

Vought F4U-5/5N & AU-1 Corsairs

Recommended Kits: Hasegawa

Lower right is similar to E above using decals number 53A, B, & C and 58.

Thank you for purchasing this Victory Productions decal. We aim to bring you interesting and offbeat subjects, so if you like this one, let us know what else you want to see. And if you have in your possession, or know where to get, good reference material on cool and interesting stuff, we are always interested. Free decals await those whose reference material gets used for decal production!

General Modelling Notes on Late Corsairs:

At long, long last Hasegawa has seen fit to grace us with a superb series of kits of the late model F4U Corsairs. Generally there isn't much to be said - the Hasegawa kits are simply gorgeous. Unless you're a real nitpicker and follow the "must improve cockpit" philosophy, just build the kits out of the box and enjoy them. We've tried to give you some choices for colorful airplanes (as colorful as military Corsairs get), as well as something besides the usual USN/USMC Korean War fare. There is a Minicraft F4U-5N kit available, but suffice it to say these decals are designed to fit the Hasegawa kits and we'll just leave it at that.

We have provided duplicates of most of the stencilling in the Hasegawa kit, with some improvements and additions. Use the Hasegawa kit instructions and decals as a guide (the same key numbers are used for duplicated items from the kit decals and are printed in red on the decal sheet). Otherwise see the diagrams below.

If you want to replace the very fuzzy, undetailed Pratt & Whitney logo decal provided in the kit (decal no. 54, which goes on the engine gearbox cover), we suggest using Liveries Unlimited brand engine logo decal, sheet number AGAX-001. This sheet features detailed logos in accurate colors in many different sizes, including the P&W logo appropriate to the F4U.

A gorgeous cast resin replacement wing section with separately molded flaps (up or down) - with the wings folded - is available from Dangerboy Hobbies. If you want folded wings on your Hog, this set is highly recommended.

Notes on Specific Aircraft:

A: AU-1, BuNo 129378, AES-12, MCAS Quantico, Virginia, 1957

This first subject is one of the last Corsairs in service in the U.S. military. This particular aircraft was reportedly flown by Col. John Bolt. Bolt was one of the original VMF-214 "Blacksheep" in WWII (score: 6), and downed 6 MiG-15s in Korea while flying F-86s on an exchange tour with the USAF to bring his two-war total to 12. This aircraft was later transferred to France's Aeronavale.

Colors: One of the few Corsairs to get the Navy's grey over white scheme. The aircraft was FS36440 on top and glossy white below. All control surfaces (including the flaps) were white. We cannot see any evidence of a contrasting walkway on the wings. The anti-glare panel was black, and the prop was black overall with standard 6' yellow tips. Gear struts, bays, and wheel hubs were white as well. Some exhaust staining is visible, but the airplane appears to be in pretty good shape otherwise.

Details:

- Nothing special about this airplane that we can see. Build yourself an out of the box AU-1, paint it grey and white, stick the decals on, and there you are. See how easy we make your life?

B: F4U-5N, BuNo 123176, VMF(N)-513, Pyongtaek, Korea, 1951-52

VMF(N)-513 was one of two Marine squadrons tasked with both night interception of North Korean "Bedcheck Charlie" nuisance bombers and with night interdiction of enemy troops and transportation. Flying a mix of Corsairs and F7F-3N Tigercats (and later F3D-2 Skyknights), these squadrons did some pretty hairy stuff at night. Further reading is recommended. One reference quotes this particular aircraft as having been flown (on at least one occasion anyway) by a Lt. Campbell. If you know Mr. Campbell, have him give us a ring. We chose to include these markings because the red used by Hasegawa's decal printer is, well, not so pretty in our opinion. What is **not** our opinion is that the width of the "5" in the side numbers on Hasegawa's decal is demonstrably wrong. So here you are, a correctly proportioned set of numbers printed in what we hope is the "correct color".

Colors: Being night owls, -513's aircraft were painted overall black. Some sources quote flat, and some quote semi-gloss. In most photos (not all) it does in fact appear to have a slight sheen to it. This could be because it was put on as a semi-gloss, or it could be because it was flat paint which had weathered out to a slight sheen. The choice is yours, but dead flat paint on a model seldom looks realistic (in our humble opinion). The entire airframe was oversprayed, and despite Hasegawa's providing a complete duplicate set of red stencils, we have serious doubts that the were reapplied after the respray. Some aircraft did not even have the BuNo reapplied, so the idea that they would have taken time to reapply stencilling in red seems remote.

In most photos the main wheels appear to be black, and the struts some dark color as well. Since all F4U-5Ns were delivered in Gloss Sea Blue, it's not impossible that when the aircraft were sprayed black the wheels, struts, and gear bays were left blue. Even looking at a period color photo, it's impossible to say for certain whether the gear and bays were blue or black. Once again, "You pays your money and you takes your choice," as the old saying goes.

Exhaust staining showed up quite well on this scheme, and given that they were worked pretty hard, the aircraft tended to get quite scuffed up and dirty. Remember, these guys were flying from PSP runways and Korea is noted for being a very muddy place a lot of the time. One note on the exhaust - remember that much of what we see as exhaust staining is actually lead deposits which are a light, slightly brownish, grey color. Dark grey or black exhaust staining doesn't show up well on a black airplane, but those streaky lead deposits surely do.

Details:

- Basically a standard F4U-5N as depicted by Hasegawa. They missed the T shaped radar altimeter antenna, and this aircraft has some other whip antennas on the belly as well, probably for talking to the Mud Marines.
- An ADF antenna is fitted to the belly area below the cockpit. This is shown in the profile view, and is basically a fat aerial shape in top view. This can probably be made from a spare Corsair drop tank pylon, scrounged from another kit (if you find one, let us know where you got it), or simply carved from a lump of styrene (soap, granite, or what have you).

C: F4U-5NL, BuNo 124559, Escuadrilla de Caza Nocturna, Armada Argentina, late 1950s

Argentina, alongside France, was the largest non-U.S. user of late model Corsairs. In 1956 the Armada received a shipment of F4U-5N and -5NLs, this aircraft among them. They were flown off the carrier ARA *Independencia* and were not finally retired from service until 1966.

Colors: Overall Gloss Sea Blue with Flat Sea Blue anti-glare panel (not black as Hasegawa indicates). The Argentine national colors appear on the rudder and elevators. We have provided decals for the blue parts, so paint the rudder and elevators white before applying the light blue decals. It's difficult to say with absolute certainty what color the prop dome was, but our reference photos (black & white) don't show any difference in the tone between it and the rest of the airframe, so we're assuming it to be GSB. Some of Argentina's blue aircraft had blue gear struts, wheels, and bays, while others had either white or (more likely) painted aluminum wheels. In the latter case, the struts (and probably the gear bays) still appear to be blue.

The radome appears to be off-white fiberglass on the aft part with another color on the dome itself. What color is it? Who knows... A good guess would be a darker grey-green fiberglass color. The prop appears to be black with 6' yellow tips. There is massive confusion among various references as to the exact placement of the anchors on the wings. Some references have shown them in other positions, but our drawings are based on photos. That's our story and we're sticking to it. To be sure, their placement among the real airplanes wasn't totally uniform. You may see photos with other titles besides "Armada Nacional" on the nose. There is photographic evidence of a couple of different variations on this title, but our references show this particular aircraft with the titles provided, so we prefer to go with that. A final note - the Argentine Navy emblem on the aft fuselage, despite what some references would have you believe, is **NOT** perfectly round, and it does **NOT** have any wording inside the blue/white/blue circle. Our artwork is based on photographic evidence, so there.

Details:

- The aircraft appears (like all other Argentine -5NLs) to have had the de-icing boots removed from all flying surface leading edges. That means that externally it's impossible to tell them from F4U-5Ns.
- Argentine -5NLs carried a large ADF "football" antenna on the spine. This is available in the Hobby Craft Corsairs, or scrounge in your spare parts box until you find one the right size. Note the small platform it sits on. The antenna appears to be black with a stripe (we've shown it in red, but your guess is as good as ours) around it.
- Other antennas fitted include the T shaped radar altimeter on the belly, a blade antenna on the spine (kit part N3), and the mast aft of the rudder. Note only a single wire going from the fin to the right side of the fuselage.

D: AU-1 "Miss Penny", BuNo 129359, VMA-212, Korea, 1953

"Miss Penny" is an absolutely standard Marine ground pounder AU-1 from Korea. The Lancers of VMA-212 applied their characteristic motif to the noses of their Hogs, which is something a little different anyway.

Colors: Standard Gloss Sea Blue overall, including the wheels and gear bays. As with all GSB factory schemes, the anti-glare panel is Flat Sea Blue. The gear struts appear to be painted aluminum, but they're so dirty it's hard to say for sure. The prop dome is white. The full factory stencilling would apply to this aircraft.

Details:

- Again, nothing particularly special about this airplane. Note the antenna fit.

E: F4U-5N "Sleepless Knight", BuNo 122186, VC-3, USS Princeton, Korea, May 1952

"Sleepless Knight" from the VC-3 Det aboard the Princeton features the standard VC-3 colors, in contrast to the more well known oddballs such as Lt. Guy Bordelon's aircraft (see below). You can see from its scoreboard that the Knight has flown its share of nocturnal missions off the Princeton.

Colors: Standard Gloss Sea Blue overall, including the wheels and gear bays. As with all GSB factory schemes, the anti-glare panel is matte. The gear struts and wheels appear to be painted aluminum. The full factory stencilling would apply to this aircraft. The radome appears to be a medium dark greenish-grey fiberglass color.

Details:

- Once again, basically a box-stock F4U-5N. Note the antenna fit.

F: F4U-5N, BuNo 124453, VC-3 Det. D, Lt. Guy Bordelon, Korea, July 1953

We can't add much to what's already been written about Bordelon's aircraft. The Navy's only Korean War ace. The exact color of the light blue markings is open to interpretation, but this is our best educated guess. The Hasegawa kit instructions and mission marking decals do not agree with photos, so follow our placement guide.

Colors: Standard Gloss Sea Blue overall, including the wheels and gear bays. Gear struts appear to be painted aluminum. Prop dome is light blue (match to markings). As with all GSB factory schemes, the anti-glare panel is matte. Full factory stencilling would apply to this aircraft. The radome is flat or satin black.

Details:

- Yet another factory stock F4U-5N. Note the antenna fit (as above, kit is missing "T" radar altimeter).

G: F4U-5N, BuNo unknown, Capt. Fernando Soto, Honduran Air Force, "Soccer War", July 1969

Possibly the only non-U.S. Hog known to have scored air-to-air kills. Honduras received a mix of F4U-5N/5NLs in 1956 and flew them continuously until at least 1971. This aircraft (whose Bureau Number is unfortunately not known) was definitely a -5N as evidenced by the exhaust glare shield and gun flash hiders. Aircraft #609 was flown by Capt. Fernando Soto during the famous "Soccer War" in the summer of 1969, downing two FG-1Ds and a P-51D of the El Salvador Air Force. The full story is beyond the scope of this missive, but we suggest reading more about it, as it's a fascinating story. The aircraft is reported to be in storage in Honduras awaiting permanent display.

Colors: Honduran Hogs were delivered in the standard USN scheme of overall Gloss Sea Blue with a Flat Sea Blue anti-glare panel. There is a good photo of FAH 609 in the Tillman book, and its wheels, struts, and gear bays all appear to be blue. Available photos of Capt. Soto and his aircraft are all taken from the right side, so we assume the kill marks were only on that side. Pilots mounted their Corsairs from the right, so it makes sense. If you come up with a photo of FAH 609 which definitely shows the kill marks on the left side, please let us know. We've provided an extra set of them just in case. Since the FAH aircraft were USN/USMC retreats, we're not sure how much stencilling was applied at the NARF which did the overhauls. That which is visible in closeup photos around the cockpit area is definitely completely in English, despite some references claiming they carried Spanish stencilling. The choice of what to apply or not is all yours.

For the Honduran colors on the tail, use the Argentine blue bits. You will have to trim the upper pieces so they follow the line of the main rudder hinge line instead of jinking forward to follow the actual shape of the rudder as on the Argentine machines. If that's confusing, just look at the pictures...

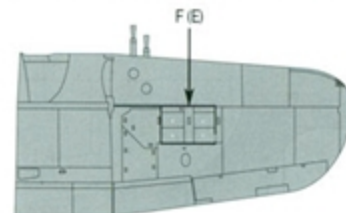
The prop on FAH 609 carried the standard 6' yellow tip, but with another (probably 1 inch) yellow stripe above it. No blade data stencils or Hamilton Standard logos are carried.



Details:

- Standard F4U-5N, but without the radome (and thus, the radar scope in the cockpit). The exhaust glare shields and gun flash hiders are present.
- Only the fuselage antenna mast and wires are present, all other radio gear apparently having been removed.

One last thing:



References (in inverse Devonian order):

- "Warbird history, F4U Corsair" by Nicholas Veronico and John & Donna Campbell, published by Motorbooks
- "F4U Corsair In-Action" (No. 1029) by Jim Sullivan, published by Squadron Signal
- "F4U Corsair In-Action" (No. 1145) by Jim Sullivan, published by Squadron Signal
- "Fighting Colors, F4U Corsair In Color" by Jim Sullivan, published by Squadron Signal
- "USN/USMC Over Korea" by Thomas Doll, published by Squadron Signal (is there a pattern here?)
- "Corsair - the F4U in World War II and Korea" by Barrett Tillman, published by the Naval Institute Press
- "The Official Monogram U.S. Navy & Marine Corps Aircraft Color Guide", Vol. 3, by John M. Elliott, published by Monogram Aviation Publications
- Profile Publications No. 150, "The Chance Vought F4U-4 to F4U-7 Corsair" by Jay Frank Dial
- "Wings" magazine, Vol. 19, No. 5, October 1989

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SUCH A DEAL WE GOT FOR YOU!!

F4U-5, BuNo 121882*, Escuadrilla de Caza Diurna, Armada Argentina, 1960

Since we just plain ran out of room on the decal, and since most of the markings on this aircraft are black, we've got a deal for you. If you're interested in modelling this good-looking bad boy, simply send \$2.00 (cash, check, or money order) to the address on the front and indicate that you would like to receive these markings. We'll send you an Alps printed set of the black parts, and the remainder of the markings from the silkscreen printed decals can be used to complete your model. This is a limited time offer subject to expire without notice, so act fast!

This is one of the later batch of standard F4U-5 day fighters supplied to Argentina in 1957. This later batch received something close to the U.S. Navy standard grey over white color scheme, albeit without white control surfaces on the upper wings. * We are not 100% certain of the BuNo on this aircraft, although 121882 is known to have served with the Argentine Navy, so this represents a good educated guess.

Colors: Semi-gloss Light Gull Gray (FS26440) on the upper surfaces with gloss white below. As above, the tail control surfaces carry the Argentine national colors. The exhaust trail area is a very dark grey. It's doubtful there ever was an FS standard for it, and as with many things historical, your guess is as good as ours on what the exact shade was. The one photo we have of 2-A-222 is an air-to-air, so it's impossible to see how the prop tips were painted. You can see however, that there is a natural metal root section. The prop hub was natural metal with a black dome. There is a preserved F4U-5N in this same color scheme, and its prop is painted as shown below (so take your choice). Tip is white and red and a Hamilton Standard logo is carried (no blade data stencil).

Details:

- Note the antenna fit, and the presence of an ADF antenna on the belly similar to that on the VMF(N)-513 aircraft above.

