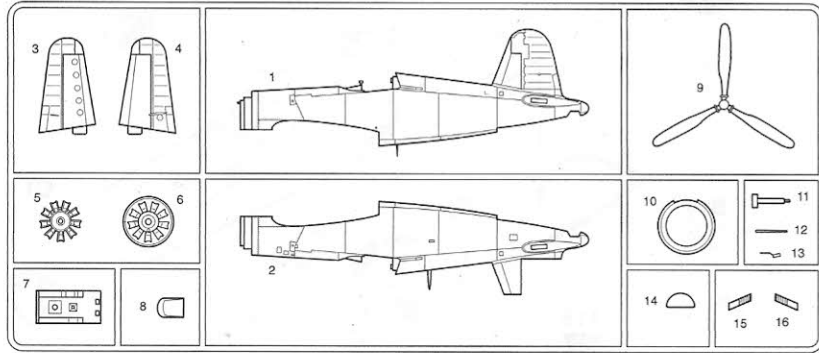
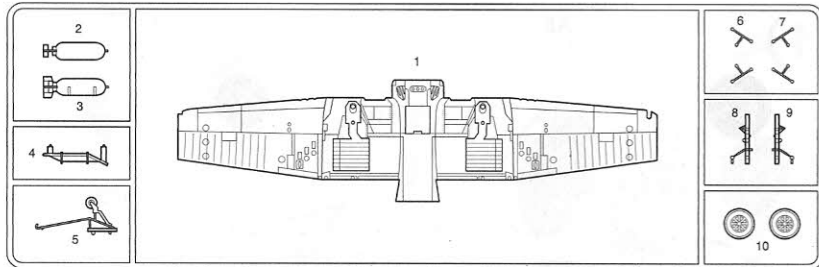


■ Parts Locating Diagram 부품도

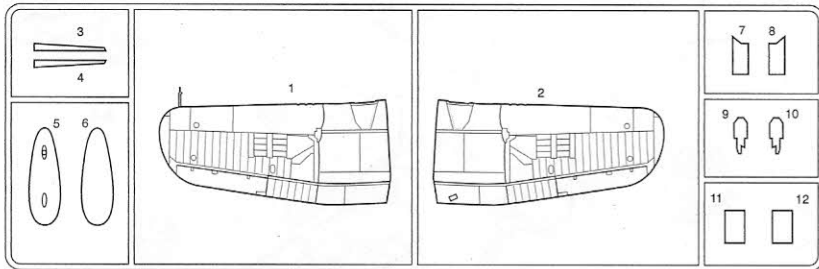
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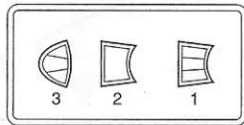
B



C



D



- 직배점 겸 A/S센터 삼선교: 742-9293, 대치동: 552-9293, 양재동: 575-9997, 용산: 706-9293
- A/S센터 본사: 908-7000(교훈147), 동대문: 745-9293, 천호동: 473-9293
- 총판점 겸 A/S센터 노원아카데미: 907-0940, 양천아카데미: 691-7108,
- 강남아카데미: 522-1577, 안양아카데미: (0343)58-5591,
- 부산아카데미: (051)293-7448, 대구아카데미: (053)744-9293
- ♣ 고객상담문의 : 080-969-7000

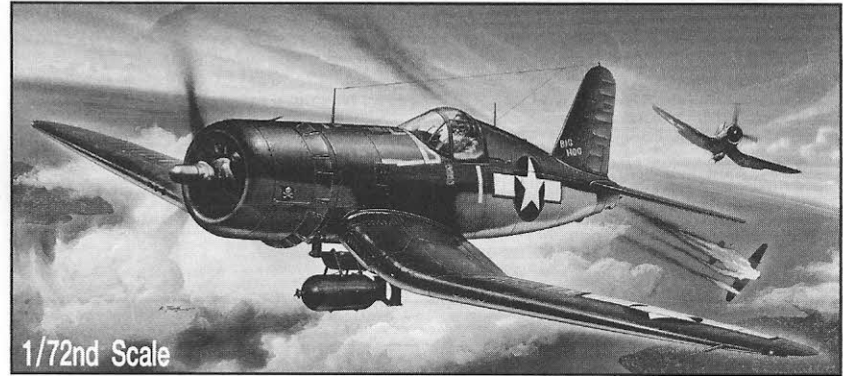


ACADEMY PLASTIC MODEL CO., LTD.
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HOBBY MODEL KITS

F4U-1 CORSAIR



F4U-1 '콜세어'

F4U-1 CORSAIR

The revolutionary F4U Corsair was originally designed in 1938 in response to a US Navy request for a high-speed carrier-based fighter. The producers of this plane, Chance Vought, attempted to place the largest available engine in the smallest possible airframe. This required the plane to be fitted with an awkward type of landing gear, resulting in the introduction of the inverted gull-wing, the signature feature of this fighter. US Navy carrier trials of the plane were disappointing, however, and the plane was relegated to a land-based role. It performed admirably from the ground and saw extensive use during the latter stages of World War II and later during the Korean War in service with both the Navy and the Marines. The Corsair, which easily outperformed every other American fighter of its time, was armed with six 12.7mm wing-mounted machine guns and with its 2000-hp Pratt & Whitney radial piston engine, was capable of 417mph.

Der <umgekehrter Möwenflügel> F4U Corsair war eins der besten Kampfflugzeuge in der Geschichte. Dieses Kampfflugzeug wurde entworfen zur Nutzung des kräftigen P&W R-2800 Motor und des größten Propellers, das je an einem Kampfflugzeug montiert worden ist. Der Prototyp war das erste amerikanische Kriegflugzeug, das 400mph überstieg und alle anderen amerikanischen Flugzeuge überragte. Der maßhergestellte F4U-1 flog zum ersten Mal im Juni 1942 und wurde nur einen Monat später zur Navy geliefert. Aber wegen seiner unakzeptierbaren Performanz während einiger Flugversuche wurde der F4U-1 zum bodenbasierten Kampfflugzeug erst für den Anfang von seiner Kombatkariere. Aber auf der letzten Bühne des Kriegs, wurde der Corsair zur Hauptkraft vom Flugzeugträger der Navy und der Marines. Er bleibt noch in der Operation im koreanischen Krieg.

Le F4U Corsair, avion révolutionnaire, fut dessiné en 1938, à la demande de l'US NAVY. Les fabricants, Chance Vought, voulaient faire le plus grand avion capable d'occuper le moins de place possible.

L'avion fut équipé d'un nouveau système de trains d'atterrissage et d'ailes à double dièdre inversé, qui devinrent la signature du corsair.

Les porte-avions de l'US Navy furent déçus de voir cet avion servir pour des bases terrestres. Ses performances étaient appréciées, et sa solidité lui permit de s'imposer durant la seconde guerre mondiale et en Corée.

Le Corsair, qui dépassait tous les avions de l'époque était armé de 6 mitrailleuses 12.7mm dans les ailes et son moteur Pratt & Whitney à pistons l'emportait à 417mph.

독특한 형태의 역갈매기형 날개를 지닌 F4U 콜세어는 항공 역사상 가장 탁월했던 전투기 중 하나이다. 당시로서는 유래가 없던 플랫 & 휘트니사의 2000마력급 R-2800 엔진과 직경 4m의 대형 프로펠러를 채택한 전투기로서 주목을 받은 콜세어는, 미항공기 사상 최초로 시속 400마일의 속도 기록(약 644km/h)을 돌파하여 일약 명성을 얻게 되었다. 첫 양산형인 F4U-1은 1942년 6월, 비행에 성공을 거둔 뒤, 약 한달 후부터 본격적인 항공모함 운용에 들어갔다. 그러나 뜻밖에도 항 모 운용 성능상 여러가지 문제점이 발견된 F4U-1은 개선이 이루어지던 상당 기간 동안, 우선 육상 운용 전투기로 배치되어 일본군을 상대로 착실히 전과를 올려갔다. 그리고 전쟁이 후반기에 접어들면서 마침내 개량기 이루어진 콜세어는 탁월한 기동성으로 미 함모 전력의 주력을 차지하며 맹활약을 하게 되었고, 한국 전쟁시 까지도 여전히 미해군과 해병대에서 주력의 자리를 굳게 지킬만큼 오랫동안 뛰어난 성능을 발휘하였다.

<READ THIS BEFORE YOU BEGIN>

- Study the instructions before assembling.
- Check the fit of each piece before cementing into place.
- Do not use too much cement to join parts.
- Never use cement or paint near open flame.
- Open a window or make area well ventilated when cement or paint is in use.
- Tear up and throw away the empty plastic bags to avoid danger of suffocation for little children.

<ALLGEMEINE HINWEISE>

- Die Anordnung der Bauteile ist aus den Zeichnungen der Anleitung ersichtlich.
- Die Teile vor dem Verkleben ungeleimt zusammenhalten, um ihren passatz zu prüfen.
- Klebstoff nicht zu dick auftragen.
- Klebstoff und Farben niemals in der Nähe einer Flamme verwenden.
- Während der Bemalung mit Spritzpistole oder Pinsel für frische Luftzufuhr, Z.B. Öffnen des Fensters, sorgen.
- Bausatz von Kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.

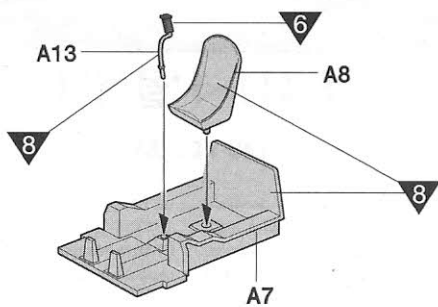
<LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE>

- Etudier les schémas d'assemblage.
- Contrôler que chaque pièce soit bien conforme avant de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces.
- Ne jamais manipuler la colle ou peinture à proximité d'une flamme.
- Aérer soigneusement la pièce où vous peignez (ouvrir la fenêtre).
- Après avoir sorti les pièces du sac en plastique, déchirer le sac afin d'éviter que les enfants ne le mettent sur la tête et ne s'étouffent.

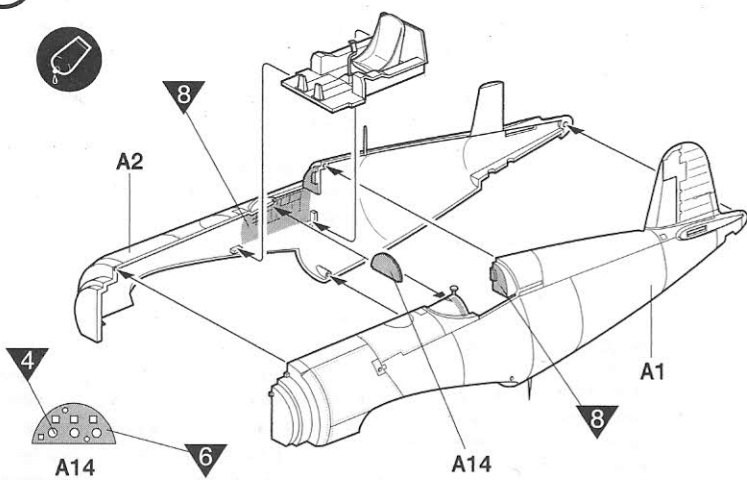
■ 조립하기 전에

- 부품을 조립하기 전에 설명서를 잘 읽어본 후 조립한다.
- 부품을 자를 때에는 칼이나 니퍼로 깨끗이 잘라준다.
- 접착제를 사용할 곳과 사용하지 않는 곳에 주의하고 너무 많이 바르지 않도록 한다.
- 접착하기 전에 부품을 맞추어 확인한 후 조립한다.
- 에나멜 페인트나 접착제를 사용할 때는 창문을 열어 환기를 시키고 화기를 멀리한다.
- 사용 후 남은 부품은 어린 아이들의 손에 닿지 않도록 잘 처리한다.

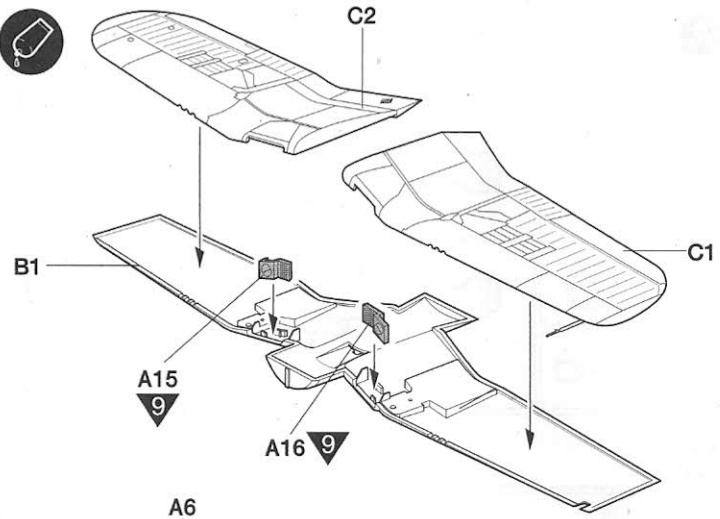
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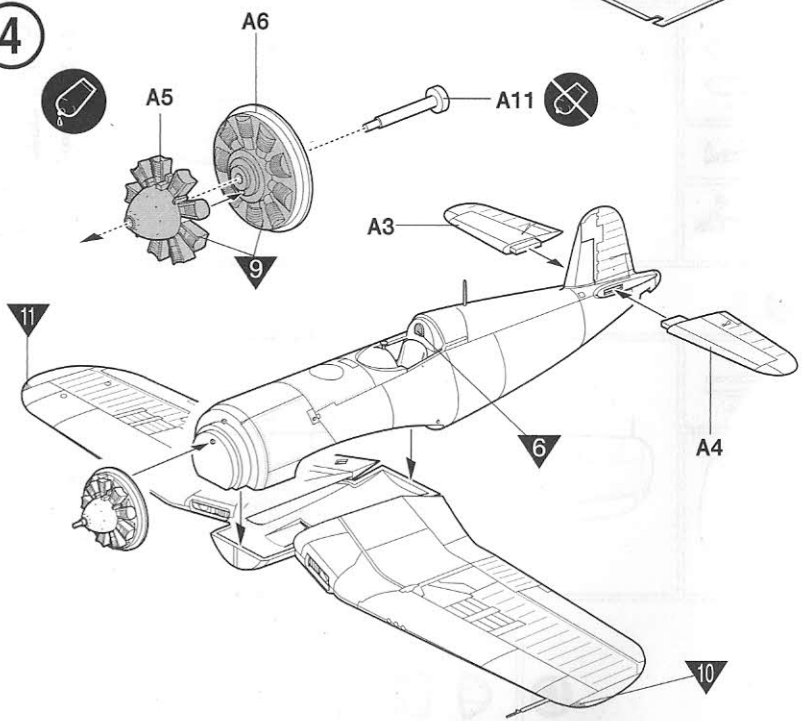
2



3



4



접착한다.
Cement Parts
Coller
Kleben
Pegar
Incollare
Collar
Kleben



접착하지 않는다.
DO NOT cement
Ne pas coller
Nicht kleben
No pegar
Non incollare
Nao collar
Niet kleven



수번을 조립한다.
Repeat operation
Répéter l'opération
Wiederholen
Ripetire la operation
Ripetere
Ripetir a operacio
Waholen



전사지를 붙인다.
Decals
Dekalcomanien
Abziehbild



잘라낸다.
Cut away
Couper
Schneiden
Cortar
Tagliare
Cortar
Schneiden



선택한다.
Optional parts
Choix
Auswahloptionen
Escoger
Sceita
Opcao
Kreuz



반대측도 조립한다.
Repeat for opposite side
Répétition de la page
Wiederholung für gegenuberliegende Seite



구멍을 뚫어준다.
Make hole
Faire un trou
Offen



무게추를 넣는다.
Add weight
Laster
Gewicht



구멍이나 홈을 채워준다.
Use like
Muller
Schleifen



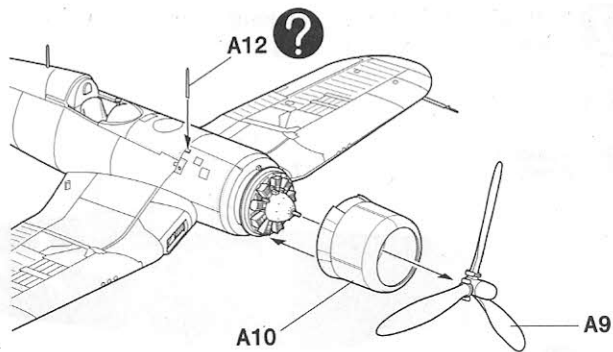
주의한다.
Be vorsicht
Face attention
Hier vorsicht



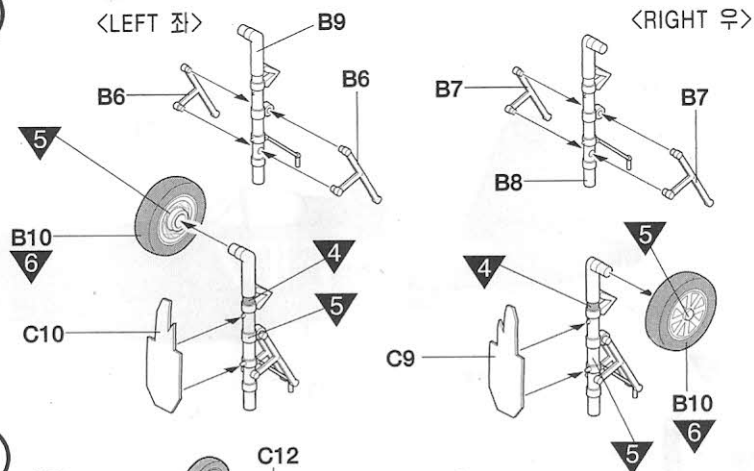
색칠 및 전사지 붙이기 번호
Painting scheme number
Numeros de la lista de pinturas
Lockschemanzahl



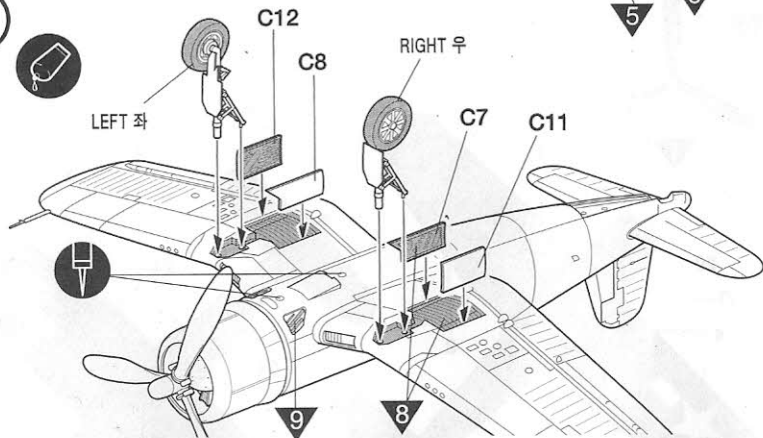
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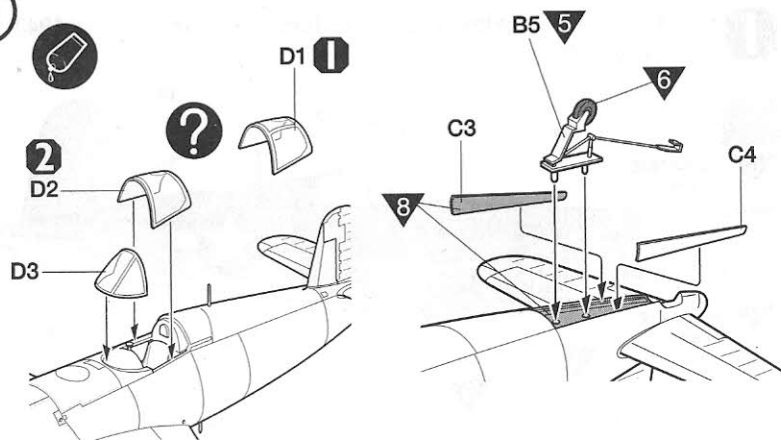
6



7



8



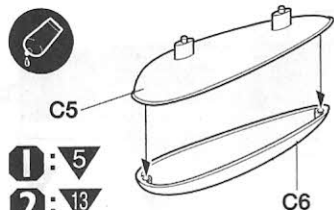
9

<EXTERNAL FUEL TANK>

보조연료탱크



1: 5
2: 13

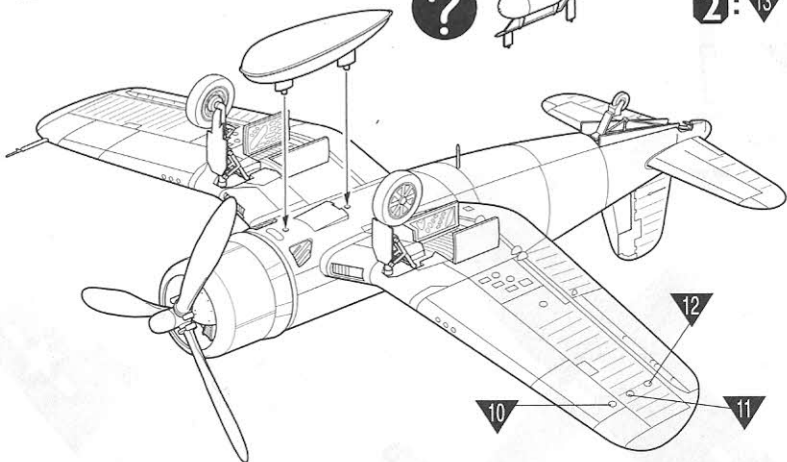
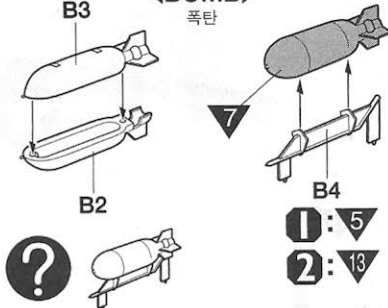


<BOMB>

폭탄



1: 5
2: 13

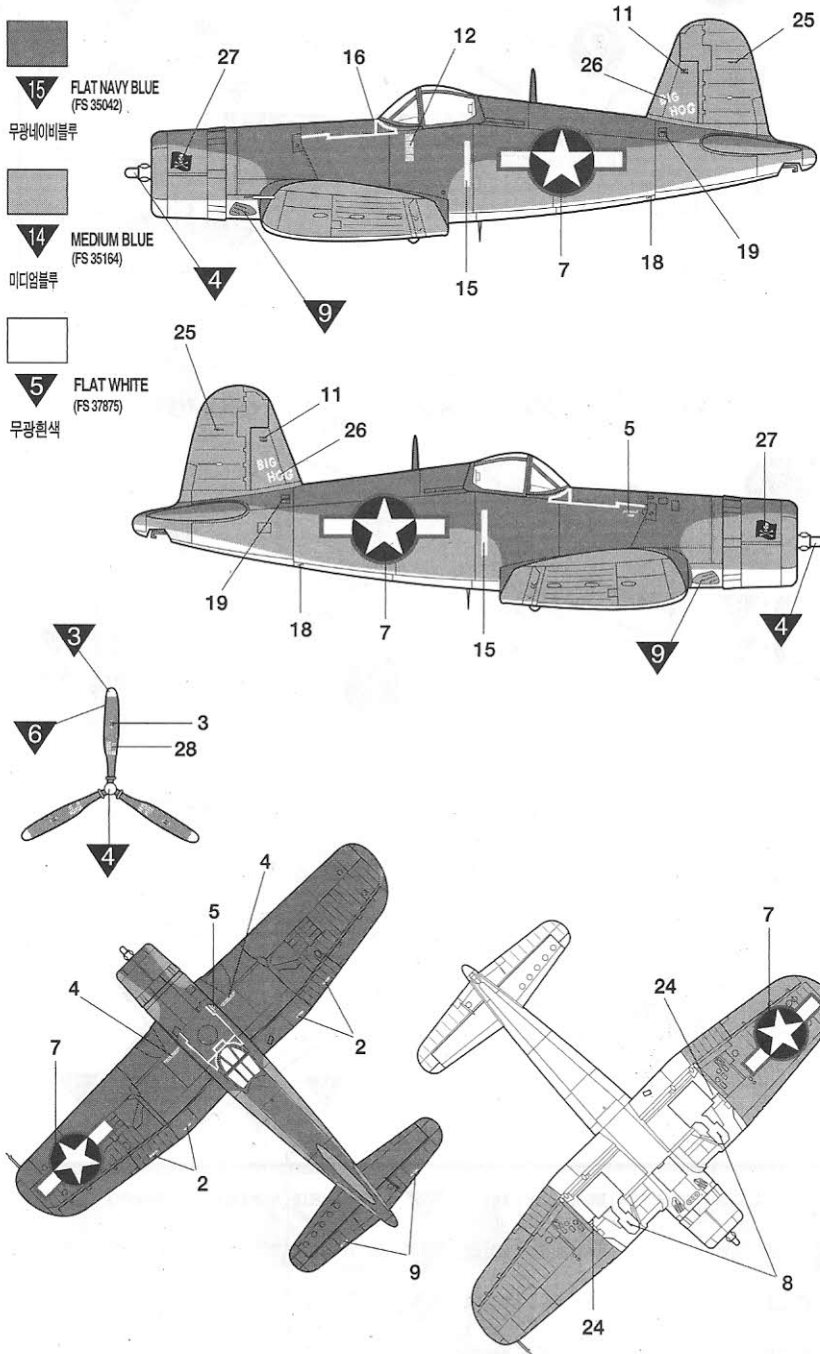


1	WHITE	WEIß	BLANC	유광흰색	5	FLAT WHITE (FS 37875)	MATT WEIß	BLANC MAT	무광흰색
2	BLACK	SCHWARZ	NOIR	유광검정색	6	FLAT BLACK	MATT SCHWARZ	NOIR MAT	무광검정색
3	YELLOW	GELB	JAUNE	유광노랑색	7	OLIVE DRAB	OLIV GRÜN	VERT OLIVE	국방색
4	SILVER	SILBER	ARGENT	은색	8	INTERIOR GREEN (FS 34151)	INNEN GRÜN	VERT INTERIEUR	인테리어그린

9	METALLIC GRAY	EISENFARBIG	GRIS MÉTALLIQUE	흑철색	13	GLOSS NAVY BLUE (FS 15042)	MARINE BLAU	BLEU MARINE	유광네이비블루
10	CLEAR RED	ROT, REIN	ROUGE CLAIR	클리어레드	14	MEDIUM BLUE (FS 35164)	MITTEL BLAU	BLEU MOYEN	미디엄블루
11	CLEAR BLUE	BLAU, REIN	BLEU CLAIR	클리어블루	15	FLAT NAVY BLUE (FS 35042)	MATT MARINE BLAU	BLEU MARINE MAT	무광네이비블루
12	CLEAR YELLOW	GELB, REIN	JAUNE CLAIR	클리어옐로우					

■ Painting & Decal placement 색칠 및 전사지 붙이기

1 F4U-1A, VF-17 Squadron C.O., Cdr. Tommy Blackburn, Late 1943
미해군 제17전투비행대 토미 블랙번 중령 탑승기, 1943년말



2 VMF-212, CAPT. P.C. DeLong, 1945
미해병대 제212 전투비행대 P.C. 들롱 대위 탑승기, 1945년

13 GLOSS NAVY BLUE
(FS 15042)
유광네이비블루

