

Exhibitor No:

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 93

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	GOOD YEAR AIRCRAFT		
AIRCRAFT TYPE AND NAME:	FG-1D Corsair		
CATEGORY:	Carrier based fighter-bomber		
COUNTRY:	USA		
FIRST FLIGHT:			DISPLAY CREW:
Date: 29/05/1940	Location:		
Crew: Lyman A. Bullard, Jr			
ENGINE(S):			
Number:	1	Type:	18 cylinder R-2800 Double Wasp radial engine
Manufacturer:	Pratt & Whitney		
Take off rating (Dry):	2 000 shp	With reheat:	
Propeller(s):	Four-blade Hamilton Standard propeller		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	9 090 lb	Prototypes (or pre-prod):	
Max take off weight:	14 000 lb	Firm orders:	
Max cruise speed:	220 kts	Options:	
Max operating speed:	400 kts	Deliveries:	
Stall speed:	70 kts	Production rate:	
Max endurance:	05:00	Number of clients:	
Max range:	1 100 NM	Contact during the show:	
ACCOMMODATION:		WEAPONS	
Accommodation:	Single seater		
Max payload:	4 x 0.50 inch M2 Browning machine guns 4 x 5 inch rockets 2 000 pounds of bombs		
MISCELLANEOUS:			
<p>The Vought F4U Corsair was a carrier-capable fighter aircraft that saw service in World War II and the Korean War. Goodyear built Corsairs were designated FG and Brewster-built aircraft F3A. The Corsair served in some air forces until the 1960s, following the longest production run of any piston-engined fighter in US history (1942 - 1952). Some Japanese pilots regarded it as the most formidable American fighter of World War II. The US Navy counted an 11:1 kill ratio with the F4U Corsair. Corsairs served with the US Navy, US Marines, Fleet Air Arm, and the Royal New Zealand Air Force, as well the French Navy Aeronavale and other services postwar. It quickly became the most capable carrier-based fighter-bomber of WW II. Demand for the aircraft soon overwhelmed Vought's manufacturing capability, resulting in production by Goodyear (as the FG-1) and Brewster (as the F3A-1). From the first prototype delivery to the US Navy in 1940, to final delivery in 1953 to the French, 12,571 F4U Corsairs were manufactured by Vought, in 16 separate models. The Corsair entered service in 1942. Although designed as a carrier fighter, initial operation from carrier decks proved to be troublesome. Its low-speed handling was tricky, due to the port wing stalling before the starboard wing. This factor, together with poor visibility over the long nose, made landing a Corsair on a carrier a difficult task. For these reasons, most Corsairs initially went to USMC squadrons who operated off land-based runways, with some early Goodyear built examples (FG-1A) being built with fixed, non-folding wings. The aircraft on display belongs to the Fighter Collection, and wears the colours of the 1850 sqn based on the HMS Vengeance of the British Pacific Fleet in December 1945.</p>			