



THE FLYING BULLS

PRESS INFORMATION

Chance Vought F4U-4 "Corsair"

Reg. OE-EAS

The Corsair F4U-4 of the Flying Bulls is an especially demanding plane: approximately 40 maintenance hours are needed for every flight hour. The fuel consumption amounts to an average of 400 liters an hour, even triple that at takeoff.

The airplane is entirely fit for aerobatics, but it is flown conservatively because of its age. Still, 4.5 g's in a steep curve is not uncommon despite the protective treatment.

Furthermore, the top speed of 750 km/h is only seldom attained, in order to keep the engine's wear and tear to a minimum.

The Corsair flown at the Flying Bulls has a storied history: it was one of about 12,500 built models delivered to the US Navy in 1945, but it did not see action. A few years later, it was transferred to Honduras in Latin America where it was in active service until 1965. Then a Texan millionaire purchased it and gave it a complete overhaul in the USA. Its owner flew the plane infrequently in subsequent years. In 1990 he sold it to Sigi Angerer, the former chief pilot of the Flying Bulls, who at that time was searching for good vintage planes purely out of personal interest—and he was able to hammer out an acceptable deal with the millionaire with much patience and finesse. Angerer brought the Corsair, partly by ship, partly flying it himself, to Austria and received flight approval for it here.

The plane is equipped with a Pratt & Whitney R2800 CB-3 18-cylinder Double Wasp engine that provides 2,400 HP with a cubic capacity of 46 liters. The oil content in the engine is 95 liters. What people who are not particularly into flying always pick up on, and about which Sigi Angerer never grows tired of raving, is the motor's sound: throaty and yet soothing.



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The restoration required much time and effort. The airplane's original instrumentation fortunately could be largely retained; the only new parts are the modern navigational instruments (ILS, DMS, GPS). The second seat was a later addition.

The US Navy mainly used the Corsairs on their aircraft carriers. In order to accommodate the cramped space conditions, the wing panels fold up. During the Second World War, Corsairs shot down a total of 2140 enemy planes, with only 189 losses of their own. They were deployed even during the Korean War—one Corsair pilot succeeded in shooting down a Russian jet.

The mission of the Bulls-Corsair is considerably more peaceful. It is one of Hangar-7's great attractions at the Salzburg airport. And its exhibition at air shows is an absolute highlight.

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Technical Specifications

Chance Vought F4U-4 "Corsair"

Registration	OE-EAS
Manufacturer	Chance Vought
Year of construction	1945
S/N	96995
Power plant	Pratt & Whitney R 2800 CB-3
Power	2.400 HP/PS
Engine displacement	approx. 46l
Cruising speed	230 kts / 430 km/h
Max. speed	405 kts / 750 km/h
Service ceiling	41.000 ft / 12.500 m
Max. endurance	6h
Range	880 nm / 1.630 km
Fuel Consumption	approx. 300 l/h
Wingspan	41 ft / 12,5 m
Length	33,5 ft / 10,2 m
Height	10,5 ft / 3,2 m
Empty Weight	9.700 lbs / 4.400 kg
MTOW	11.500 lbs / 5.215 kg
Seats	1 Pilot