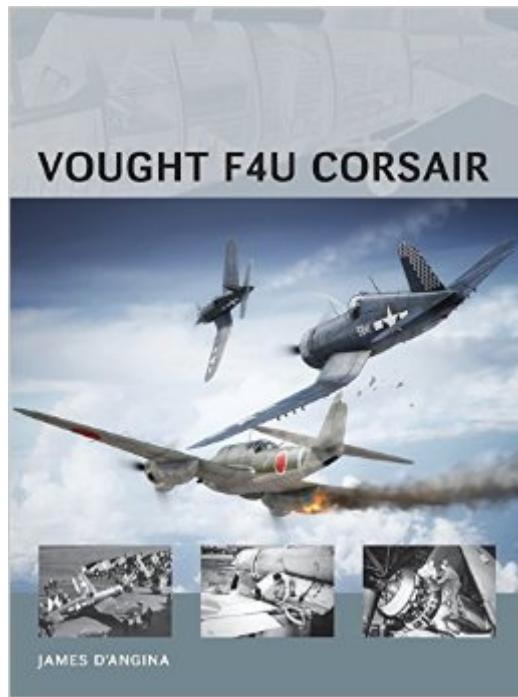


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Vought F4U Corsair (Air Vanguard)



Synopsis

This is a definitive technical guide to the Vought F4U Corsair. With over 12,500 produced, the Vought F4U Corsair is one of the icons of mid-20th century military aviation. With a USN kill rate of 11:1 during World War II, demand exceeded Vought's manufacturing capabilities, and it holds the record for longest production run of an US piston-engined fighter aircraft. It was as a Marine Corps aircraft that the Corsair was to become famous, fighting through World War II and Korea. Able to outperform its contemporaries, notably the A6M Zero, the Corsair combined speed, resilience and firepower. It also served in Indochina and Algeria, and in 1969's 'Soccer War' between Honduras and El Salvador, Corsairs were flown by both sides and fought the last propeller-aircraft dogfights in history. Color illustrations and photographs augment the examination of the technical characteristics and combat performance of this exceptional and important aircraft.

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VOUGHT F4U CORSAIR JAMES D'ANGINA OSPREY PUBLICATIONS, 2014 QUALITY SOFTCOVER, \$18.95, 64 PAGES, PHOTOGRAPHS, ILLUSTRATIONS, CHARTS, APPENDIX, INDEX

The U.S. F4U Corsair, something of a dark horse in the "best fighter of World War II" competition, managed to move to the front of the pack. Originally designed as a carrier fighter, it first flew in May, 1940. The U.S. Navy was dubious of its ability to operate from carriers because the naval aviator's view of the flight deck was quite restricted during landing, and the aircraft had a relatively weak undercarriage. Admitting that, the F4U was a very capable aircraft regardless; mass

production was begun in June, 1941. The U.S. Navy decided to have U.S. Marine naval aviators fly the F4U from land bases only. The first production F4U-1 fighters were delivered to VF-12 in October, 1942. It was a land-based U.S. Marine squadron, VMF-124 that first flew the Corsair into action, on 13 February 1943 over Bougainville. Additional production lines were set up by Brewster and Goodyear, their companies producing the F3A-1 and FG-1 respectively. To improve the naval aviator's field of view, later aircraft introduced a raised cockpit, and the F4U-1D, FG-1D, and F3A-1D were powered by water-injection boosted R-2800-8W engines, and could carry two 454-kg (1,000-lb) or eight 127-mm (5-inch) rockets under the wings. Late in the war, a night-fighter version, the XF4U-2, saw limited service with VFN-75 and VFN-101. Wartime production of the Corsair (which continued until 1952 with later versions) reached 4,120 F4U-1s, 735 F3A-1s, and 3,808 FG-1s; of these 2,012 were supplied to the United Kingdom's Fleet Air Arm and 370 to New Zealand. Indeed it was the Royal Navy's Corsair Mk II aircraft of No.

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