

CORSAIR F4U-1

Revell

H-278-380

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The F4U-1 Corsair began its spectacular career on May 29, 1940 when the first of over 7,000 "bent winged birds" made its maiden flight. The performance of the new fighter was astounding! Early test flights revealed a top speed in excess of 400 mph making it the fastest American fighter in the sky. By the end of World War II, the Corsair had proven itself to be the finest carrier-based fighter of the war. Its performance even exceeded that of the famed P-51 Mustang in many respects.

The most distinctive feature of the Corsair was its inverted gull wing. Power for the F4U was provided by a Pratt and Whitney R-2800 eighteen cylinder engine, the most powerful engine available at the time. Coupled to this was the largest propeller yet used on a fighter. To provide sufficient clearance between the propeller tips and the ground, the unique wing shape was chosen. It also permitted the use of a shorter, stronger landing gear suitable for carrier operations.

ALLIES' "SWEETHEART" – ENEMY'S "DEATH"

In service, the Corsair quickly proved to be an excellent fighter. Corsairs shot down 2,140 enemy aircraft and lost only 189 of their own kind during three years of combat. To allied soldiers, she became known as the "Okinawa Sweetheart," but the Japanese feared her as the "Whistling Death." The first squadron to receive the gull-winged fighter was the Marine Corps VMF-122. Four months later, in January, 1943, the U.S. Navy's first Corsair squadron was declared combat ready. However, due to the plane's long nose, forward visibility was severely restricted making carrier landings difficult. As a result, the Navy's first operational F4U squadron was land-based.

The British Fleet air arm began flying the Corsair in June, 1943. But although the British were successful in their carrier operations, it wasn't until April of 1944 that the U.S. Navy accepted the Corsair for carrier service.

The F4U-1A was the first improved model of the Corsair. The cockpit canopy was bulged upward to provide better visibility for the pilot. This version is the type depicted by your Revell model. The Jolly Roger emblem on the cowl is the squadron marking of the U.S. Navy's VF-17, the first unit to receive the new F4U-1A.

12 ACES IN 1 UNIT

The particular airplane reproduced by this model represents the Corsair flown by the American Ace, Lt. Ira Kepford, whose final tally recorded the end to seventeen Japanese aircraft. Lt. Kepford was awarded the Distinguished Flying Cross for his skill in the big Corsair. VF-17 has been called the greatest fighter squadron in the history of the U.S. Navy. No less than twelve aces filled the ranks of this unit. In 79 days of combat, VF-17 had eliminated 154 planes from the Japanese inventory. During its fighting career the Corsair ran up a notable kill-to-loss ratio of 11.3 to 1, that is, for every Corsair that was lost in combat, the enemy lost over 11 of their own planes.

CHANCE VOUGHT F4U-1A CORSAIR SPECIFICATIONS

Wingspan:	40 feet 11 inches (Folded: 17 feet)
Length:	33 feet, 4 inches
Powerplant:	One Pratt & Whitney R-2800 Twin Wasp 18-cylinder double row radial engine rated at 2,000 hp.
Performance:	Maximum speed 415 mph at 20,000 feet. Service Ceiling: 37,000 feet.
Armament:	Six 50 cal Browning MG 53-2 machine guns.

★ ★ ★ BEFORE YOU BEGIN ★ ★ ★

GET YOUR TOOLS READY:



KNIFE
TO DETACH
AND TRIM
PARTS
FILE
TO REMOVE
EXCESS
PLASTIC



TWEEZERS
TO PICK UP
AND
HOLD
SMALL
PARTS



PAINT BRUSH
TOOTH PICK
CEMENT
USE
TOOTH PICK
PAINT
BRUSH
OR PIN
TO
APPLY IT




TAPE
TAPE AND CLOTHES PINS
TO CLAMP
AND HOLD
PARTS
UNTIL THEY
ARE DRY



DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM! PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON TAB NEXT TO PART OR ON PART ITSELF.

FIRST, FIT PARTS TOGETHER and TRIM EXCESS PLASTIC. Use a toothpick, pin or small paint brush to apply cement. APPLY CEMENT SPARINGLY. Too much cement will damage your model.

NOTE: In the illustrations some of the details on the parts have been OMITTED FOR CLARITY.

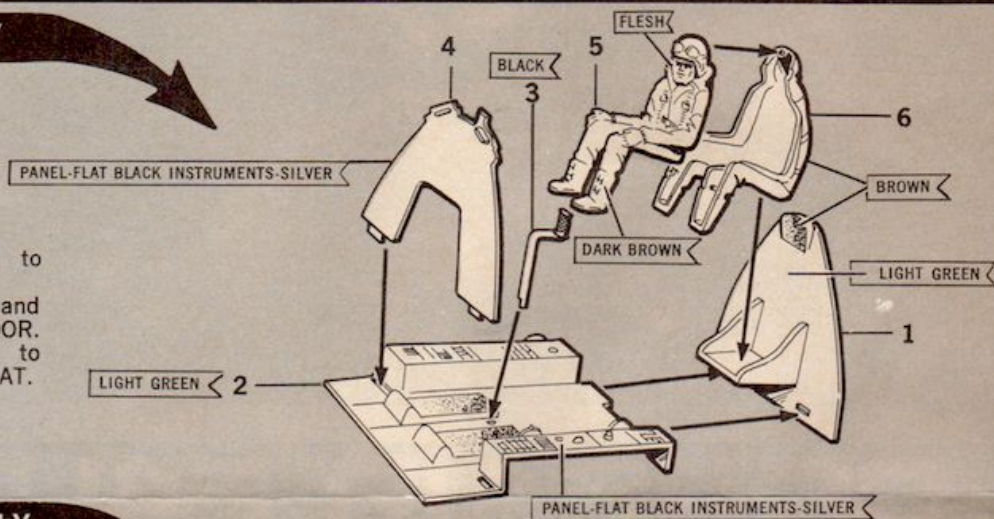
IF YOU WISH TO PAINT YOUR MODEL — See PAINTING FLAGS  for color suggestions.

- Paint small parts **before** detaching from runner.
- Start with the lighter colors.
- Scrape off paint where cement is to be applied. Cement will not work on paint.
- Scrape off paint or chrome where parts are to be cemented to obtain a good bond.

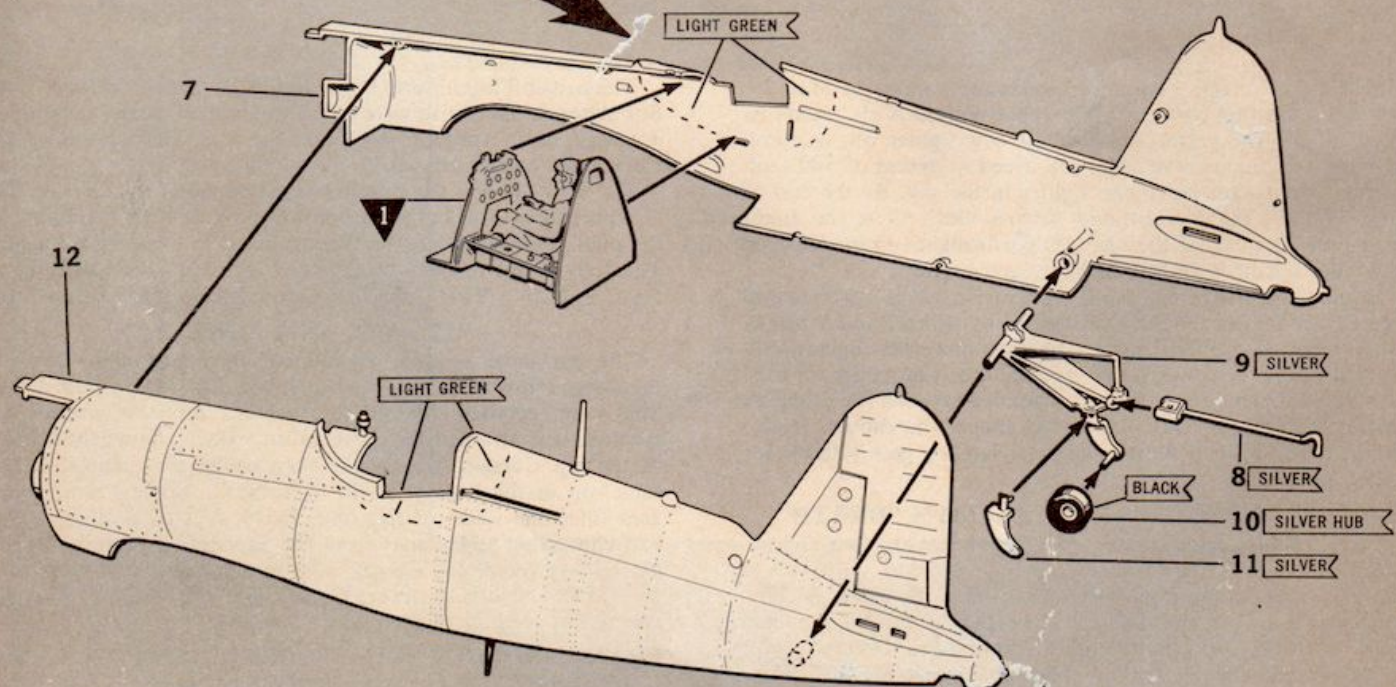
1 COCKPIT ASSEMBLY

- 1 BULKHEAD
- 2 FLOOR
- 3 CONTROL STICK
- 4 INSTRUMENT PANEL
- 5 PILOT FRONT
- 6 PILOT BACK

1. Cement BULKHEAD Part (1) to FLOOR (2).
2. Cement CONTROL STICK (3) and INSTRUMENT PANEL (4) to FLOOR.
3. Cement FRONT of PILOT (5) to BACK (6). Cement PILOT to SEAT.



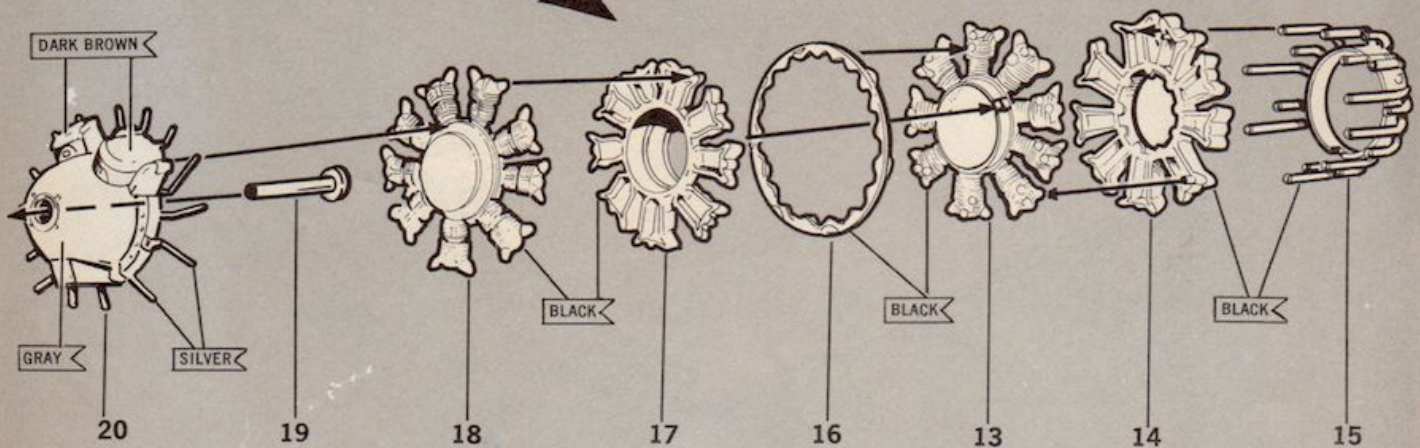
2 FUSELAGE ASSEMBLY



- 7 FUSELAGE RIGHT SIDE
- 8 ARRESTING HOOK
- 9 TAIL WHEEL STRUT
- 10 TAIL WHEEL
- 11 YOKE
- 12 FUSELAGE LEFT HALF

1. Cement COCKPIT ASSEMBLY from STEP 1 to the RIGHT SIDE of FUSELAGE (7).
2. Snap ARRESTING HOOK (8) to TAIL WHEEL STRUT (9). Place TAIL WHEEL (10) on AXLE and carefully cement YOKE (11) to STRUT.
3. Cement GEAR ASSEMBLY in RIGHT FUSELAGE LOCATOR and cement LEFT FUSELAGE HALF (12) to RIGHT SIDE. Be sure GEAR PIN locates in LEFT FUSELAGE LOCATOR.

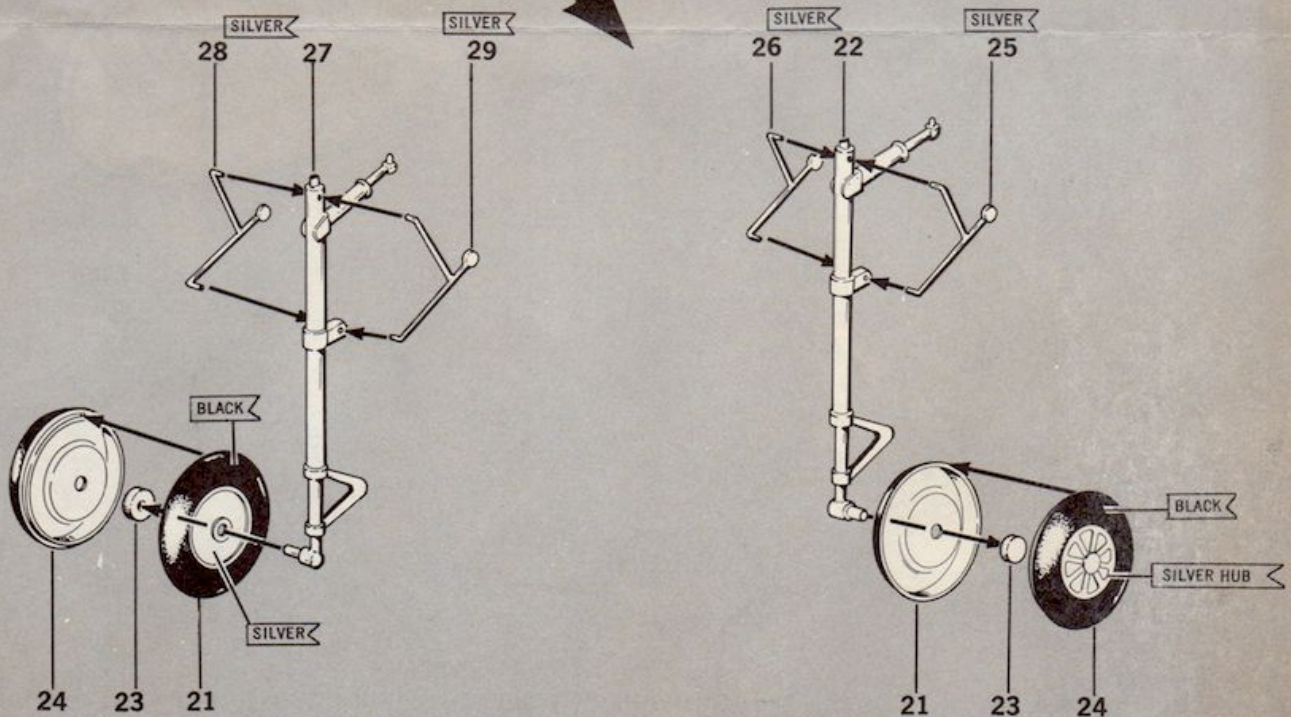
3 ENGINE ASSEMBLY



- 13 REAR CYLINDERS FRONT HALF
- 14 REAR CYLINDERS REAR HALF
- 15 INTAKE MANIFOLD
- 16 COWL BAFFLE RING
- 17 FRONT CYLINDERS REAR HALF
- 18 FRONT CYLINDERS FRONT HALF
- 19 PROPELLER SHAFT
- 20 FRONT CASE

1. Cement the HALVES of the REAR ROW of CYLINDERS Parts (13) and (14) together.
2. Cement INTAKE MANIFOLD (15) to REAR CYLINDERS. Cement COWL BAFFLE RING (16) to FRONT of REAR CYLINDERS.
3. Cement halves of FRONT CYLINDERS (17) and (18) together then cement to FRONT of REAR CYLINDERS.
4. **PLACE, DO NOT CEMENT PROPELLER SHAFT (19) in HOLE in FRONT CASE (20). Cement CASE to FRONT of ENGINE. DO NOT ALLOW CEMENT TO TOUCH PROPELLER SHAFT.**

4 LANDING GEAR ASSEMBLY

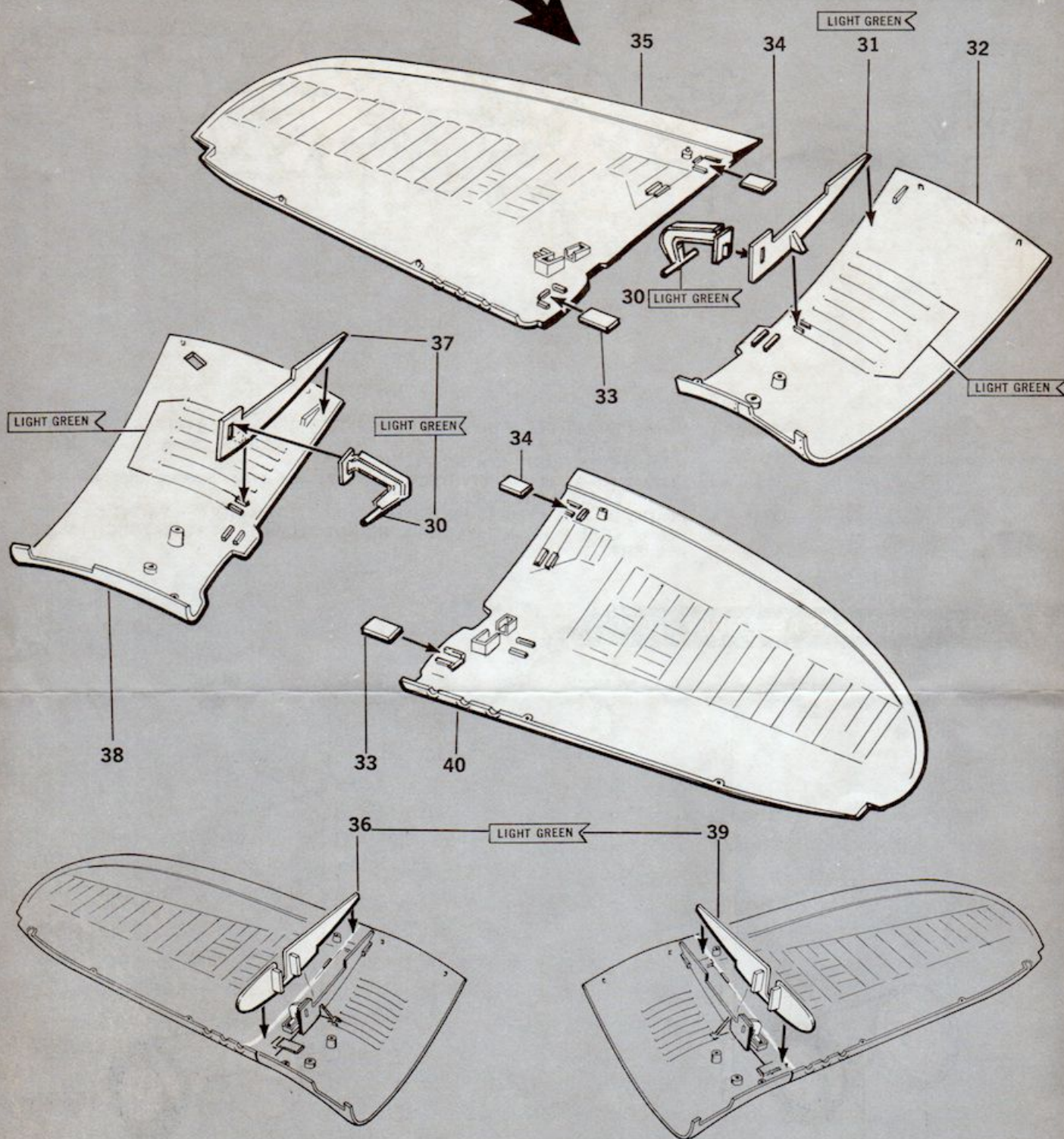


- 21 INNER WHEEL HALF (2 Parts)
- 22 LEFT GEAR STRUT
- 23 WHEEL RETAINER (2 Parts)
- 24 OUTER WHEEL HALF (2 Parts)
- 25 LEFT STRUT BRACE OUTBOARD
- 26 LEFT STRUT BRACE INBOARD
- 27 RIGHT GEAR STRUT
- 28 RIGHT STRUT BRACE OUTBOARD
- 29 RIGHT STRUT BRACE INBOARD

1. **PLACE, DO NOT CEMENT INNER WHEEL HALF (21) on the LEFT GEAR STRUT (22). Carefully press a WHEEL RETAINER (23) on the AXLE. Cement OUTER WHEEL HALF (24) to the INNER HALF.**
2. **CEMENT TWO STRUT BRACES (25) and (26) to the GEAR STRUT.**
3. Assemble the RIGHT GEAR in the same manner.

5

WING HINGE ASSEMBLY

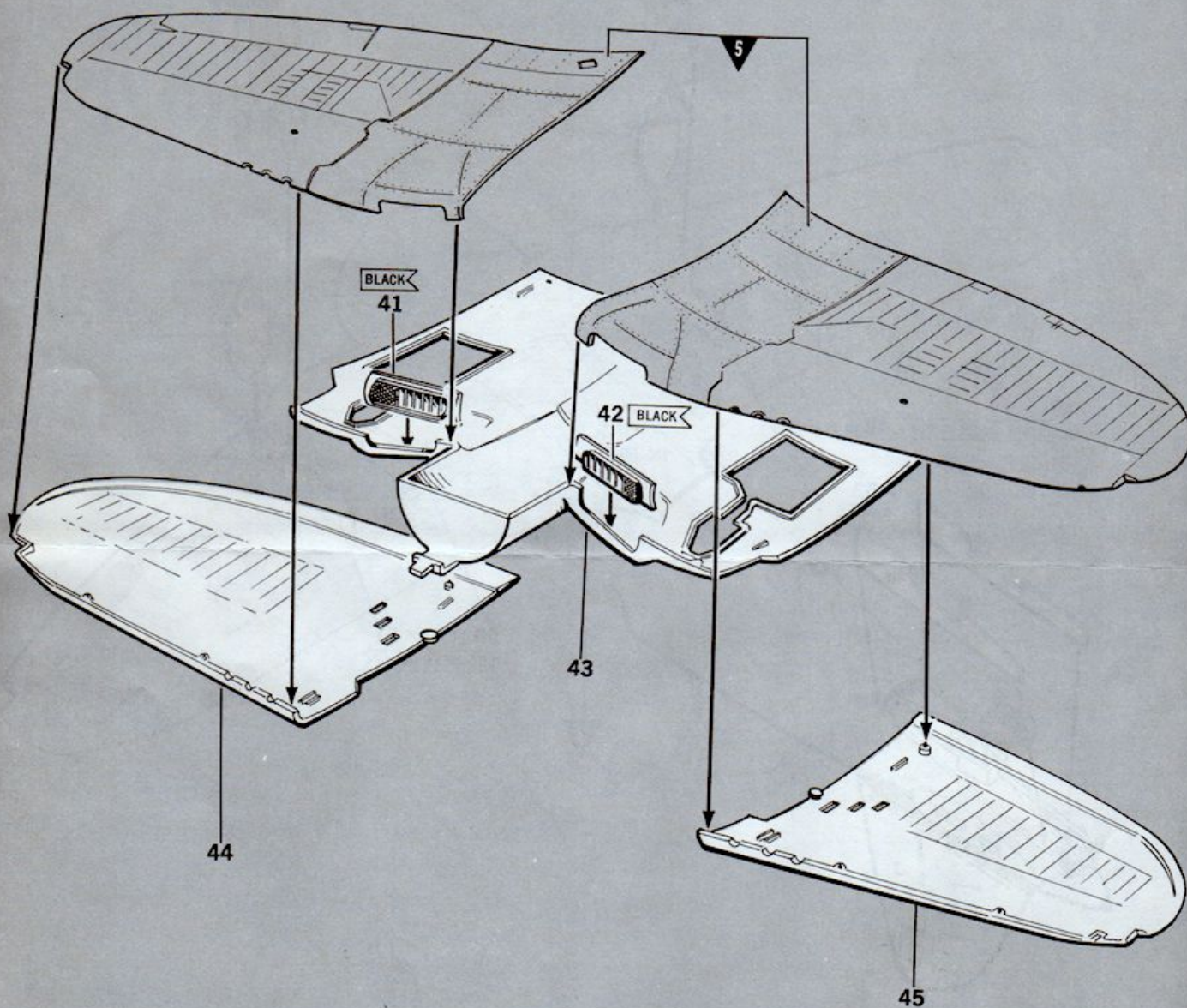


- 30 WING HINGE (2 Parts)
- 31 LEFT INBOARD WING RIB
- 32 TOP LEFT INBOARD WING PANEL
- 33 FORWARD WING TAB (2 Parts)
- 34 REAR WING TAB (2 Parts)
- 35 LEFT TOP OUTER WING PANEL
- 36 LEFT OUTER WING RIB
- 37 RIGHT INBOARD RIB
- 38 RIGHT TOP INBOARD PANEL
- 39 RIGHT OUTER WING RIB
- 40 RIGHT TOP OUTER WING PANEL

1. Cement WING HINGE (30) to the LEFT INBOARD WING RIB (31). Cement RIB to TOP LEFT INBOARD WING PANEL (32).
2. Cement two TABS (33) and (34) to TOP OUTER WING PANEL (35).
3. Place HINGE PIN in OUTER WING PANEL RECESS and cement OUTER WING RIB (36) in position. **DO NOT APPLY CEMENT IN HINGE AREA OR WING WILL NOT FOLD.** Be sure RIB locates properly to RETAIN HINGE PIN.
4. Assemble the RIGHT TOP WING PANELS following the same procedure using HINGE (30), INBOARD RIB (37), INBOARD TOP WING PANEL (38,) TABS (33) and (34), OUTER WING RIB (39) and TOP OUTER WING PANEL (40).

6

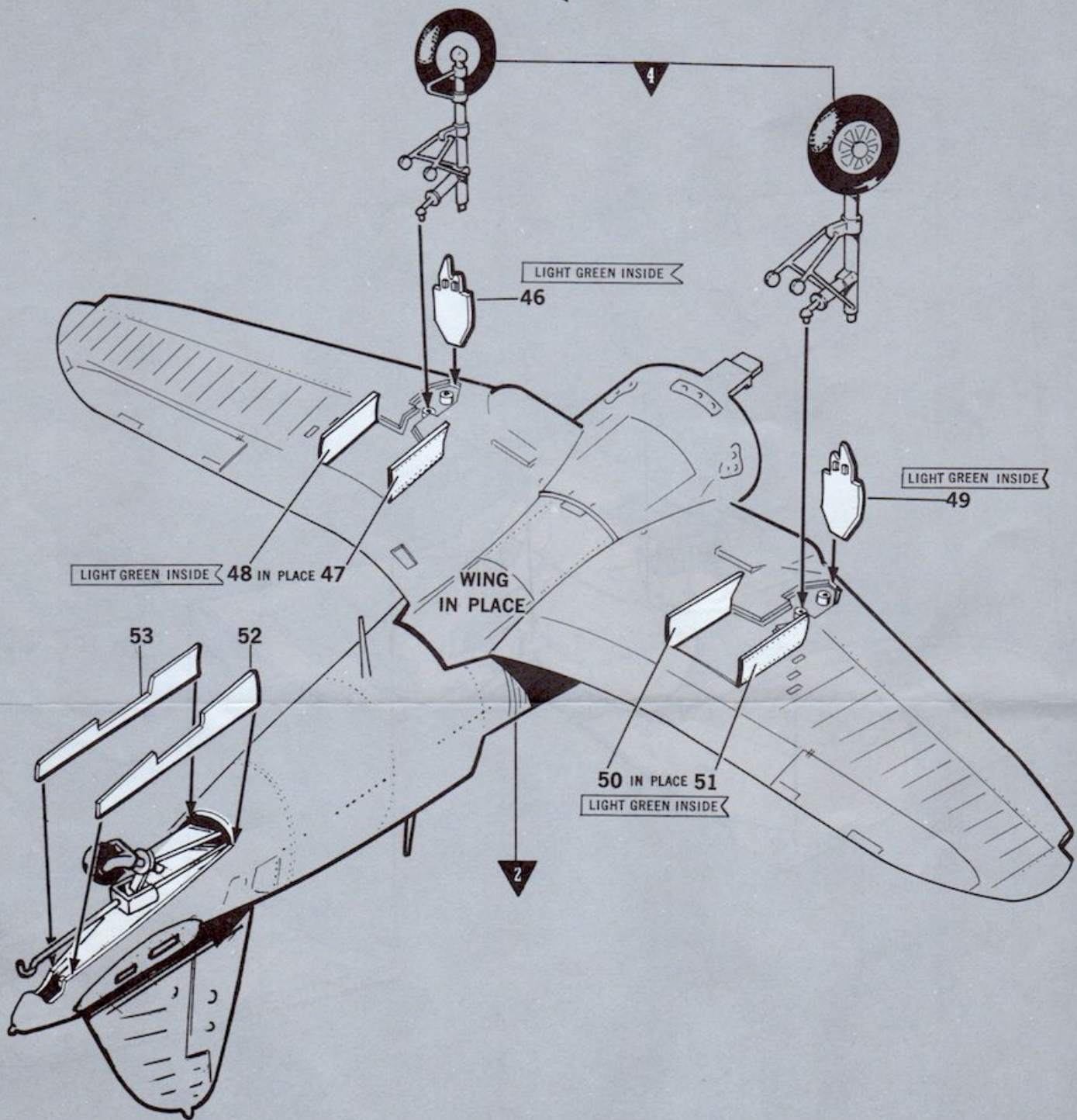
WING ASSEMBLY



- 41 RADIATOR RIGHT
- 42 RADIATOR LEFT
- 43 CENTER WING SECTION
- 44 LOWER OUTER WING PANEL RIGHT
- 45 LOWER OUTER WING PANEL LEFT

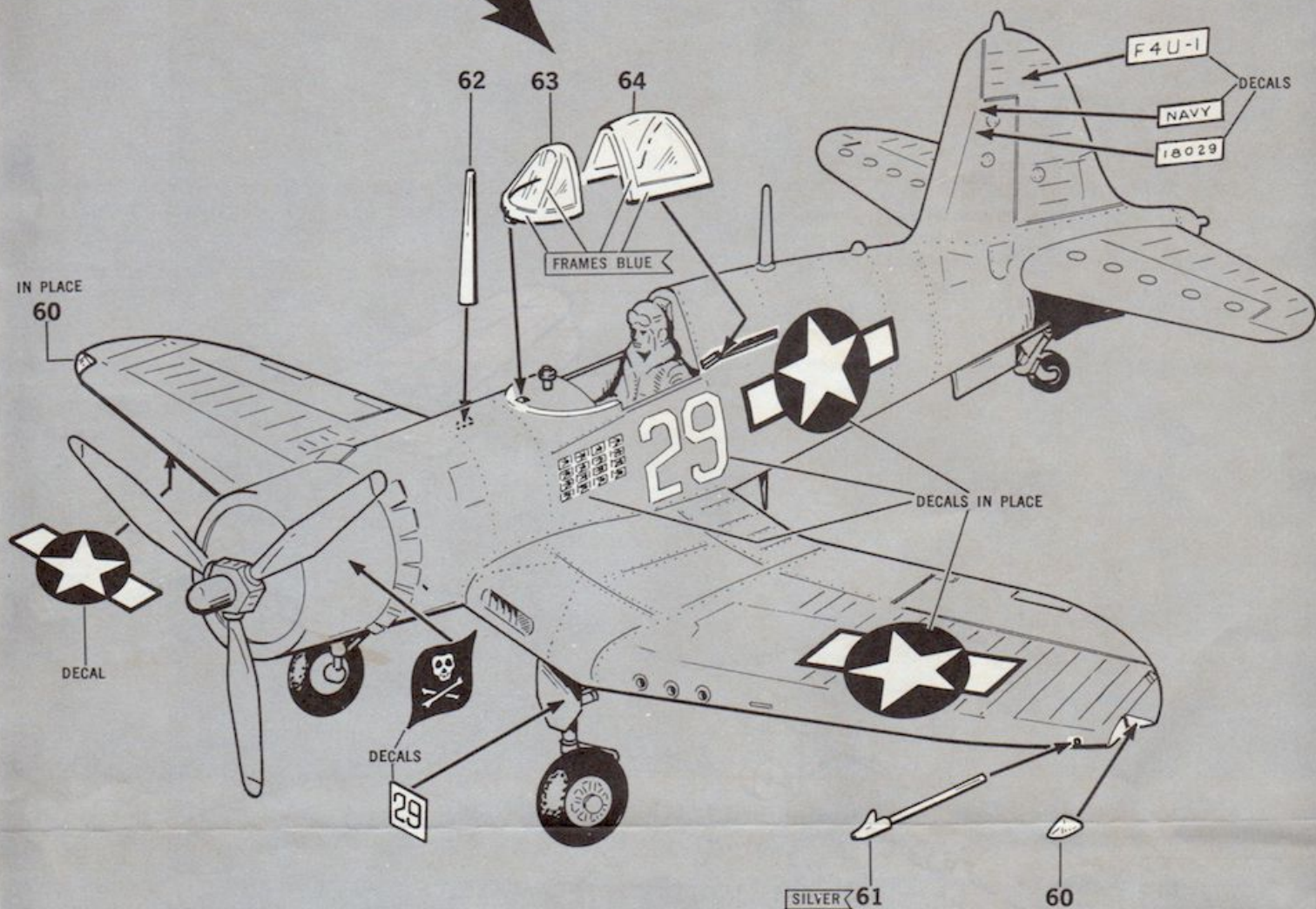
1. Cement RADIATORS RIGHT (41) and LEFT (42) to LOWER CENTER WING SECTION (43).
2. Carefully cement the RIGHT and LEFT UPPER WING PANELS to the CENTER SECTION.
3. Turn assembly upside down and cement LOWER OUTER WING PANELS RIGHT (44) and LEFT (45) to WING ASSEMBLY.

7 LANDING GEAR INSTALLATION



- 46 RIGHT STRUT DOOR
- 47 RIGHT WHEEL DOOR INSIDE
- 48 RIGHT WHEEL DOOR OUTSIDE
- 49 LEFT STRUT DOOR
- 50 LEFT WHEEL DOOR INSIDE
- 51 LEFT WHEEL DOOR OUTSIDE
- 52 TAIL WHEEL DOOR LEFT
- 53 TAIL WHEEL DOOR RIGHT

1. Cement the Completed Wing Assembly to the FUSELAGE from STEP 2.
2. Cement Landing Gear Assemblies from STEP 4 to WING.
3. Cement RIGHT STRUT DOOR (46) and RIGHT WHEEL DOORS INSIDE (47) and OUTSIDE (48) to WING.
4. Cement LEFT STRUT DOOR (49) and WHEEL DOORS INSIDE (50) and OUTSIDE (51) to WING.
5. Cement TAIL WHEEL DOORS LEFT (52) and RIGHT (53) to FUSELAGE.



A

DO NOT
CEMENT

65 65



- 60 NAVIGATION LIGHT 2(Parts) CLEAR
- 61 PITOT TUBE
- 62 ANTENNA POST
- 63 WINDSHIELD CLEAR
- 64 CANOPY CLEAR
- 65 WING SUPPORTS (2 Parts)

1. Cement NAVIGATION LIGHTS (60) to each WING TIP.
2. Cement PITOT TUBE (61) to LEFT WING.
3. Cement ANTENNA POST (62) to FUSELAGE.
4. Cement WINDSHIELD (63) to FUSELAGE.
5. **SNAP, DO NOT CEMENT** COCKPIT CANOPY (64) pins in track on both sides of FUSELAGE. CANOPY will slide forward to match rear edge of WINDSHIELD.
6. Apply DECALS as noted.
7. If you wish to display your model with the wings in a folded position, use the two WING SUPPORTS (65) as shown in small drawing "A".