

P-39Q Airacobra

eduard

1/48 Scale Plastic Model Kit

WEEKEND
edition



item No. 8470

The Bell P-39 Airacobra was one of the best fighter aircraft the USAAF had at their disposal when entering the war. Although overshadowed by the P-51 or P-47 later, it was remarkable fighter, when used properly.

The P-39 Airacobra was developed by the Bell Aircraft Corporation in Buffalo, New York in the late 30's as an answer to the 1937 specification for a new high-altitude and heavily armed pursuit aircraft. The turbocharged Allison engine was intended to power the aircraft, which was required to reach at least 360 mph (580 km/h) at altitude, climbing to the 20,000 ft (6,100 m) in six minutes. These demands were very challenging, and the Bell design team decided to take innovative approach with the engine mounted in the middle of the fuselage at the centre of gravity. The propeller was driven through an outboard reduction gear by an extension shaft running under the cockpit floor. It also had unusual tricycle undercarriage and car-door entry to the cockpit on both sides.

Blow to the concept

The first XP-39 prototype conducted its maiden flight on April 6, 1939 in Dayton and reached maximum speed of 390 mph (628 km/h) at 20,000 ft (6100 m). It took only five minutes to reach that height and doing so, the new design surpassed the original demands, but stayed behind the proposal by Bell, stating 400 mph would be achieved. The prototype was powered by the Allison V-1710-17 fitted with turbocharger according to the original specifications, rated at 1150 hp. The XP-39 proved also good manoeuvrability thanks its innovative concept of airframe, with its engine located in the centre of gravity. The concept also allowed a long, slim nose well suited for installation of a powerful weaponry. The USAAF ordered a test series of twelve YP-39s on April 27, but before the series was finished the project had been significantly changed. Because of troubles with proper turbocharger installation, the original engine was replaced by a less powerful Allison V-1710-37 using just one-stage, one-speed mechanical supercharger. The engine thus developed just 1090 hp and, more to it, it was losing its power gradually at the higher levels. This was a major blow to the promising fighter.

The YP-39 had a propeller-axis Oldsmobile T-9 cal. 37 mm cannon, two .50 calibre (12.7 mm) machine guns and two .30 calibre (7.62 mm) machine guns mounted in the nose. The pilot seat got armour and the weight of the aircraft rose to 3160 kg against 2820 kg of the XP-39 prototype. Due to it the maximum speed fell to 366 mph (590 km/h) and climbing to 6100 m took 7.5 min now.

Although the excellent prototype flight performances were decreased, the USAAF kept its interest and ordered 80 production P-39s marked as the C variant. The first 20 aircraft of the order were supplied as standard P-39C, while the remaining 60 were finished as P-39Ds, with the two .30 calibre (7.62 mm) machine guns moved to the wings and two more .30 calibre (7.62 mm) machine guns added to the same location. The USAAF received its first P-39Ds in February 1941, and the next order for 344 P-39Ds was placed subsequently.

RAF disappointment

The British RAF ordered 675 P-39s in April 1940. British Airacobra Mk.IIs were produced as the P-39D standard, but with the engine-axis cannon replaced with a British Hispano M1 20mm cannon, while the wing machine guns were replaced with 7.7 mm Brownings. The first Airacobra Mk.IIs were delivered in July 1941, but the RAF was disappointed, as it was found they were not suitable for service in the European war theatre due to their less than average performance at high altitude. In October 1941 four Mk.IIs were tested by No. 601 Squadron in the ground attack role over occupied France, but Airacobra did not perform well in this role as well, so P-39s were withdrawn from service with RAF and 212 of them were sent to Soviet Union.

Evolution of the Airacobra

When the USA entered the war, the USAAF confiscated 179 Airacobras from the British order on the production line. They were re-designated P-400 and served in the Pacific. All P-400s had 12 exhaust pipes on each side of the engine, which was major difference from the P-39D series. The next production block, also with 12 exhaust pipes, were 229 aircraft of the P-39F series, followed by the P-39K series (210 aircraft), P-39L (250 aircraft), P-39M (240 aircraft) and P-39N (2095 aircraft). All these variants were very similar, using various engines, propellers, and other equipment. The final version of the Bell's innovative design was the P-39Q with the Allison V-1710-85 engine, rated at 1420 hp. The installation of two .50 calibre (12.7 mm) machine guns in underwing pods instead of the four .30 calibre (7.62 mm) wing mounted ones was the main difference to the previous marks.

Eastern success

Most of the 4905 "Q" series aircraft were sent to Soviet Union, where they were used with great success, as the aerial combat took place at lower altitudes, so the absence of turbocharger was not so harmful to the aircraft's performance. Production of P-39Q had been finished. The USAAF employed Airacobras extensively until August 1944, when they were withdrawn from frontline service. The USAAF was using the largest quantity of Airacobras (2105 of all types) during February 1944. They served in the Pacific theatre, as well as in North Africa and Italy.

In total 4758 Airacobras were sent to Russia, where they were very popular also for their solid metal airframe and heavy weapons, gaining the nickname "Groznyaya boyevaya mashina" (frightening combat machine). The French Air Force used 165 Airacobras, and P-39s served also with the Australian RAAF, with the Italian AF and, also with the Portuguese AF. After the war, several Airacobras were employed in civilian service and used for air races.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započatím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



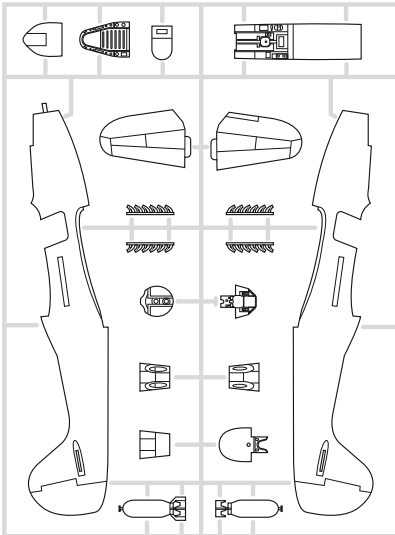
PIÈCES



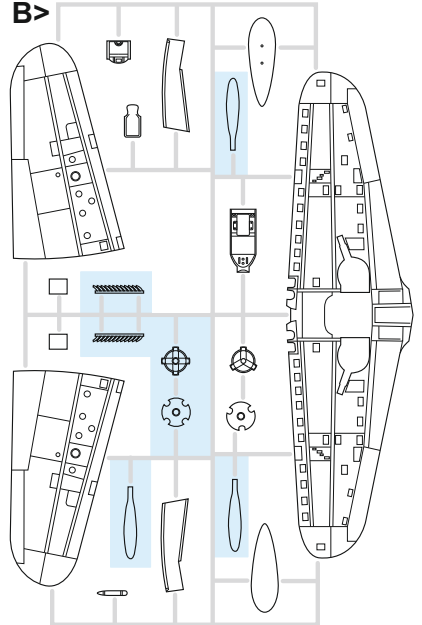
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PLASTIC PARTS

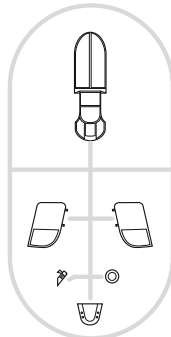
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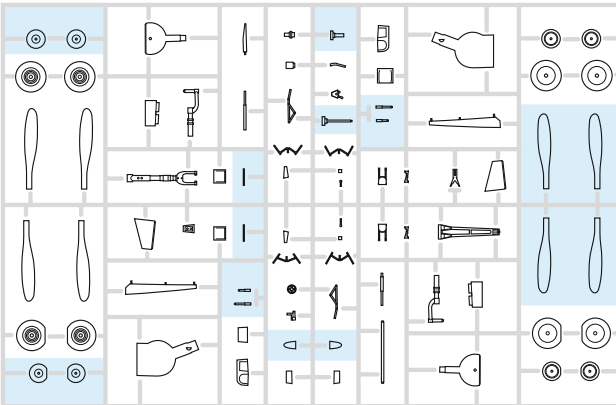
B>



CLEAR PARTS>



C>



D>



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



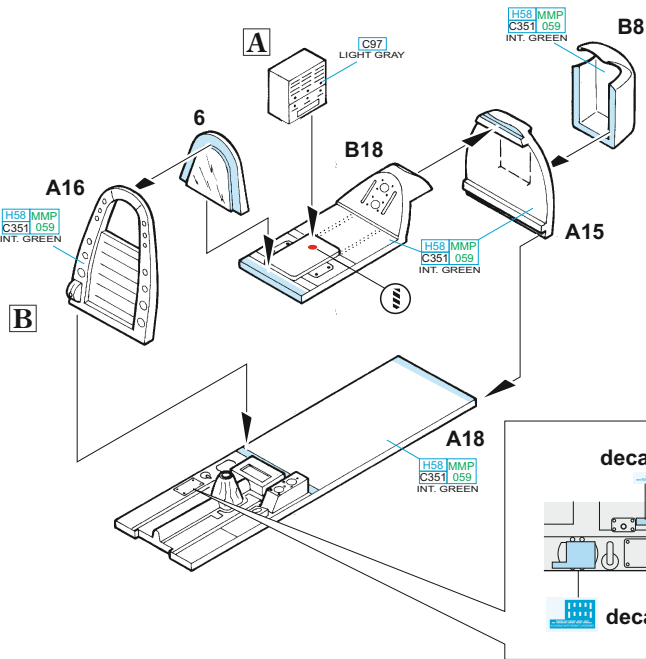
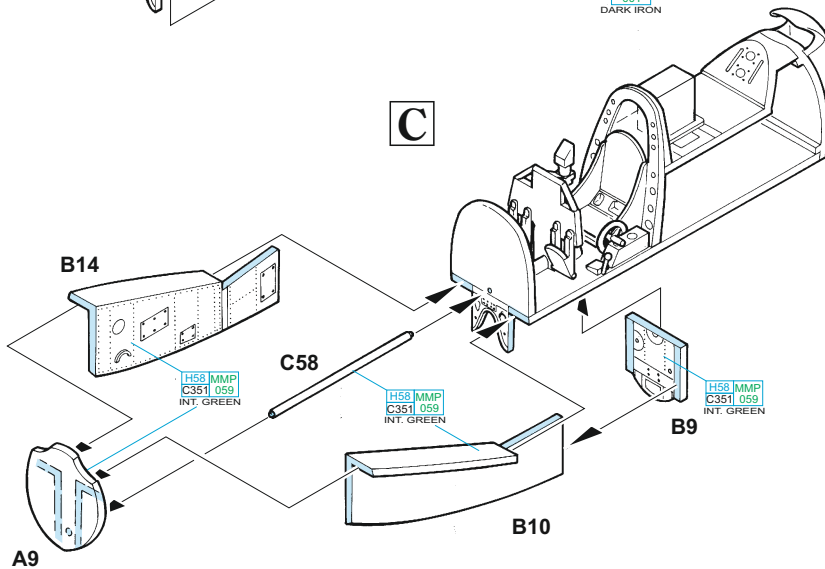
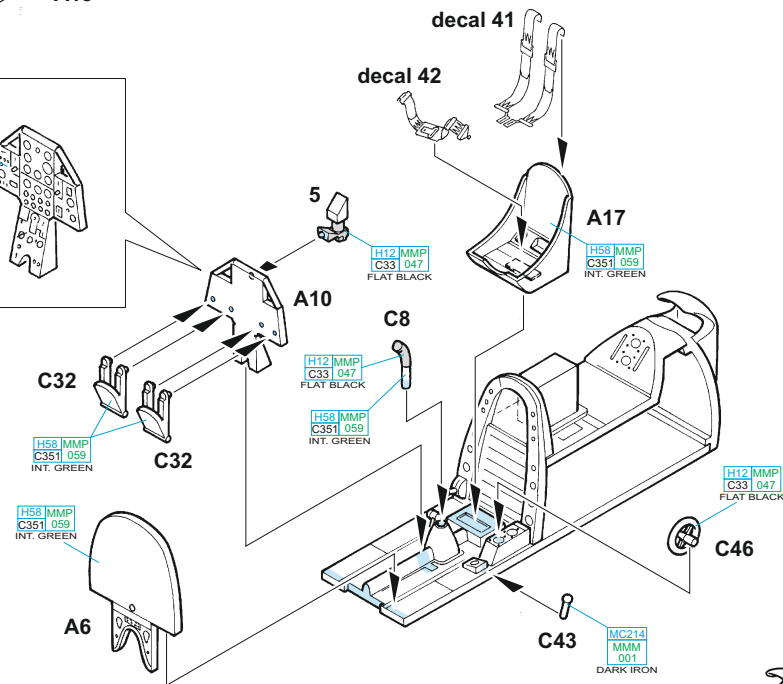
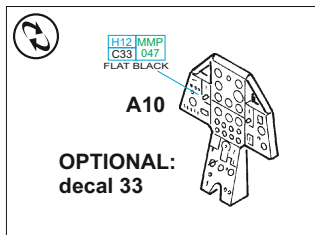
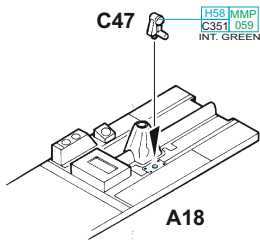
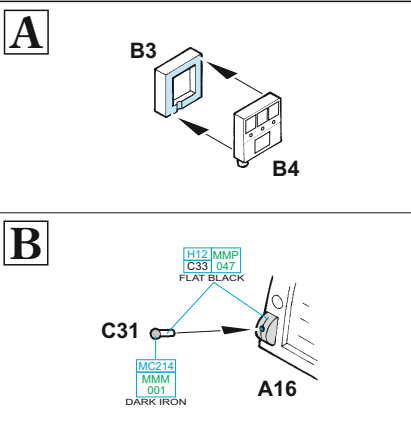
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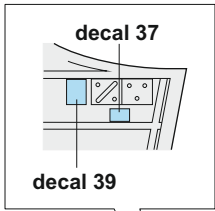


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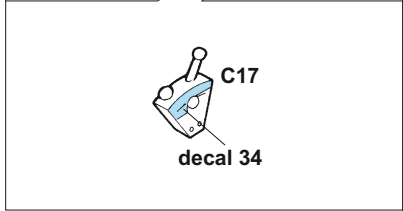
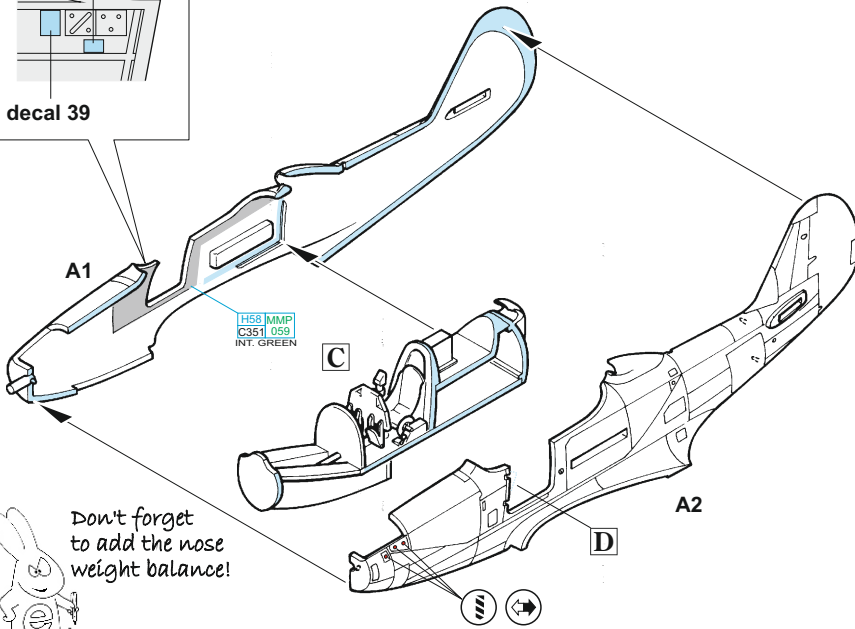
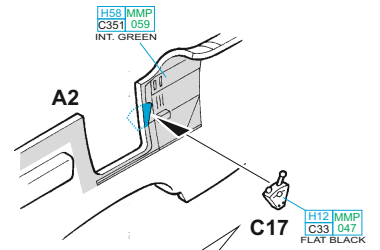
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H8	C8	SILVER	
H12	C33	MMP-047	FLAT BLACK
H44	C51	FLESH	
H52	C12	MMP-091	OLIVE DRAB
H53	C13	NEUTRAL GRAY	
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H316	C316	MMP-104	WHITE
H323	C323	MMP-092	LIGHT BLUE

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H327	C327	MMP-101	RED
H329	C329	MMP-041	YELLOW
	C97	LIGHT GRAY	
Mr.METAL COLOR		METALLICS	
MC214		MMM-001	DARK IRON
MC218		MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM206		MMC-001	SUPER CHROME SILVER2

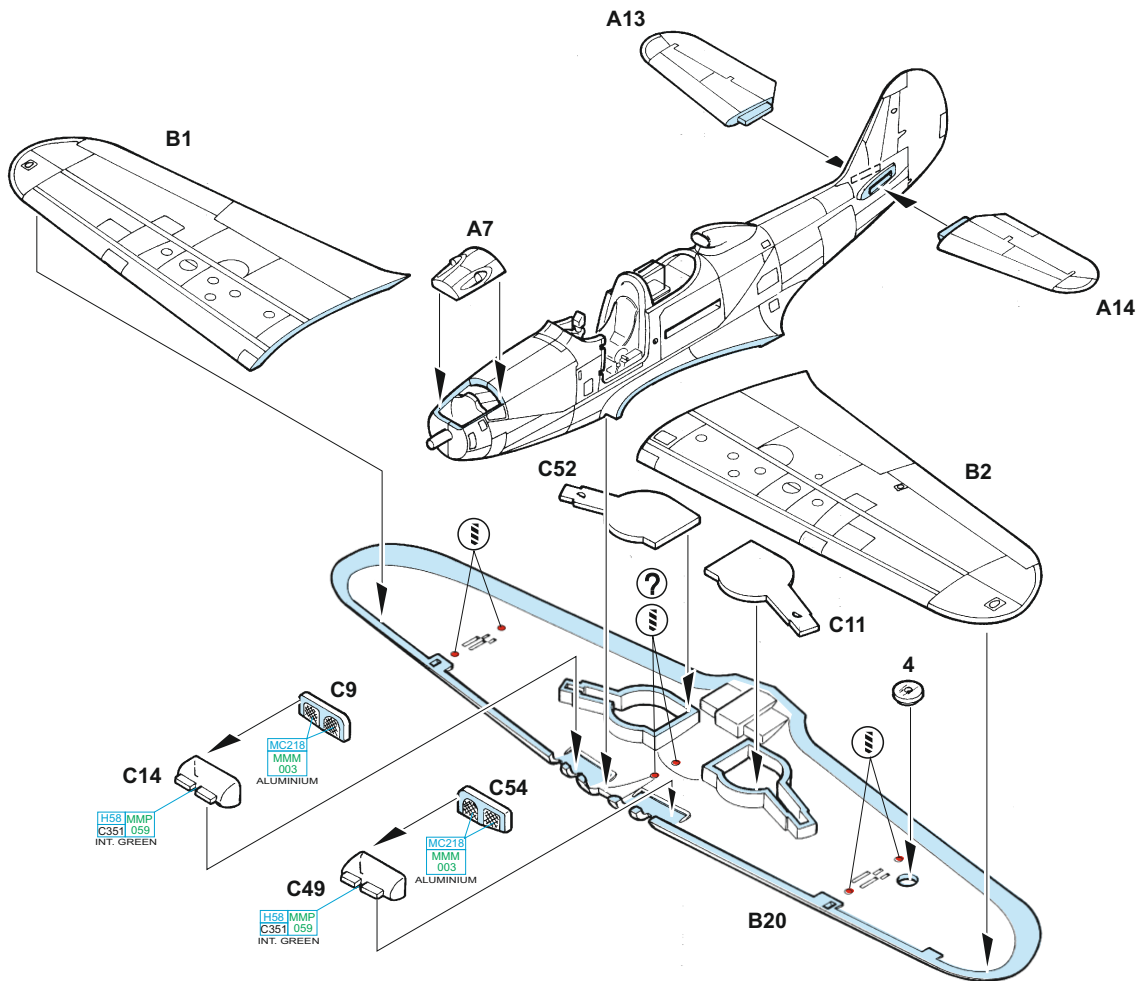


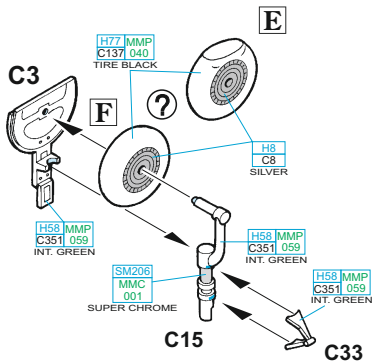
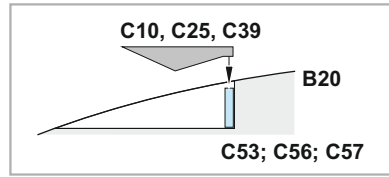
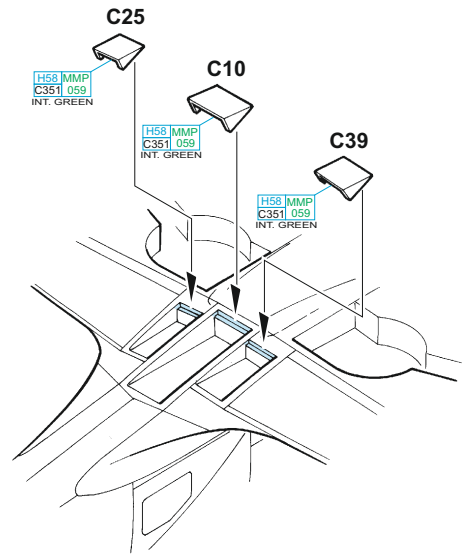
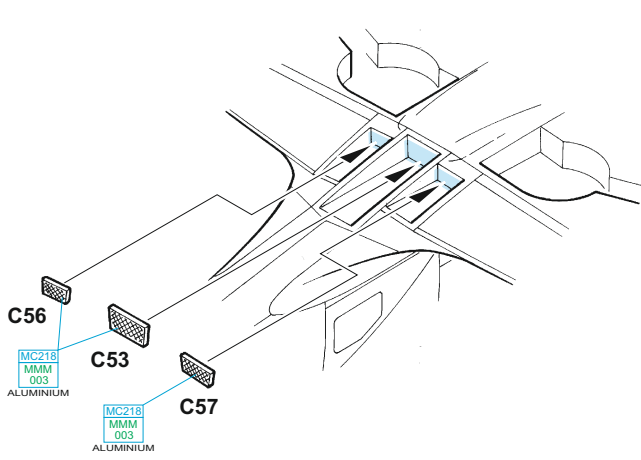


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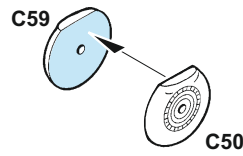


Don't forget to add the nose weight balance!

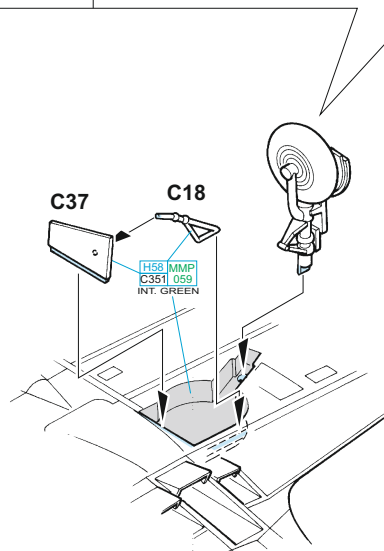
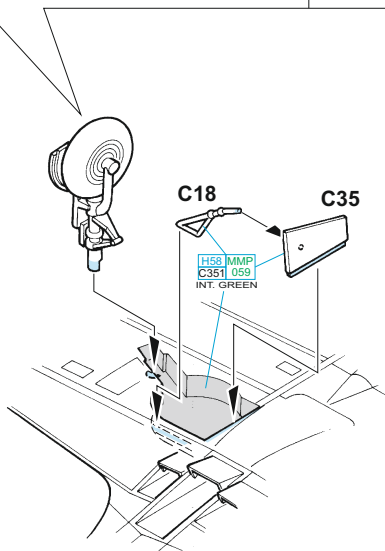
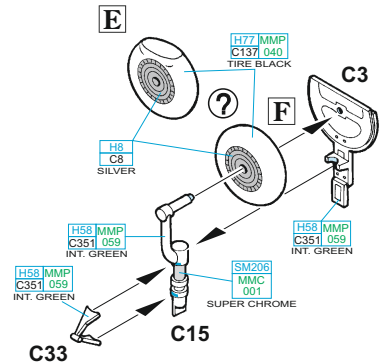
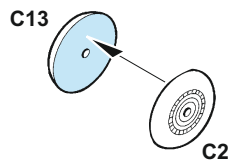




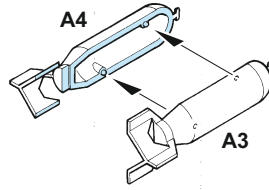
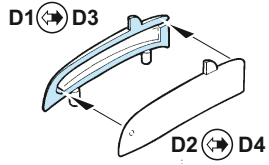
E 2 pcs.



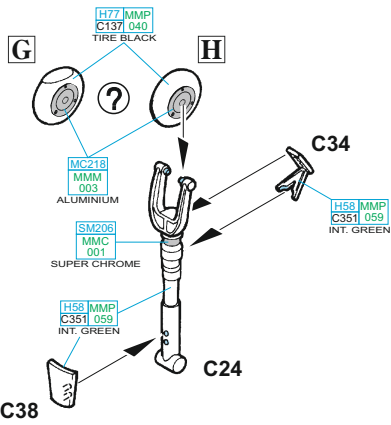
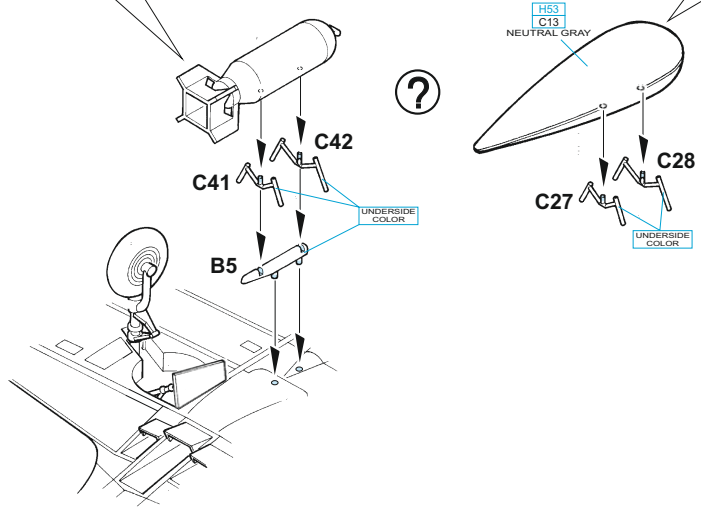
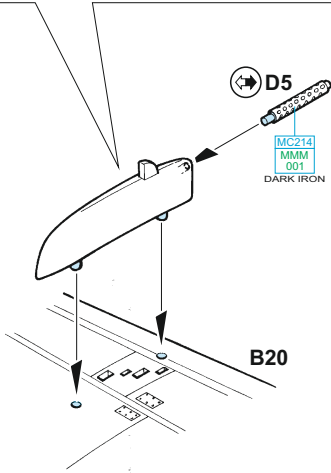
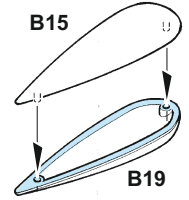
F 2 pcs.



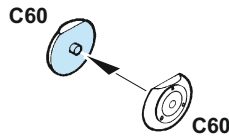
MARKING D



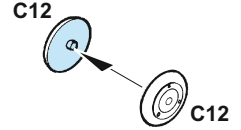
MARKINGS A, B, C



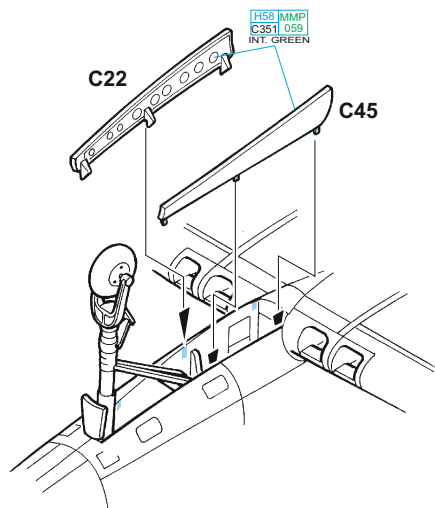
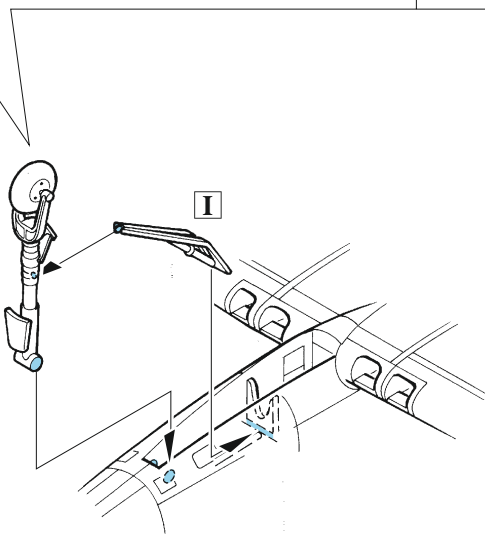
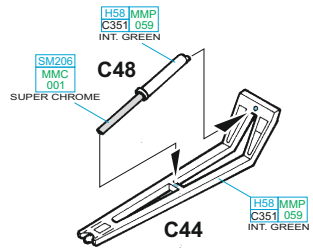
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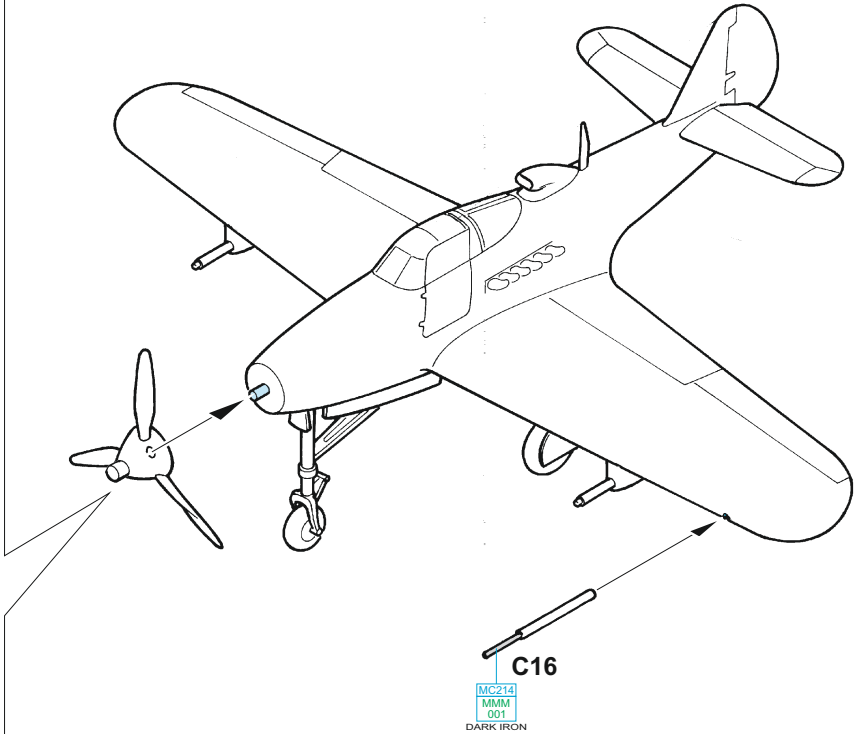
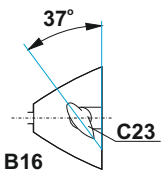
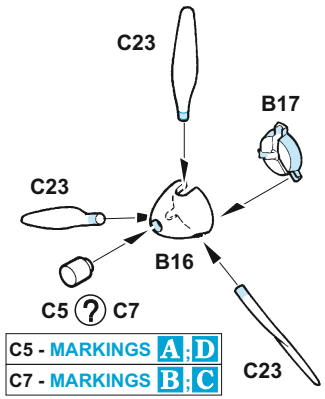
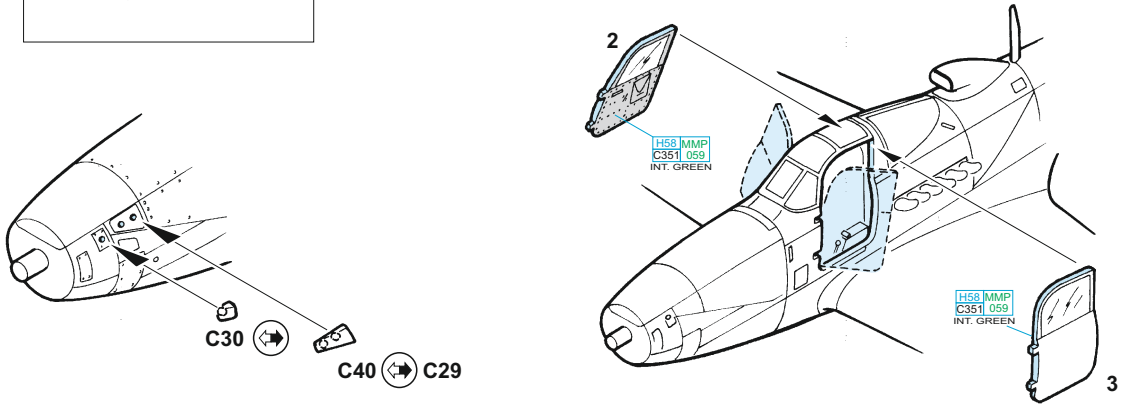
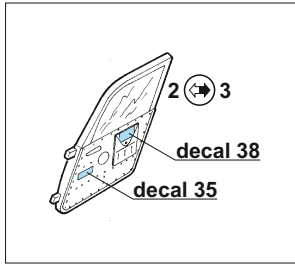
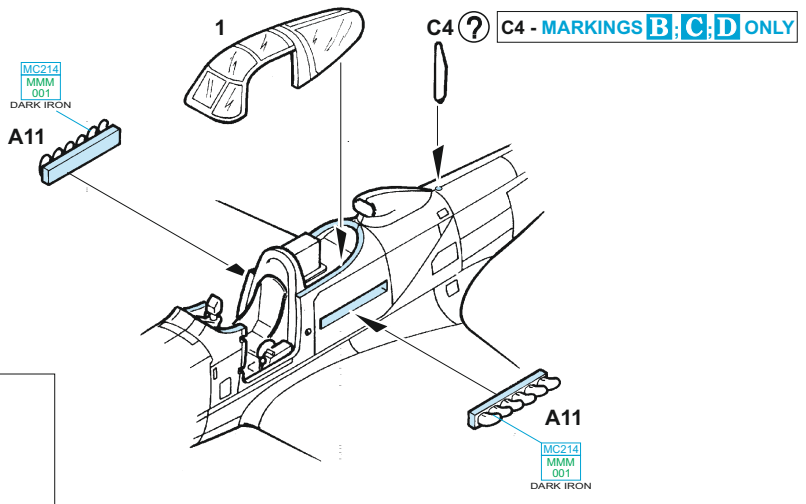


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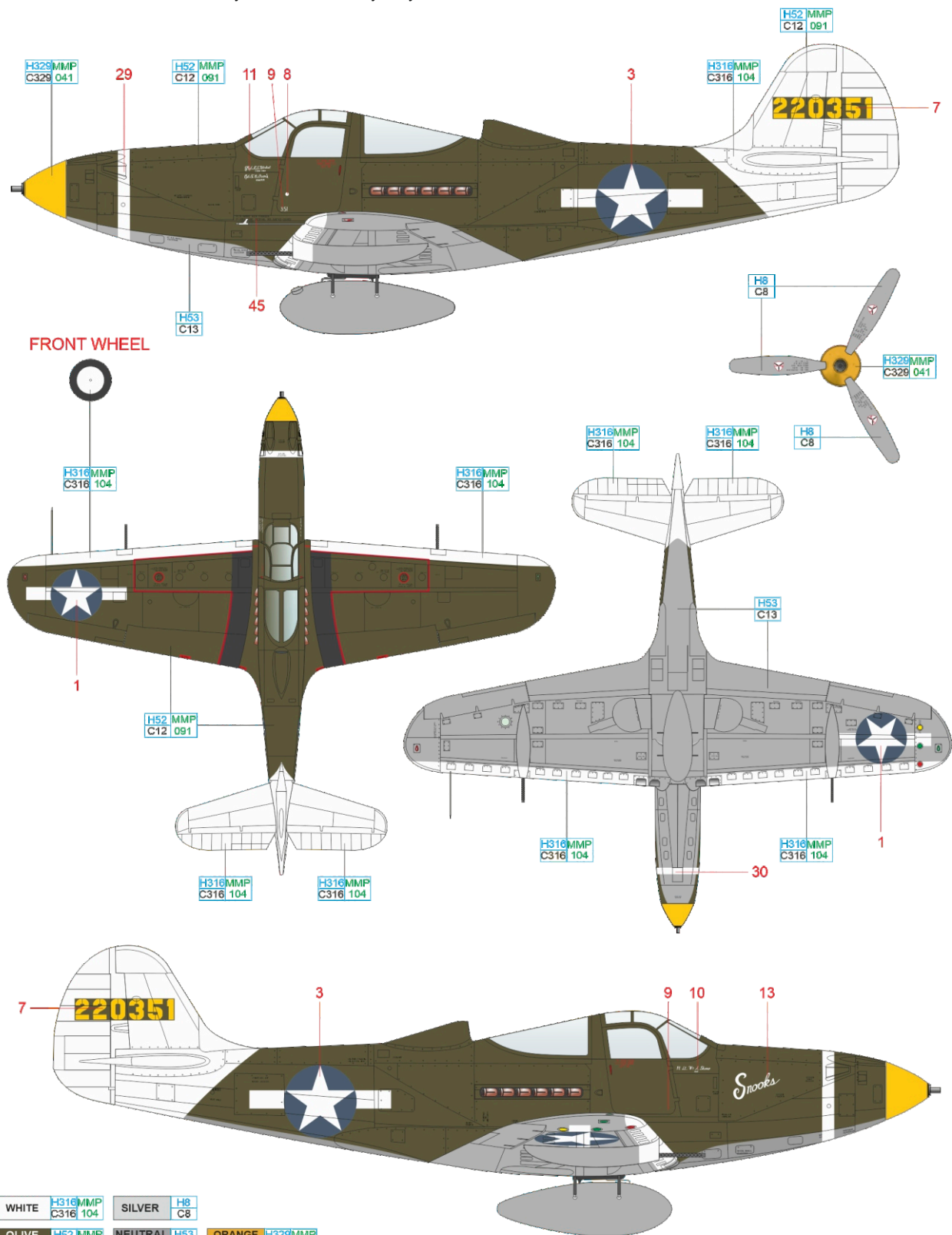
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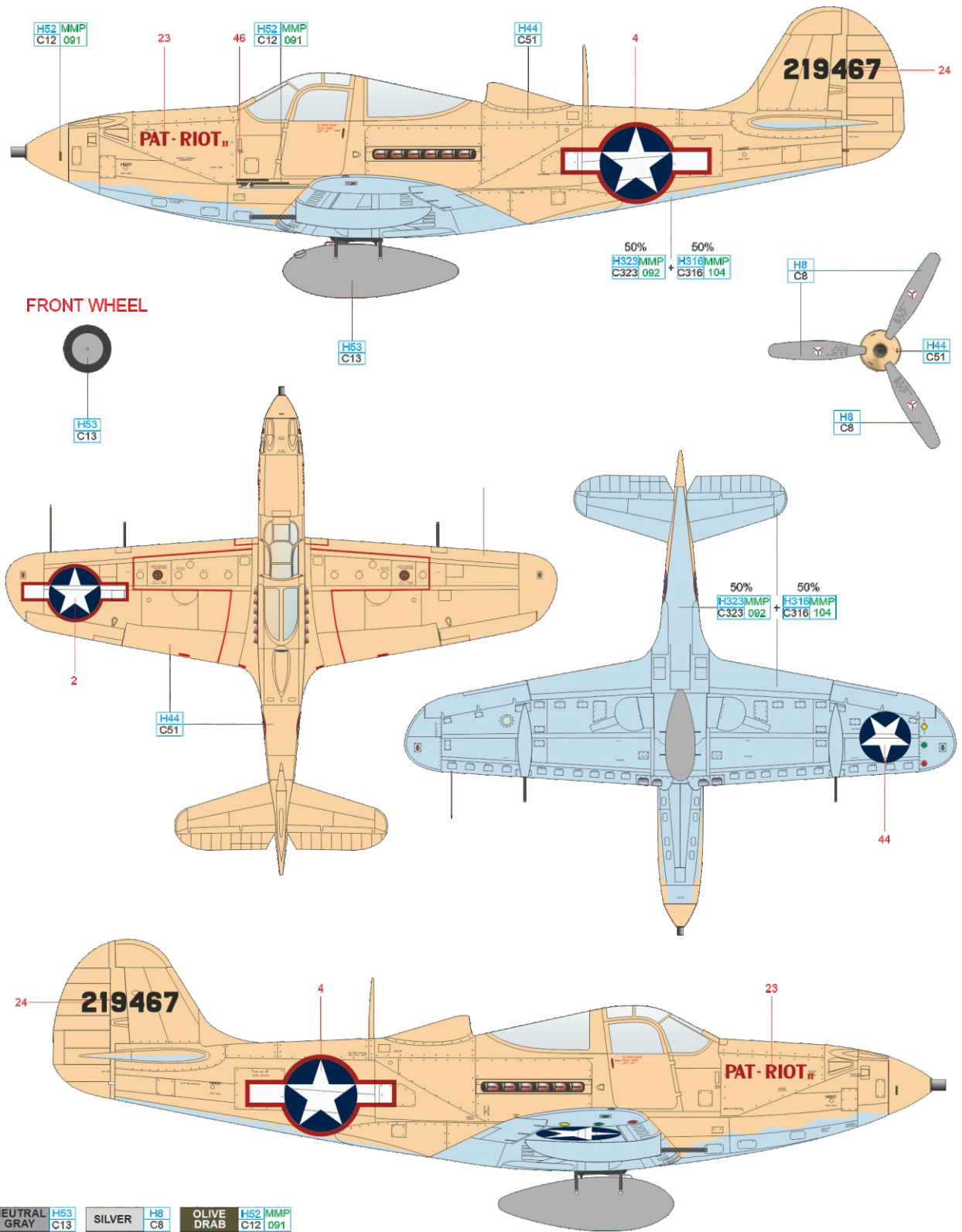
A P-39Q-5, 42-20351, Lt. William A. Shomo, 82nd TRS, 71st TRG, 5th AF, Dobodura, Nová Guinea, březen 1944

William Arthur Shomo se narodil 30. května 1918 v Jeanette v Pensylvánii a do USAAC (US Army Air Force) vstoupil v srpnu 1941. Po výcviku byl zařazen k 82nd TRS náležející do 71st TRG. Na podzim 1943 se jednotka, vyzbrojená Airacobra, přesunula na základnu Port Moresby na Nové Guineji. Hlavním mechanikem všech letadel, které Shomo u jednotky používal byl S/Sgt. Ralph Winkel, který pojmenoval přidělená letadla Snooks podle své budoucí manželky. William Shomo se proslavil při akci dne 11. ledna 1945, kdy už v kabině průzkumného Mustangu sestřelil během jedné akce 7 nepřátelských letadel, za což byl dekorován Medailí cti. Celkem Shomo dosáhl osmi sestřelů nepřátelských letadel v rozmezí 24 hodin. Kromě jiných pozemních cílů si Shomo rovněž připsal 10 letadel zničených na zemi. Nejméně 3 z nich v kabině Airacobra. Dne 31. ledna 1944 společně s Lt. Weberem zničili stíhačku Ki-61 Tony a bombardér Betty. Dne 13. března 1944 pak při přepadu základny Madang zlikvidoval stíhačku A6M. Airacobra 42-20531 byla ztracena během bitevní mise proti pozemním cílům v oblasti Hansa Bay a v kabině stíhačky zahynul Lt. Harrison.



B P-39Q-1, 42-19467, 46th FS, 15th FG, 7th AF, atol Kanton, Phoenixské ostrovy, srpen 1943

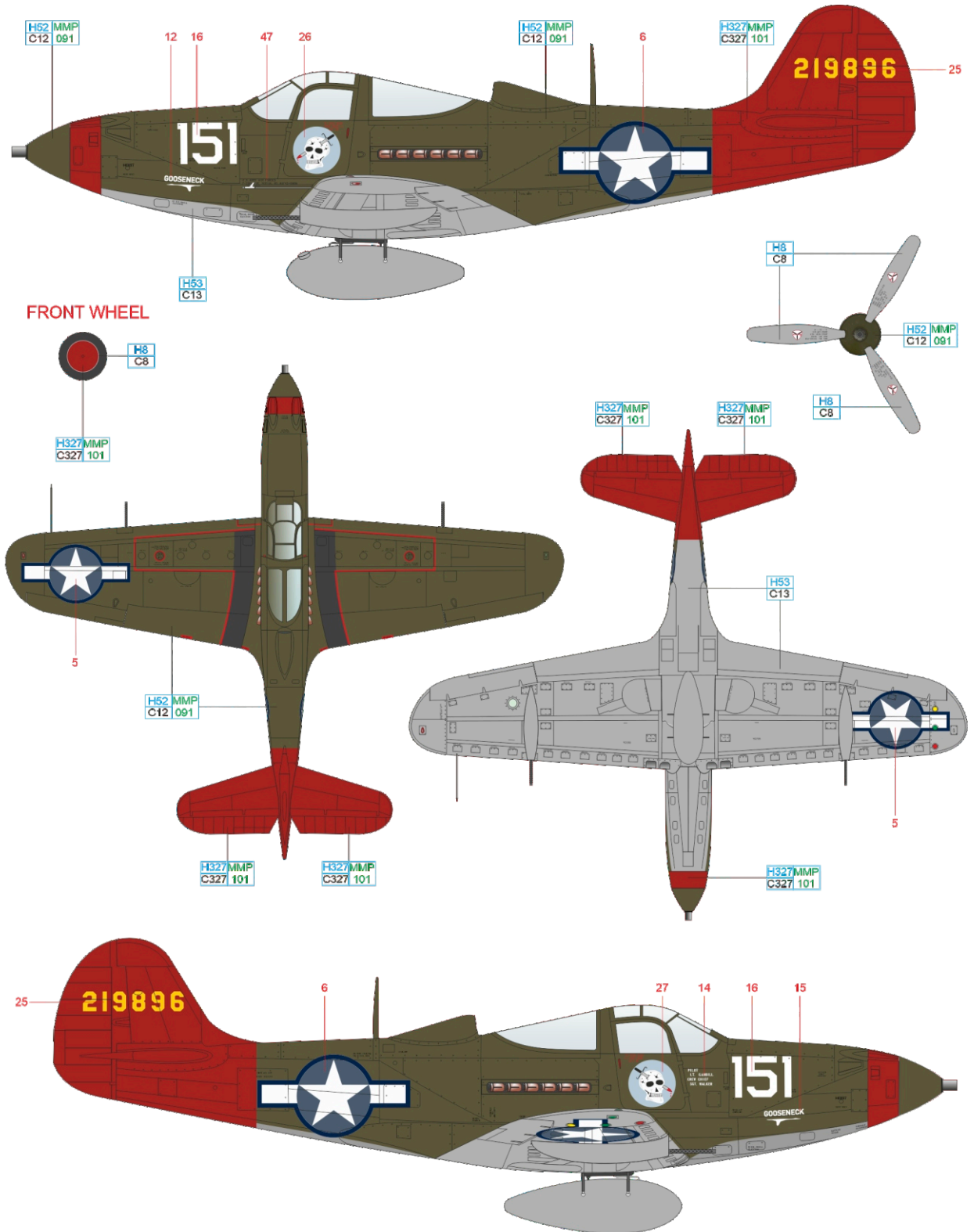
46th FS (původně 46th PS) byla založena na Havajských ostrovech 1. prosince 1940 jako součást 15th Pursuit Group a v té době měla ve výzbroji stíhačky Curtiss P-36 Hawk. Svůj bojový účet otevřela hned první den války v Pacifiku při obraně námořní základny Pearl Harbor během japonského útoku 7. prosince 1941. V roce 1942 byla peruť přezbrojena na Airacobry a na jaře roku 1943 byla převelena na atol Kanton v Phoenixském souostroví. Vzhledem k podmínkám na ostrově, kde téměř chyběla vegetace, byly nové Airacobry přestříkány kombinací barev písková na horních a bočních plochách, zatímco spodní plochy byly nastříkány světle modrou barvou. Na spodních plochách stíhaček. Změnu kamufláže vymyslel a zrealizoval Lt. Benjamin C. Warren, pilot a technický důstojník jednotky. V prosinci 1943 opustila 46th FS Kanton a po přeletu na atol Makin pokračovala v bojové činnosti až do poloviny února 1944. V té době ale už její Airacobry nesly opět olivový nátěr horních ploch.



NEUTRAL GRAY	H53 C13	SILVER	H8 C8	OLIVE DRAB	H52 MMP C12 091
FLESH	H44 C51	LIGHT BLUE	H323 MMP C323 092	WHITE	H316 MMP C316 104

C P-39Q-5, 42-19896, Lt. William W. Gambill, 363rd FS, 357th FG, 8th AF, Oroville, Spojené státy americké, podzim 1943

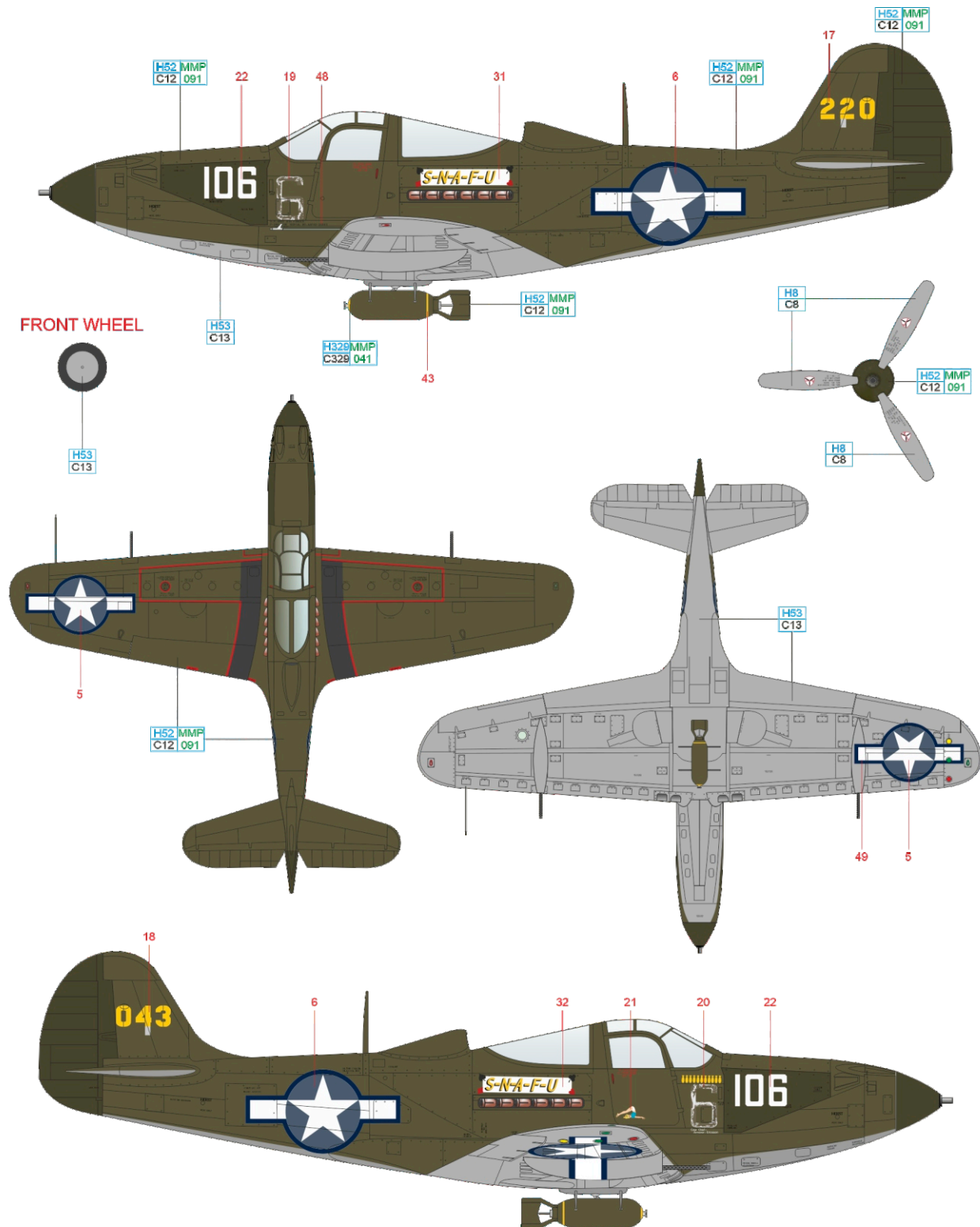
363rd FS byla založena v prosinci 1942 na základně Hamilton Field v Kalifornii. Letouny, na nichž vykonávali výcvik piloti jednotky, byly nové P-39Q Airacobra. Na podzim roku 1943 se 357th Fighter Group, jejíž součástí byla i 363rd Fighter Squadron, přesunula do Velké Británie, kde byla jako první Fighter Group vyzbrojena vynikajícími P-51 Mustang verzí B a C. Na nich v rámci 8th AF podnikala doprovodné lety bombardovacím svazům nad okupovanou Evropou. Při náletu na Berlín dne 8. března 1944 byl Gambillův Mustang sestřelen Messerschmittův Bf 109 u Mehringenu. Lt. Gambill byl zabit během britského nočního náletu na Frankfurt v noci z 22. na 23. března 1944, kdy byl zasažen i Dulag Luft (Durchgangslager der Luftwaffe - tranzitní tábor Luftwaffe). Standardní kamufláž Airacobra v kombinaci barev Olive Drab / Neutral Grey byla u 363rd FS během výcviku doplněna o červený nátěr ocasních ploch a červený pruh na přídí. Na dveřích kokpitu byl namalován znak jednotky.



OLIVE DRAB H52 MMP C12 091 NEUTRAL GRAY H53 C13 RED H327 MMP C327 101 SILVER H8 C8

D P-39Q-5, 42-20043, 70th FS, 347th FG, 13th AF, letiště Torokina, ostrov Bougainville, Šalamounovy ostrovy, podzim 1943

70th FS byla založena 14. prosince 1940 a 5. prosince 1941 byla odvelena na Filipíny. K přesunu jednotky ale v důsledku pádu Filipín nedošlo a perut' na krátko uvízla na Havaji. Další zastávkou před bojovým nasazením z Guadalcanalu bylo Fidži, kam se jednotka přesunula na konci ledna 1942 vyzbrojena Belly P-39 Airacobra. Od listopadu 1942 až do konce bojů na jaře 1944 operovala 70th FS v oblasti Šalamounových ostrovů v rámci 347th FG a připsala si na svůj účet přes 50 letadel zničených ve vzdušných bojích. Výzbroj jednotky se měnila, přičemž nejoblíbenější P-38 Lightning měla ve výzbroji v první polovině roku 1943 a ve zbylém období využívala stroje P-39 a P-40. Od konce roku 1943 operovala 70th FS z letiště Torokina a Belly P-39 si ve výzbroji udržela až do dubna 1944. Bojová činnost spočívala v doprovodu bombardérů, ochraně vlastní základny a nejčastěji v bitevních misích proti pozemním cílům. Airacobra "SNAFU" byla do oblasti bojů dodána na konci léta 1943. Původní označení stíhačky představovala velká číslice 6 na bocích trupu před dveřmi kabiny. Později bylo značení přesunuto na boky přídě a číslo bylo změněno na 106.



OLIVE DRAB H52 MMP C12 091 NEUTRAL GRAY H53 C13 ORANGE YELLOW H329 MMP C329 041 SILVER H8 C8

P-39Q Airacobra

STENCILING POSITIONS

S60 - S63 - MARKING **B** ONLY

