

User Guide

F2G parts and build amendment to the F4U Userguide
rev. 2018/05 F2G Mod 1.1



Vought F2G "Super" Corsair

Scale ~ 1:6.6

Wingspan 1.9m/75in



Vought F2G "Super" Corsair

History From Wikipedia, the free encyclopedia

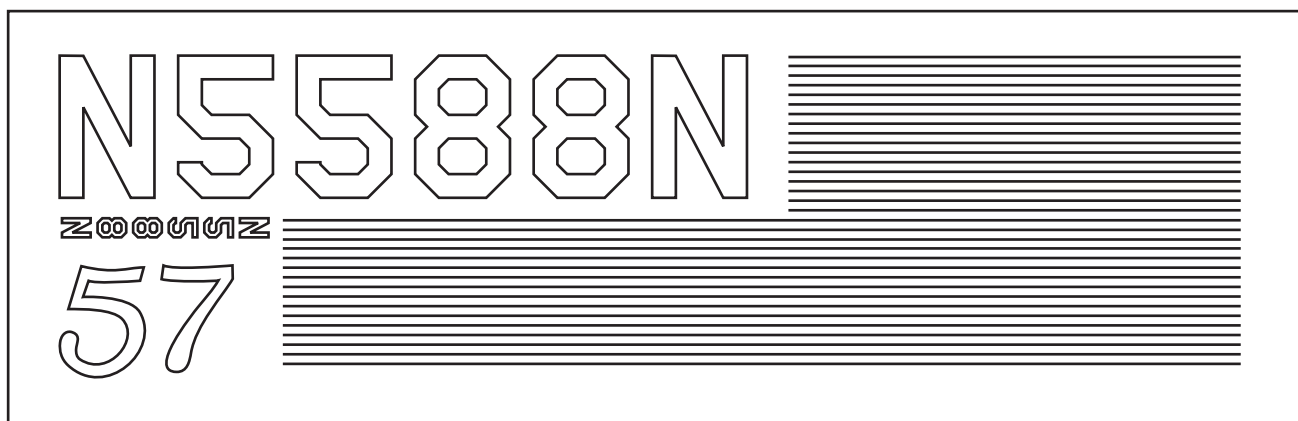
The Goodyear F2G "Super" Corsair is a development by the Goodyear Aircraft Company of the FG-1/F4U-1 Corsair design as a special low-altitude version of a fighter equipped with a Pratt & Whitney R-4360 28-cylinder, four-row radial air-cooled engine. Although often cited that the origin of the aircraft was as an interceptor of low-flying Japanese suicide aircraft, its actual beginnings came about in 1939 when the Pratt & Whitney company first proposed its enormous new engine. Thus the F2G lineage was tied to its engine design rather than tactical requirements

Using experience gained building license-built FG-1 series Corsairs, in early 1944 Goodyear extensively modified a standard FG-1 airframe, designated the XF2G-1, to take advantage of the 50% increase in take-off power provided by the R-4360 engine. In addition, an all-round vision bubble-type canopy was installed. In March 1944, Goodyear was awarded a contract to deliver 418 F2G-1 and 10 F2G-2 aircraft. The F2G-1 was a land-based version with manually folding wings, and the F2G-2, a carrier version with hydraulically folding wings and arrestor hook. Armament provisions included alternative wing-mounted installations for four or six 0.5-inch (12.7 mm) machine guns and eight 5-inch (127 mm) rockets or two 1,000 or 1,600 lb (450 or 725 kg) bombs. The internal fuel capacity was increased greatly over that of the FG-1, and provisions were provided to carry two droppable external tanks.

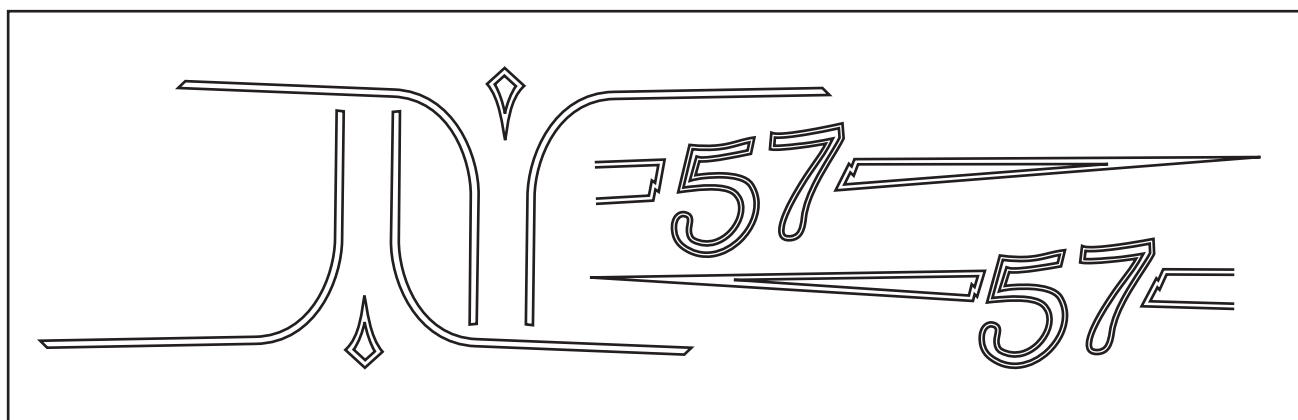
By the end of the war in August 1945, only five each of the F2G-1 and F2G-2 aircraft were completed. Testing revealed deficiencies in lateral control and insufficient speed, which were bars to further development of the aircraft. In addition, the Grumman F8F Bearcat, which could do all the F2G could do while still powered with the original Corsair's Double Wasp powerplant, was already in production, making the F2G redundant. Thus, further production of the F2G was canceled.

Scale markings PDF

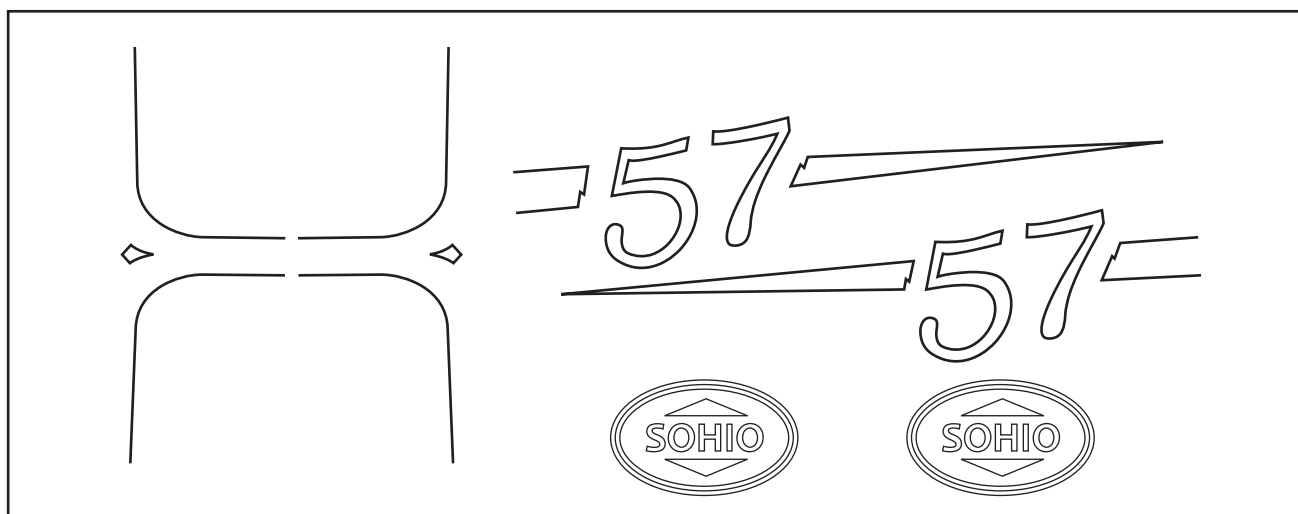
These files will need to be printed onto vinyl. We've found that a 2mil conforming vinyl works best for adhering to the 3D Printed surface. There are files for the vinyl pinstriping and also a sheet that can be used as a mask for painting the finer details, like the numbers and curved surfaces.



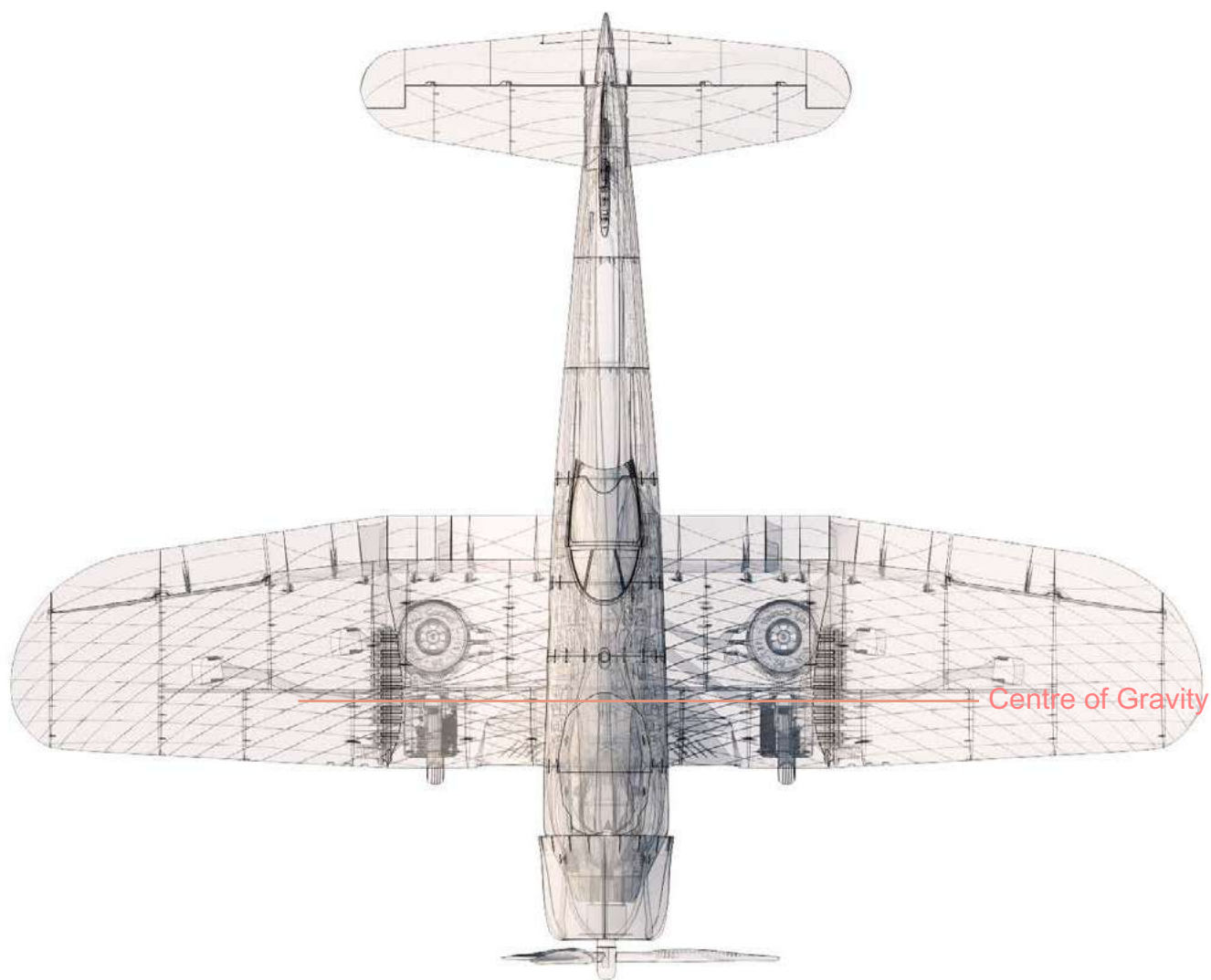
Numbers Sheet



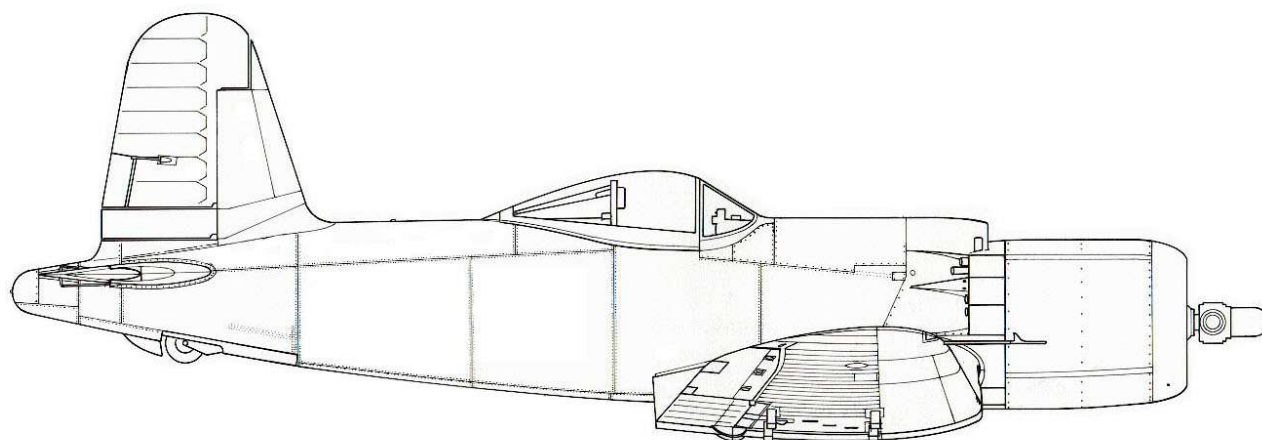
Pin Striping Sheet



Masking Sheet



Wing area: 67.4 dm² / 7.25 sq ft / CoG is 115mm / 4.5 in from LE



Length: 1520 mm / 60 inch

Basic Tips and Advice

The modified parts use the same print setting as the stock F4U parts. The Factory and STL files have an F2G in front of the part name, where as the original parts have an F4U name. The only change has been to the “Optional cowl”, it is now a one piece print and needs a print volume of 220mm x 220mm x 200mm area.

or RCGroups 3Dprinted planes Forum

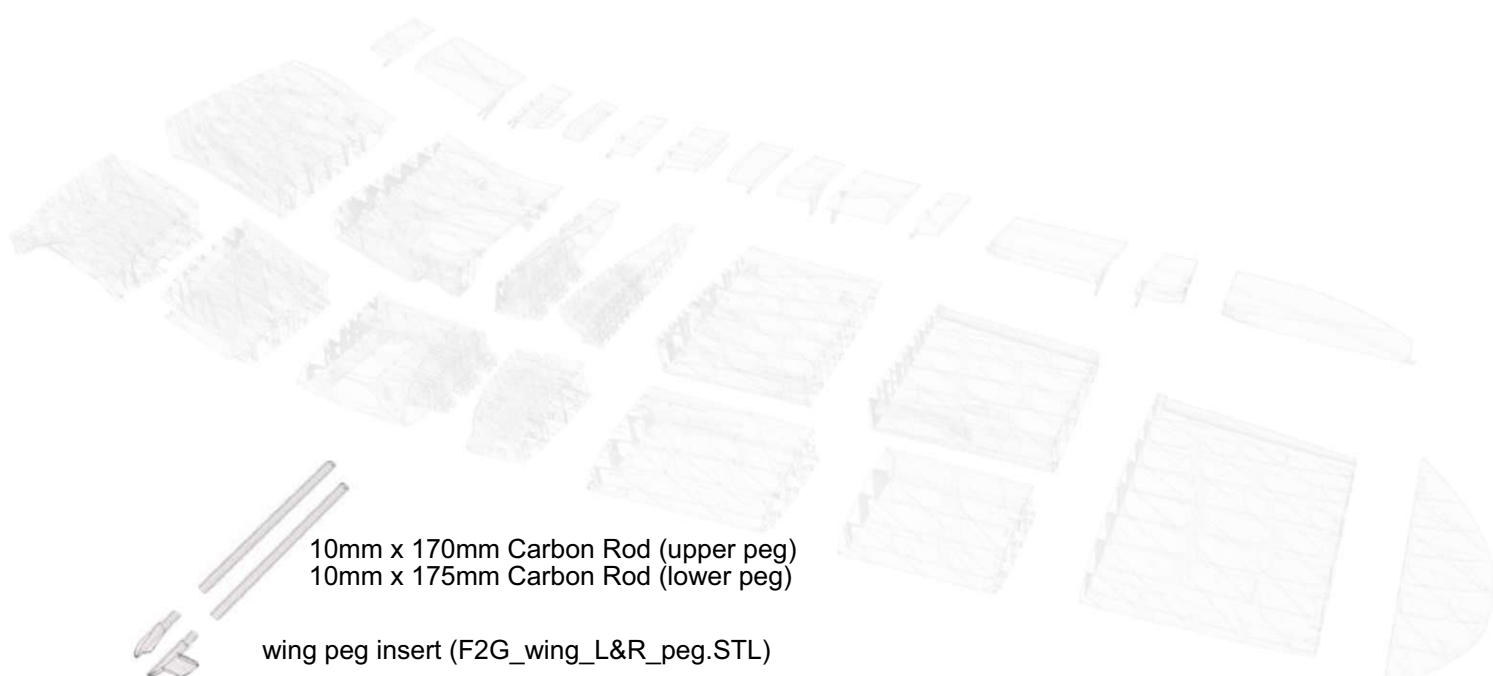
F2G-1D “Super” Corsair - Design and Build thread

<https://www.rcgroups.com/forums/showthread.php?3075800-F2G-1D-%C2%93Super%C2%94-Corsair-Design-and-Build-thread>

RCG Username- electric-2000 & Rocketman1092

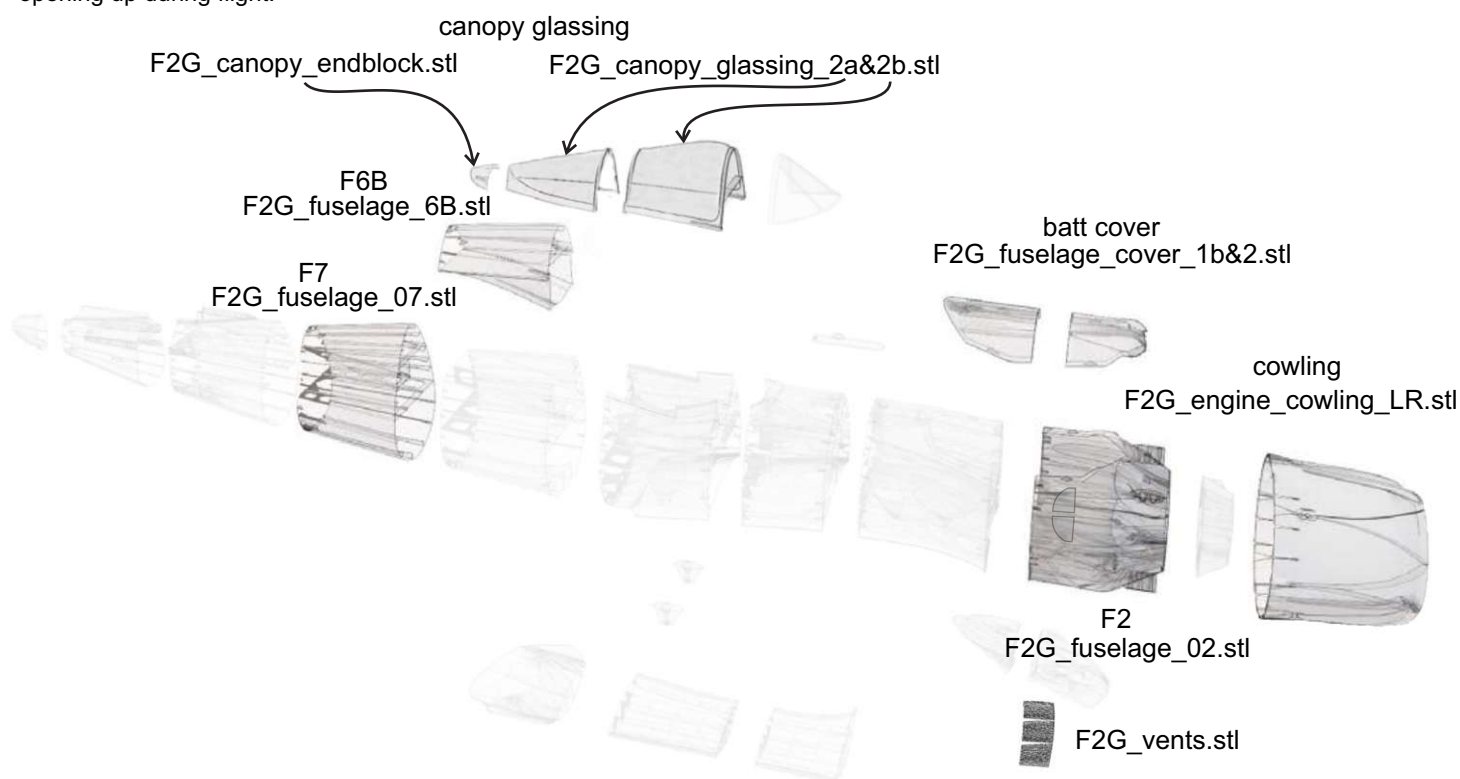
5.1 Wing assembly

Attached with the Factory and STL files are modifications to the wing peg. We opted to use a 10mm carbon tube. The modified wing peg files are to be printed and inserted into the front of the tube using CA. This will give you the ability to remove the peg when needed.



5.3 Fuselage assmebly

note: the canopy endblock is to be printed the same color as the body. When glued to the fuse, it serves as an end-stop keeping the canopy from sliding back and opening up during flight.



5.3a Fuselage (Cowl Options)

200x200x175 bed

cowling

F2G_engine_cowling_R-Short.stl

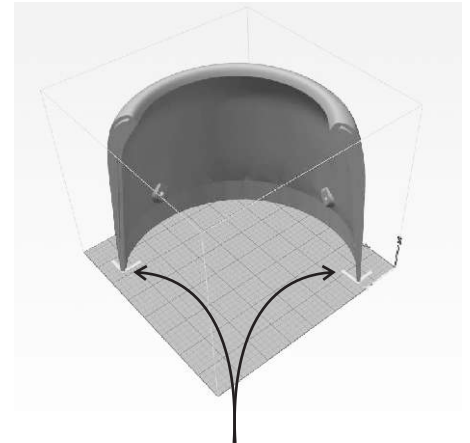
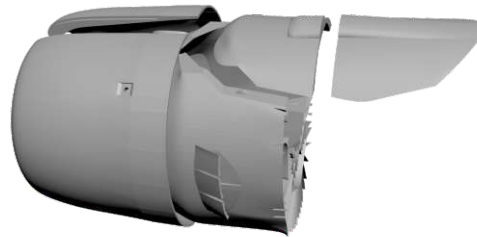
F2G_engine_cowling_L-Short.stl

corner support.stl

or

F2G_engine_cowling_R-Short.factory

F2G_engine_cowling_L-Short.factory



note: When printing the cowl halves, it is suggested that you use the supplied "corner support.stl" under each edge of the cowl. This will hold the cowl down on the build surface.

200x200x200 bed

cowling

F2G_engine_cowling_R.stl

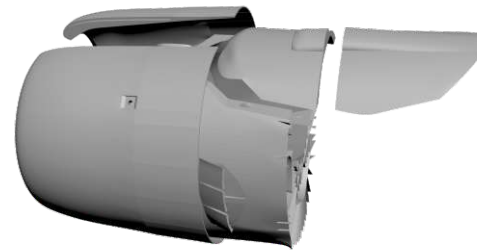
F2G_engine_cowling_L.stl

corner support.stl

or

F2G_engine_cowling_R.factory

F2G_engine_cowling_L.factory



220x220x200 bed

cowling

F2G_engine_cowling_LR.stl

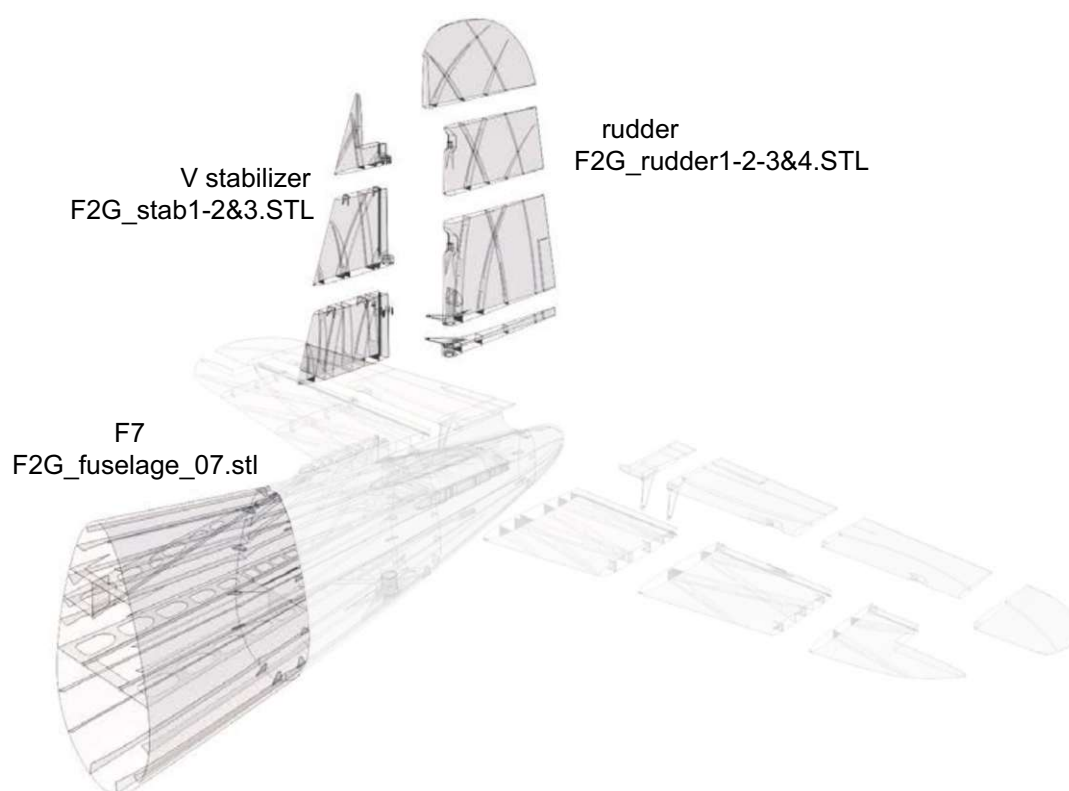
or

F2G_engine_cowling_LR.factory



note: the vents need a slight amount of sanding to achieve the correct opening angle. They will need to be glued on just in front of the vent markings on the F2G part.

5.4 Fuselage tail - rudder, elevator pushrods and servos



7.1 Tail Wheel

