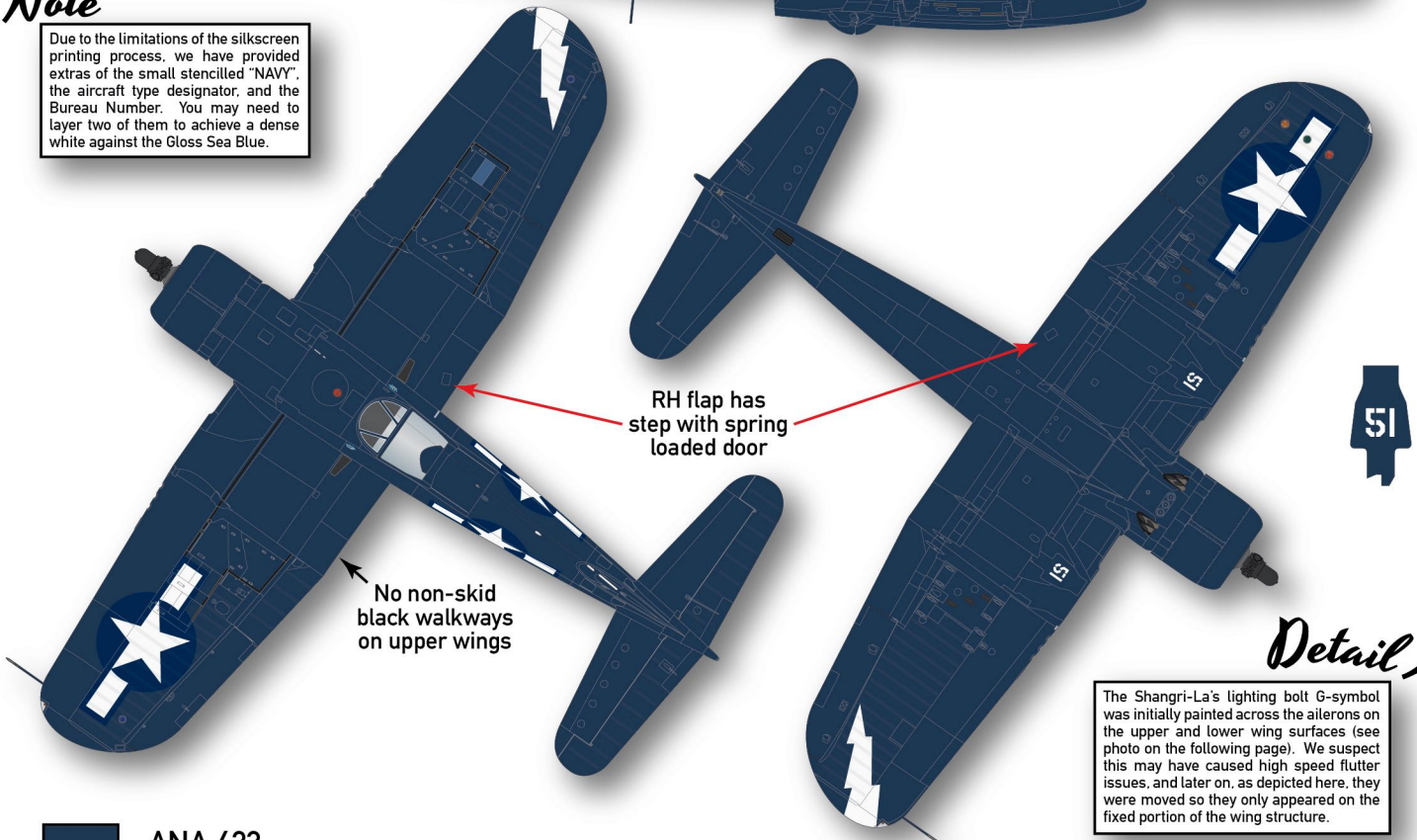


Detail Note

VF-85 utilized the streamlined Mk.5 universal drop tank.

Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY", the aircraft type designator, and the Bureau Number. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.



RH flap has step with spring loaded door

No non-skid black walkways on upper wings

Detail Note

The Shangri-La's lightning bolt G-symbol was initially painted across the ailerons on the upper and lower wing surfaces (see photo on the following page). We suspect this may have caused high speed flutter issues, and later on, as depicted here, they were moved so they only appeared on the fixed portion of the wing structure.

ANA 623
Gloss Sea Blue



Some VF-85 History...

VF-85 "Sky Pirates" was formed at NAS Atlantic City, New Jersey on 15 May 1944. Through October of 1944, the squadron trained and performed carrier qualifications on the East Coast, eventually flying from the brand new USS Shangri-La (CV-38) while she was working up in Chesapeake Bay.

In January of 1945, the 72-plane squadron was broken up into two separate 36-plane squadrons - VF-85 and VBF-85, at NAS Norfolk, Virginia. At this point a number of 20 mm cannon armed F4U-1Cs were delivered to the squadron for combat evaluation.

Training operations continued as the "Show Boat" transited the Caribbean and the Panama Canal (with liberty at Colón) and made port in San Diego, California.

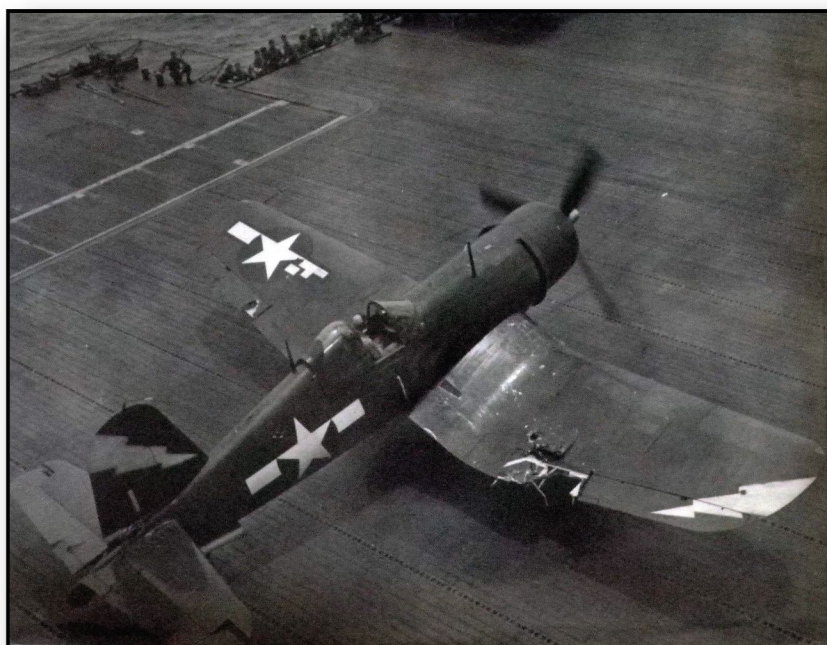
In February, the Shangri-La transited from San Diego to Pearl Harbor, with no flight operations while enroute. At Pearl the squadron moved ashore to NAS Barber's Point while awaiting orders to move up to the combat zone.

On 10 April 1945 the Shangri-La departed for the anchorage at Ulithi, arriving on the 20th. The squadron's first combat occurred on 25 April 1945, supporting operations in the Battle of Okinawa.

On 28 May 1945, VF-85 had a big day near Okinawa. Lt (jg) Ken Moos was flying aircraft #51 (FG-1D BuNo 88042) in the division of Lt (jg) R.A. Bloomfield. The division intercepted a mixed formation of Japanese aircraft, shooting down no less than nine with no loss to themselves. Moos was the top scorer of the day, with one Ki-43 Oscar and two Ki-84 Franks to his credit.

Moos's final kill exploded directly in front of his aircraft, forcing him to fly through the fireball and debris, and causing minor damage to 88042. These photos, taken below deck on the Shangri-La, depict this combat damage.

The FG-1D Moos flew that day did not, alas, survive the war. On 3 June 1945, Lt. John. H. Schroff was hit by ground fire and killed in the resulting crash of 88042.



What's up with those wings?

We're stumped. We admit it. There are lots of photos showing Gloss Sea Blue Corsairs with oddly colored ammunition cans and (apparently) gun access doors. Note the photo of the outboard can on 88042 above. Now check out the aircraft at left. We've tried moving the insignia around to various places on the wing relative to the ammo cans and gun access panels, and we can't make it ever come out looking anything like this.

Clearly, the ammo cans were interchangeable between aircraft, so there may have been cans obtained from stores ships possibly going all the way back to the NS Blue-Gray F4U-1 days. Certainly there must have been some in the four-tone graded camouflage - or so it would seem. We have not been able to conclusively determine if cans were interchangeable from left to right.

F4U expert Dana Bell is about as perplexed as we are, and this subject area clearly calls for more research. But in the meantime, we're going to leave you on your own to figure out what color this stuff was. The good news is, it's probably not possible to be really wrong, so have fun with it!



On 28 May the U.S.S. SHANGRI-LA, CV-38, became the flagship for Vice Admiral J. S. McCAIN, USN., Commander SECOND Carrier Task Force and was assigned to Task Group 38.4, a part of the THIRD Fleet.

On this day Lieut. A. W. CALLAN, USN, literally splashed a Zeke. He made a pass at the Zeke, but it evaded him. He then pressed home his attack, forcing the Zeke to crash into the sea.

At the same time Lt.(jg) R. A. BLOOMFIELD, USNR, and his division had a field day intercepting and shooting down Japs. None of our planes were damaged by enemy fire. The score was:

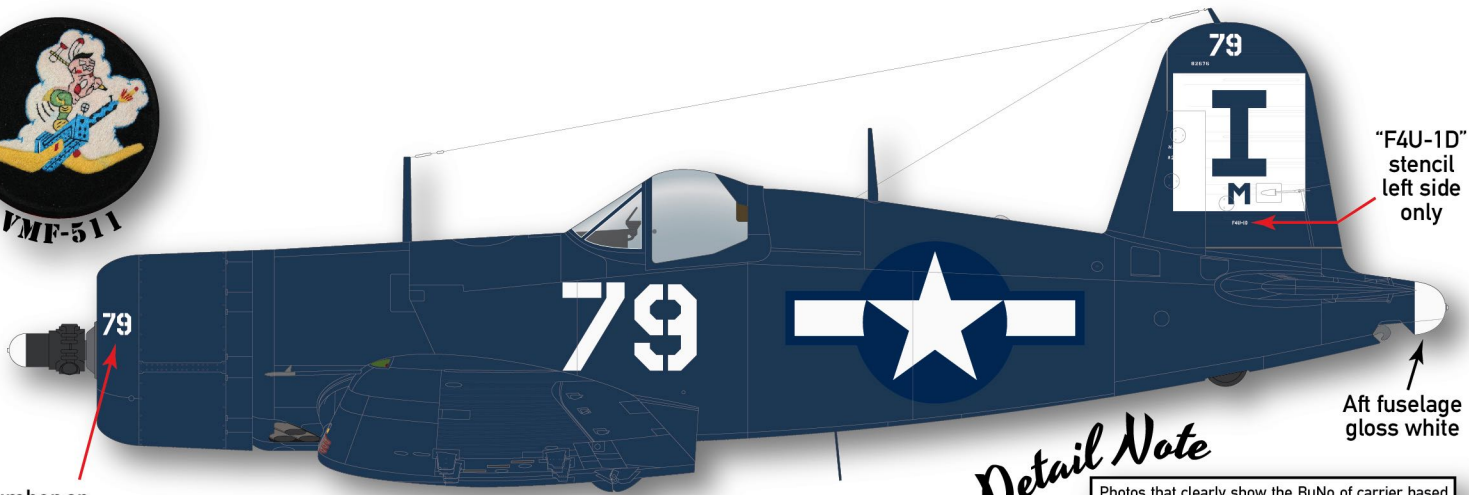
Pilot	Planes shot down	Type
Lt.(jg) R. A. BLOOMFIELD, USNR	2	Nicks
Lt.(jg) K. A. MOOS, USNR	1	Oscar
	2	Franks
Lt.(jg) D. W. LAWHON, USNR	1	Nate
	1	Frank
Lt.(jg) J. O. EGOLF, USNR	1	Frank

Lt.(jg) BLOOMFIELD got his two planes in as many minutes. Lt. (jg) MOOS had an exciting few moments when one of the planes he destroyed blew up in front of him and he was forced to fly through a ball of flame which damaged his plane.

2 June was the one disastrous day for the squadron. A fighter sweep was ordered against airfields on Kyushu. The weather was worse than terrible and added to that the nearest field was over 300 miles away. It was necessary to fly on instruments a good deal of the time to the target and over an hour on the return trip.

The sweep first attacked Izumi airfield where Lieut. L. SOVAN-SKI, USNR, Lt.(jg) N. L. EDWIN, USNR, both had their planes damaged by flak. The sweep next attacked Chiran airfield, however, in both cases few aircraft were observed. In the meantime, two pilots from the YORKTOWN were downed in Kagoshima Wan. Comdr. W. W. FORD, USN, took charge of aiding them. A Coronado attempted to land near one of the pilots; but on landing damaged its propeller rendering the plane useless. Another Coronado orbited the area. A Dumbo (PEM) finally arrived and rescued the downed pilots and also the crew of the Coronado.

During this time the high cover for the downed pilots was jumped by Franks, Jacks, Oscars and Judys, all first line planes piloted by experienced pilots. Lt.(jg) W. R. CLARKE, USNR, shot down one Jack and one Oscar, and Lieut. G. M. BLAIR, USNR, damaged a Jack. However, the enemy took heavy toll on our fighters. Lieut. R. A. FULLER, USNR, was shot down by antiaircraft fire over Ibusuki auxiliary seaplane base. Lt.(jg) Saul CHERNOFF, USNR, was shot down by an enemy plane. The planes of Lieut. W. ATKINSON, USNR, and Lt.(jg) H. R. KENNEDY, USNR, were so badly damaged that they had to make forced water landings. Lt.(jg) C. N. KIRKHAM, USNR, orbited Lt.(jg) KENNEDY in the hope of effecting his rescue and remained with him until he, too, was forced to make a water landing due to lack of fuel. All three pilots were in their rafts, but due to the foul



Number on left side only

Aft fuselage gloss white

Detail Note

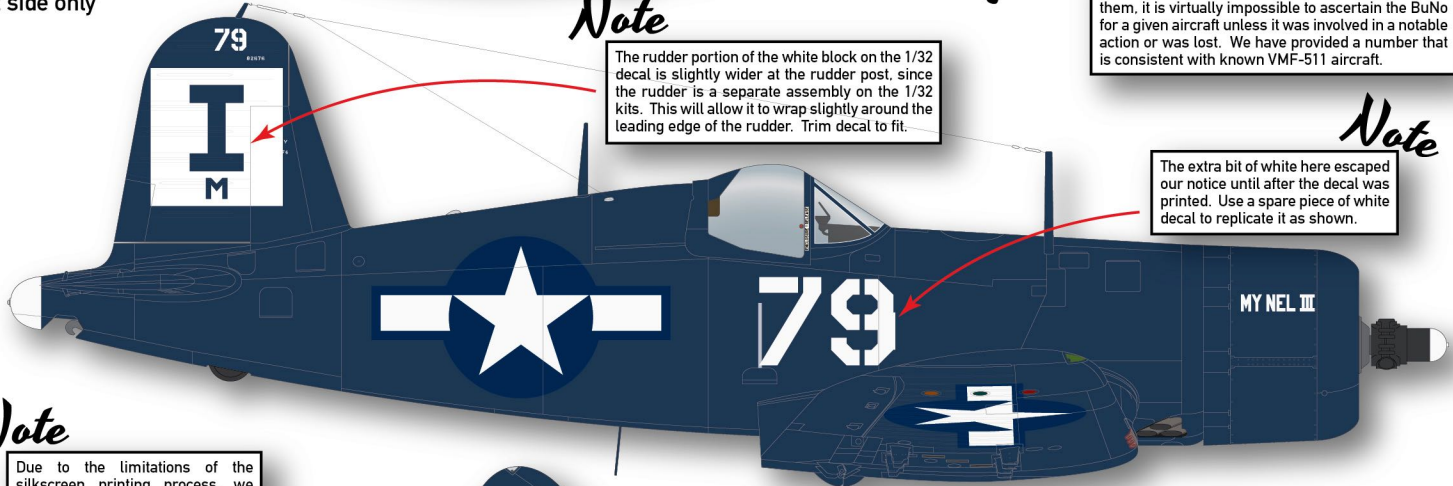
Photos that clearly show the BuNo of carrier based F4Us are rare as proverbial hens' teeth. Without them, it is virtually impossible to ascertain the BuNo for a given aircraft unless it was involved in a notable action or was lost. We have provided a number that is consistent with known VMF-511 aircraft.

Note

The rudder portion of the white block on the 1/32 decal is slightly wider at the rudder post, since the rudder is a separate assembly on the 1/32 kits. This will allow it to wrap slightly around the leading edge of the rudder. Trim decal to fit.

Note

The extra bit of white here escaped our notice until after the decal was printed. Use a spare piece of white decal to replicate it as shown.

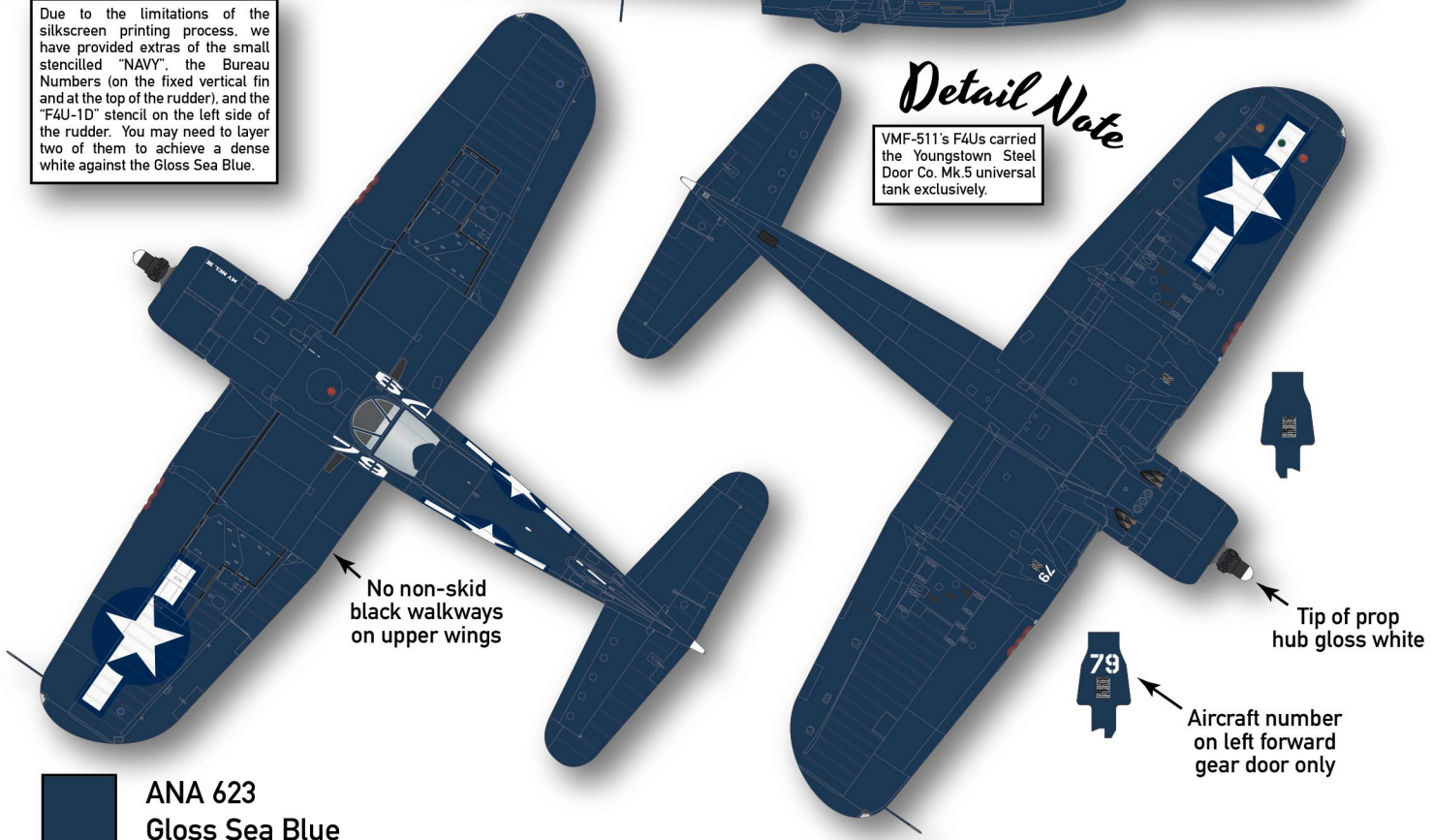


Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY", the Bureau Numbers (on the fixed vertical fin and at the top of the rudder), and the "F4U-1D" stencil on the left side of the rudder. You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

Detail Note

VMF-511's F4Us carried the Youngstown Steel Door Co. Mk.5 universal tank exclusively.



No non-skid black walkways on upper wings



Tip of prop hub gloss white



Aircraft number on left forward gear door only

ANA 623
Gloss Sea Blue



Bonus markings!



Detail Note

Since we are not certain of the BuNos of either of these VMF-511 aircraft, the one provided is as likely for this aircraft as for "My Net III". To model "Maze & Hayes", carefully cut out and invert the "9s" of the large side numbers to make "6s" out of them. Fill in the stencil breaks in the fuselage numbers with white paint, and carefully trim the small 45 degree angle from the corner of the inside of the "6" to make it a 90 degree angle. You only need three of the small "79s" for this airplane (cowl lip and gear doors), so simply cut and invert the "9s" to make them "6s" and you're there. They used the same stencil to paint both numbers.

Note

Due to the limitations of the silkscreen printing process, we have provided extras of the small stencilled "NAVY" and the Bureau Numbers (on the fixed vertical fin and at the top of the rudder). You may need to layer two of them to achieve a dense white against the Gloss Sea Blue.

Aircraft number centered on cowl lip

No non-skid black walkways on upper wings

Aircraft number and oleo servicing placard on both forward gear doors

ANA 623
Gloss Sea Blue



Some VMF-511 History...

VMF-511 was commissioned under the command of Major Robert C. Maze on 1 January 1944 at Marine Corps Auxiliary Air Field Oak Grove, North Carolina. In mid-April 1944 the squadron was transferred to Simmons-Nott Field, New Bern, North Carolina where training continued.

In July 1944, after the V-1 "robot Blitz" had begun in June, Commander Thomas Moorer of the Naval Air Atlantic staff provided a high level Pentagon briefing on a plan for F4U squadrons of Marine Air Group 51 (including VMF-511, VMF-512, VMF-513, and VMF-514) to attack V-1 launch sites from escort carriers with the new 11.75" Tiny Tim rocket under the code name Project Danny.

During July 1944 the squadron was ordered to NAS Boca Chica, Florida, NAS Quonset Point, Rhode Island, and NAAF Manteo, North Carolina for training in the use of the Tiny Tim, in anticipation of its participation in Project Danny.

Project Danny quickly became a victim of the intense interservice rivalry that existed in the US armed forces during World War II (and ever since). Army Chief of Staff General George Marshall stood up and walked out of the briefing, stating, "That's the end of this briefing. As long as I'm in charge there'll never be a Marine in Europe." And when the Chief of Staff says so, you salute smartly, say "Yes general," and go on your way.

With the cancellation of Project Danny, the pilots of VMF-511 resumed their routine training syllabus until they received orders for movement to the west coast. They arrived at Mojave, California during September 1944, and subsequently received orders for deployment aboard the USS Block Island (CVE-106), departing for Pearl Harbor on 20 March 1945.

The Block Island arrived in the combat zone a short time later, and during May and June of 1945 VMF-511 flew combat missions in support of operations on Okinawa.

It was during these operations on 27 May 1945 that Major Maze was killed (flying FG-1D 87828) when he attacked several small Japanese ships off Ishigaki Island and was hit by anti-aircraft fire. Although his aircraft was seen to crash in shallow water, no trace of Major Maze or his aircraft was ever found. With the loss of Maze, the squadron continued operations under the leadership of Captain James L. Secrest, who served as its commanding officer for the remainder of the war.

Following the conclusion of the Okinawa campaign the USS Block Island sailed for the waters around Indonesia where VMF-511 flew in support of the landings at Balikpapan in early July. Still aboard the USS Block Island when the war ended, VMF-511's final missions were flown in support of the Japanese surrender of Formosa.



A perfect demonstration of why it was called "Gloss Sea Blue"! "My Nel III", possibly with Capt. Secrest at the controls, warms up before takeoff on the Block Island sometime in the May-August 1945 period.



Two stills of "Maze & Hayes". We can only assume the aircraft was named for Maj. Maze and another VMF-511 lost on operations. Note the Gloss Sea Blue paint worn off (?) of the hand hold below the windscreen. No white tip on the prop hub, and the small aircraft numbers were only carried on the upper cowl lip and the forward main gear doors, unlike "My Nel III".

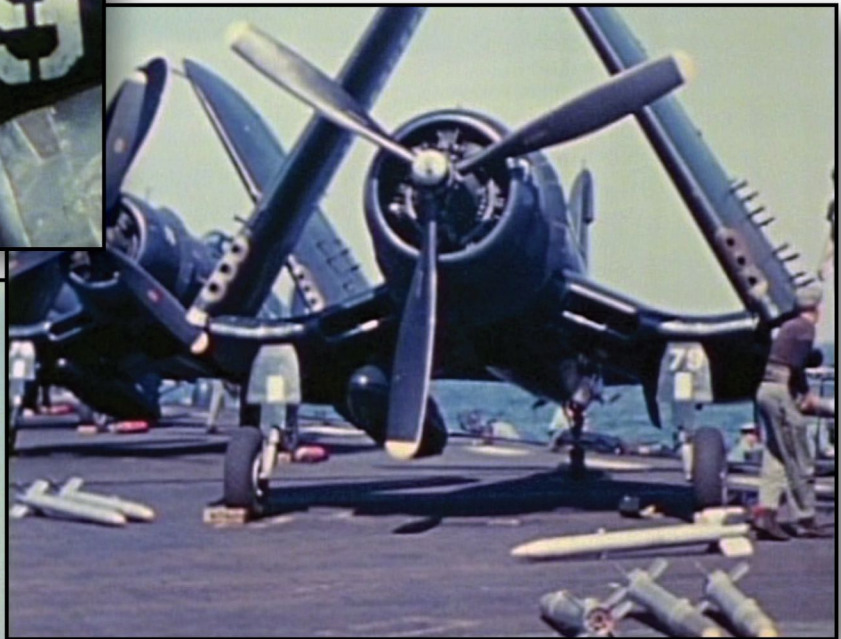


A few assorted stills from film shot aboard the USS Block Island during operations in the May-August 1945 period.

Items to note are the use of the "universal Mk.5 drop tank, the overall well-kept appearance of the aircraft (which was probably at most a few months off the assembly line here), and the large oleo maintenance placard on each forward gear door. The main wheel hubs and gear struts were gloss light grey. Also note the lack of a black non-skid walkway strip on the inner wing area, although the kick step in the upper wing surface appears to have the non-skid coating.

Ordnance appears to be a standard load of 5" HVARs on the wing stub mounts, a drop tank on the right wing pylon, and a 500 lb GP bomb on the left wing pylon. Note that the warheads on some of the HVARs are not Olive Drab as is universally called for in model instructions. They appear to be light grey or even creamy off-white.

Although it's impossible to be sure, we believe that "My Nel III" may have been flown on this occasion by Capt. James Secrest, who took over command of VMF-511 when Maj. Maze was KIA.





Those tail markings... black or blue?



Almost every published reference, profile, decal, and other model related item with VMF-511 markings has portrayed the "I" and "M" inside the white block on the tail as black. These two photos (the one at left is the aircraft of Maj. Maze, in which he was shot down and killed) clearly show that the letters were masked, leaving the Gloss Sea Blue visible through the white.

Also note that the "NAVY", BuNo, and the aircraft type stencil are visible. Maze's aircraft was an FG-1D (styled "FG-1-D" by Goodyear), and "My Nell III" was an F4U-1D. Vought and Goodyear placed the three stencils on the tail in slightly different positions, and the tail VMF-511 markings were placed in slightly different positions, explaining why you can see the "FG-1-D" on the rudder of Maze's aircraft, but not the "F4U-1D" on "My Nell III" below. Note also the difference in the size of the white block itself (reference the trim tab actuator rod).



Photos: USN

A Huge Thank You...

We would like to pass along our sincere thanks to Dana Bell and Jim Sullivan for their kind and invaluable assistance in making this decal possible. We're pretty sure they both got tired of our nitpicking questions, but we think the result is worth it. Thanks guys! Oh, and buy their books!



And finally...

A few small detail notes for your models... We will reference Tamiya's 1/72, 1/48, and 1/32 kits here. Other manufacturers' products can of course be used, but Tamiya's are hands down the best in all three scales.

- Right hand flap step - none of the -1As had the step. We have pointed out the -1Ds that did not have it, and shown it on the top/bottom views if it was there. During WWII the flap step, when present, had a spring loaded door covering it. The open hole in the flap is a post-war feature.
- Aft fuselage fresh air intake - Tamiya's 1/32 kits have the small fresh air intake scoop on either side just below and behind the cockpit. It does not belong there on any WWII F4U depicted here.
- Lower wing landing light - Only Overend's Winnie the Poo-Too and Blue Baron had the plated-over landing light on the lower left wing. On all others the structural provision for the light was deleted and there was no evidence of it visible externally.
- Outer wing fuel cap - This should be removed on all aircraft depicted here.
- Upper right wing formation light - Some aircraft depicted here had this light present. The later -1Ds did not.
- Many modlers assume that when they see a light colored gear strut or wheel hub it is finished in aluminum paint. In the case of the F4Us depicted here, it is more likely they were gloss light grey.
- We have included three sets of the vertically stacked "NO HAND HOLD" stencils that were sometimes seen applied to the outboard side of the forward fuselage antenna post. Check photos.