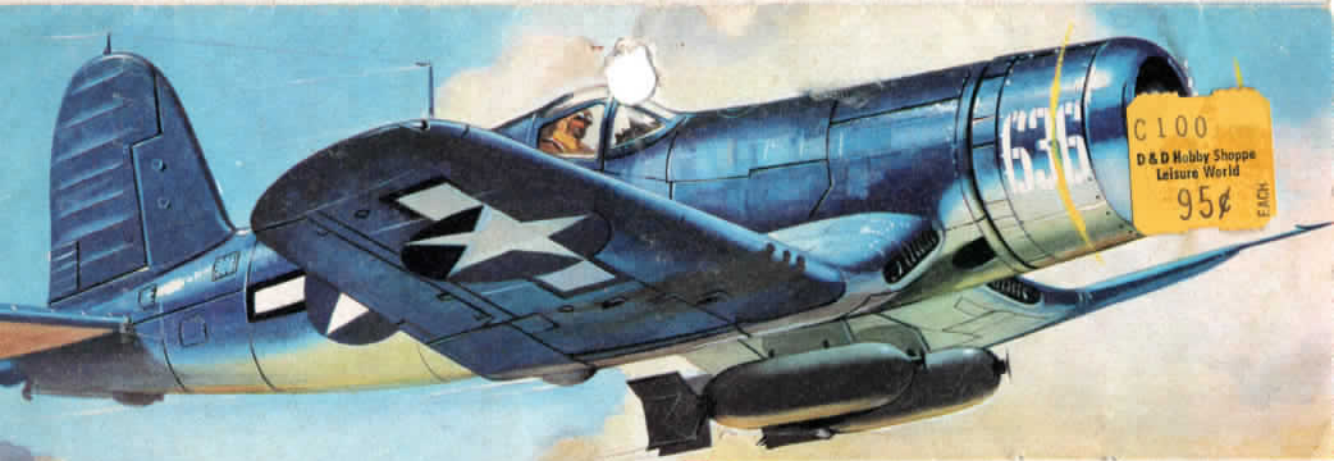


AIRFIX – 72 SCALE

F4U-1D CORSAIR

CHANCE VOUGHT F4U-ID CORSAIR

Acknowledged to be the finest shipboard fighter of the Second World War, the Corsair was superior in most respects to the best land based aircraft.

The design of the Corsair stemmed from a competition in February 1938 for a high performance naval fighter and the prototype, the XF4U-I, flew in May 1940. Flight testing proved the success of the design and a production contract followed a year later. The first Corsair squadron to be formed, VMF-124, was a U.S. Marine Corps unit which went into action at Guadalcanal in February 1943. At the same time the U.S. Navy was receiving the Corsair, but trouble was encountered in decklanding trials where the long nose and poor forward visibility of the first F4U-Is appeared to present insurmountable problems; because of this the Corsair was restricted to land bases. Despite this operational restriction the Corsair was soon building up a great reputation in the Pacific where it became known to the Japanese as "Whistling Death."

In June 1943 the first Corsairs reached the Fleet Air Arm and by the end of the year eight squadrons were becoming operational. In service with the Royal Navy some modifications were made to suit the Corsair for use with the smaller British Carriers and escort carriers, the first sorties taking place in April 1944 when Corsair IIs from the Victorious provided fighter cover for an attack on the Tirpitz. It was not until December 1944 that the first U.S. Marine squadrons began carrier operations, from the U.S.S. Essex.

By V-J Day the Corsairs in the Pacific had destroyed 2,140 Japanese aircraft in combat for the loss of only 189. Over 10,000 Corsairs had been produced, by Chance Vought, Goodyear and Brewster, and it was still in production. Production in fact continued for seven years after the end of the war and the Corsair had the distinction of being the last piston engined fighter to be built in the U.S.A. Late models of the Corsair were in service throughout the Korean conflict and continued in service, not only with the U.S. Navy but also with French Naval Air Arm.

The F4U-ID was powered by a 2,250 h.p. Pratt and Whitney air-cooled engine giving a top speed of 425 m.p.h. and a maximum range of 1,560 miles. Armament was six 0.5 in. machine guns plus either two 1,000 lb. bombs or eight 5 in. rockets. Wing span was 40 ft. 11 in. and length 33 ft. 4 in.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

Patt. No. 115

PRINTED IN ENGLAND

AIRFIX CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

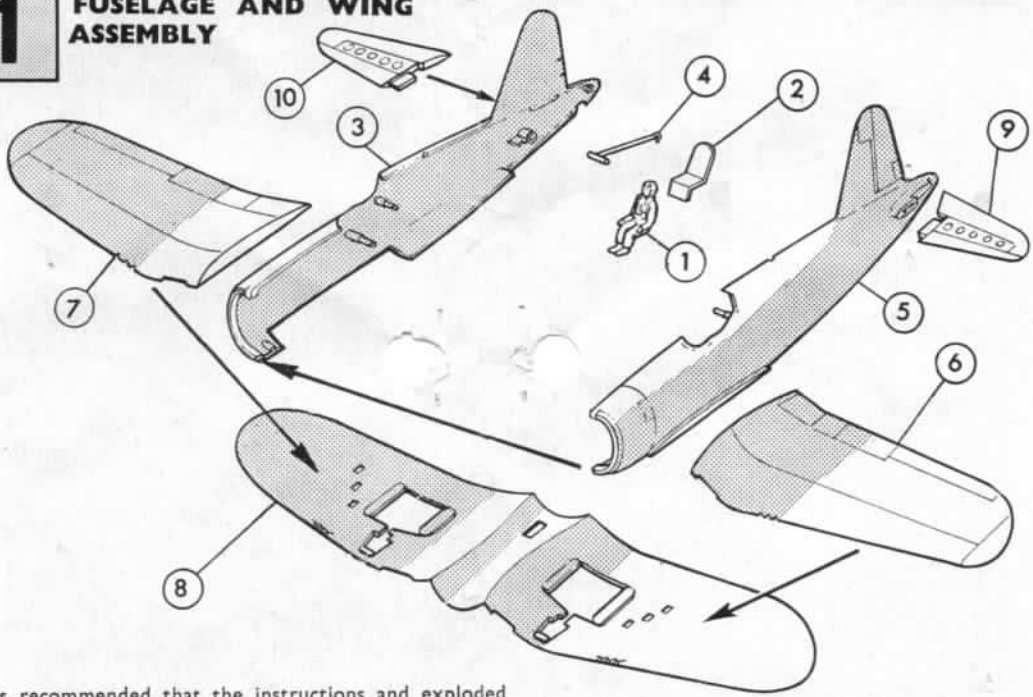
CORSAIR F4U-ID

INSTRUCTIONS

N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)

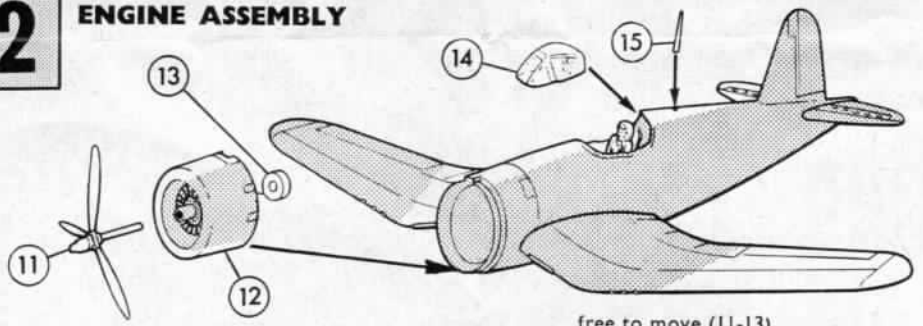
1 FUSELAGE AND WING ASSEMBLY



It is recommended that the instructions and exploded view are studied before commencing assembly. Note that some parts are best painted before assembly.

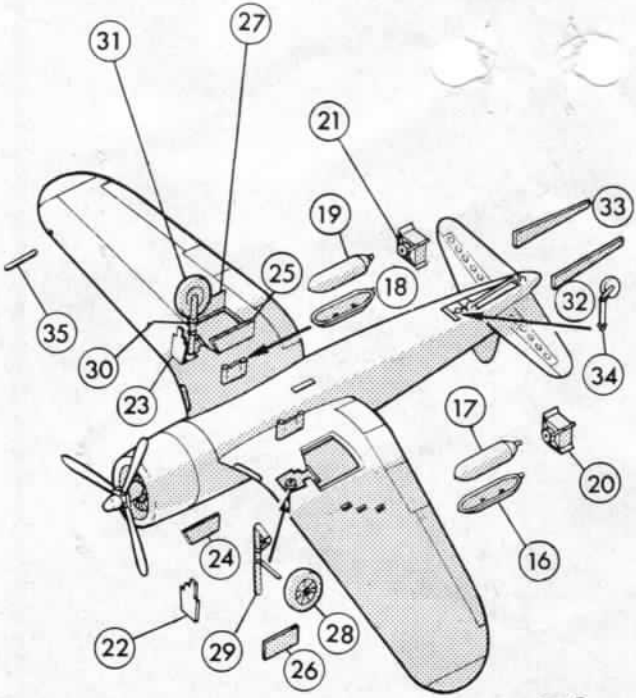
1. Cement pilot to seat (after first painting if required) (1, 2).
2. Locate and cement seat onto starboard fuselage half locating pins, side of seat against thicker sections of pins (3).
3. Press locating pin on one side of arrester hook into locating hole in boss inside rear of starboard fuselage half. DO NOT CEMENT (4).
4. Cement together port and starboard fuselage halves by applying cement to the edges, at the same time locate the locating pin on the opposite side of the arrester hook into locating hole in boss on the port fuselage half. Keep cement clear from this part and ensure that it is free to move (5).
5. Locate and cement port and starboard upper wing halves to lower wing section (6-8).
6. When dry cement completed wing into cut-out beneath fuselage.
7. Locate and cement tabs on tailplanes into locating slots to rear of fuselage (9, 10).

2 ENGINE ASSEMBLY



8. Place propeller pin through centre hole in engine cowling unit, place retaining boss over projecting end of propeller pin and into recess, then secure by a drop of cement on end of pin. Ensure propeller is free to move (11-13).
9. Carefully cement cockpit canopy in position applying cement only to edges of canopy (14).
10. Cement antenna into locating hole behind canopy on top of fuselage (15).

3 BOMB AND UNDERCARRIAGE ASSEMBLY



11. Cement together male and female halves of both bombs (16-19).
12. Cement locating pin on ends of bombs into locating holes in tail fins (20, 21).
13. Locate and cement bombs onto locating pins on racks beneath wings.
14. The desired undercarriage position should now be selected.
15. For a model with retracted undercarriage the legs, main wheels and tail wheel are omitted and the undercarriage doors are cemented flush with the underside of wing.
16. For a model with lowered undercarriage cement the two small forward doors to fore part of port and starboard wheel wells, doors should hang vertically. Note double steps on doors to inside (22-23).
17. Locate and cement inner main doors to inner edge of wheel wells, doors should hang vertically, angle on doors to front (24, 25).
18. Locate and cement outer main doors to outer edge of wheel wells, doors should hang vertically (26, 27).
19. Locate and cement main wheels to ends of axles on port and starboard undercarriage legs, wheel detail to outside (28-31).
20. Locate and cement ends of port and starboard undercarriage legs into locating holes in bosses at front of wheel wells and thin support strut on legs to rear and against rib inside wells.
21. Locate and cement tail wheel doors to port and starboard edges of well, doors should hang vertically, widest part to front (32, 33).
22. Locate and cement locating pin on end of tail wheel unit into locating hole in rear wheel well (34).
23. Locate and cement pitot tube into locating hole in leading edge of port wing (35).
24. Cement together both parts of stand.
25. Cement arm of stand into slot provided in fuselage.

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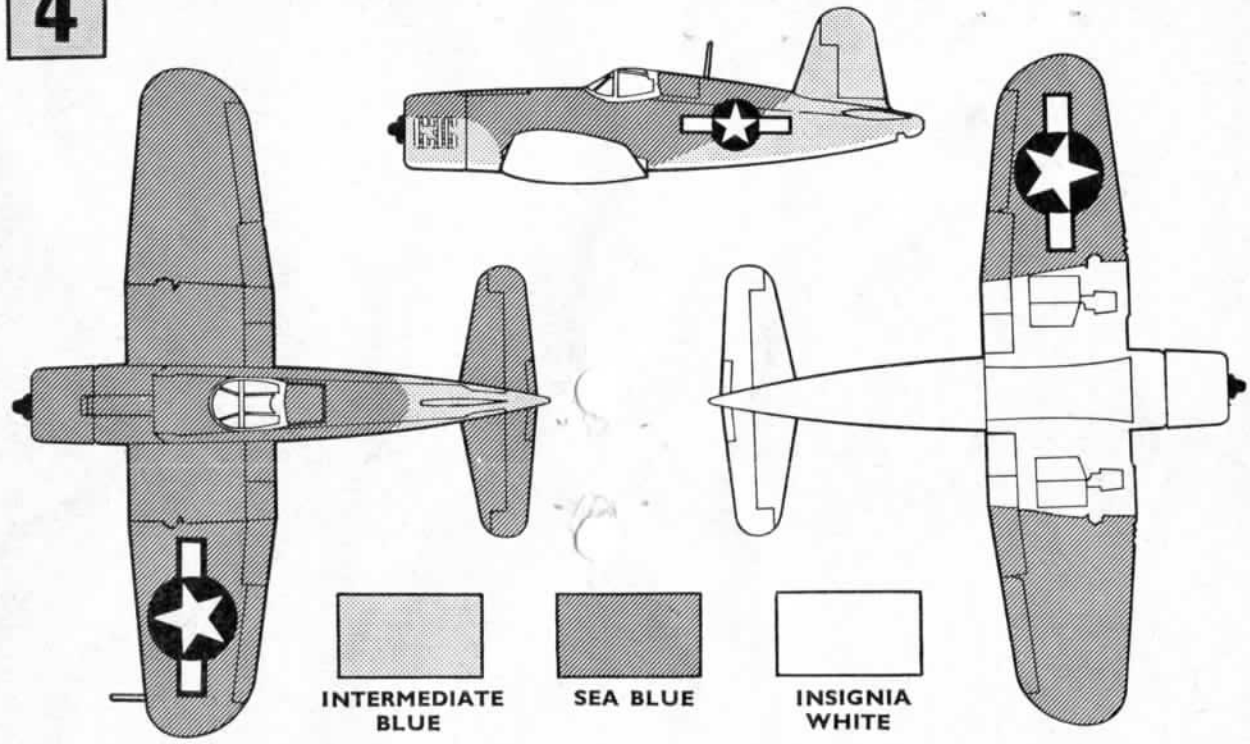
4 SUGGESTED COLOUR SCHEME



Apply transfers; first cut the sheet into seven separate subjects, then dip each into warm water for a few minutes and slide off backing into position shown on illustration; white numbers to either side of cowling; small stars to rear of fuselage sides and large stars above port wing and beneath starboard wing.

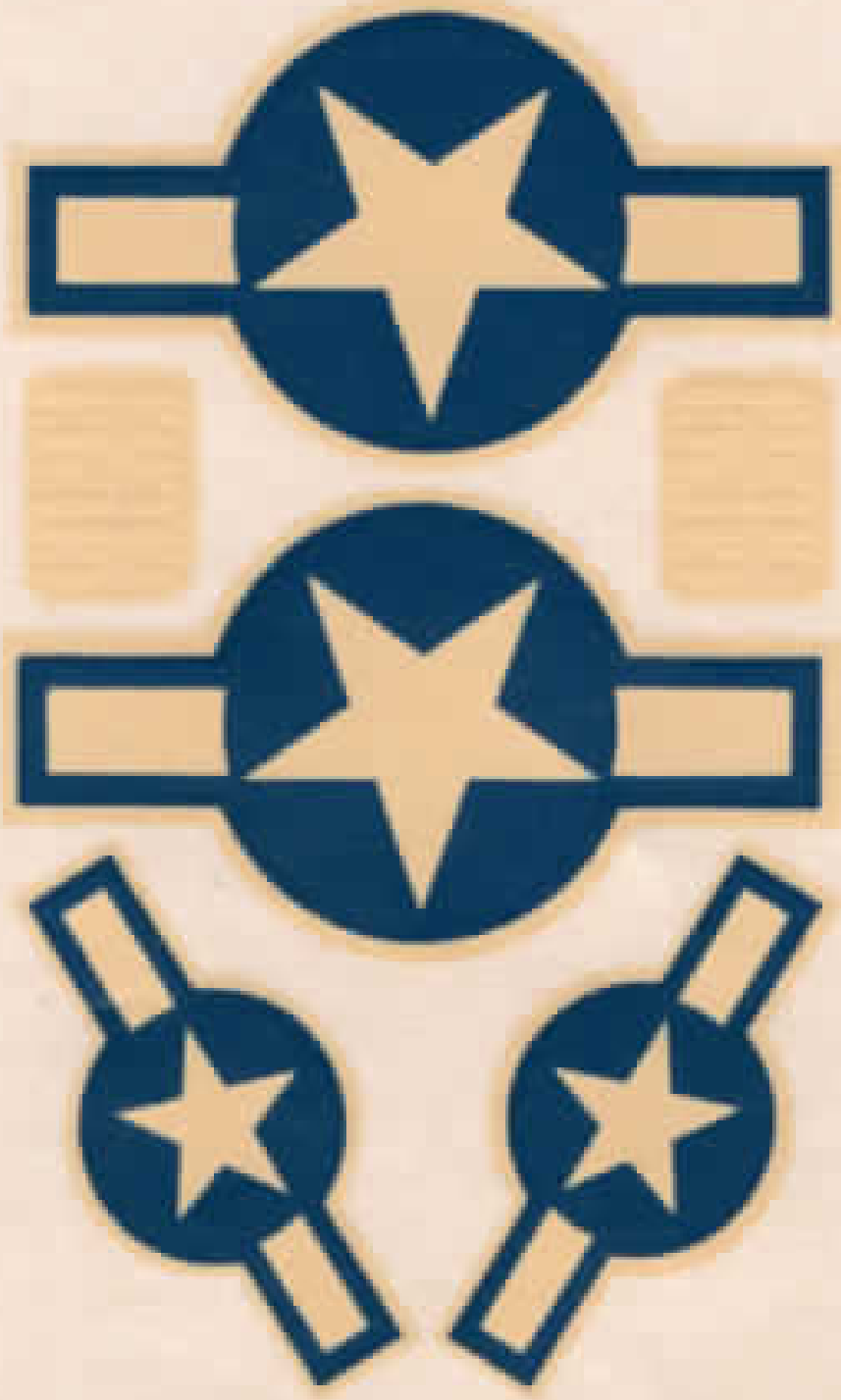
MATT BLACK	Wheel tyres, propeller
SEA BLUE	Fuselage top decking, wing upper surfaces, tailplane and moving part of lower wing
INTERMEDIATE BLUE	Fin, rudder
INSIGNIA WHITE	Fuselage undersides, tailplane undersides

NOTE: Edges of colour merge

COLOUR MIXES

INTERMEDIATE BLUE	1 part light grey, ½ part deep blue, ½ part white.
SEA BLUE	2 parts deep blue, 1 part medium grey.
INSIGNIA WHITE	1 part white, ½ part light grey.

PRINTED IN ENGLAND



CHANCE VOUGHT
F4U-1D CORSAIR