



AIRFIX - 72 SCALE

AIRACOBRA

BELL P-39Q AIRACOBRA

The Bell P-39 Airacobra design began in June, 1936, the single-seat fighter departed from orthodox design in having the engine behind the pilot, driving the airscrew via an extension shaft. At the time the idea appeared to offer several advantages: heavier nose armament, better visibility and the chance of using a tricycle undercarriage.

In April, 1939, the prototype XP-39 flew for the first time and an order was given for thirteen test aircraft, a production order placed by the French Government was taken over by the British in 1940.

The first P-39D's, now named the Airacobra, entered service with the U.S. Army Air Corps early in 1941 and in October, 1941, sufficient aircraft had been received by the R.A.F. to enable No. 601 Squadron to carry out its first and only Airacobra operation; a strafing mission on the French coast. Of the 675 Airacobras originally required by the R.A.F. only a few were accepted as the early versions had proved entirely unsatisfactory in the fighter rôle. Over 200 of the R.A.F. machines were diverted to the Soviet Union and most of the remainder went to the U.S.A.A.F. in the Pacific.

Although the Airacobra had not proved successful as an interceptor it was proving an extremely useful ground-attack machine, especially in Russian hands, and development continued culminating in the P-39Q which appeared in 1943 and remained in production until August, 1944. Some of the late marks of Airacobra equipped units of the 12th Air Force in Tunisia and later the 15th Air Force in Italy but by far the largest amount went to the Soviet Union. Of the total of some 9,500 P-39's built almost 5,000 were operated by the Russians in the close support rôle and the type was almost as popular as their own IL.2.

The P.39Q Airacobra was powered by a 1,325 h.p. Allison engine giving a maximum speed of 376 m.p.h. and a range, with drop tank, of 1,075 miles. Armament consisted of one 37 mm. cannon firing through the airscrew hub and two fuselage-mounted 0.5 in. machine guns. The P-39Q also carried a further two 0.5 in. machine guns in pods beneath the wings, replacing the 0.3 in. wing-mounted guns of the earlier variant.

PLEASE OPEN CAREFULLY—INSTRUCTIONS OVERLEAF

AIRFIX

CONSTRUCTION KIT

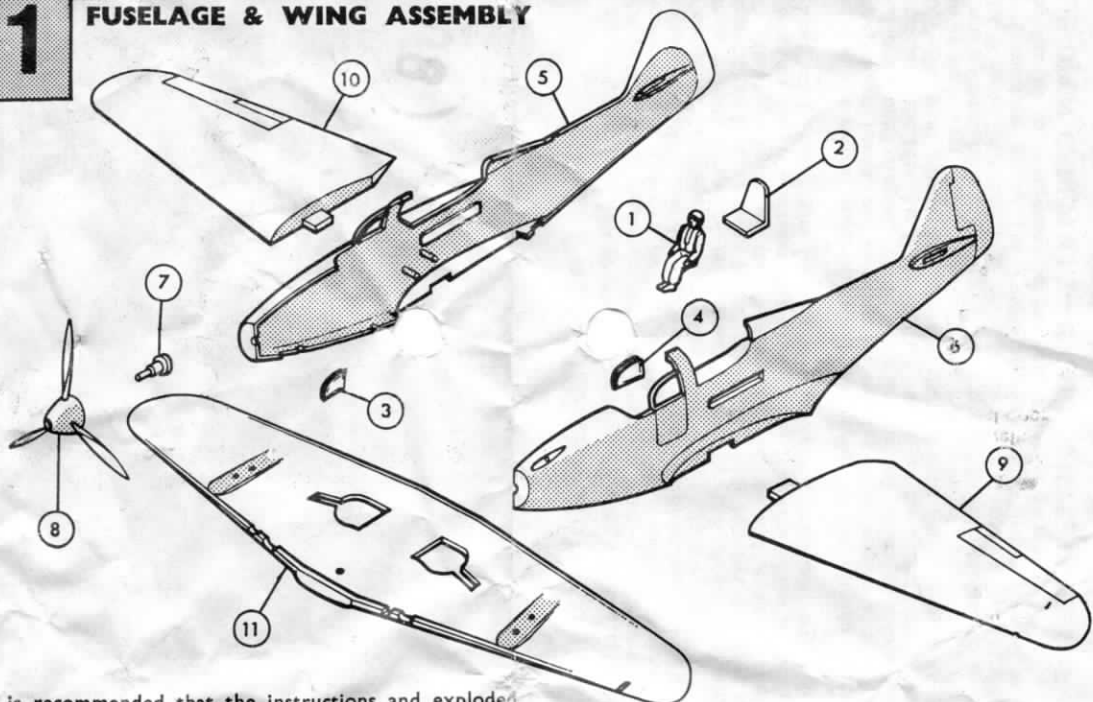
1/72 SCALE MODEL CONSTRUCTION KIT

BELL P-39 Q AIRACOBRA

INSTRUCTIONS

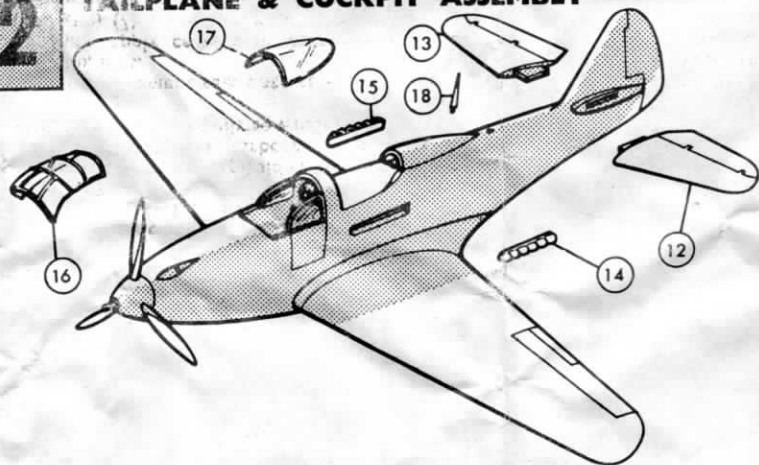
PAINT ALL DETAILS AND LET DRY BEFORE ASSEMBLING (SEE SECTION 4)
N.B. FOR PAINTING USE "AIRFIX" PAINTS, FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT

1 FUSELAGE & WING ASSEMBLY

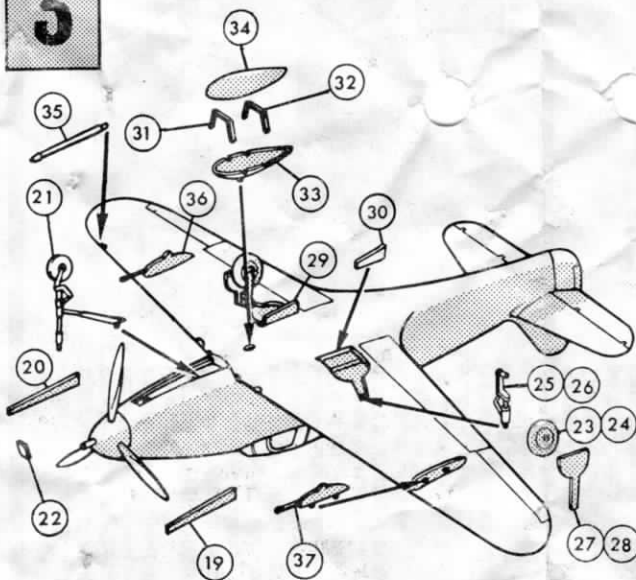


It is recommended that the instructions and exploded view are studied before commencing assembly. Note that some parts are best painted before assembly.

1. Cement pilot (1) to seat (2) (after first painting if required).
2. Locate and cement cockpit side window transparencies (3, 4) into port and starboard fuselage halves (5, 6), applying cement carefully to window surrounds inside fuselage.
3. Locate and cement seat onto starboard fuselage half locating pins.
4. Carefully apply cement to boss on propeller pin (not gun) (7) press into rear of spinner (8). Note: gun on end of pin protrudes through spinner.
5. Place pin in cut out in nose of starboard fuselage half. DO NOT CEMENT.
6. Note: If the model is to stand on its undercarriage, weight should be added to the nose at this stage. PLASTICINE is recommended for weighting. (Approx. one quarter of an oz.)
7. Cement together port and starboard fuselage halves by applying cement to edges. Ensure propeller is free to move.
8. Locate and cement port and starboard upper wing halves (9, 10) to lower wing half (11).
9. Locate and cement wing assembly to bottom of fuselage.

2**TAILPLANE & COCKPIT ASSEMBLY**

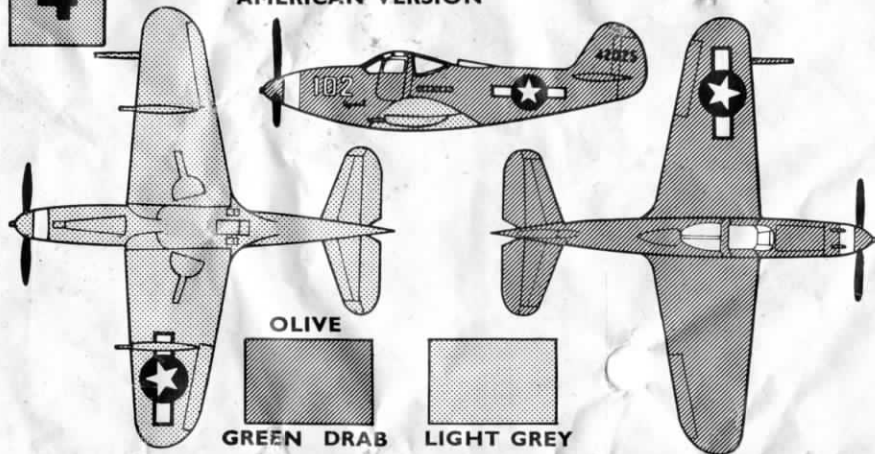
10. Locate and cement port and starboard tailplanes (12, 13) into locating slots in port and starboard fuselage sides.
11. Locate and cement port and starboard exhausts (14, 15) into long recesses in fuselage sides to rear of cockpit.
12. Carefully cement front canopy (16) in position, applying cement only to edges of canopy.
13. Similarly position and cement rear canopy (17).
14. Cement antenna (18) into locating hole behind canopy on top of fuselage.

3**UNDERCARRIAGE ASSEMBLY**

15. The desired undercarriage position should now be selected. For a model with lowered undercarriage cement long nose wheel side doors (19, 20) to fuselage, flush with outer edges of nose wheel well. Note: not into well, wider end of doors to rear and hanging vertically.

16. Locate and cement supports on nose wheel (21) into locating holes in nose wheel well.
17. Locate and cement front nose wheel door (22) into well, door angled slightly forward.
18. Locate and cement main wheels (23, 24) onto undercarriage legs (25, 26).
19. Locate and cement outer main wheel doors (27, 28) into outer edges of port and starboard wheel wells.
20. Locate and cement inner main wheel doors (29, 30) into recesses in lower wing, flush with inner edges of port and starboard wheel wells, all doors hang vertically.
21. Locate and cement undercarriage legs into locating holes in wheel wells. Note: wheels face outwards.
22. For a model with retracted undercarriage, omit nose wheel & support, main wheels, and undercarriage legs, then cement all doors in closed position.
23. Locate and cement drop tank supports (31, 32) into cut outs in upper half of drop tank (33). Largest support to front.
24. Cement lower half of drop tank (34) to upper, then locate and cement boss into slot beneath centre of fuselage.
25. Locate and cement pitot tube (35) into locating hole in port wing.
26. Locate and cement underwing guns (36, 37) to undersides of port and starboard wings. Note: if American version is chosen, first paint and apply transfers (see Section 4).
27. Cement together both parts of stand.
28. Cement arm of stand into slot provided in fuselage.

4

SUGGESTED COLOUR SCHEME**AMERICAN VERSION**

According to version you wish to model, read notes below, paint and then apply transfers. Separate sheet into required number of subjects, dip each into warm water and slide off backing into position shown on illustration.

AMERICAN VERSION

The large stars above port and below starboard wings, small stars to rear of fuselage sides; large white numbers and yellow lettering Agnes B to fuselage side forward of cockpit; yellow aerial numbers 42025 to each side of fin and rudder; aircraft name to base of stand.

OLIVE GREEN DRAB M3

All upper surfaces.

GREY M2

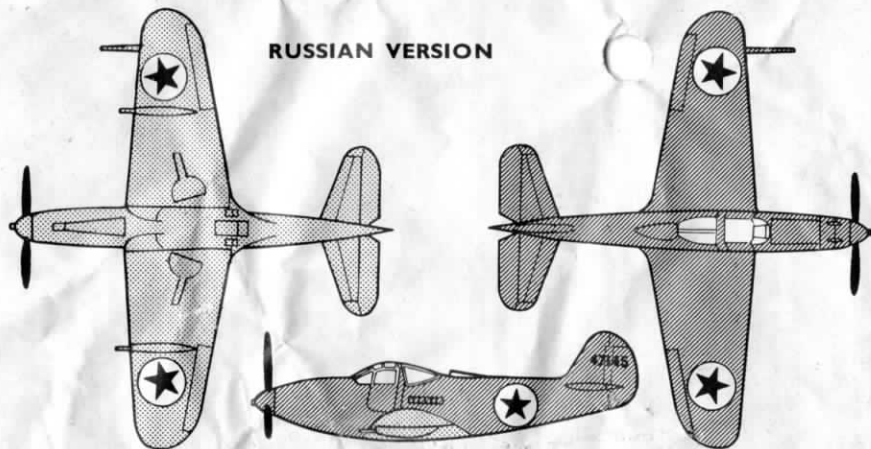
All under surfaces. Drop tank.

BLACK M6

Propeller, guns, wheel tyres, exhausts.

WHITE

Band behind spinner.

RUSSIAN VERSION**RUSSIAN VERSION**

The large red stars above and below port and starboard wings, small red stars to rear of fuselage sides; yellow serial numbers 47145 to each side of fin and rudder; aircraft name to base of stand.

OLIVE GREEN DRAB M3

All upper surfaces.

GREY M2

All under surfaces. Drop tank.

BLACK M6

Propeller, guns, wheel tyres, exhausts.



LIGHT GREY

OLIVE GREEN
DRAB

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