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BIRDCAGE CORSAIRS

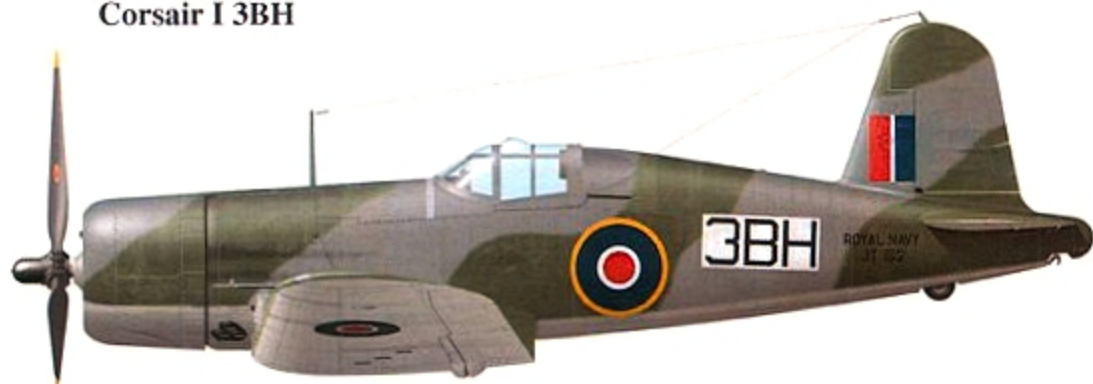
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PART 3

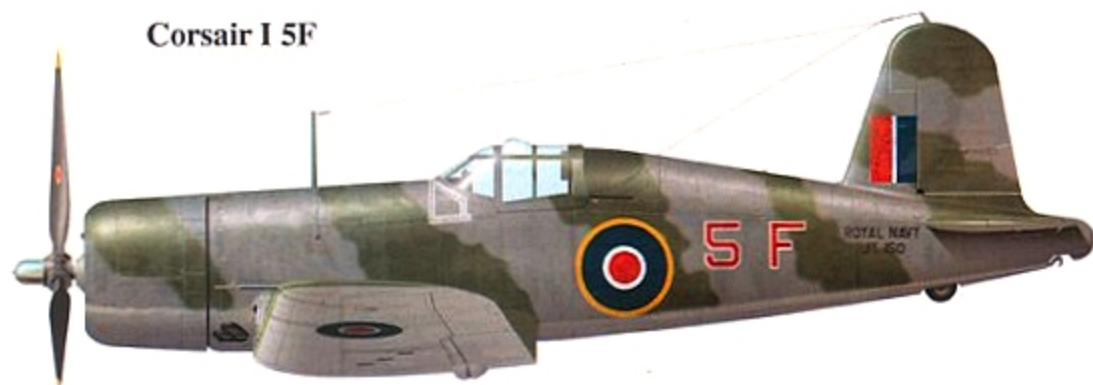
F4U-1 White 10 1st Lt. Wilbur Thomas



Corsair I 3BH



Corsair I 5F



Includes Extensive Photos of Clipped-wing Corsair I!

Nearly 2000 F4U Corsairs were pressed into service with the Fleet Air Arm (FAA) under a Lend-Lease agreement. Of these, 95 were birdcage variants that were designated Corsair 1s. Training was conducted in the U.S. at Quonset Point or Brunswick before the aircraft shipped to the UK.

These aircraft were painted in FAA equivalent colors using U.S. stocks with Vought using Dupont paints. While ANA colors were specified, in some cases there is not an identical match to similar more common FS colors used today. Like German WW2 aircraft, color interpretations of these Corsair 1s are controversial. Modelers should study available references so as to make their own educated assumptions.

Gus's Gopher

BuNo 02324

White 10

VMF-213

July 1943

Pilot: 1st Lt Wilbur "Gus" Thomas. The unit's most successful ace, Thomas is credited with 18.5 victories, 3.33 probables and 3 damaged. This Marine Corsair not fitted with tail arresting gear.

Colors: Uppersurfaces: Blue Gray FS35189
Lowersurfaces: Light Gray FS36440
Prop Hub: Natural Metal

References: Corsair Aces of World War 2
Photos and flight log from private collection published herein.

July 1943						PARADES	DAMAGES
Date	Type	Height	Enemy	Result	Remarks		
15	F-4U-1	24,518	30	J	Thomas	---	Bombes (Prob) - 1st Lt. Thomas
17	"	24,524	43	J	"	---	Coast Bombes - 1st Lt. Thomas
18	"	"	37	J	"	---	"
18	"	24,912	7	P	"	---	Lost
21	"	24,524	28	K	"	---	Shooting - Bombes
22	"	"	37	J	"	---	Bombes Coast - 1st Lt. Thomas
23	"	"	35	J	"	---	Bombes (Prob) - Bombes
24	"	"	20	J	"	---	"
24	"	"	20	J	"	---	"
25	"	"	25	J	"	---	"
25	"	24,751	21	J	"	---	Bombes Coast - 1st Lt. Thomas
26	"	24,524	28	J	"	---	Bombes (Prob) - Bombes



Above: Pilot Thomas' Flight Log indicating BuNo 02324 as White 10.

Pilot "Gus" Thomas posing with White 10 in Summer 1943, starboard view.



Port side of Thomas' White 10. Note name and victory markings under cockpit and Gopher on cowling.

JT 152**3BH****738 Sqn****1943****Colors:** Uppersurface camouflage: ANA 613 Olive Drab similar to FS34130

ANA 603 Sea Gray similar to FS36173

Lowersurfaces: ANA 602 Sky Type S Gray similar to FS36440

Prop Hub: Unknown

References: Private photo published below.

3BH JT 152 in a photograph dated 15 April 1944 and taken at Lewiston, Maine. The specific history of this aircraft has proven difficult to discern from aircraft records as it appears to be confused with other aircraft near the same serial number.

JT 150**5 F****1835 Sqn****1943**

Assigned to 1835 Sqn at Quonset Point during August, 1943. It was involved in Cat "X" accident on August 25th when 5 P, JT 172 collided after a brake failure while taxiing. Repaired, it went on to have a Cat "Z" take-off collision with JT 170 on 11 Oct 1943.

Colors: Uppersurface camouflage: ANA 613 Olive Drab similar to FS34130

ANA 603 Sea Gray similar to FS36173

Lowersurfaces: ANA 602 Sky Type S Gray similar to FS36440

Prop Hub: Natural Metal

References: Private photos published on insert enclosed*Research provided by Mark Proulx*

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The color schemes depicted are the artist's interpretations of the available photographic references only.
The final decision resides with the modeler.

View of Corsair I, 5 F, JT150 of 1835 Sqn. clearly showing clipped wing feature of the aircraft and its unusual camouflage pattern. The aircraft arresting gear is visible.



Despite the obvious flaw on the original photo, the non-standard camouflage pattern with scalloped edges applied to this aircraft is still visible. Notice the white taping and clear framing at the aft end of the sliding canopy.



This unusual rear view reveals the scalloped edges of the camouflage pattern carried forward onto the upper surfaces of the wings. Just visible are black wing walks on the upper surfaces of both wings.



In a rare starboard view, it can be seen that the paint scuffing at the wingroot and boarding step are indicative that the aircraft is not freshly painted.