

PROFILE SERIES

P-39 Airacobra



MODEL PRODUCTS
OF GENERAL MILLS FUN GROUP INC.
126 GROESBECK HIGHWAY
MOUNT CLEMENS, MICH. 48043

PLEASE READ THIS FIRST

Before you begin, read the instructions very carefully. Study the illustrations and become familiar with the pieces before you start assembly of your model. Following the procedures given, test fit all the parts before cementing, this way you will become acquainted with the location of parts when it comes time to use cement.

The highest quality styrene goes into the making of each MPC model. Only paint and cement made for styrene should be used. Before test fitting parts trim off excess "flash." To join parts use cement sparingly. Apply cement to very small parts with a toothpick.

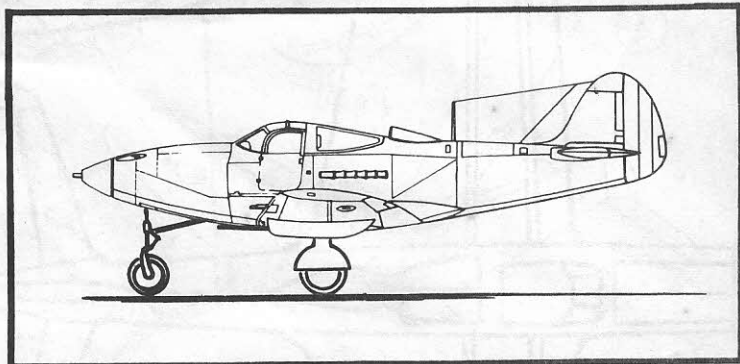
For removing parts from the "runners" it is best to use your modelers knife, do not attempt to twist them off.

When painting your model follow the painting tips in each step. It is best to paint the very small parts while they are still on the runners. For realism use flat colors and use them carefully.

You should have no trouble assembling your kit if the instructions are followed properly.

5 ASSEMBLY NUMBERS

When painting your model, use flat colors or use "flat clear spray" upon completion.



P-39 AIRACOBRA HISTORY

The Bell P-39 Airacobra design began in June, 1936, and 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 change 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 role. 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 role 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 on 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.

1

NOTE: Paint pilot as follows:

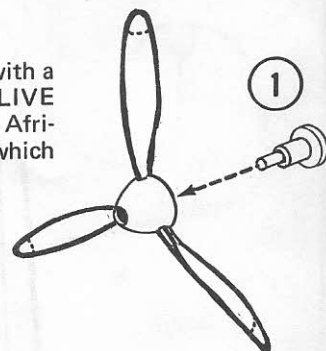
Helmet BROWN
 Goggles BLACK (lenses BLUE)
 Face FLESH
 Mae West ORANGE
 Jacket OLIVE
 Pants DARK GREEN
 Socks GRAY
 Boots BLACK
 Hands BLACK
 (Gloves)



2

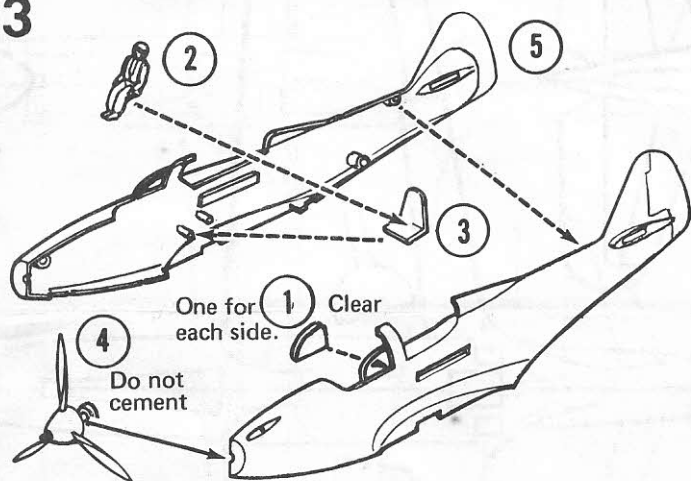
2

Paint blades on prop BLACK with a YELLOW tip. Paint cap OLIVE GREEN except for the 1944, African Coastal Command version which has a RED cap.

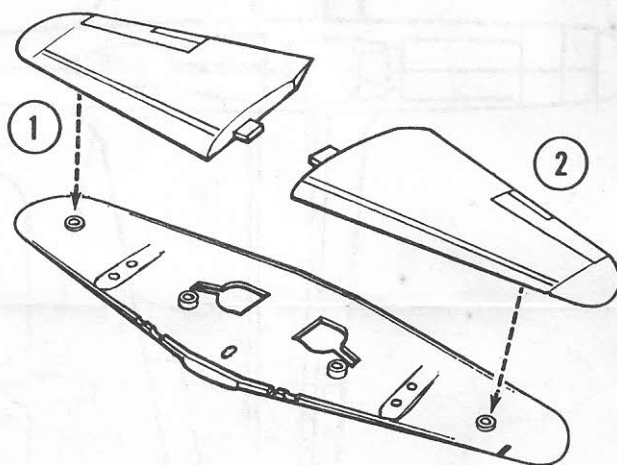


NOTE: See "DISPLAYING YOUR MODEL" for "in flight" propeller.

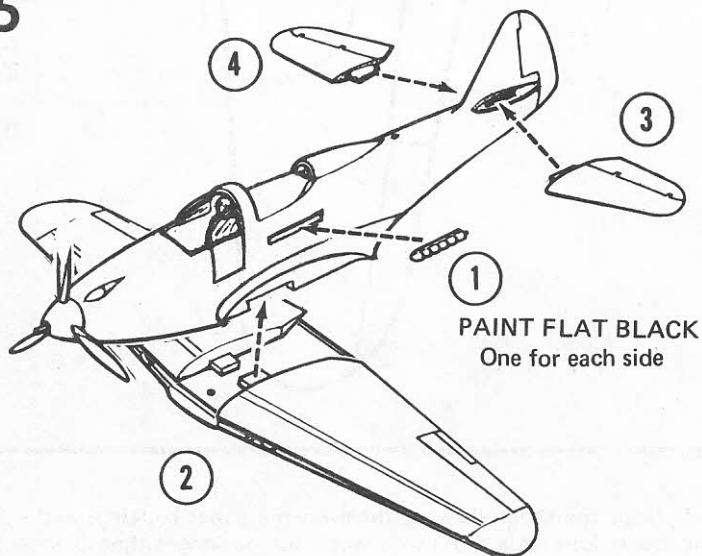
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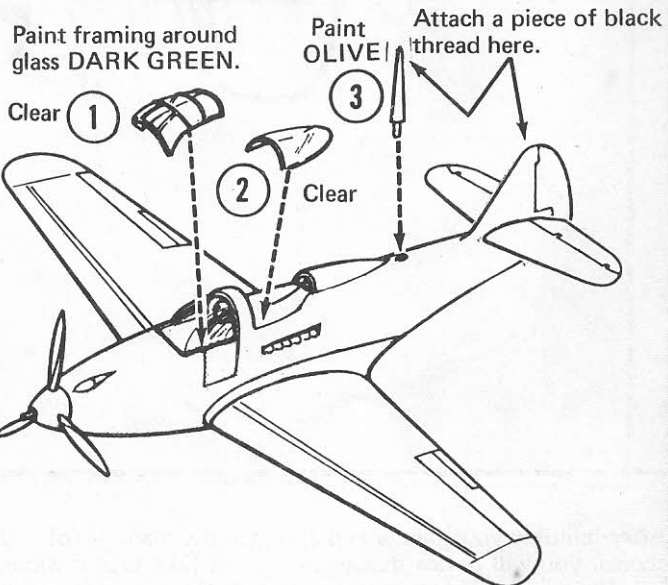
4



5



6

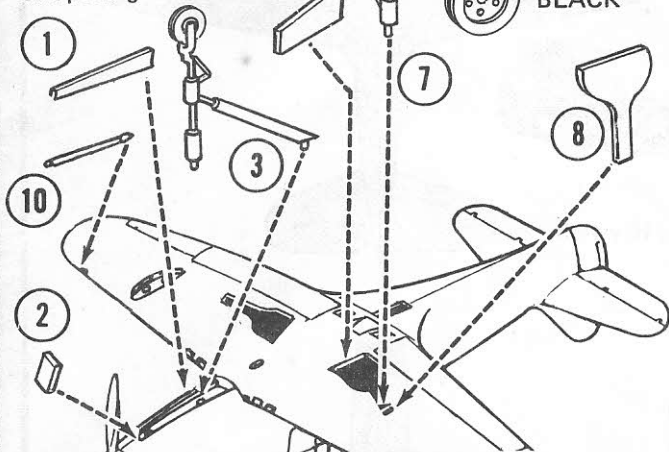


7 LANDING GEAR IN LOWERED POSITION

4 Paint landing gear
LIGHT GREY

Repeat steps 5 thru 8 for
other side. 9

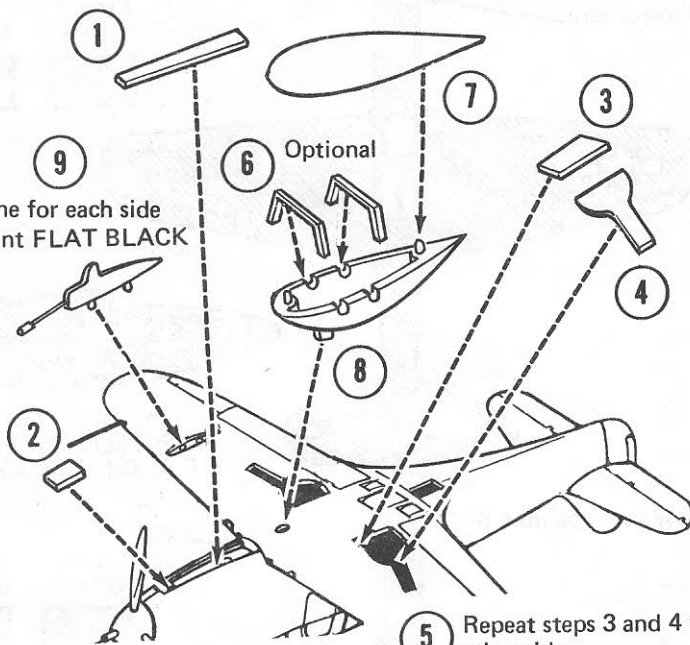
One for each side
of opening.



6 Paint tires
FLAT
BLACK

LANDING GEAR IN RAISED POSITION

One for each side
Paint FLAT BLACK

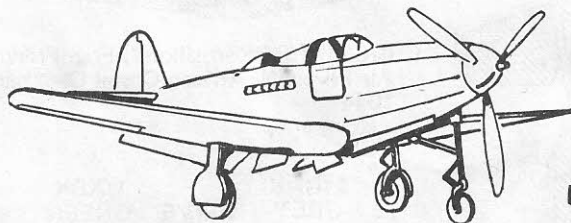
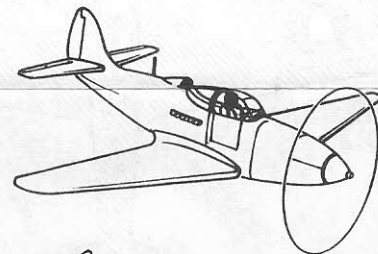


5 Repeat steps 3 and 4 for
other side.

DISPLAYING YOUR MODEL

Shown are two ways of displaying your model; landing gear down in a "grounded or based" position or "in flight" with gear retracted. For added realism with plane "in flight" the propellers may be cut off and in their place a piece of clear acetate or sheet plastic can be used. Measure the length of the propeller (tip to tip) and using that dimension for your diameter, cut the acetate in a circle using a coin or bottle top for a "template". Apply cement to front of fuselage and center the disc on it. Cement propeller cowl to the center of the disc. Clear acetate is available at any art or drafting supply store, and most hobby shops.

IN FLIGHT (Gear Up)



BASED (Gear Down)

SPECIAL OFFER! ONLY \$1.00

For the PROFILE PUBLICATION No. 165 of the P-39 Airacobra further describing this aircraft in detail, please complete attached coupon, enclose \$1.00 and send to:

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MOUNT CLEMENS, MICHIGAN
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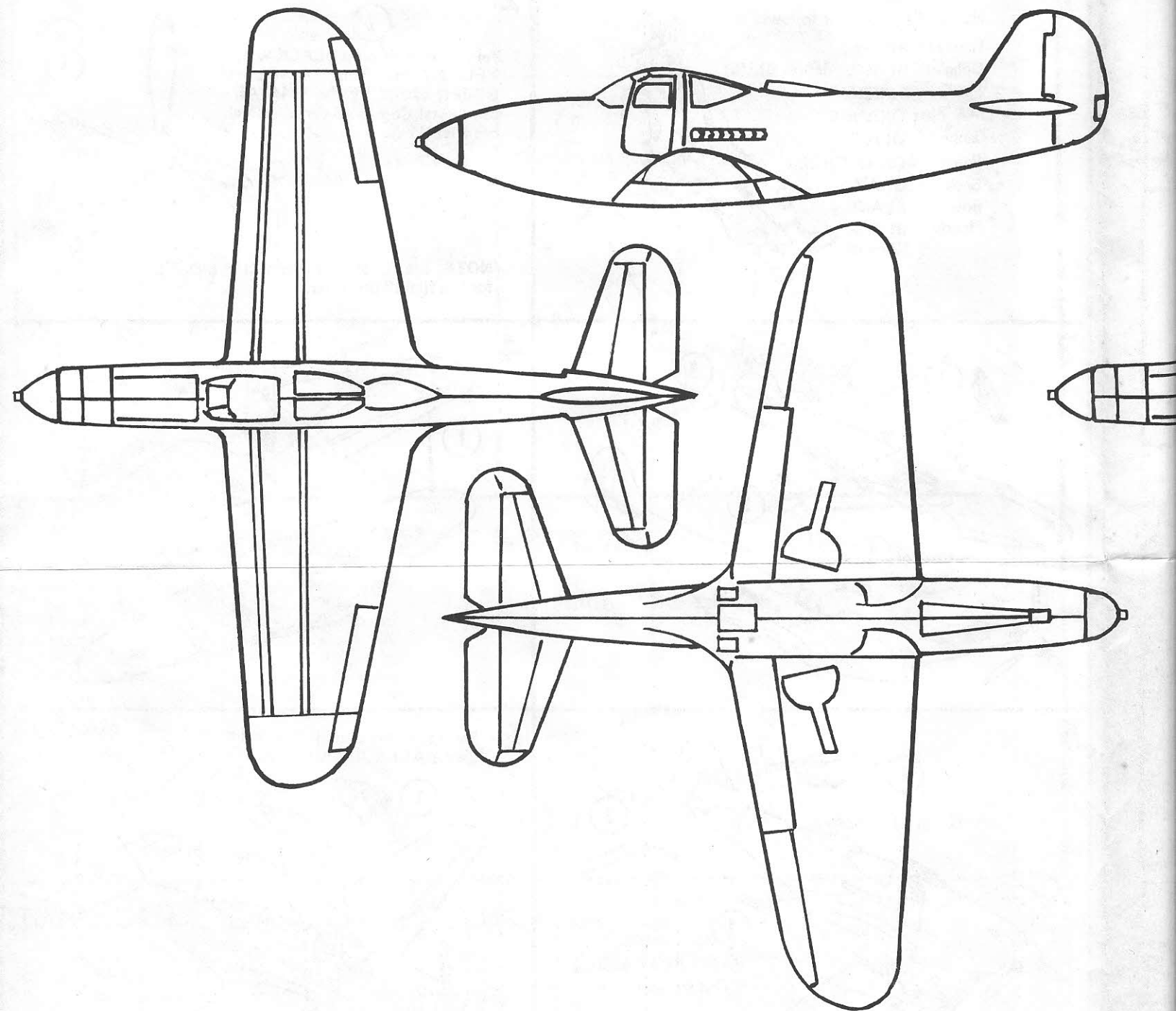
MPC PROFILES
126 N. GROESBECK HWY.
MOUNT CLEMENS, MICHIGAN
48043

P-39 AIRACOBRA No. 165

NAME _____

ADDRESS _____

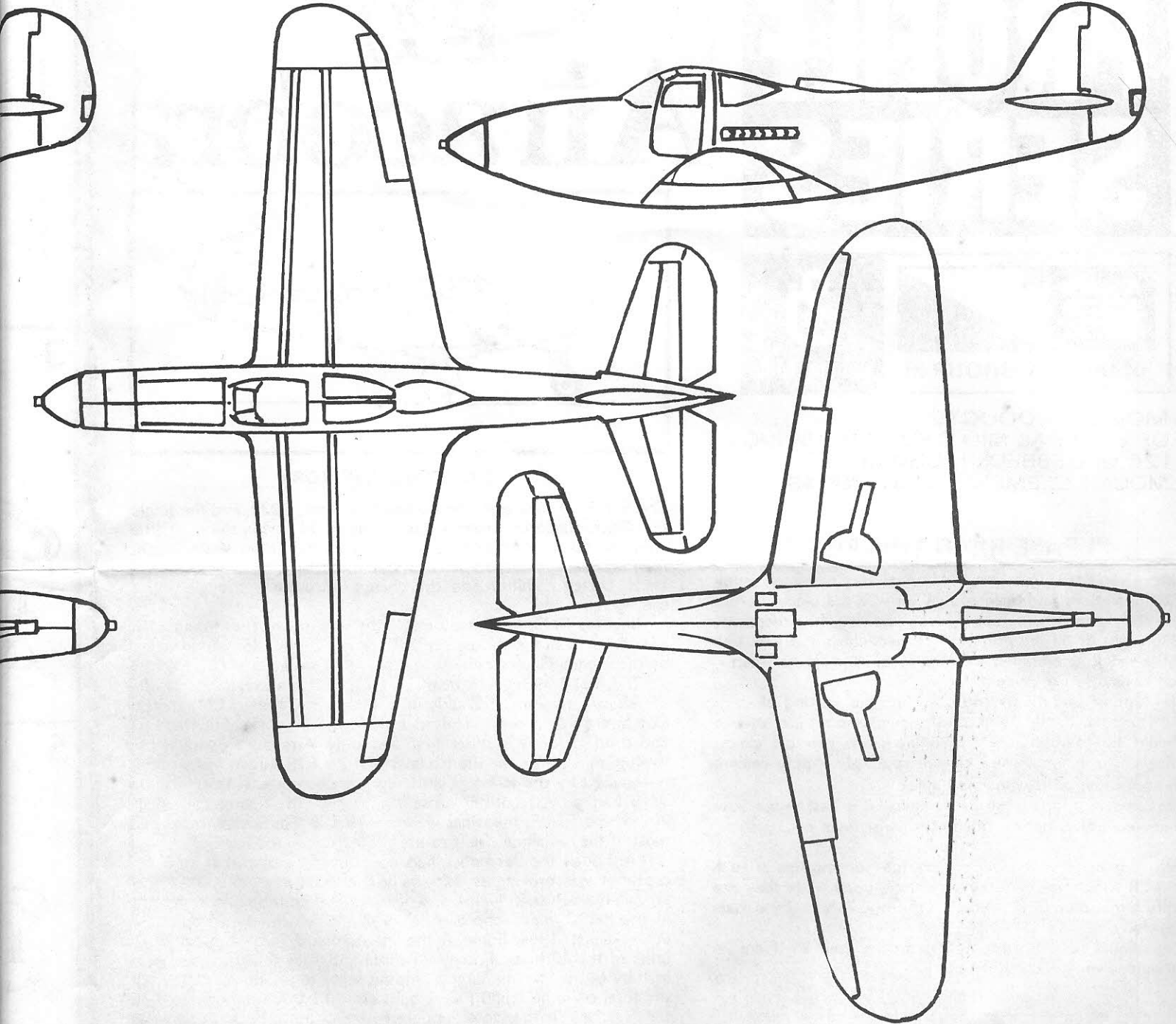
CITY _____ STATE _____ ZIP _____



After building your model and applying the markings of your choice, you will notice that you have two (2) sets of markings left. We have provided scale drawings of the top, bottom and side views of your plane. To add to your display, cut these de-

cals from the sheet (leaving them on the paper backing) and dip them (one at a time) into water for no longer than 5 seconds. Next place decal on a flat, hard surface and blot with a tissue. Place a small piece of clear tape over the decal and the

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image will stick to the tape leaving the paper backing. Now place the tape (with markings attached) to designated areas on plane. Note: Fuselage bands, if any, should be trimmed and put on the side view. An additional method for applying decals to

plane would be to cut them out, leaving them on the paper backing and, using white glue, place them onto drawings. You may want to color your plane, with crayons or colored pencils, using the color schemes described before applying markings.

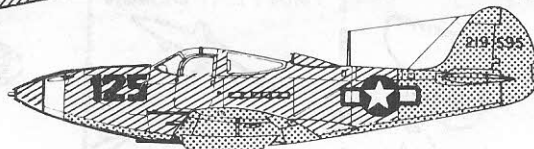
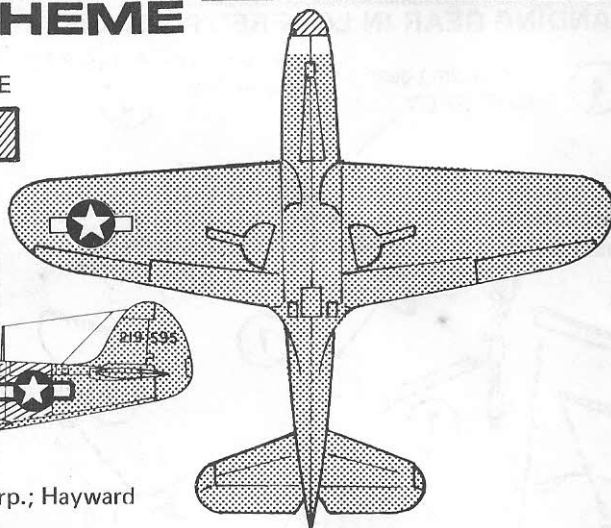
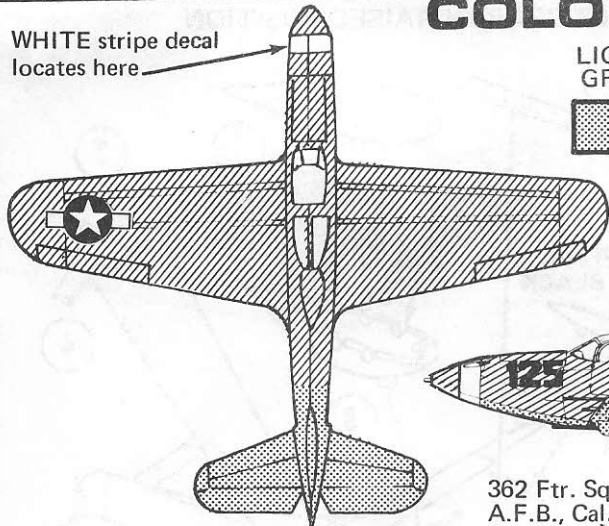
COLOR SCHEME

WHITE stripe decal
locates here →

LIGHT
GREY



OLIVE



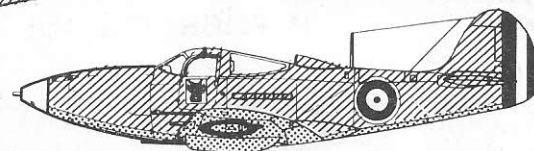
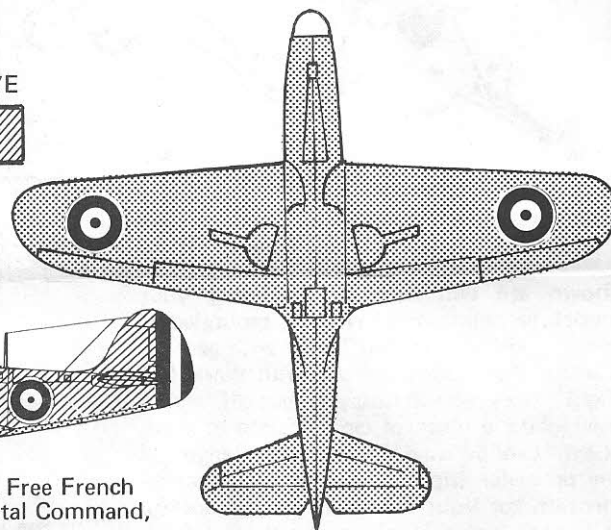
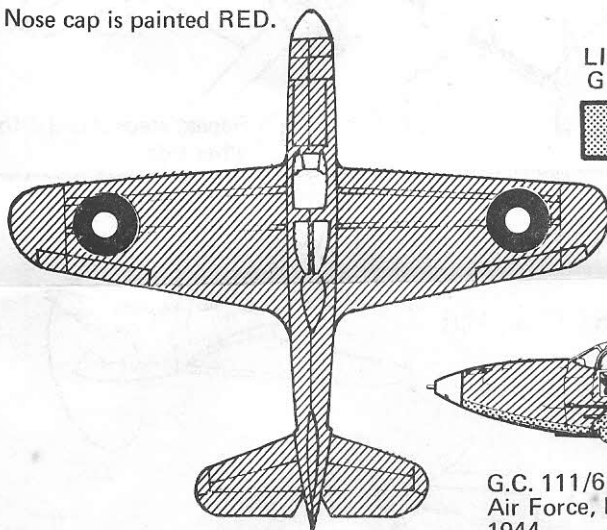
362 Ftr. Sqn., 357 Ftr. Grp.; Hayward
A.F.B., Cal., USA 1943

Nose cap is painted RED.

LIGHT
GREY



OLIVE



G.C. 111/6 "Roussillon", Free French
Air Force, N. African Coastal Command,
1944

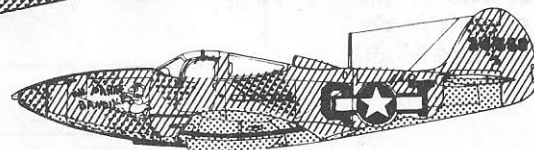
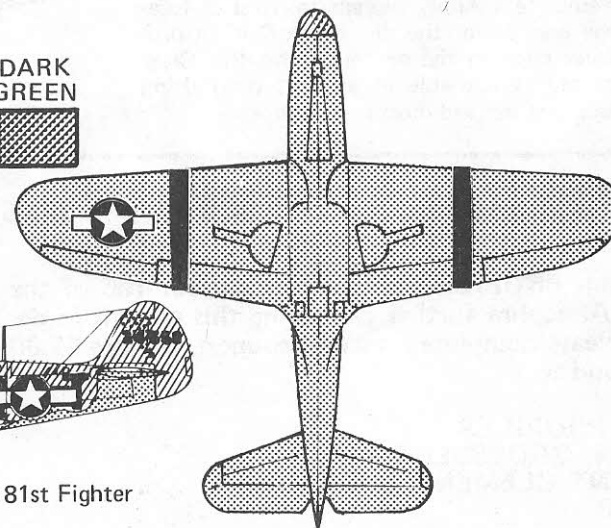
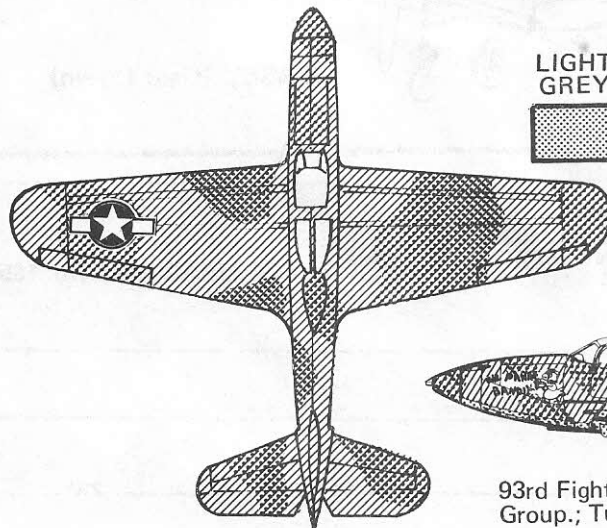
LIGHT
GREY



OLIVE



DARK
GREEN



93rd Fighter Squadron.; 81st Fighter
Group.; Tunisia, 1943