

1/48 SCALE AIRCRAFT SERIES NO.85 ★FUSELAGE LENGTH 205mm. WINGSPAN 236mm.

★READY TO ASSEMBLE PRECISION MODEL KIT ★MODELING SKILLS HELPFUL IF UNDER 10 YEARS OF AGE

1/48傑作機シリーズNO.85

ヴォート F4U-1D コルセア
モトタグ牽引セット

VOUGHT F4U-1D CORSAIR w/"MOTO-TUG"

Development of the F4U Corsair began in 1938. The finished Corsair was equipped with a 2000hp P&W R-2800 engine, a large 4m diameter propeller and a unique inverted gull wing construct. The first mass-produced F4U-1 made its initial flight in the spring of 1942. Despite its high performance, the F4U-1's long nose and framed canopy reduced visibility from the cockpit and left wing stalls occurred easily during low-speed flight. For these reasons, the F6F Hellcat took the place of main carrier-based fighter while Corsairs were relegated to US Marine Corps bases. Improvements on the Corsair, such as a raised pilot seat, bubble canopy to improve visibility, and right wing front edge spoiler were realized with the F4U-1A version. Later, a frameless bubble canopy and wider propeller blades were adopted on the F4U-1D. In addition to six

Die Entwicklung der F4U Corsair begann 1938. Die endgültige Corsair war mit einem 2000PS P&W R-2800 Motor, einem großen Propeller mit 4m Durchmesser und einer einzigartigen Tragflächenkonstruktion in umgekehrter Form eines Mönchsfügels ausgerüstet. Die erste F4U-1 der Serienproduktion absolvierte im Frühjahr 1942 ihren Erstflug. Sie hatte zwar eine hohe Leistung, aber die lange Nase der F4U-1 und die Gitterkanzel schränkten die Sicht aus dem Cockpit ein, außerdem kam es an der linken Tragfläche bei niedriger Fluggeschwindigkeit sehr leicht zu einem Strömungsausschluss. Aus diesem Grunde nahm die F6F Hellcat den Platz als wichtigstes, trägergestütztes Flugzeug ein, während die Corsair auf die Flugplätze des US Marinecorps verteilt wurde. Verbesserungen an der Corsair, wie etwa ein erhöhter Pilotensitz und eine geblasene Kanzel zur Verbesserung der Sichtbedingungen und ein Spaltflügel an der Tragflächenvorderkante wurden in der Version F4U-1A vorgenommen.

Le développement du F4U Corsair débuta en 1938. Le prototype définitif était équipé d'un moteur Pratt et Whitney R-2800 développant 2000 chevaux, d'une hélice de 4 mètres de diamètre et d'une aile unique en W aplati. La première version produite désignée F4U-1 effectua son premier vol au printemps 1942. Malgré ses performances élevées, le long museau et les nombreux montants de la verrière limitaient la vision du pilote et des décrochages de l'aile gauche survenaient durant les évolutions à basse vitesse. C'est pour ces raisons que le F6F Hellcat devint à sa place le principal chasseur embarqué de l'US Navy, les Corsairs étant relégués dans les unités de l'US Marine Corps opérant à partir de bases terrestres. Les améliorations apportées au Corsair telles la surélévation du siège du pilote, une verrière bulle et un spoiler à l'avant de l'aile droite donnèrent naissance à la version F4U-1A. Par la suite, une verrière

太平洋戦争の後半、アメリカは高速力と重武装で零戦などの日本軍戦闘機を圧倒する新鋭戦闘機を次々と前線に送り込みました。中でもF6Fヘルキャットと並ぶアメリカ海軍の代表的な艦載機となつたのがF4U-1Dコルセアです。コルセアは1938年、F4Fワイルドキャットに代わる主力艦載機として開発が開始されました。2000馬力級の大出力エンジンとそのパワーを最大限に発揮する直径約4mという巨大なプロペラ、そして独特な逆ガル翼を備え、1942年春に最初の量産型F4U-1が初飛行。高速の新鋭艦載機として大きな期待が寄せられました。しかし長い機首と窓枠の多いキャノピーによる着艦時の視界不足や、着艦姿勢での低速飛行時に左翼が失速しやすいという欠点により、主力艦載機の座はヘルキャットにゆづり、その多くは海兵隊の陸上基地に配備されました。その後もコルセアの改良は続けられ、視界改善のために位置を高めた操縦席や窓枠を減らしたキャノピー、着艦時の失速を防ぐ右

12.7mm machine guns, the F4U-1D featured a 900kg bomb payload, as well as 8 HVAR rockets or armor piercing rockets that could be loaded under outer wings. On April 1944, The F4U-1D became the first Corsair version to be officially approved for carrier operation and on November that same year, the Corsair equipped VMF-124 and VMF-213 squadrons were deployed from the USS Essex. When the US Navy began to conduct air strikes on the Japanese homeland on February 1945, the F4U-1D demonstrated its true effectiveness as a fighter-bomber.

● The small but powerful US Moto-Tug or aircraft-tug featured a small turning radius and was ideal for maneuvering planes on aircraft carrier runways.

men. Später kam eine rahmenlose, geblasene Kanzel und breitere Propellerblätter bei der F4U-1D hinzu. Zusätzlich zu den sechs 12.7mm Maschinengewehren wies die F4U-1D eine Bombenzuladung von 900kg auf, ferner 8 HVAR Raketen oder panzerbrechende Raketen auf, die unterhalb der äußeren Tragflächen geladen werden konnten. Im April 1944 war die F4U-1D die erste Corsair-Version, die offiziell als Trägerflugzeug anerkannt wurde und im November des gleichen Jahres schwärzten die mit der Corsair ausgerüsteten Staffeln VMF-124 und VMF-213 von der USS Essex aus. Als die US Navy im Februar mit der Durchführung von Angriffen das Japanische Stammland begann, zeigte die F4U-1D ihre tatsächliche Stärke als Kampfbomber.

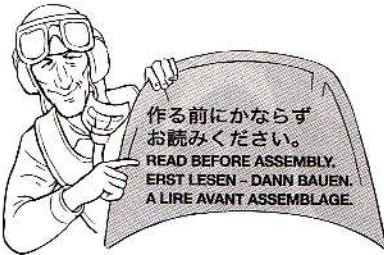
● Der kleine, aber leistungsstarke US Moto-Tug oder Flugzeugschlepper besaß einen kleinen Wendekreis und war zum Bugisieren von Flugzeugen auf den Rollbahnen von Flugzeugträgern ideal.

bulle exempte de montants et une hélice à pales élargies furent adoptés sur la version F4U-1D. En plus de six mitrailleuses de 12,7mm, le F4U-1D pouvait emporter une charge de bombes de 900kg ainsi que 8 roquettes HVAR ou perforantes sous les sections externes de voilure. En avril 1944, le F4U-1D devint la première version du Corsair officiellement déclarée apte à l'utilisation depuis un porte-avions et en novembre de la même année, les Corsairs des VMF-124 et VMF-213 étaient déployés sur l'USS Essex. Lorsque l'US Navy commença à lancer des attaques aériennes sur le sol japonais en février 1945, le F4U-1D s'avéra un chasseur-bombardier très efficace.

● Le petit mais puissant tracteur US Moto-Tug ou aircraft-tug avait un rayon de braquage très court et était idéal pour tracter les avions sur le pont des porte-avions.

翼前縁のspoilerなどを装備したF4U-1Aが登場。さらに、窓枠の無いバブル型キャノピーや新型の太いプロペラなどを装備するF4U-1Dが開発されたのです。F4U-1Dは搭載能力も増強され、12.7mm機銃6丁に加えて内翼下面2ヶ所のパイロンに合計900kgまでの兵装類や増槽、また外翼には対艦や対地攻撃に威力を發揮する航空用高速ロケット弾や徹甲ロケット弾8発の装着も可能でした。1944年4月、F4U-1Dはコルセアシリーズ初の艦載機としての正式採用も決定。同年11月に空母エセックスの海兵隊第124、第213戦闘飛行部隊に配備されたのを皮切りに空母への搭載が進められ、1945年2月にはアメリカ海軍艦載機として初めての日本本土攻撃も敢行、戦闘爆撃機としての実力を示したのです。

●アメリカ海軍はモトタグ、あるいはエアクラフトタグと呼ばれる高い牽引能力と小さな旋回半径を備える航空機牽引用トラクターを空母に多数配備し、飛行甲板上で作業効率を高めました。



作る前にかならず
お読みください。
READ BEFORE ASSEMBLY.
ERST LESEN - DANN BAUEN.
A LIRE AVANT ASSEMBLAGE.

●このキットは組み立てモデルです。作る前に必ず説明書を最後までお読みください。また小学生などの低年齢の方が組み立てる時は、保護者の方もお読みください。

●接着剤や塗料は、必ずプラスチック用をお使いください。(別売)

●Read carefully and fully understand the instructions before commencing assembly. A supervising adult should also read the instructions if a child assembles the model.

●Bevor Sie mit dem Zusammenbau beginnen, sollten Sie alle Anweisungen gelesen und verstanden haben. Falls ein Kind das Modell zusammenbaut, sollte ein beaufsichtigender Erwachsener die Bauanleitung ebenfalls gelesen haben.

注意

●工具の使用には十分注意してください。特にナイフ、ニッパーなどの刃物によるケガや事故に注意してください。

●接着剤や塗料は使用する前にそれぞれの注意書きをよく読み、指示に従って正しく使い、使用する時は換気十分注意してください。

●小さなお子様のいる所での工作はやめてください。小さな部品の飲み込みや、ビニール袋をかぶっての窒息などの危険な状況が考えられます。

CAUTION

●When assembling this kit, tools including knives are used. Extra care should be taken to avoid personal injury.

●Bien lire et assimiler les instructions avant de commencer l'assemblage. La construction du modèle par un enfant doit s'effectuer sous la surveillance d'un adulte.

●用意する工具 / Tools recommended / Benötigtes Werkzeug / Outilage nécessaire

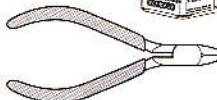
接着剤(プラスチック用)

Cement
Kleber
Colle



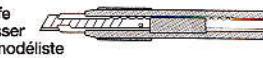
ニッパー

Side cutters
Seitenschneider
Pince coupante



ナイフ

Modeling knife
Modelliermesser
Couteau de modéliste



ピンセット

Tweezers
Pinzette
Précelles

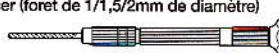


ピンバイス(ドリル刃1mm、1.5mm、2mm)

Pin vise (1,1.5 and 2mm bit)

Schraubstock (1/1,5/2mm Spiralbohrer)

Outil à percer (foret de 1/1,5/2mm de diamètre)



塗装指示のマークです。タミヤカラーカーのカラーナンバーで指示しました。

This mark denotes numbers for Tamiya Paint colors.
AS-8 ●ネーブル(US Navy) / Navy Blue (US Navy)
/ Marineblau (US Navy) / Navy Blue (US Navy)

X-4 ●ブルー / Blue / Bleu

X-5 ●グリーン / Green / Grün / Vert

X-6 ●オレンジ / Orange / Orange / Orange

X-7 ●レッド / Red / Rot / Rouge

X-10 ●ガンメタル / Gun metal / Metall-Grau / Gris acier

X-11 ●クロームシルバー / Chrome silver / Chrom-Silber / Aluminium chrome

X-18 ●セミグロスブラック / Semi gloss black / Seidenläng Schwarz / Noir satiné

XF-1 ●フラットブラック / Flat black / Matt Schwarz / Noir mat

XF-2 ●フラットホワイト / Flat white / Matt Weiß / Blanc mat

XF-3 ●フラットイエロー / Flat yellow / Matt Gelb / Jaune mat

XF-5 ●フラットグリーン / Flat green / Matt Grün / Vert mat

XF-8 ●フラットブルー / Flat blue / Matt Blau / Bleu mat

XF-15 ●フラットフレッシュ / Flat flesh / Fleischfarben Matt / Chair mat

XF-16 ●フラットアルミニウム / Flat aluminum / Matt Aluminium / Aluminium mat

XF-19 ●スカイグレイ / Sky grey / Himmelgrau / Gris ciel

XF-52 ●フラットアース / Flat earth / Erdfarbe / Terre mate

XF-55 ●アッキタン / Deck tan / Deck-Braun / Havane

XF-56 ●メタリックグレイ / Metallic grey / Grau-Metallic / Gris métallisé

XF-57 ●バフ / Buff / Lederfarben / Chamois

XF-62 ●オリーブドラブ / Olive drab / Braun-Oliv / Vert olive

XF-66 ●ライトグレー / Light grey / Hellgrau / Gris clair

ten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.

PRECAUTIONS

●L'assemblage de ce kit requiert de l'outilage, en particulier des couteaux de modélisme. Manipuler les outils avec précaution pour éviter toute blessure.

●Lire et suivre les instructions d'utilisation des peintures et ou de la colle, si utilisées (non incluses dans le kit). Utiliser uniquement une colle et des peintures spéciales pour le polystyrène.

●Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.

●キットの組み立てはモトタグによる、後側牽引と、前側牽引のどちらかを選んでください。

●Select Forward towing or Reverse towing before commencing assembly.

●Vor dem Zusammenbau Vorfärts- oder Rückfärts-Schleppen festlegen.

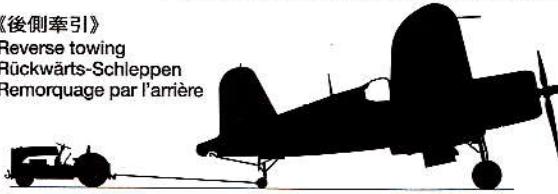
●Choisir entre remorquage par l'avant ou l'arrière avant de commencer l'assemblage.

《後側牽引》

Reverse towing

Rückwärts-Schleppen

Remorquage par l'arrière

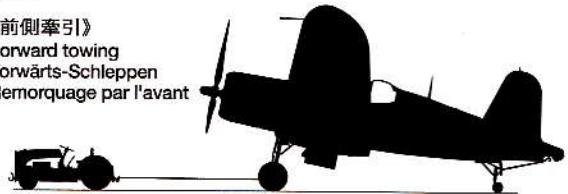


《前側牽引》

Forward towing

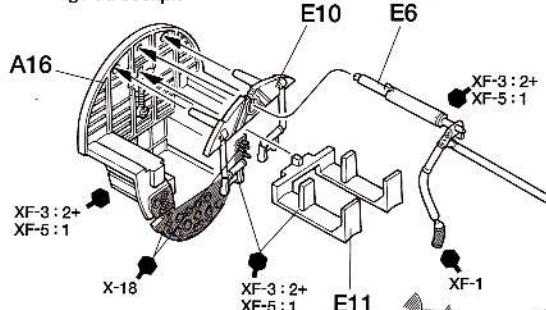
Vorfärts-Schleppen

Remorquage par l'avant



1 コックピットの組み立て

Cockpit assembly
Kockpit-Zusammenbau
Assemblage du cockpit



このマークの部品は接着しません。

Do not cement.

Nicht kleben.

Ne pas coller.



指示の番号のスライドマークをはります。

Number of decal to apply.

Numer der Abziehbilder, das anzubringen ist.

Numéro de la décalcomanie à utiliser.



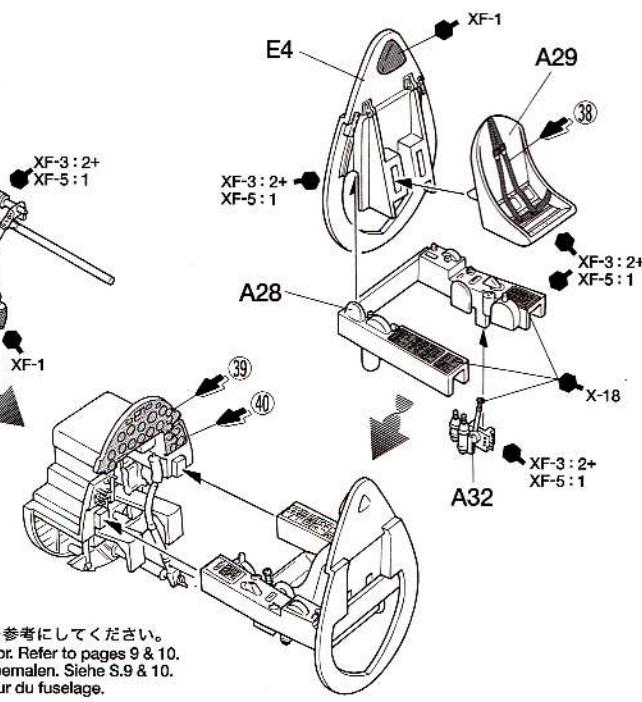
★塗装指示の無いバーツは機体色です。機体色はP9、10を参考にしてください。

★When no color is specified, paint the item with fuselage color. Refer to pages 9 & 10.

★Wenn keine Farbe angegeben ist, Teile mit Wannen-Farbe bemalen. Siehe S.9 & 10.

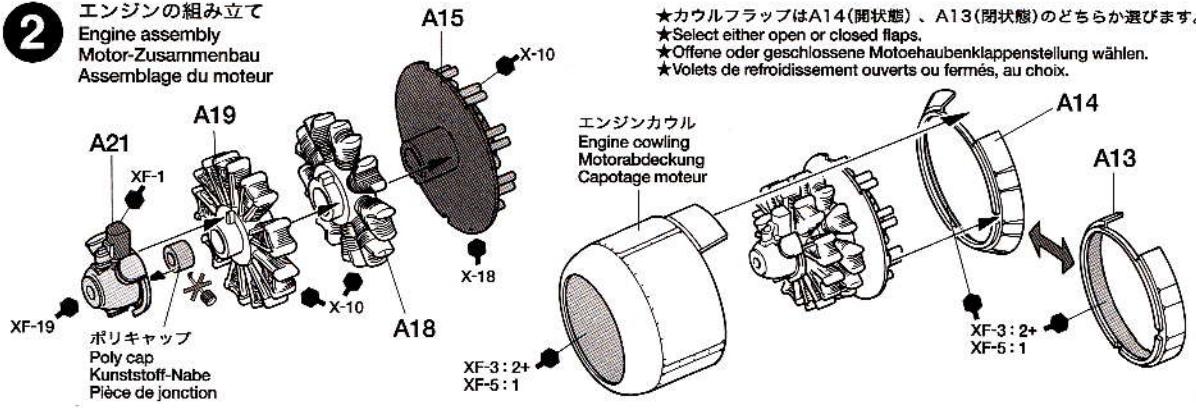
★Lorsqu'aucune teinte n'est spécifiée, peindre dans la couleur du fuselage.

Se référer aux pages 9 et 10.

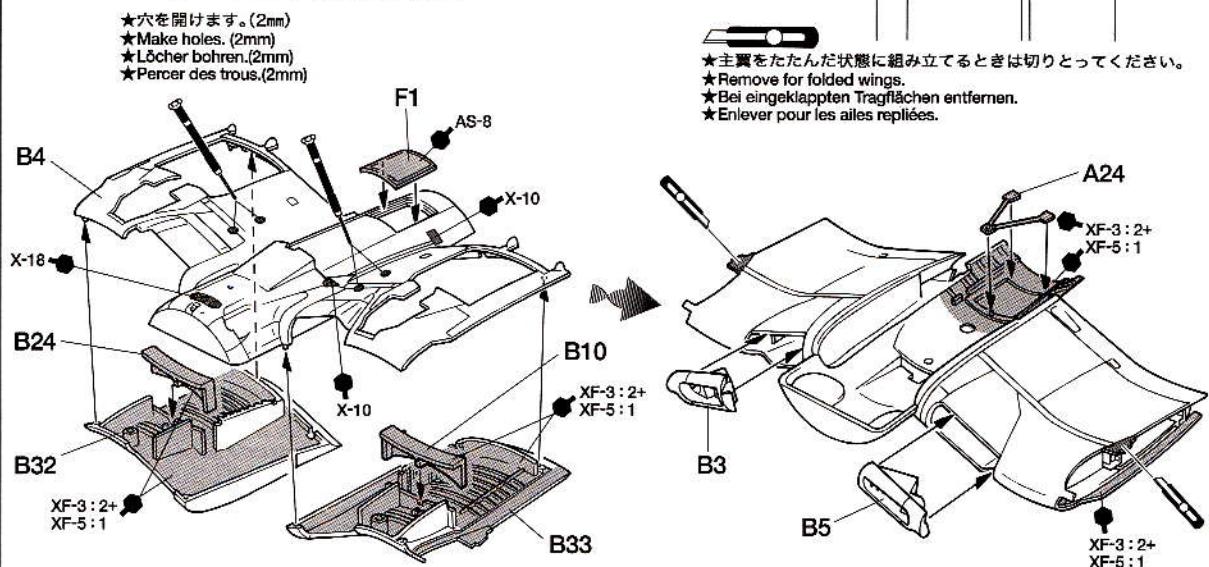


2

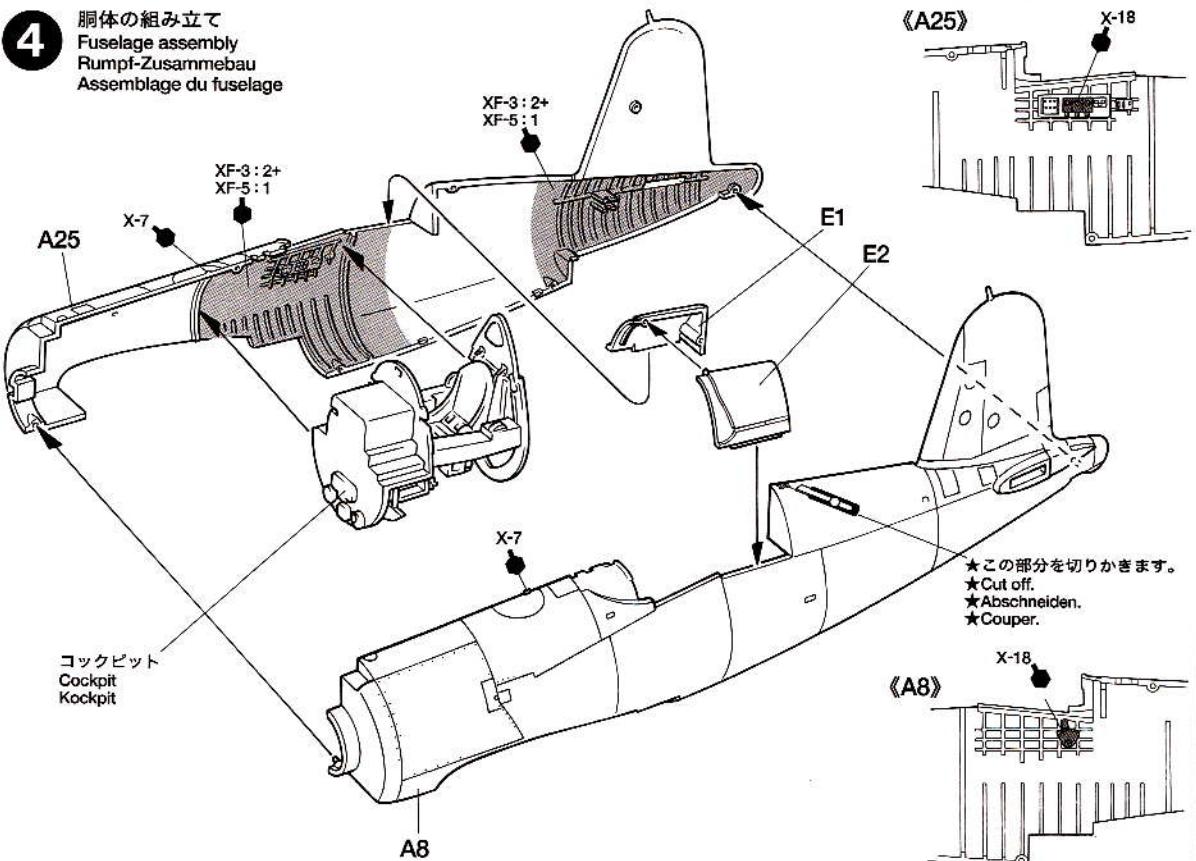
エンジンの組み立て
Engine assembly
Motor-Zusammenbau
Assemblage du moteur

**3**

主翼基部の組み立て
Wing roots assembly
Zusammenbau des Tragfläche-Wurzel
Assemblage de la Section centrale de voilure

**4**

胴体の組み立て
Fuselage assembly
Rumpf-Zusammenbau
Assemblage du fuselage



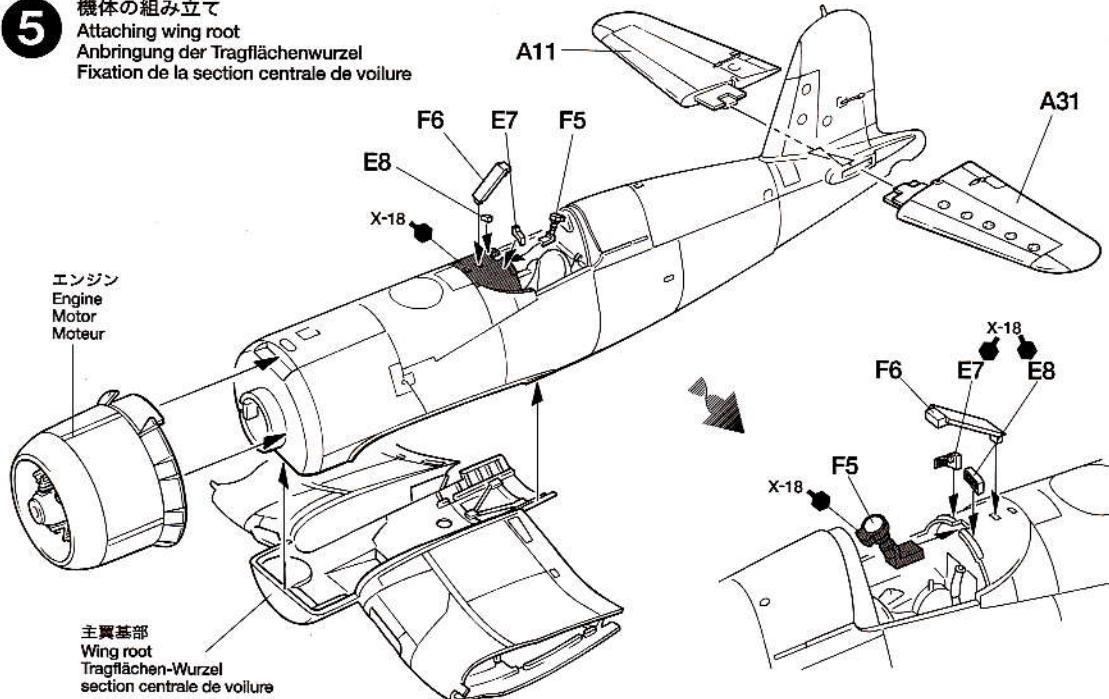
5

機体の組み立て

Attaching wing root

Anbringung der Tragflächenwurzel

Fixation de la section centrale de voilure



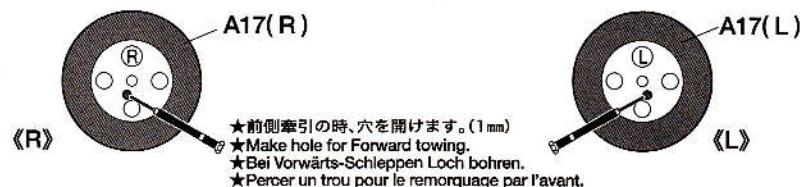
6

脚の組み立て

Undercarriage assembly

Zusammenbau des Fahrgerüsts

Assemblage du train d'atterrissement

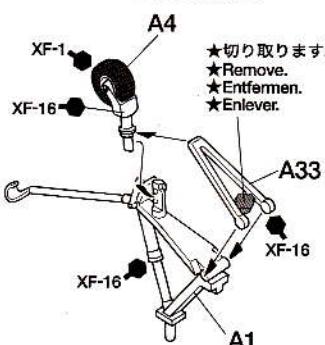


《尾輪》

Tailwheel

Spornrad

Roulette de queue



(R)

A17(R)

A6

XF-3:2+
XF-5:1

XF-1

XF-16

B35

A10

XF-16

(L)

A17(L)

XF-16

A12

B34

XF-3:2+
XF-5:1

XF-1

XF-16

A10

A7

XF-16

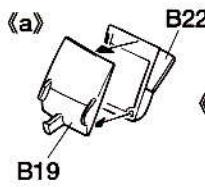
7

フラップの組み立て

Flap assembly

Klappen-Zusammenbau

Assemblage des volets



《c》 B14

B17

《d》

B16

B13

《e》

B20

B23

《f》

B12

B15

8

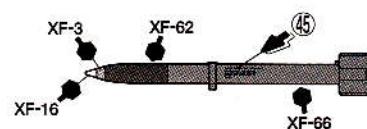
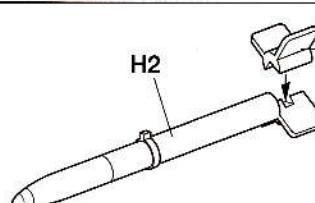
ロケット弾の組み立て

Rocket assembly

Zusammenbau der Raketen

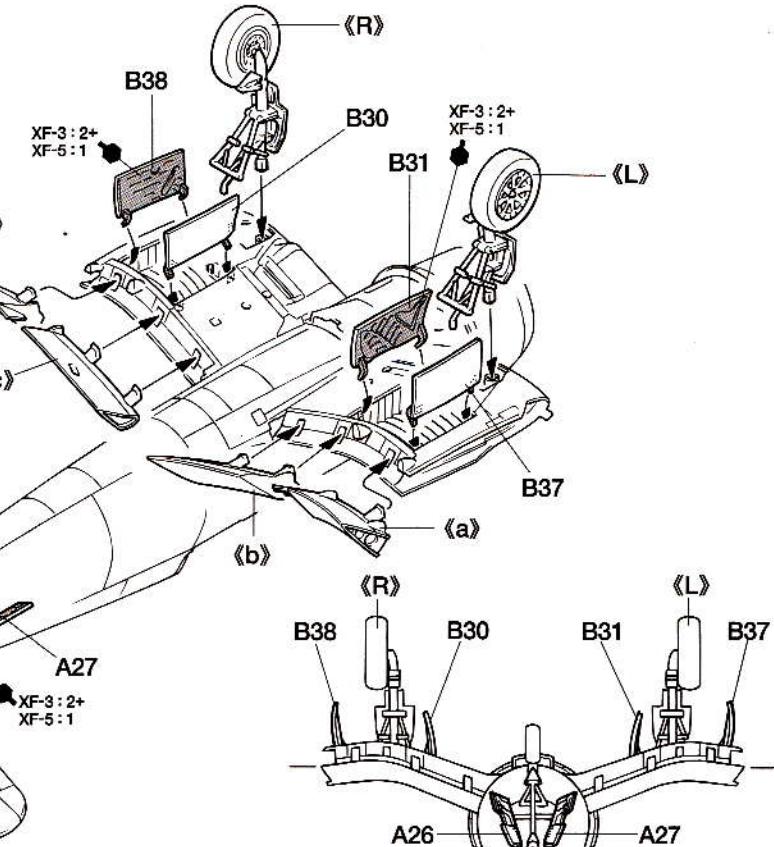
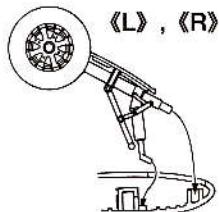
Assemblage des roquettes

- ★8個作ります。
★Make 8.
- ★8 Sets anfertigen.
- ★Faire 8 jeux.



9

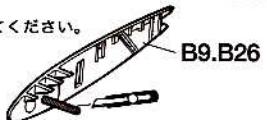
主脚の取り付け
Attaching landing gear
Fahrwerk-Einbau
Fixation du train principal



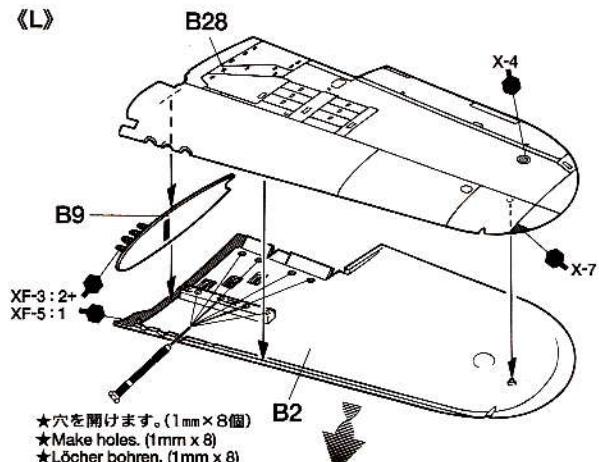
10

主翼の組み立て
Wing assembly
Flügel-Zusammenbau
Assemblage de l'aile

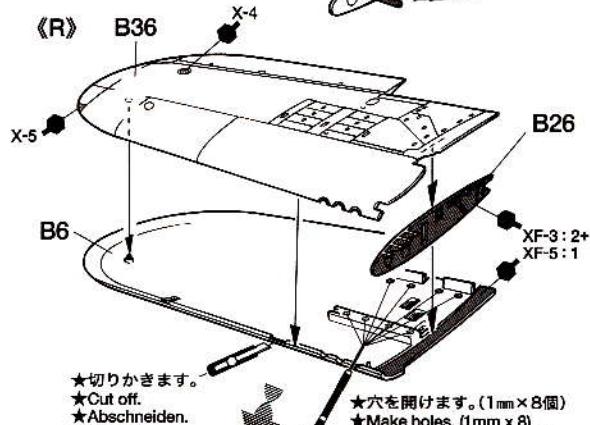
★主翼をたたんだ状態に組み立てるときは切りとってください。
★Remove for folded wings.
★Bei eingeklappten Tragflächen entfernen.
★Enlever pour les ailes repliées.



(L)



(R)

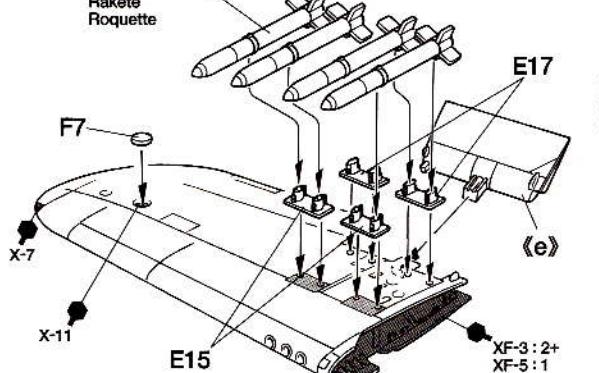


★穴を開けます。(1mm×8個)
★Make holes. (1mm x 8)
★Löcher bohren. (1mm x 8)
★Percer des trous. (1mm x 8)

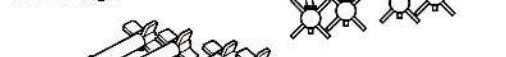
★切りります。
★Cut off.
★Abschneiden.
★Couper.

★穴を開けます。(1mm×8個)
★Make holes. (1mm x 8)
★Löcher bohren. (1mm x 8)
★Percer des trous. (1mm x 8)

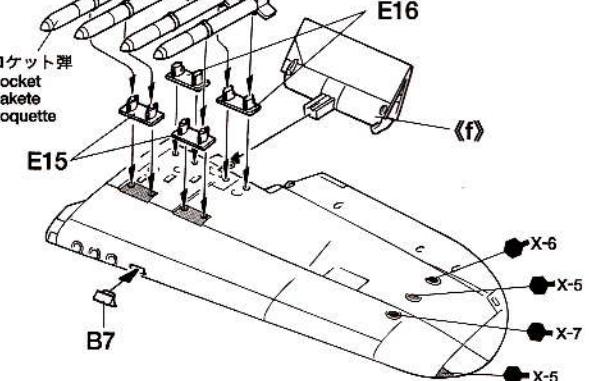
ロケット弾
Rocket
Rakete
Roquette



★取り付け角度に注意します。
★Note angle.
★Auf Winkel achten.
★Noter l'angle.

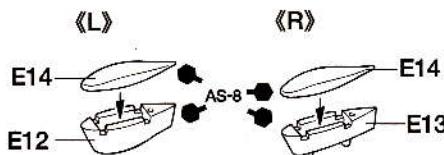


E16

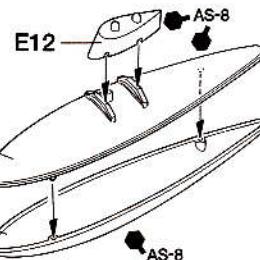


11 増槽の組み立て
Extra fuel tank assembly
Zusammenbau der Zusatz-Kraftstofftank
Assemblage des réservoirs supplémentaires

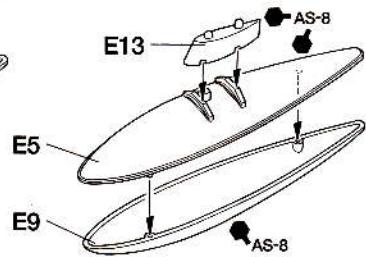
《増槽を付けないとき》
When not attaching extra fuel tank
Falls kein Zusatz-Kraftstofftank angebracht wird
Lorsque les réservoirs supplémentaires ne sont pas installés



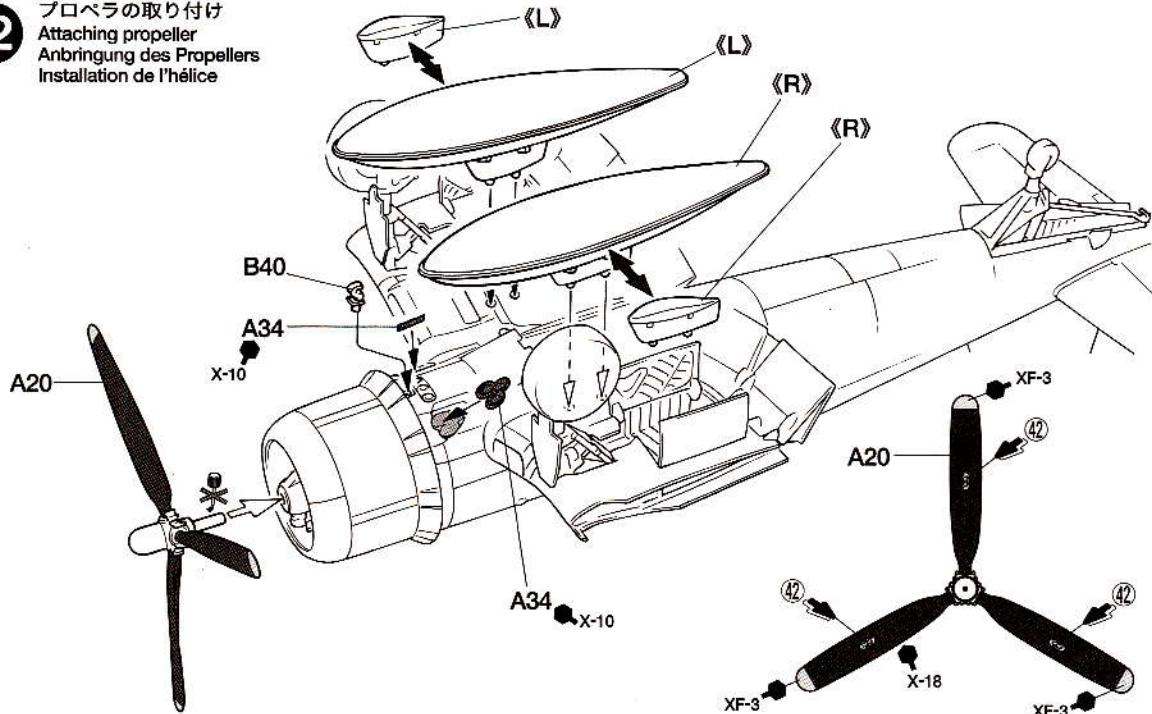
《L》



《R》

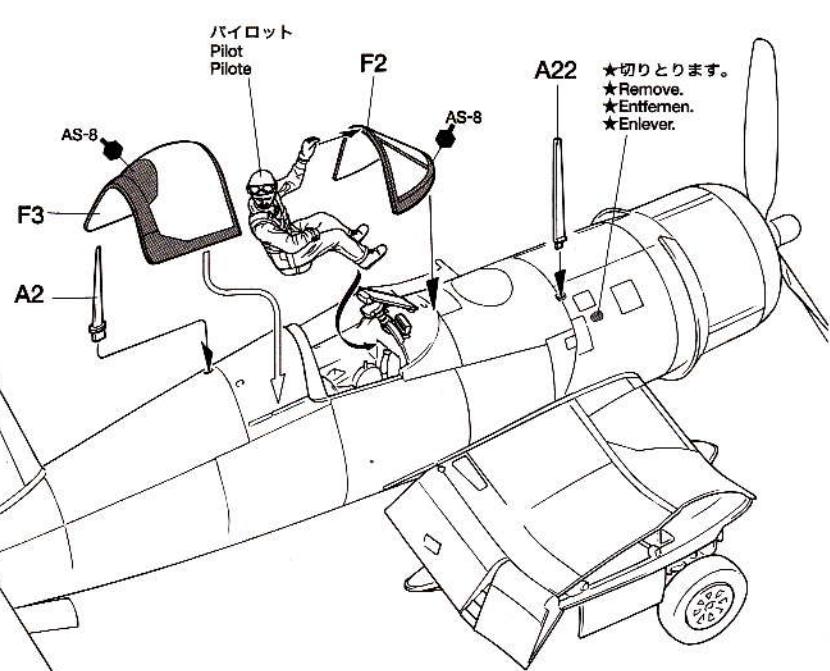
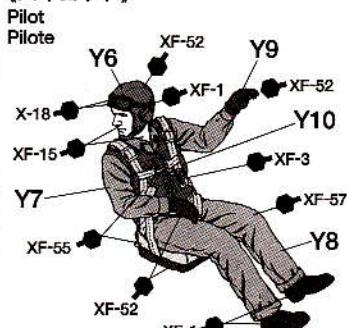


12 プロペラの取り付け
Attaching propeller
Anbringung des Propellers
Installation de l'hélice



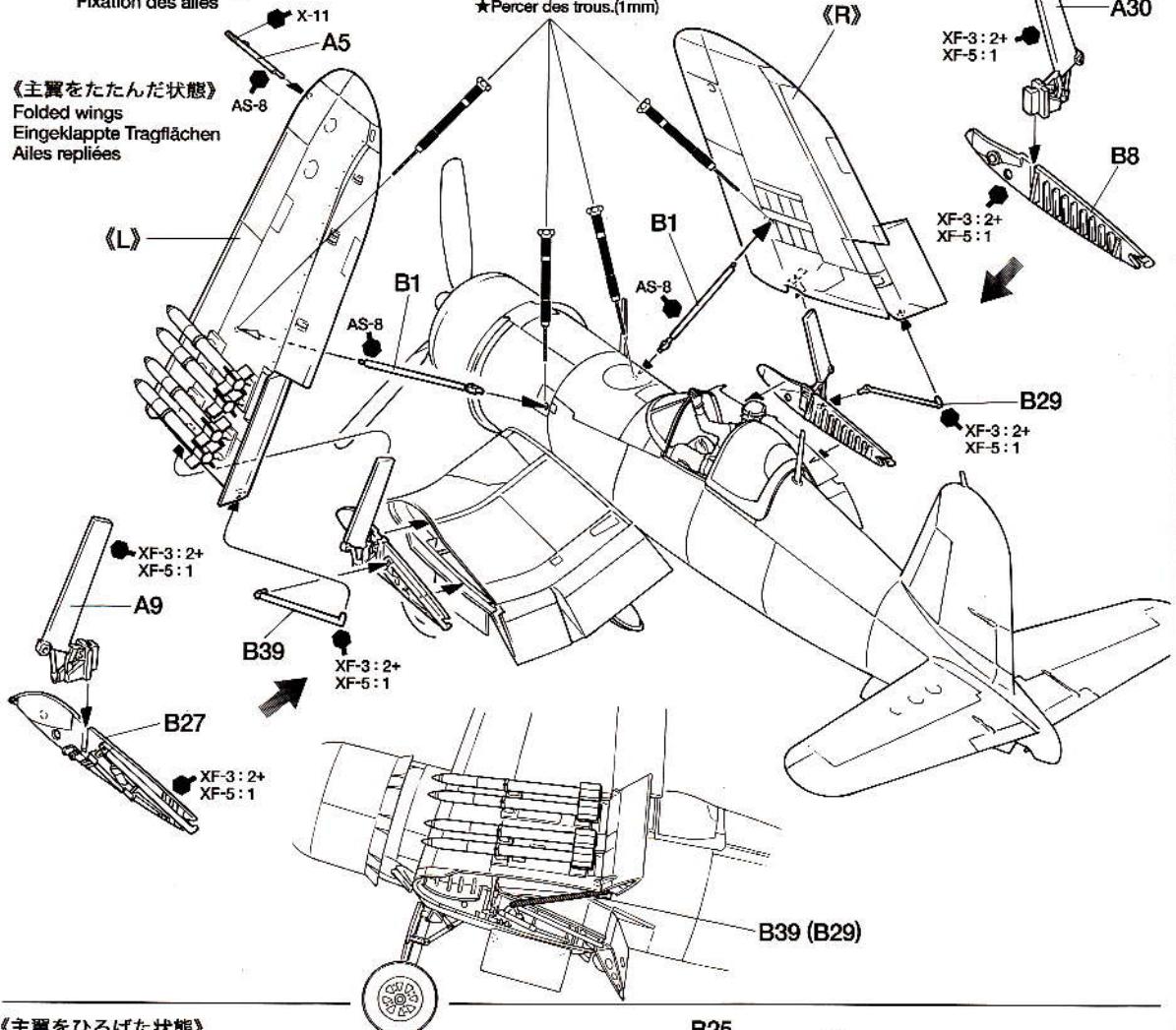
13 キャノピーの取り付け
Attaching canopy
Kabinendach-Einbau
Fixation de la canopée

《パイロット》
Pilot
Pilote

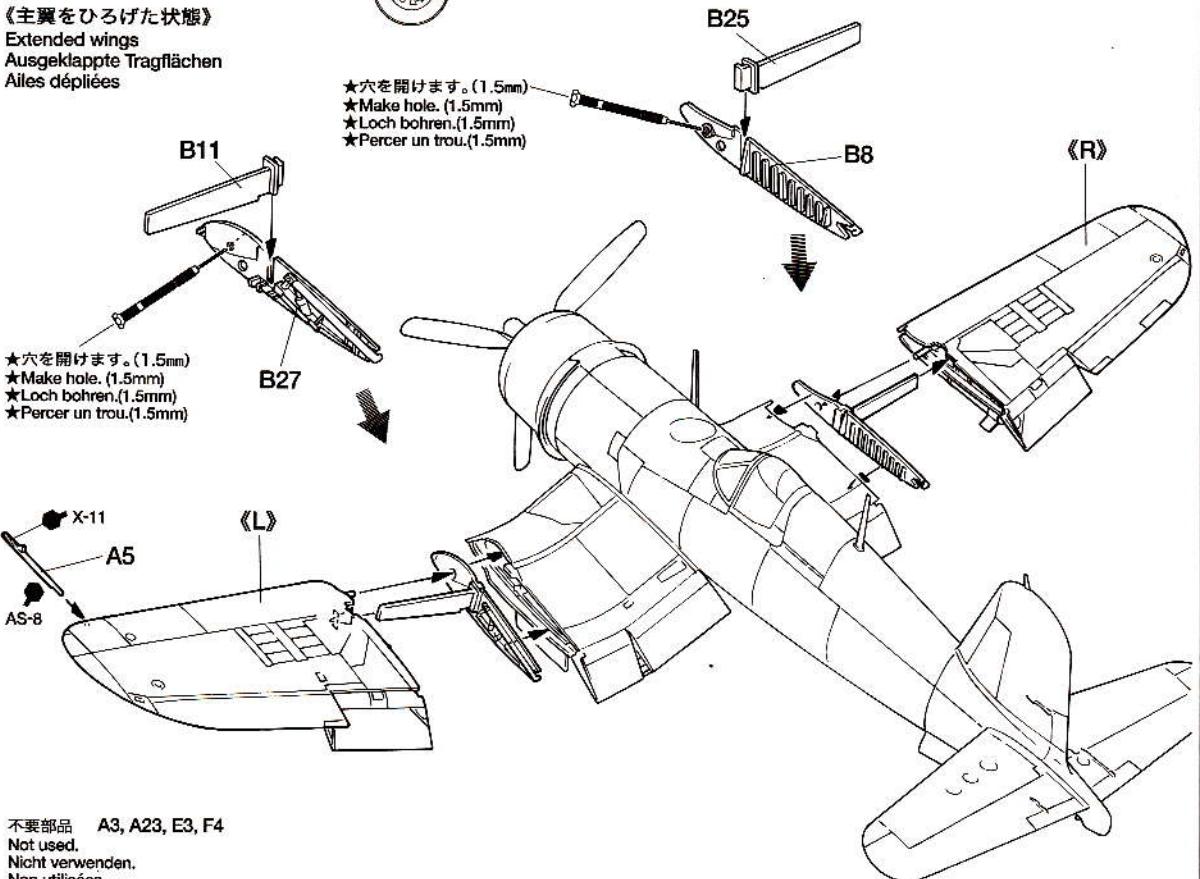


14

主翼の取り付け

Attaching Wings
Anbringung der Flügel
Fixation des ailes★穴を開けます。(1mm)
★Make holes. (1mm)
★Löcher bohren.(1mm)
★Percer des trous.(1mm)

《主翼をひろげた状態》

Extended wings
Ausgeklappte Tragflächen
Ailes dépliées★穴を開けます。(1.5mm)
★Make hole. (1.5mm)
★Loch bohren.(1.5mm)
★Percer un trou.(1.5mm)

不要部品 A3, A23, E3, F4

Not used.
Nicht verwendet.
Non utilisées.

15

モトタグの組み立て

Moto-Tug assembly

Zusammenbau des Moto-Tugs

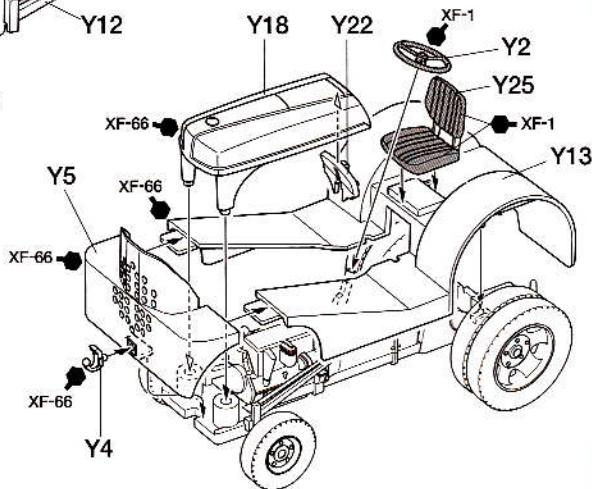
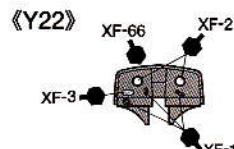
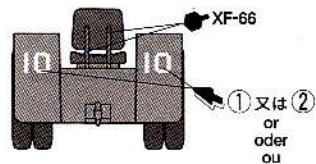
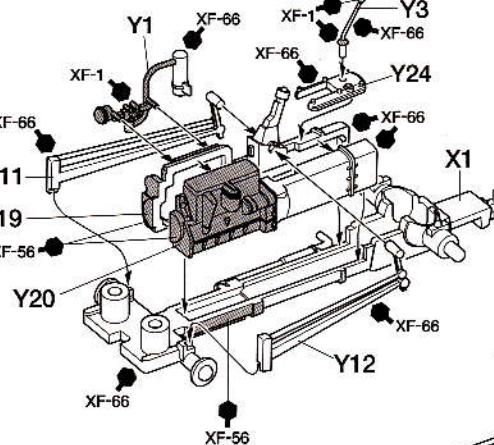
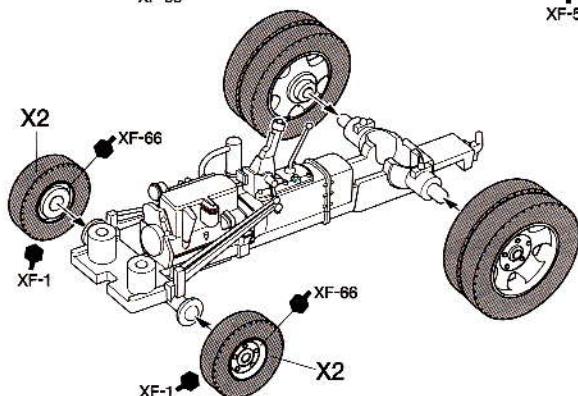
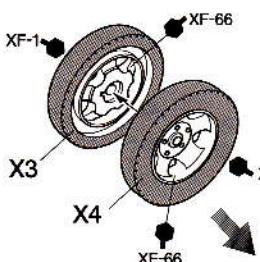
Assemblage du Moto-Tug

★2個作ります。

★Make 2.

★2 Satz anfertigen.

★Faire 2 jeux.



16

牽引

Towing

Schleppen

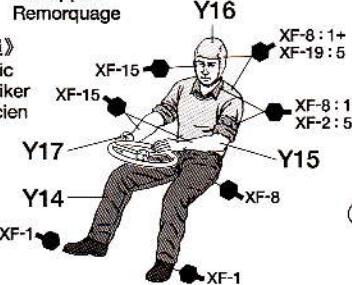
Remorquage

《作業員》

Mechanic

Mechaniker

Mécanicien



《後側牽引》

Reverse towing

Rückwärts-Schleppen

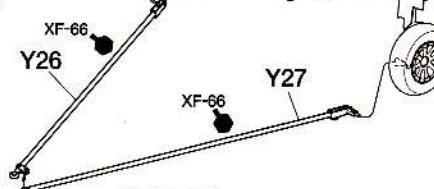
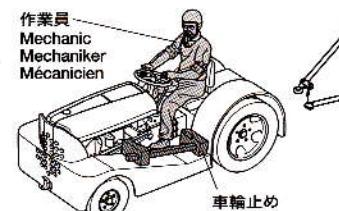
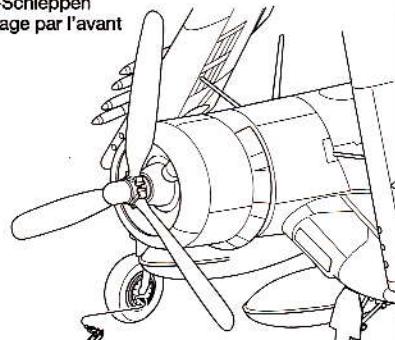
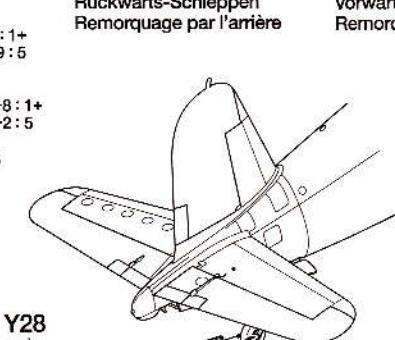
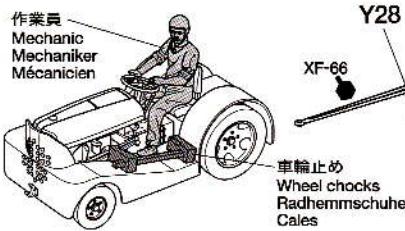
Remorquage par l'arrière

《前側牽引》

Forward towing

Vorwärts-Schleppen

Remorquage par l'avant



《連結》

Connect

Verbinden

Attacher

《車輪止め》

Wheel chocks

Radhemmschuhe

Cales

★2個作ります。

★Make 2.

★2 Satz anfertigen.

★Faire 2 jeux.

PAINTING

《ヴォート F4U-1 D コルセアの塗装》

アメリカ海軍と海兵隊の戦闘機の塗装は1944年3月から機体全面光沢のあるシーブルー単色が標準とされました。1944年4月に生産が開始されたF4U-1Dも初期に生産された一部の機体を除き、そのほとんどがシーブルーの単色塗装を施されていました。タミヤカラー・エアーモデルスプレーではAS-8のネーピーブルーが近いと言えるでしょう。また反射防止のため、機首上面のみ艶を消した機体もあったようです。

操縦席内部など各部の塗装は組立図中にタミヤカラー・エナメル塗料、アクリル塗料の色番号で指示しております。パッケージのイラストも参考に仕上げてください。

PAINTING F4U-1D CORSAIR

Fighters of U.S. Navy and Marine corps were painted in glossy sea blue from Mar. 1944. Most of F4U-1D had the same paint scheme. The cockpit and detail painting are called out during the construction and should be done at that time.

LACKIERUNG DER F4U-1D CORSAIR

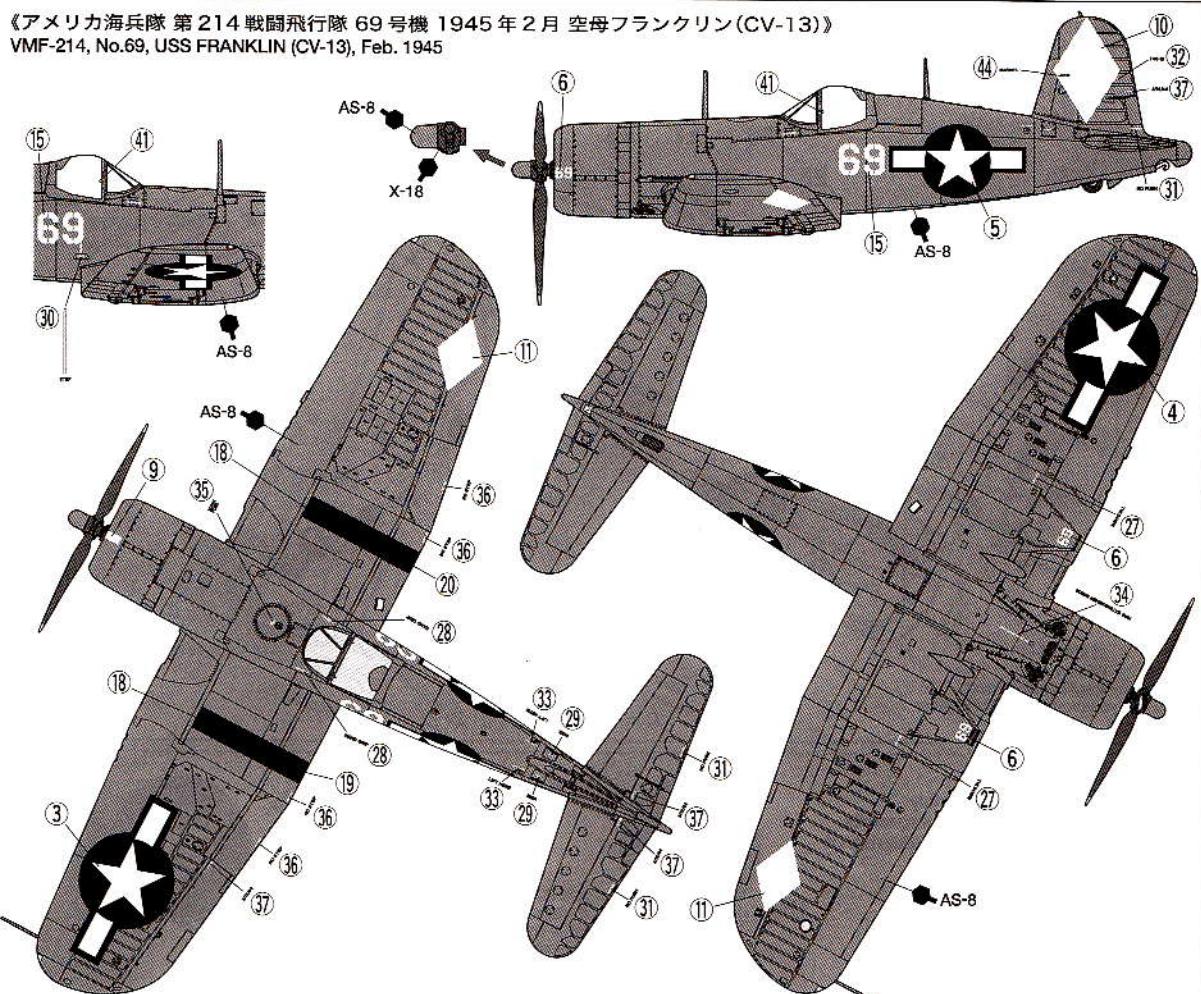
Die Jagdflugzeuge der US-Navy und des

Marinecorps wurden von März 1944 an in glänzendem Meeresblau lackiert. Die meisten der F4U-1D entsprachen diesem Farbmuster. Die Cockpit und Detailbemalung ist beim Zusammenbau beschrieben und sollten dort vorgenommen werden.

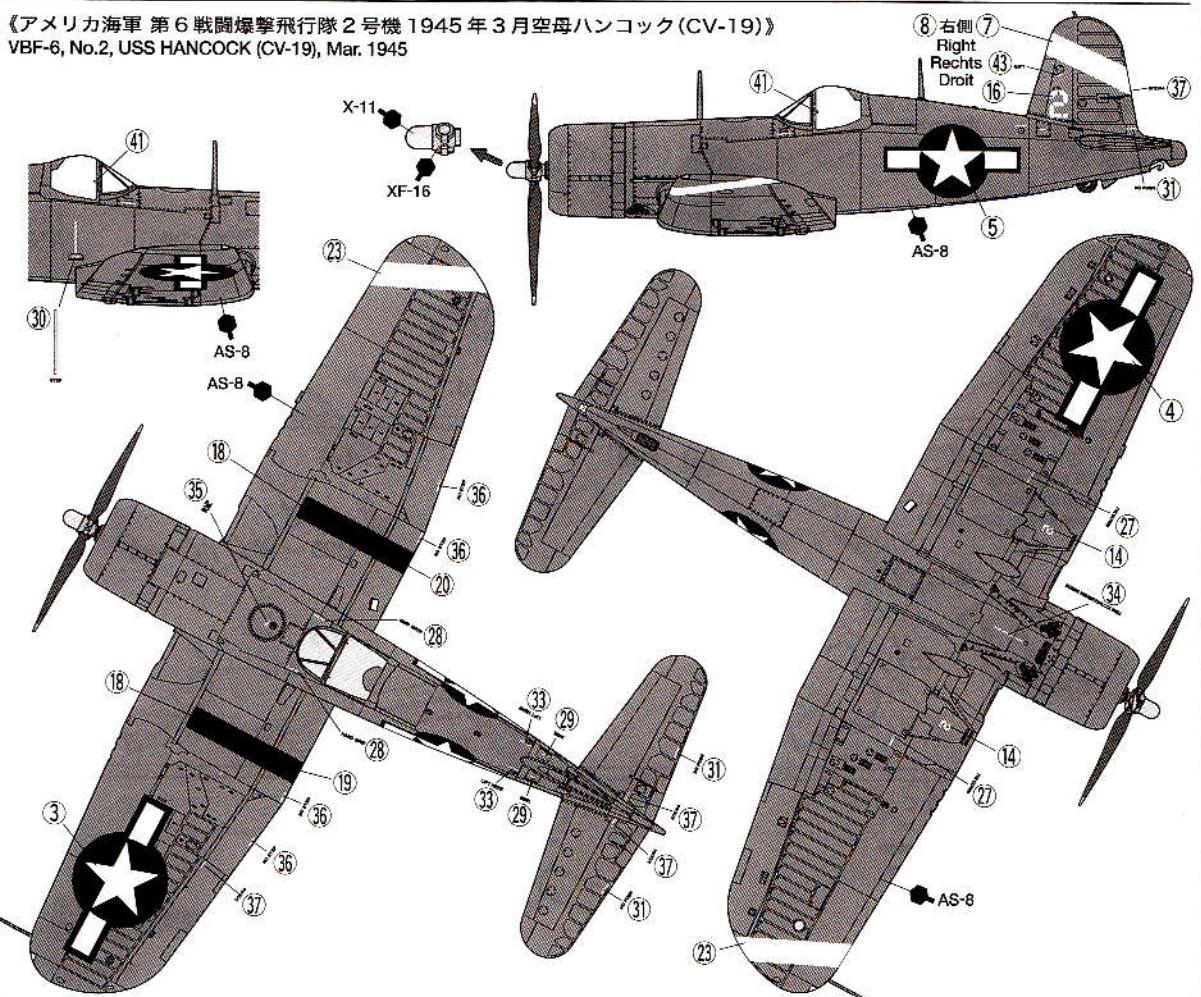
DECORATION DU F4U-1D CORSAIR

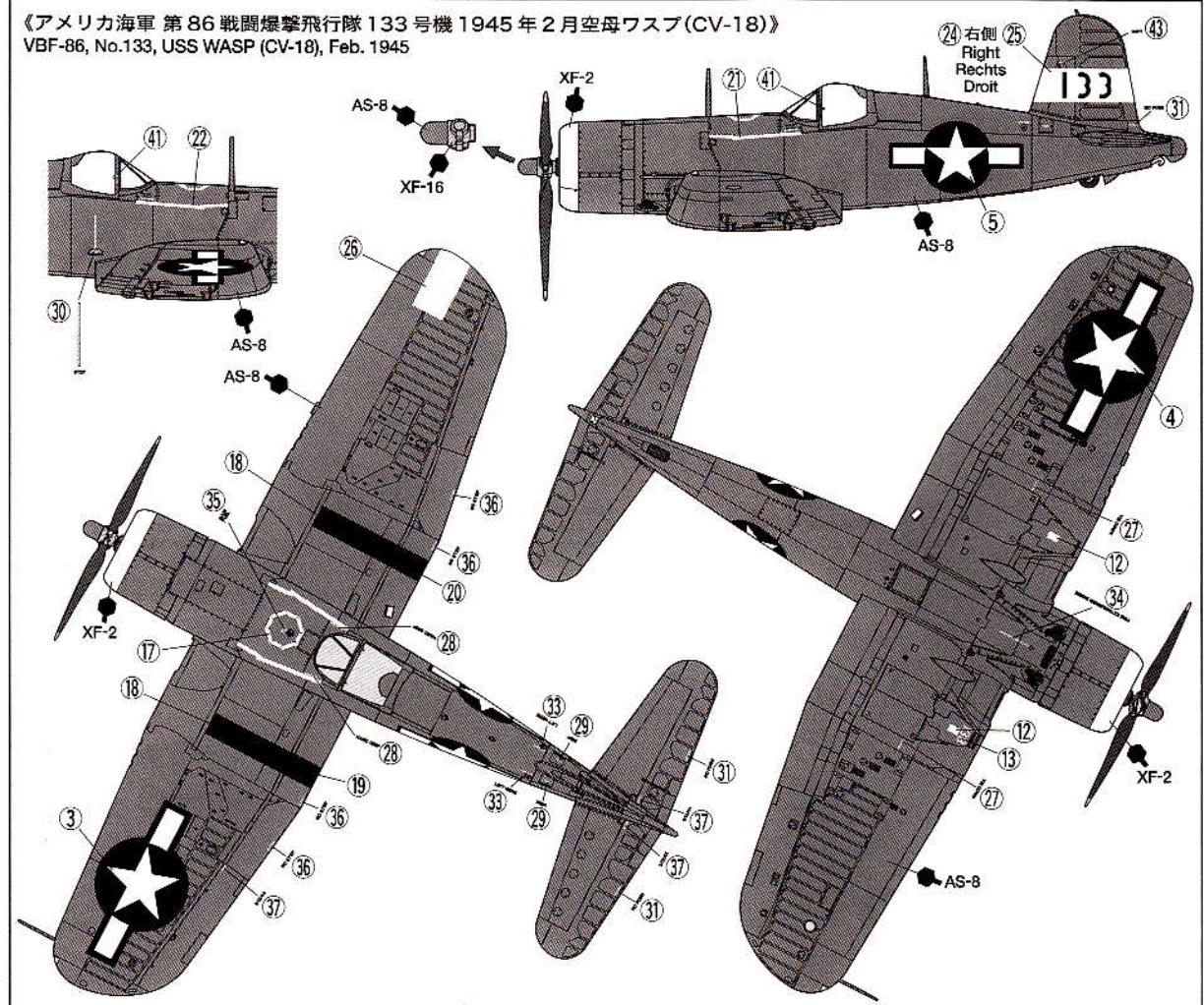
A partir de mars 1944, les appareils de l'U.S. Navy et du Marine Corps étaient entièrement bleu foncé brillant (Glossy Sea Blue). C'était le cas de la majorité des F4U-1D. La peinture du poste de pilotage et des détails doit s'effectuer durant le montage.

《アメリカ海兵隊 第214戦闘飛行隊 69号機 1945年2月 空母フランクリン(CV-13)》
VMF-214, No.69, USS FRANKLIN (CV-13), Feb. 1945



《アメリカ海軍 第6戦闘爆撃飛行隊 2号機 1945年3月 空母ハンコック(CV-19)》
VBF-6, No.2, USS HANCOCK (CV-19), Mar. 1945





APPLYING DECALS

《スライドマークのはりかた》

- ①はりたいマークをハサミで切りぬきます。
- ②マークをぬるま湯に10秒ほどひたしてからタオル等の布の上におきます。
- ③台紙のはしを手で持ち、貼るところにマークをスライドさせてモデルに移してください。
- ④指に少し水をつけてマークをぬらしながら、正しい位置にずらします。
- ⑤やわらかい布でマークの内側の気泡をおし出しながら、おしつけるようにして水分をとります。

AFTER MARKET SERVICE CARD

When purchasing Tamiya replacement parts, please take or send this form to your local Tamiya dealer so that the parts required can be correctly identified and supplied. Please note that specifications, availability and price are subject to change without notice.

Parts code	ITEM 61085
0006234	A Parts
0006166	B Parts
0006235	E Parts
0006236	F Parts
9006366	H Parts
9226014	X & Y Parts
9406058	2x3mm Poly Cap (2 pcs.)
1406188	Decal

《郵便振替のご利用法》郵便局の払込用紙の通信欄にこのカードを参考にITEM番号、スケール、製品名、部品名、数量を必ず記入ください。振込人住所欄には電話番号もお書きいただき、口座番号・00810-9-1118。加入者名・田宮模型でお振込ください。郵便振替をご利用になる場合は右のカードは必要ありません。

《タミヤカード》タミヤカードを利用されますと部品の入手が早く簡単です。詳しくは、カスタマーサービスでお問い合わせください。

《電話でのご注文もご利用いただけます。》
バーツ代金に加え、代引き手数料(315円)をご負担いただければ、代金着払で電話でのご注文も承ります。

DECAL APPLICATION

- 1.Cut off decal from sheet.
- 2.Dip the decal in tepid water for about 10 sec. and place on a clean cloth.
- 3.Hold the backing sheet edge and slide decal onto the model.
- 4.Move decal into position by wetting decal with finger.
- 5.Press decal gently down with a soft cloth until excess water and air bubbles are gone.

ANBRINGUNG DES ABZIEHBILDES

- 1.Abziehbild vom Blatt ausschneiden.
- 2.Das Abziehbild ungefähr 10 Sek. in lauwarmes Wasser tauchen, dann auf sauberen Stoff legen.
- 3.Die Kante der Unterlage halten und das Abziehbild auf das Modell schieben.
- 4.Das Abziehbild an die richtige Stelle schie-

ben und dabei mit dem Finger das Abziehbild naßmachen.

5.Das abziehbild mit weichem Stoff ganz andrückn, bis kein überflüssiges Wasser und keine Luftblasen mehr vorhanden sind.

APPLICATION DES DECALCOMANIES

- 1.Découpez la décalcomanie de sa feuille.
- 2.Plongez la décalcomanie dans l'eau tiède pendant 10 secondes environ et poser sur un linge propre.
- 3.Retenez la feuille de protection par le côté et glissez la décalcomanie sur le modèle réduit.
- 4.Placez doucement la décalcomanie à l'endroit voulu en la mouillant avec un de vos doigts.
- 5.Pressez doucement la décalcomanie avec un tissu doux jusqu'à ce que l'eau en excès et les bulles aient disparu.

VOUGHT F4U-1D CORSAIR w/"MOTO-TUG"

1/48ヴォート F4U-1Dコルセア
モトタグ牽引セット



部品をなくしたり、こわした方は、下のステッカーが貼られたカスタマーサービス取次店でご注文いただけます。当社カスタマーサービスに直接ご注文する場合は、このカードの必要な部品を〇でかこみ代金を現金書留または、定額小為替(100円以下は切手可)と一緒にお申し込みください。なお、ご送金にはタミヤカードや郵便振替もご利用いただけます。

《お問い合わせ電話番号》静岡 054-283-0003
東京 03-3899-3765 (静岡へ自動転送)

営業時間・平日/8:00~20:00・土、日、祝日/8:00~17:00

A/バーツ	740円	0006234
B/バーツ	740円	0006166
E/バーツ	470円	0006235
F/バーツ	370円	0006236
H/バーツ	450円	9006366

X-Yバーツ	850円	9226014
ポリキャップ(2個)	100円	9406058
マーク	340円	1406188
説明図	320円	1056278

For Japanese use only !

ITEM 61085

住所

<input type="text"/>					
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電話 () -

氏名

0602 ★価格は予告なく変更となる場合があります。



株式会社 タミヤ

静岡市恵田原3-7 T 422-8610

VOUGHT F4U-1D CORSAIR

w/ "MOTO-TUG"

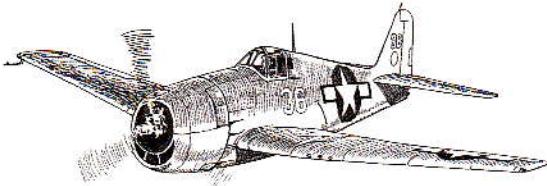


"The sturdy gull winged pirate"

From birth to deployment

During WWII, Three US naval fighter types scored a great amount of air victories. These were the Grumman F4F Wildcat, the Grumman F6F Hellcat and the Vought F4U Corsair.

This was not because they were high performance fighters but because they were sturdy, easy to fly and very reliable. The Vought F4U Corsair made its appearance in the middle of WWII and was used for 20 years.



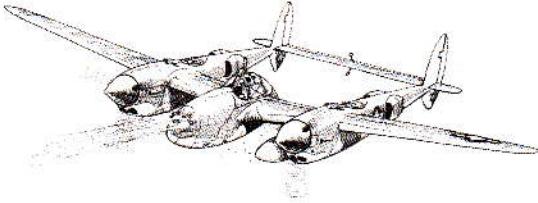
■ US Navy Grumman F6F "Hellcat"

The US Navy issued requirements to Grumman, Bell and Vought for a new fighter to replace the F4F Wildcat on February 1st 1938. Vought's chief designer Rex B. Beisel organized a 60 person team and proposed its basic plan six months later. After extensive consideration, the team decided to make plans for the development of two different prototypes with different engines. The first one was the radial air-cooled double row 14-cylinder R-1830 Twin-Wasp (1200hp) engine for equipment plan V166A, and the second one was the radial air-cooled double row 18-cylinder R-2800 Double-Wasp (2000hp) engine for equipment plan V166B. In the USA at this time, mass production of 2000hp engines was not reliable. However, the R-2800 was intended to meet expectations and V166B trial production was decided.

This new fighter was named "Corsair". This French word can be translated to "pirate" but the original French word meant "privateer" (some-one pirating enemy ships in service of the king).

On May 29th 1940, the first prototype (XF4U-1) made its maiden flight. Then, on October 1st, the Corsair made a cross-country flight at a 404mph (648 km/h) average speed, breaking all records. Vought claimed to have built the first American fighter exceeding the 400mph.

Actually, six months earlier, the Lockheed P-38 Lightning displayed a 412 mph (668km/h) top speed. But as the US Army Air Force didn't release this information, the Corsair was able to gather all attention.



■ US Army Air Force Lockheed P-38 "Lightning"

Because the Corsair was originally designed for carrier operations, climbing ability, maneuverability and stability during onboard landing were deemed more important than speed. For this purpose, a larger 4 m diameter propeller was adopted. In comparison, The Japanese Navy Zero fighter was equipped with only a 3m propeller.

Standard tests continued and on the beginning of 1942, carrier trials started. But at this stage, several problems were discovered such as lack of lateral stability during low speed approach or sudden side nose stall.

For this reason, the US Navy gave priority to the US Marine Corps to equip its units with first production Corsairs. As these units were not used from carriers but were land-based, it was decided that the Corsair could be used without difficulties. But another reason is that the F6F

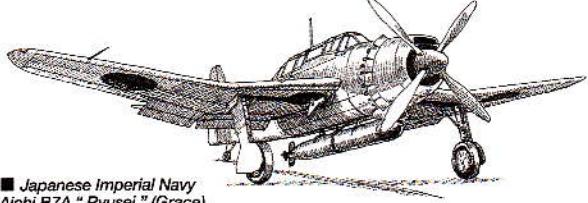
Hellcat that was equipped with the same R-2800 Double Wasp engine could be introduced earlier than the F4U as carrier-based fighter to replace the F4F Wildcat. The F4U's early shortcomings still had to be cured where as the first F6F units were formed in 1943. The F4U-1D was introduced on April 1944 and was the first Corsair version to be used on aircraft carriers.

From 1943, the British Fleet Air Arm and one year later the US Navy used the Corsair aboard aircraft carriers and avoided landing problems by adopting a new curved landing procedure.

Improvements on the Corsair included 18cm raised pilot seat and a bubble canopy with only two pieces of frame to improve visibility as well as a spoiler fitted to the right wing front edge to settle stalling problem. These improvements resulted in the appearance of the F4U-1A in the summer 1943. As the F6F Hellcat already became the main front line fighter, the F4U-1A was, like the earlier version, also used by land-based US Marine Corps and US Navy units in the South Pacific. Moreover, a frameless bubble canopy and a wider blade propeller were adopted on the F4U-1D, which became the first Corsair version to be officially approved for carrier operation on April 1944. Armament was also improved on the F4U-1D and in addition to its six wing mounted 12.7mm machineguns, it was equipped with 2 pylons under the inner part of wings that could hold a total of 900kg of bombs. To top off its extensive armament, 8 HVAR rockets or armor piercing rockets could be loaded under outer wings.

Corsair characteristics

The Corsair's main characteristic is its inverted gull wings which was a unique design totally different from that of contemporary fighters. So what's a gull wing and an inverted gull wing? Close observation reveals that a seagull has upward-downward bent wings. The famous Polish fighter PZL-11 featured such shaped wings. The PZL company also mass-produced the 970hp engine equipped PZL-24 fighter-bomber. Transforming this wing to a downward-upward curved shape results in a so-called inverted gull wing. The first military utilization of such wings was on the German Junkers Ju-87 and then on the Corsair. It was also used in Japan on the Aichi B7A "Ryusei" (Grace) which reached front line units in the Fall of 1944.



■ Japanese Imperial Navy Aichi B7A "Ryusei" (Grace)

The main reason for adopting an inverted gull wing was to shorten the landing gear legs to increase its strength. This also allowed improved front visibility from the cockpit, and the junction between fuselage and wings was sturdy and minimized air resistance. But, the wing main beam structure was very complex. When looking at Corsairs, the wing trailing edge was thinner than standard wings for effective reduction of drag.

Specifications of the F4U-1D

Wingspan	12.5m
Overall length	10.18m
Overall height	4.6m
Wing area	29.4m ²
Empty weight	4,050kg
Loaded weight	5,960kg
Powerplant	Pratt & Whitney R-2800
Take off power	2000hp
Top speed	649km/h
Climb rate	860m/min
Ceiling	11,700m
Range	3560km (with drop tanks)
Armament	6 Browning M2 12.7mm machineguns two 450kg bombs (maximum) 8 HVAR rockets

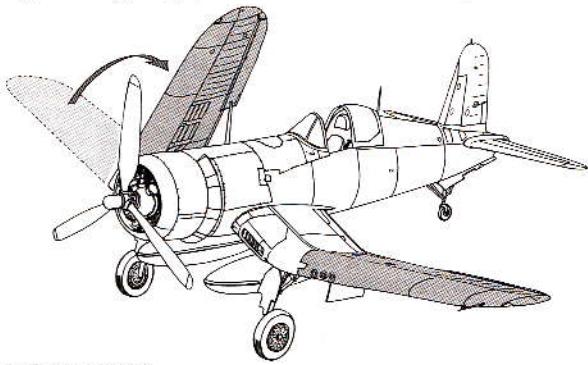
The Corsair bomb loading weight is 0.9t. Even though classified as a fighter, it has the same load as Japanese navy bomber Mitsubishi G4M2 "Betty" or Japanese army bombers Mitsubishi Ki21 "Sally" and Nakajima Ki49 "Helen" one.

F4U Corsair Family

With the intensification of war, mass production of Corsairs began. However, the Vought company which could not handle this alone, received help from two other companies. This resulted in variations of the Corsair's designation. For example, in the case of F4U-1, Goodyear produced planes that were designated FG-1, and Brewster designated their planes F3A-1.

Thus, the Corsair family (derivative types) includes numerous different versions starting with prototype XF4U-1 and ending with F4U-7 that mainly differed with regards to engine, cowl shape and armament. The 3 following points show other noticeable differences.

■ Hydraulic wing folding operation can be controlled from cockpit.



1. Canopy shape

Bird cage: XF4U-1~F4U-1A (early production). Bubble: almost all other versions. Teardrop: F2G-2

2. Propeller

F4U-1~XF4U-3 had 3 blade propeller and subsequent versions had 4 blade propeller and more powerful engines.

3. Radar

The F4U-2 that has been introduced in 1943 and F4U-5N/NL that fought during the Korean War were night fighter versions and were equipped with AIA and AN/APR radar on right wing.

British Navy and New Zealand Air Force also received Corsairs but because the British Navy carrier hangars had lower ceilings, the Corsairs de-

livered to the Fleet Air Arm had 20cm clipped on each wing. After WWII, the French navy acquired the specially produced F4U-7. These Corsairs were the last produced and were deployed in 1953. Total production of Corsairs reached 12,680 planes. As only 7,251 F4F and 12,272 F6F were produced, the F4U was the most widely produced propeller driven naval fighter. When jet fighters took over the dogfighting role, the late production Corsairs were relegated to ground attacking missions.

Corsair WWII battle records

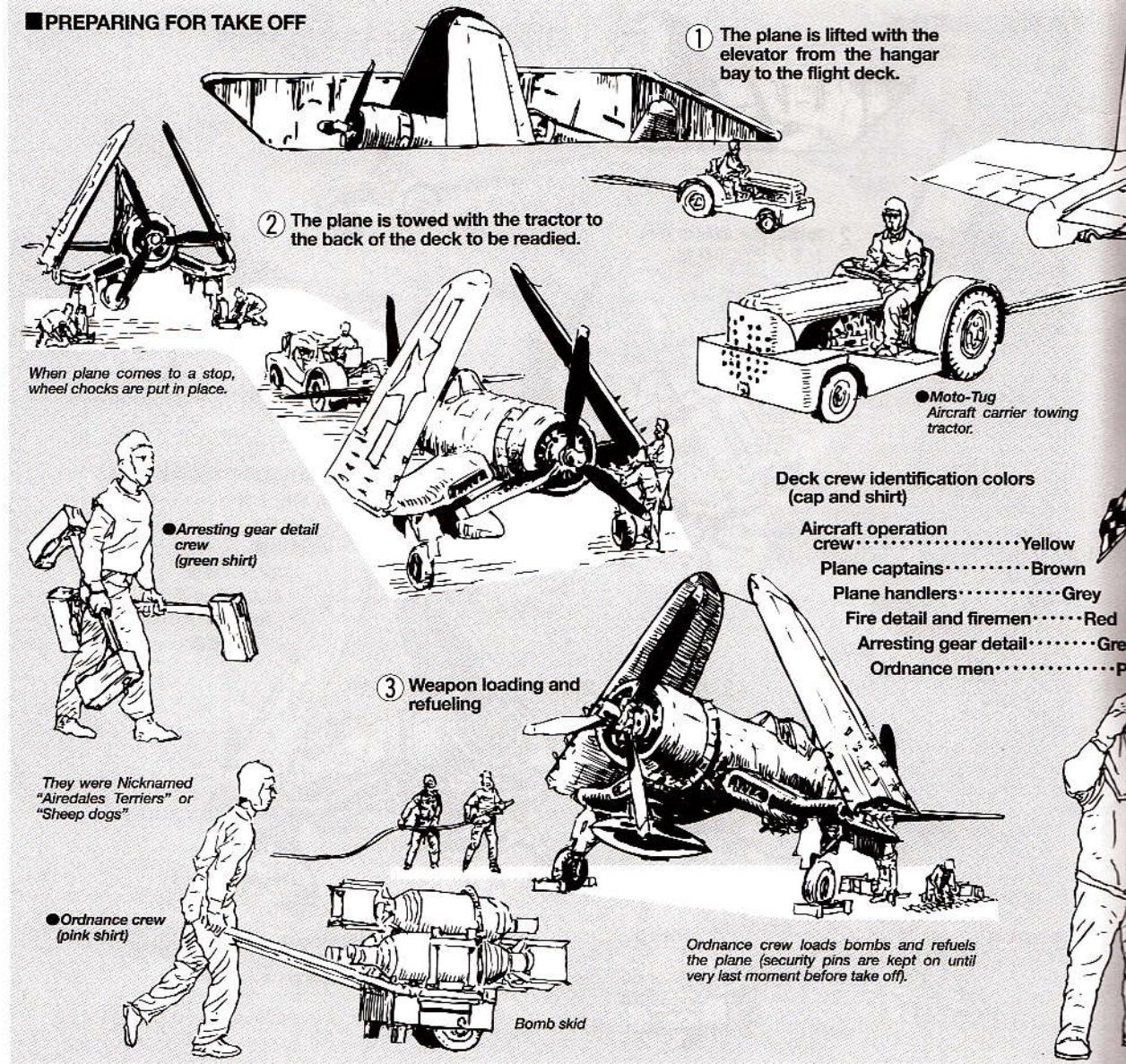
After the outbreak of the war on December 1941, the aging Grumman F4F Wildcat of the US Navy and the US Marine Corps could not match the superior Japanese Zero fighter.

The US Navy issued requests for new fighters to replace the F4F as soon as possible but that didn't occur until 1943. In April 1943, the first F4U unit (VMF-124) showed up in Guadalcanal in the South Pacific. The first battle of VMF-124's Corsairs against Rabaul based Zero fighters took place during an escort mission of PB4Y-1 (B-24 naval version) from Henderson field. In this fight, American forces



■ F4U-1~4 Corsairs during WWII standard armament was 6 12.7mm machine-guns with a total of 2300 rounds.

■ PREPARING FOR TAKE OFF



lost 2 PB4Y-1, 2 P-40, 2 P-38 and 2 Corsairs.

At the beginning, Zero fighters posed a serious threat to the Corsair but after pilots got used to the Corsair, US Navy fighter units began to overwhelm Japanese fighter units by flying Corsairs together with F6F Hellcats.

In summer 1943, the improved F4U-1A made its appearance and started to fight in the Solomon Islands. The Corsair helped many of its pilots to become aces such as Maj. Gregory Boyington or 1st Lt. Robert Hanson from the US Marine Corps and Lt. Ira Kepford or LCDR. J.T. Blackburn from the US Navy. Then at the end of 1944, the F4U-1D was introduced to front line units and thanks to its excellent load capacity, proved its fighter-bomber capability.

The first victory scored by an F4U-2 which is an AIA radar equipped night fighter version of F4U-1 and was the first single-seat fighter to be equipped with such device, occurred during the night of October 31st 1943.

The Corsair proved its worth and helped many of its pilots to become aces during WWII.

At the beginning of 1944, evaluation flights were conducted to compare the Corsair to the Grumman F6F Hellcat. It was concluded that the F4U was superior to the F6F as a fighter and that it was as suitable for carrier operations as the Hellcat. For this reason, F4U began to replace F6F in more and more Navy Squadrons until the end of the WWII and participated in the Korean War.

Other evaluations were conducted against all other contemporary US fighters as well as some captured Axis fighters. In these tests, the Corsair proved to be superior to the P-38 Lightning, the P-39 Airacobra, the P-40 Warhawk and the P-47 Thunderbolt. The P-51 Mustang was an even match against Corsair at altitudes under 13,000 feet but was out-performed above this altitude. Comparison with a captured Fw-190 was also conducted. The best German fighter also proved to be at equal perfor-

mance with the Corsair.

The British planes were named Corsairs I (F4U-1), II (F4U-1A/1D), III (F3A-1) and IV (FG-1-1D) and started fighting in autumn 1944. On April 3rd 1944, numerous Corsairs from No. 1834 and No. 1836 squadrons took off from the aircraft carrier HMS Victorious and attacked the German battleship Tirpitz. Corsairs were also used by Fleet Air Arm's squadrons in the Pacific to fight against Japanese planes and to take part in the raids on the Japanese homeland. The British Navy received about 2000 Corsairs, which after 1944 had become its main fighter.

The last F4U-1D that were used by Reserves squadron were phased out during the early 1950's by the more advanced F4U-4. However, the F4U-1 series of Corsairs were the largest number produced of any Corsair variant.

Aircraft carrier towing tractor, Moto-Tug

The moment when aircraft carriers are the most vulnerable from enemy aircraft attacks is when planes are getting ready for take-off with torpedoes, bombs and volatile fuel being loaded. For this reason, the US Navy used many trucks called moto-tugs or aircraft-tugs to hurry handling operations. These compact and powerful Moto-Tugs had a great ability to turn in narrow spaces and their low center of gravity gave them excellent stability. Moreover their great reliability and sturdy iron bumpers made these Moto-Tugs perfectly suited vehicles for military use on carrier decks. Its 45hp engine and transmission and double tire rear wheels give them a 1.8t towing capacity. The Moto-Tug was used intensively not only on US Navy large aircraft carriers such as the USS Enterprise or the USS Wasp but also on the smaller escort aircraft carriers as well.

