

F4U-1D Corsair Checklist



INITIAL COCKPIT SETUP

Gear: DOWN Hook: UP

Wing fold handle: NEUTRAL

Call for rearm/refuel

STARTUP

Mixture: IDLE CUTOFF

Throttle: 1 INCH OPEN

Propeller: MAX RPM

Blower: NEUTRAL

Fuel selector: RESERVE

Battery: ON

Fuel pump: ON

Primer: 5 to 15 sec depending on OAT

Brakes: HOLD

Magnetos: BOTH

“CLEAR PROP!”

Starter: HOLD

When cylinders fire and 500 RPM...

 Mixture: AUTO RICH

 Starter: RELEASE

Throttle: 750 RPM

Fuel pump: OFF

Oil cooler: OPEN

Intercooler: CLOSED

Cowl flaps: OPEN

SYSTEMS

Attitude gauge: UNCAGE

Altimeter: SET

Radios and navigation: ON & SET

Lights: AS DESIRED

Pitot heat: ON

Gun heater: AS DESIRED

VERIFY ENGINE WARM

Oil temp: Above 40 degrees

Oil pressure: In the green

CHT: Below red line

DO NOT PROCEED UNTIL WARM!

ENGINE RUN UP (DCS optional)

Brakes: HOLD

Throttle: 1300 RPM

 Generator output: VERIFY 28V

 Hydraulic pressure: VERIFY 900-1150 psi

Throttle: 30 inches MP

 Oil pressure: VERIFY 85-90 psi

 Fuel pressure: VERIFY 16-18 psi

 Magnetos: CHECK 100 RPM DROP EACH

Throttle: 2000 RPM

 Propeller: MINIMUM RPM

 VERIFY RPM DROPS TO ~1200

 Propeller: MAXIMUM RPM

Throttle: 750 RPM

TAXI

Cowl flaps: 2/3 OPEN

Wings: UNFOLD & LOCK

Tail wheel: UNLOCK

Rudder trim: 6 DEG RIGHT

Aileron trim: 6 DEG RIGHT

Elevator trim: +1 DEG UP (Field), +4 DEG (CV)

Flaps: 20 DEG (Field), 50 DEG (CV)

Begin taxi

TAKEOFF & CLIMB

Tail wheel: LOCKED

Canopy: AS DESIRED. Closed above 300 kts

Brakes: HOLD, Elevator stick: FULLY BACK

Throttle: INCREASE TO 44”MP (Field), 54 “(CV)

At 30 inches MP: RELEASE BRAKES

 EASE ELEVATOR TO RAISE TAIL

90 kts: ROTATE (Field) 70kts: (CV)

MANIFOLD: 44” for max climb, otherwise 34”

Propeller: 2550 RPM MAX

Gear: UP Flaps: UP SLOW AFTER 110-120 KTS

Speed: 125 KTS max climb, otherwise 135 KTS

Fuel selector: MAIN

Mixture: AUTO LEAN AFTER INITIAL CLIMB

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LANDING

Armament switches: SAFE
Canopy: OPEN
Fuel pump: ON
Fuel selector: RESERVE
Mixture: AUTO RICH
Blower: NEUTRAL
Cowl flaps: CLOSE AS NEEDED FOR VISIBILITY

Propeller: 2400 RPM
Pattern entry: 120 kts

Gear: DOWN (Below 200 kts)
Tail wheel: LOCKED (Field), UNLOCKED (CV)
Hook: DOWN after tailwheel (CV only)

Speed: SLOW TO 100-110 KTS (10° elev. trim)
Flaps: 30 DEG (Field), 50 DEG (CV)
Final approach: 95 KTS (Field), 90 KTS (CV)

Field touchdown....
Touchdown on two main wheels and hold tail up as long as possible with slight forward stick pressure.

Carrier touchdown...
Chop throttle when crossing over the boat.
Slight pitch down to drop, then pull nose up to get the hook on a wire.

AFTER LANDING

Flaps & Hook: UP
Wings: FOLD (CV only)
Tail wheel: UNLOCK
Cowl, Inter, and Oil Flaps: OPEN
Propeller: MAXIMUM RPM
TAXI TO PARKING

SHUT DOWN

Optional in DCS: Cycle the blower clutch...
Propeller: MAX RPM
Blower: LOW FOR 30 SECONDS
Blower: HIGH FOR 30 SECONDS
Blower: NEUTRAL

Wings: AS DESIRED
Wing fold handle: NEUTRAL

Oil cooler: CLOSED
Intercooler: CLOSED
Cowl flaps: LEAVE OPEN

Fuel pump: OFF
Throttle: 800-900 RPM
Mixture: IDLE CUTOFF

AS ENGINE BEGINS TO CUT, MOVE THROTTLE FORWARD SLIGHTLY TO FILL THE CARBURETOR WITH FUEL FOR THE NEXT FLIGHT

WAIT FOR PROPELLER TO STOP

Magnetos: OFF
Battery: OFF
Fuel selector: OFF

Radios and navigation: OFF
Pitot heat: OFF
Gun heater: OFF
Lights: OFF

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FENCE-IN

Master arm: ON

Guns: ARMED and CHARGED

Gun heater: AS DESIRED

Bombs: L/R PYLON RELEASE as desired

Bomb fusing: NOSE or N/T as desired

Rockets: ON, ARMED and set as desired

DIVING

Canopy: CLOSED

Landing Gear: UP

Dive brake control: OFF or ON as desired

Wing flaps: UP

Prop control: 2050 to 2250 RPM

Mixture: AUTO RICH

Blower: NEUTRAL

Throttle: SLIGHTLY OPEN (short dives)

15-20 INCHES MP (prolonged dives)

Fuel tank selector: RESERVE

Cowl, oil, intercooler flaps: ALL CLOSED

SRS (MULTI-PLAYER)

Battery: ON (lasts 5 min. without engine turning)

C-38 control unit:

REC. A VHF switch: ON (up)

C-30A remote:

Power switch: ON (up)

Left selector: D (voice transmitter)

Right selector: CHANNEL AS DESIRED

Engine Settings

(Quick Reference)

- Auto-lean for all, except takeoff.
- Assumes normal ram air pressure. Power is sustainable at slightly higher altitudes in high-speed flight.
- Adjustments must be made in the following order:
 - Increasing power: Mixture, RPM, Manifold Pressure
 - Decreasing power: Manifold Pressure, RPM, Mixture

Alt. (Feet)	Min. Fuel Consump.	Maximum Cruise	Normal Rated (Max. Cont.)	Military 30 minutes	WEP 5 minutes	Takeoff 5 minutes
26000	XX	2150 / 36 High	XX	XX	XX	XX
24000						
21500	2000 / 34 High		2550 / 49.5 High	2550 / 49.5 High		
20500						
19000	1700 / 34 High	2550 / 58.5 High				
16000						
15500	1800 / 34 Low	2550 / 58.5 High				
14500						
13500	1700 / 34 Low	2550 / 49.5 Low				
12000						
10500	1550 / 34 Low	2700 / 53 Low				
9000						
7000	1800 / 34 Neutral	2700 / 58.5 Low				
6000						
4000	1500 / 34 Neutral	2700 / 58.5 Low				
2600						
2000	1300 / 34 Neutral	2700 / 54 Neutral				
0			2700 / 57.5 Neutral	2700 / 54 Neutral Auto-Rich		

Engine Settings, Fuel, and Temps

AIRPLANE MODELS

F4U-1, F3A-1, FG-1

SPECIFIC ENGINE FLIGHT CHART

ENGINE MODEL

R-2800-8W

CONDITION	FUEL PRESSURE (LB. SQ. IN.)	OIL PRESSURE (LB. SQ. IN.)	OIL TEMP.			MAX. PERMISSIBLE DIVING RPM. 3060		
						CONDITION	ALLOWABLE OIL CONSUMPTION	
			°C	°F				
DESIRED	17	60-90	60-80	140-176		NORMAL RATED (MAX. CONT.)	U.S.QT HR	IMP. PT/HR
MAXIMUM	18	100	100	212		MAX. CRUISE	U.S.QT HR	IMP. PT/HR
MINIMUM	16	50	40	104		MIN. SPECIFIC	U.S.QT HR	IMP. PT/HR
IDLING	7	25				OIL GRADE: (S) 1100 (W) 1100		

SUPERCHARGER TYPE: TWO STAGE, TWO SPEED

FUEL GRADE: 100/130

SPEC. AN-F-28

OPERATING CONDITION	RPM	MANIFOLD PRESSURE (BOOST)	HORSE- POWER	CRITICAL ALTITUDE		BLOWER	USE LOW BLOWER BELOW	USE NEUTRAL BLOWER BELOW	MIXTURE CONTROL POSITION	FUEL FLOW (GAL. HR.)		MAXIMUM CYL. TEMP.		MAXIMUM DURATION (MINUTES)
				WITH RAM	NO RAM					U.S.	IMP.	°C	°F	
TAKE-OFF	2800* 2700	54.0 54.0	— 2000	S.L. S.L.	S.L. S.L.	N N	— —	— —	AUTO RICH	242	202	260 260	500 500	1 5
WAR EMERGENCY	2700	57.5	2300	S.L.	S.L.	N	16500	3500	AUTO LEAN	242	200	260	500	5
	2700	58.5	2100	14500	12000	L				248	205			
	2550	58.5	1925	19000	16000	H				232	192			
MILITARY	2700	54.0	2000	2500	2000	N	21000	6500	AUTO LEAN	242	200	260	500	30
	2700	53.0	1750	17000	14500	L				242	200			
	2550	49.5	1525	23500	21500	H				210	174			
NORMAL RATED (MAX. CONT.)	2550	44.0	1620	7500	6000	N	20500	8000	AUTO LEAN	195	163	260	500	—
	2550	49.5	1650	18000	15500	L				230	192			
	2550	49.5	1525	23500	21500	H				210	174			
MAXIMUM CRUISE	2150	36.0	1200	9000	9000	N	21500	10500	AUTO LEAN	99	83	232	450	—
	2150	36.0	1160	20500	20500	L				110	92			
	2150	36.0	1125	26000	26000	H				116	97			
MINIMUM FUEL CONSUMPTION	1300	34.0	580	2600	2600	N	24000	17000	AUTO LEAN	45	38	232	450	—
	1500	34.0	680	4000	4000					52	43			
	1800	34.0	820	7000	7000					63	52			
	1550	34.0	750	10500	10500	L				62	52			
	1700	34.0	815	13500	13500					67	56			
	1800	34.0	860	15500	15500					71	59			
	1700	34.0	770	19000	19000	H				70	58			
	1750	34.0	800	19000	19000					72	60			
	2000	34.0	930	24000	24000					84	70			

*CAUTION: Special propeller governor and reset propeller low pitch stop and governor high rpm stop must be incorporated on airplane before attempting 2800 rpm take-offs. See Section II, paragraph 10f.

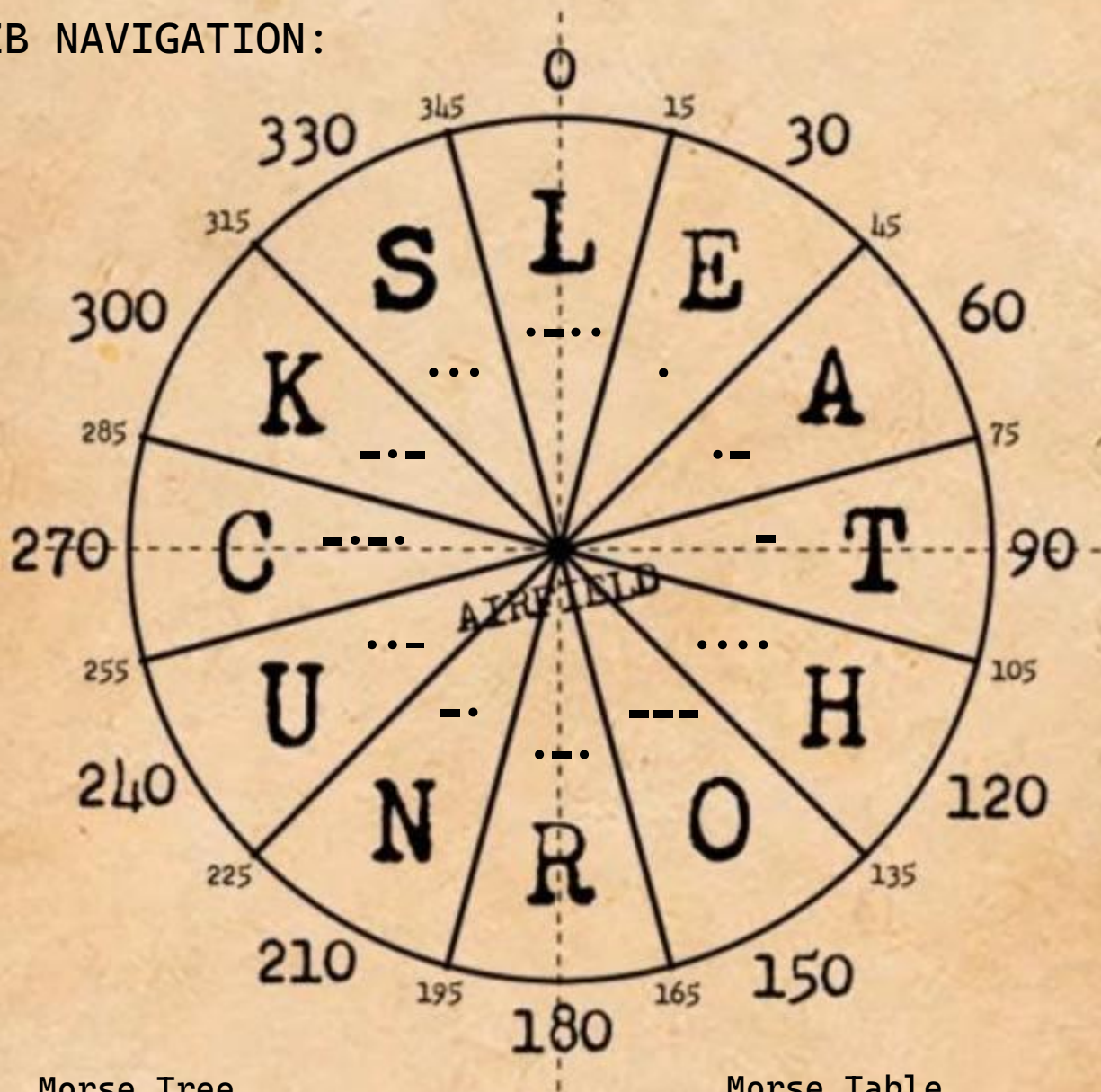
F4U-1D Corsair Speeds



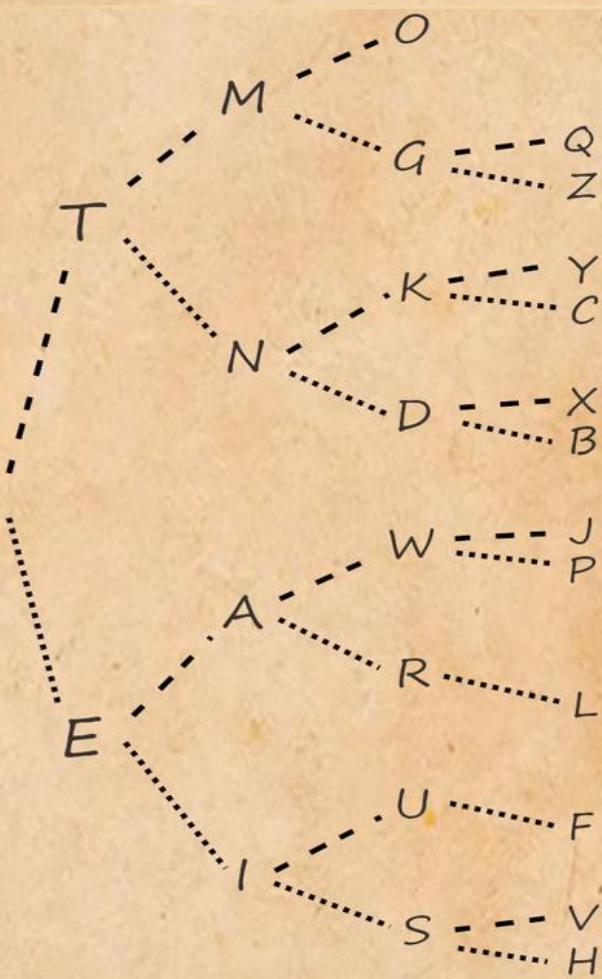
ITEM	OPERATION	RESTRICTION
Airplane	Max. Diving Speed	Dependent on Altitude (See Section II, paragraph 14.b.)
Landing Gear	Lowering	200 knots
	Extending or Retracting	395 knots (See Section II, paragraph 19.c.)
Wing Flaps		
Blow-up Operating (0° to 50°)	Max. Speed	200 knots
Blow-up Inoperative (0° to 20°)	Max. Speed	200 knots
(20° to 30°)	Max. Speed	170 knots
(30° to 40°)	Max. Speed	145 knots
(40° to 50°)	Max. Speed	130 knots
Cabin	Open	300 knots
Ailerons	Full Throw	300 knots
Cooling Flaps (cowl, intercooler, oil cooler)	Open	No restriction (protected by relief system)
Center Drop Tank	Diving	375 knots
Twin Pylon Drop Tank	Diving	375 knots

THESE LIMITATIONS MAY BE SUPPLEMENTED OR SUPERSEDED
BY INSTRUCTIONS INCLUDED IN SERVICE PUBLICATIONS

YE-ZB NAVIGATION:



Morse Tree



Morse Table

A . -	M - -	Y - . - -
B - . . .	N - .	Z - - . .
C - . - .	O - - -	1 . - - - -
D - . .	P . - - .	2 . . - - -
E .	Q - - . -	3 . . . - -
F . . - .	R . - .	4 . . . -
G - - .	S . . .	5
H	T -	6 -
I . .	U . . -	7 - - . . .
J . - - -	V . . . -	8 - - - . .
K - . -	W . - -	9 - - - . .
L . - . .	X - . . -	0 - - - - -