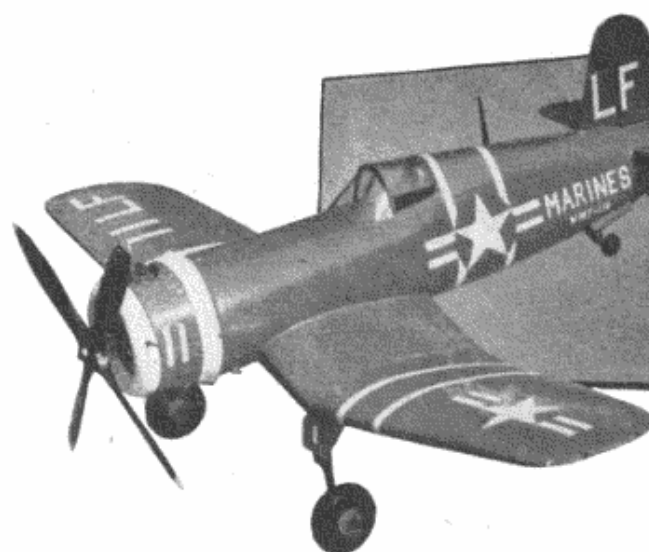


VOUGHT F4U-2
CORSAIR
P.M.H. LEWIS
SPAN 26" LENGTH 22" 3/6
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23 GT. QUEEN ST. LONDON W.C.2

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VOUGHT F4U-2 CORSAIR

A FINE CONTROL LINE SCALE MODEL
OF A WELL-KNOWN U.S. FIGHTER

By P. M. H. Lewis

THE Vought F4U-2 *Corsair*, fitted with the 2,000 h.p. Pratt and Whitney Double Wasp R2800 motor, was one of the most successful naval fighters in use with the Allies during the 1939-45 war. With a span of 40 ft. and carrying six .5 cal. machine guns the top speed was approximately 390 m.p.h. The model described here is of a machine in use in 1951 with a U.S. Marine Corps Fighter Unit (V.M.F.) and is designed around the 1.5 c.c. Allbon Javelin.

Fuselage

Transfer the outline of the crutch, which extends from the front of the engine bearers to the tail block, on to $\frac{1}{8}$ in. medium sheet balsa. The hardwood $\frac{1}{2}$ in. \times $\frac{3}{8}$ in. bearers are now glued securely into their slots on the crutch and the cutout made at the rear end for the control push rod. The control plate is next bolted into place on its bearer which is in turn glued and pinned below the engine mounts.

Formers F1-F9 are now cut to shape and cemented in place above and below the crutch. Note that the lower half of F3 is of $\frac{1}{8}$ -in. sheet and also note the cutout to allow for the movement of the control plate through the former. Fit the $\frac{3}{32}$ -in. sheet tailplane supports. Cut the fin and tailplane to shape from $\frac{1}{8}$ -in. sheet and cement in place after sanding to streamline section. The fin is offset to port as on the actual aircraft and this helps to keep the lines taut on the model when in flight. Assemble the 20-g. wire elevator hinge, soldering to it the control horn and inner pair of prongs. This is then attached to the tailplane with eyed prongs which press into the tailplane sheeting. Cut the 16-g. pushrod to size required and secure in place with a small washer soldered at each end. The 14-g. wire undercarriage is next shaped and sewn and cemented across the rear of former F2. Fit the tank in place between formers F1 and F2, ensuring that the vents are long enough to extend through the sheeting which is to cover the fuselage.

The top half of the fuselage is now covered with $\frac{1}{4}$ -in. \times $\frac{3}{32}$ -in. sheet strips, leaving the cockpit area open as shown. Attach the 24-g. leadout wires to the control plate and, leaving openings for these

wires, sheet the lower half of the fuselage. C1 is cut from $\frac{1}{16}$ -in. plywood and pinned to the front of the engine bearers. After fitting the lower half of C2, which is also of $\frac{1}{16}$ -in. plywood, the lower half of the cowling is filled in between with soft block hollowed out to $\frac{1}{4}$ -in. walls. The removable top half of the cowling is made in the same way and is secured in place with press fasteners sewn and cemented to the surfaces.

The front ring is made up of $\frac{5}{8}$ in. thick laminations of $\frac{1}{8}$ -in. balsa and carved and sanded to shape.

Wing

The wing root rib W1 is cemented in place on the fuselage on each side of F3, and W2 and W3 are next slotted into position on the wing root spar. Fit the leading edge of $\frac{3}{8}$ in. \times $\frac{1}{2}$ in. and the trailing edge of $\frac{1}{2}$ in. \times $\frac{1}{16}$ -in. balsa. Cover the wing roots with soft $\frac{1}{16}$ -in. sheet. If desired, cutouts may be made in the lower surface for the wheel retraction wells in which case it is advisable to wall in with $\frac{1}{16}$ -in. sheet between upper and lower surfaces. The two outer wing panels are now assembled on the plan. Note the balance weight in the starboard wing tip. The 24-g. leadout wires are guided through the port wing tip by 20-g. brass tubing bound and glued to the sheet outline. Note the slot in W4 to take the tongue from F3. Cover these outer wing panels with $\frac{1}{16}$ -in. sheet and, after precementing W3 and W4, fit to the wing roots.

Colouring

The original model carries the white star and red and white bar insignia on both sides of the fuselage and on port upper and starboard lower wings. The Marine Fighter Unit to which it belongs bears broad green and narrow white bands around the cowling and fuselage centre and also across the wing surfaces outboard of the wing roots, breaking on the undersurfaces to accommodate the starboard insignia and MARINES in large white lettering below port wing. LF is carried in white on each side of the fin and rudder and 11LF on top starboard wing. MARINES is in white on each fuselage side aft of the insignia. Carrier hook striped black and yellow.