



*The first F4U-1 Corsair in flight over the US mainland in 1942, showing the two-tone blue-grey and light grey paint scheme. These were known as "birdcage" Corsairs due to the appearance of the canopy.*



*The crude but effective bomb rack built specifically by Brewster for the Corsair.*



*Buer 2172 fresh from the factory showcases the early colour scheme of the first F4U-1s.*

than the early field versions, but also made from welded steel which housed twin lugs and a solenoid-release. Both types of rack were bolted to wing centre section spars.

The cockpit, located considerably aft due to the main fuel tank being just ahead of the pilot, nonetheless offered an ample field of view in cruise due to the downwards curvature of the wing mid-section. Immediately behind the pilot was the radio equipment, including IFF and relay systems, whilst the rear fuselage contained a strengthened retractable tail wheel linked to a retractable arrestor hook. The outer wing sections were hydraulically folded in all models except in some FG-1 variants. An emergency dinghy, inflated via a bottle of compressed air, was stowed behind the pilot's headrest. This was used in the theatre more often than the USMC would have liked, and these dinghies saved many lives. With no provision for external drop tanks, instead