



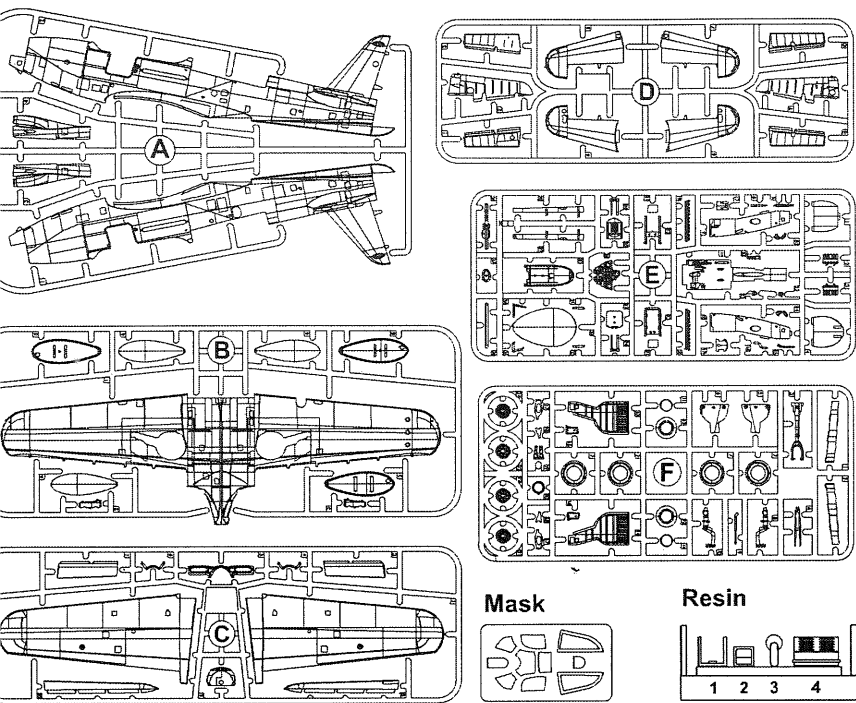
Bell P-63C Kingcobra

The P-63 KINGCOBRA fighters were developed from some of the generated during the XP-39E RACOBRA project. Production for P-63 aircraft began in 1943, and the first examples were delivered in october of that year.

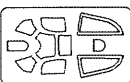
The Soviet Union AF was in dire need offighter aircraft and were already a prime operator of the 39 series. The P-63 seemed like another good match for the VVS RKKa arsenal and, with input from Soviet test-pilot A Kochetkov, the P-63 Kingcobra was modified for the better and ultimately shipped to the Soviet Union from Nome, Alaska, to be used solely against Japanese forces in the East. Despite this "agreement" on the part of the USSR, P-63 air groups were set up in the West to titlle the Germany.

The P-63 excelled in the ground attack role, providing for adequate low flying characteristics and a concentrated dose of lethal armament making them ideal tank busters. Engaging and downing enemy fighters also something of a rarity but still possible.

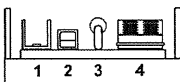
Soviet use of the P-63 amounted to over 72% of all Kingcobras produced (3303 were built), making them the primary operator of the aircraft.



Mask



Resin



THE CONDITIONAL DENOTATION

90°/180°/90°/180° 0°/90°/180°/0°



CAREFUL
BE CAREFUL



DON'T CEMENT
DO NOT CEMENT



REMOVE
EXCESS



SYMMETRICAL
BOTH SIDES



MAKE TWO
PARTS



OPTIONAL
OPTIONAL PART



BEND
BEND



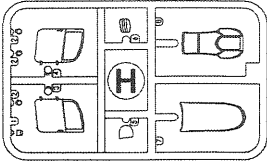
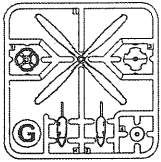
OPEN WHOLE
OPEN WHOLE



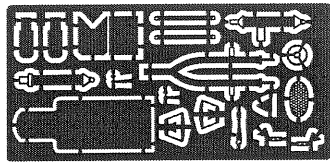
CEMENT
CEMENT



VARIANTS
BOTH SIDES

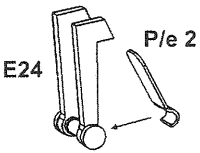


P/e

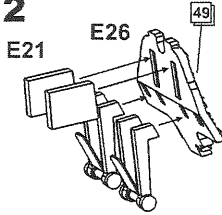


ASSEMBLY MANUAL

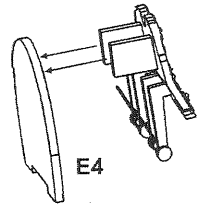
1 x2



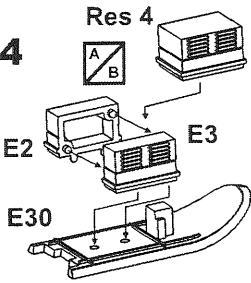
2



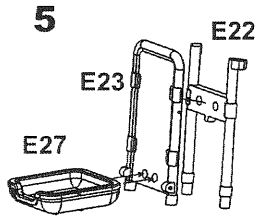
3



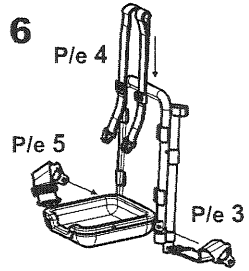
4



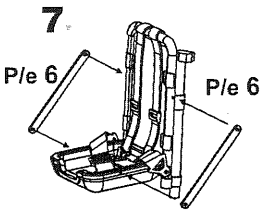
5



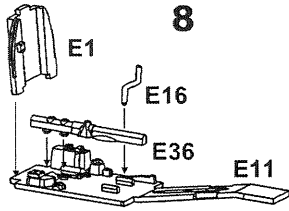
6



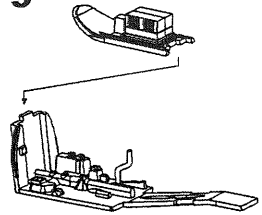
7



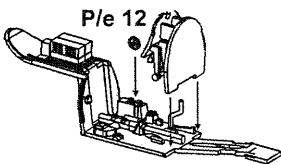
8



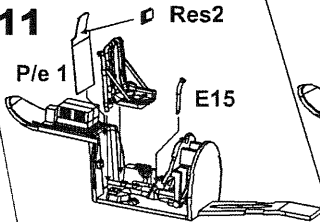
9



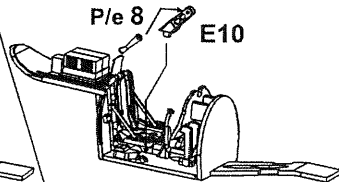
10

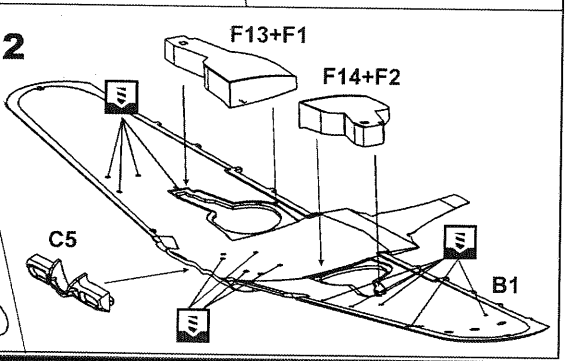
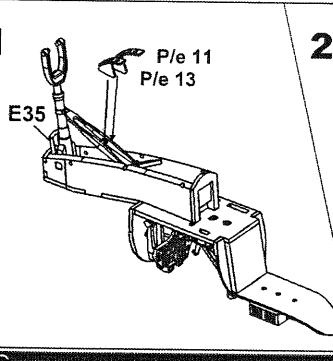
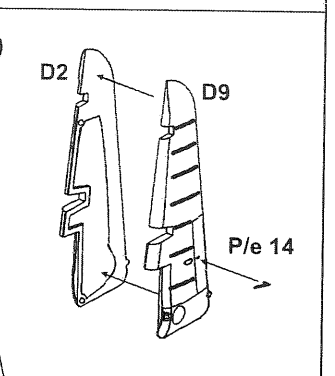
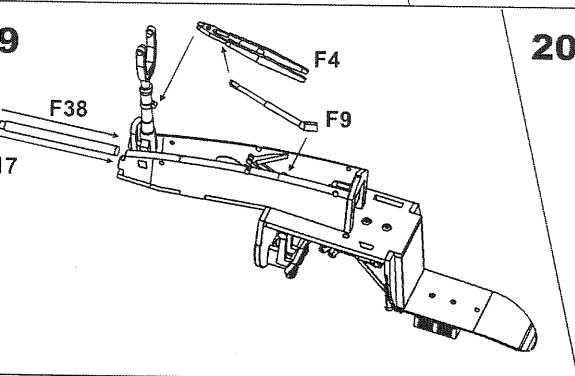
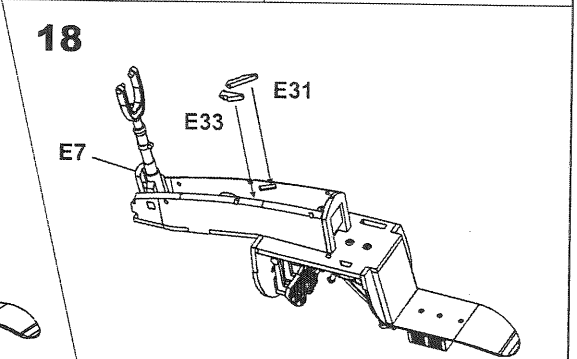
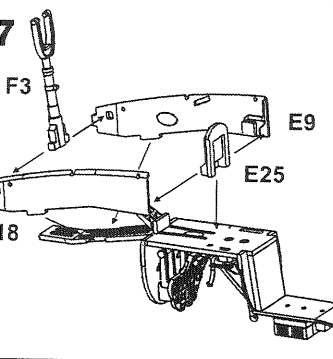
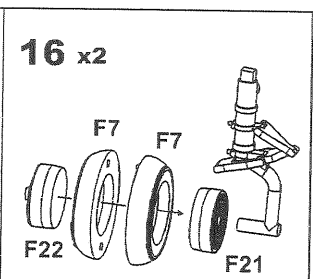
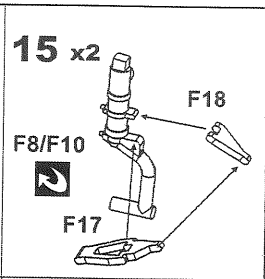
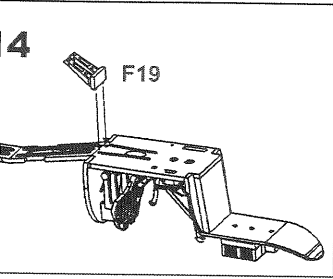


11



12

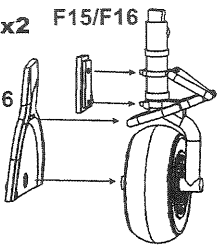




23 x2

F15/F16

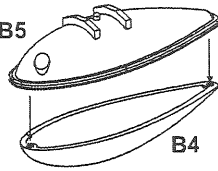
F5/F6



24 x2

B5

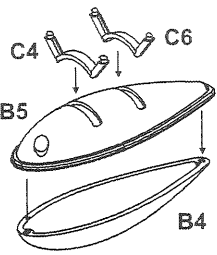
B4



25

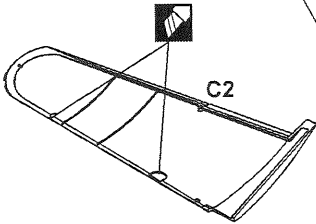
B5

B4



26

C2

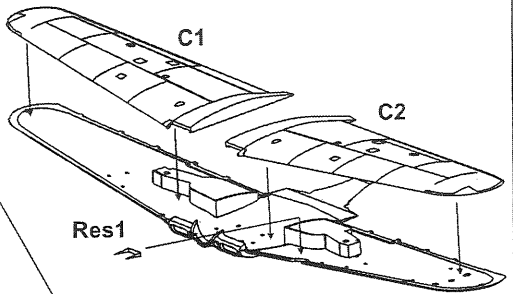


27

C1

C2

Res1

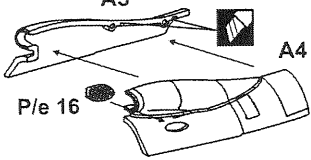


28

A3

A4

P/e 16

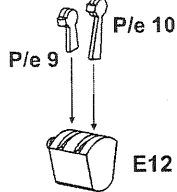


29 x2

P/e 9

P/e 10

E12



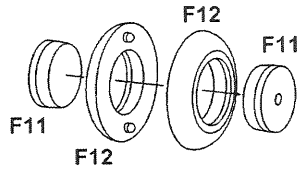
30

F12

F11

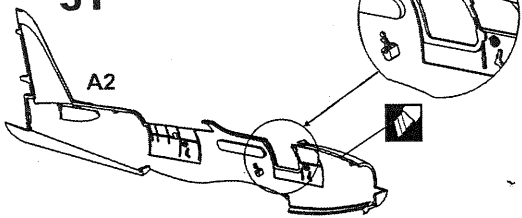
F11

F12



31

A2

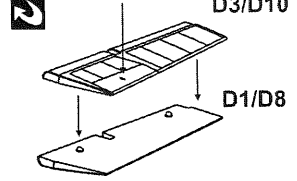


32 x2

P/e 15

D3/D10

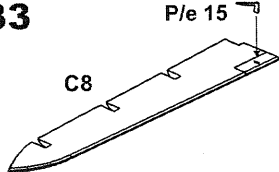
D1/D8



33

P/e 15

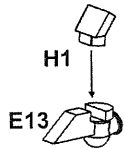
C8



34

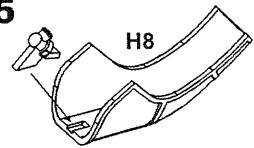
H1

E13

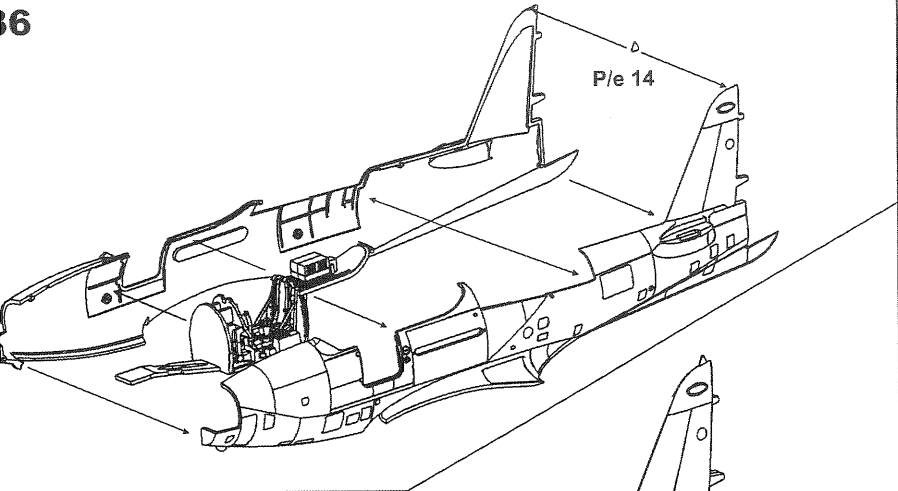


35

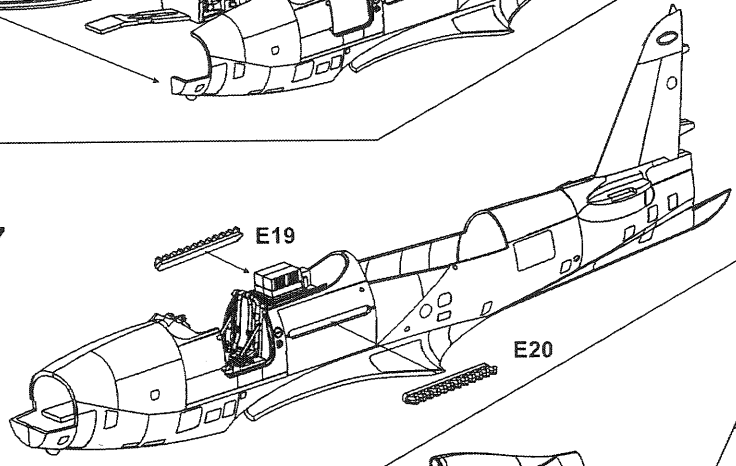
H8



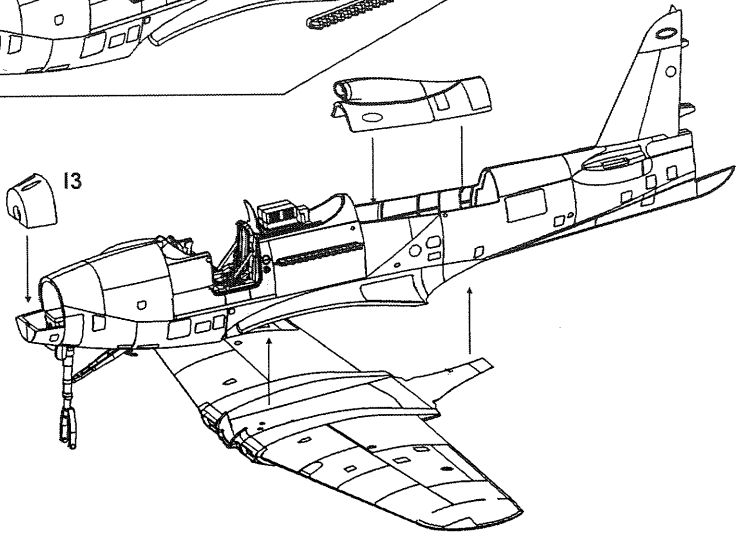
36



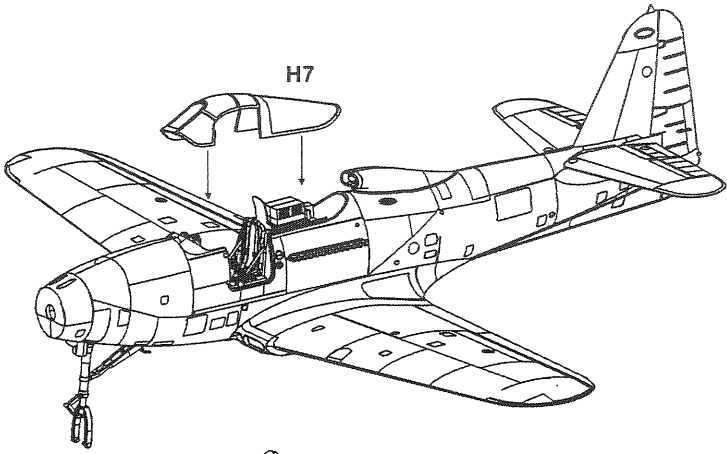
37



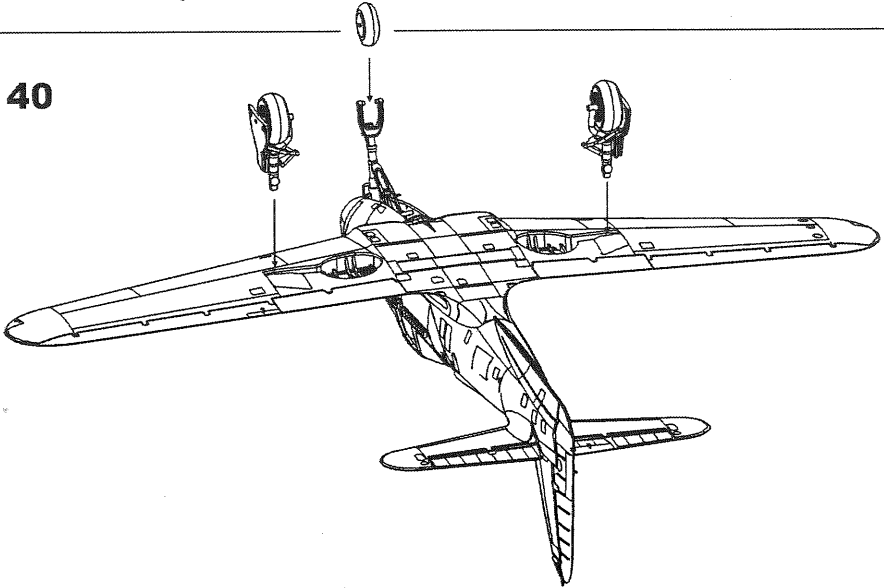
38



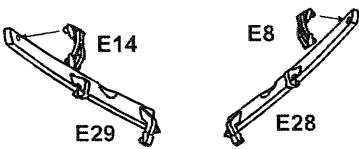
39



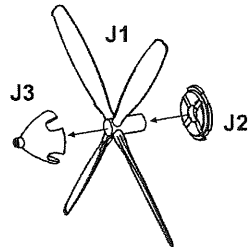
40



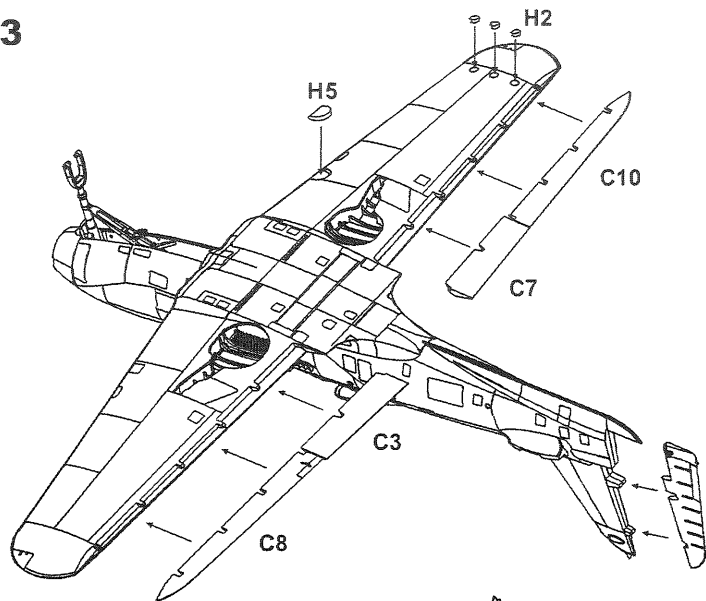
41



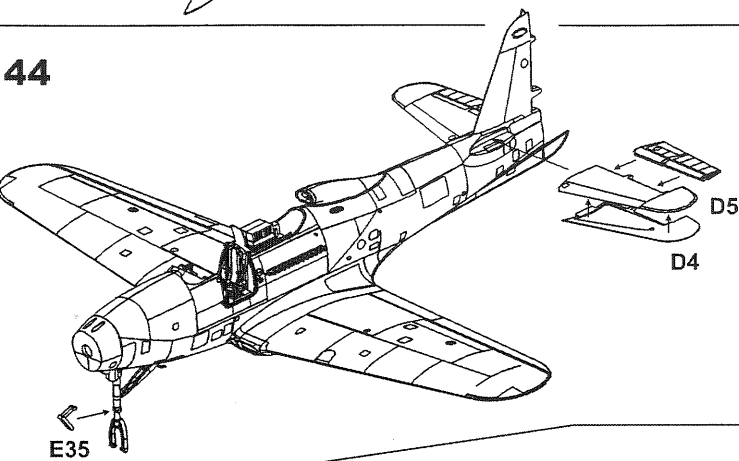
42



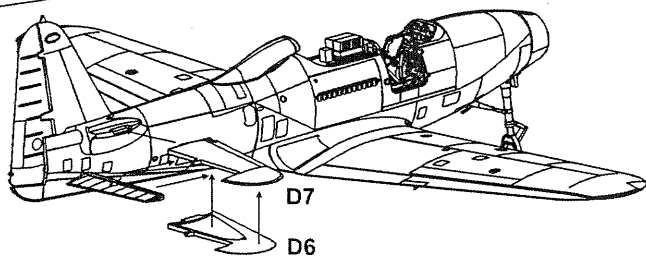
43



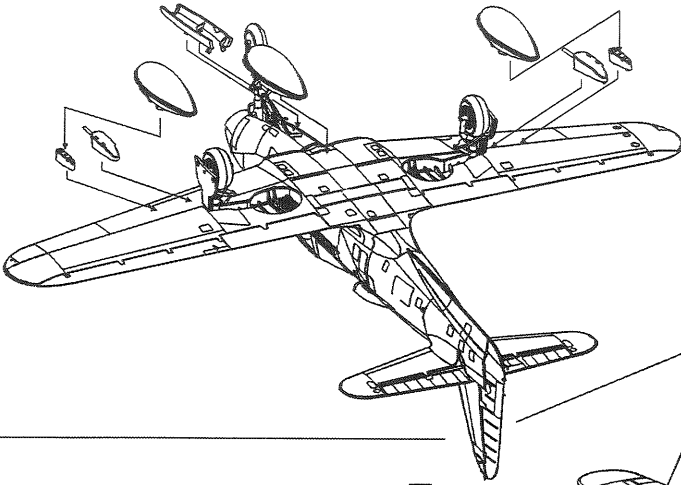
44



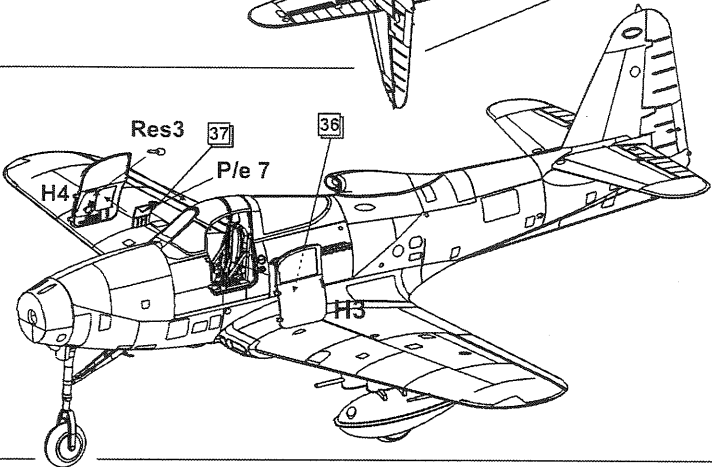
45



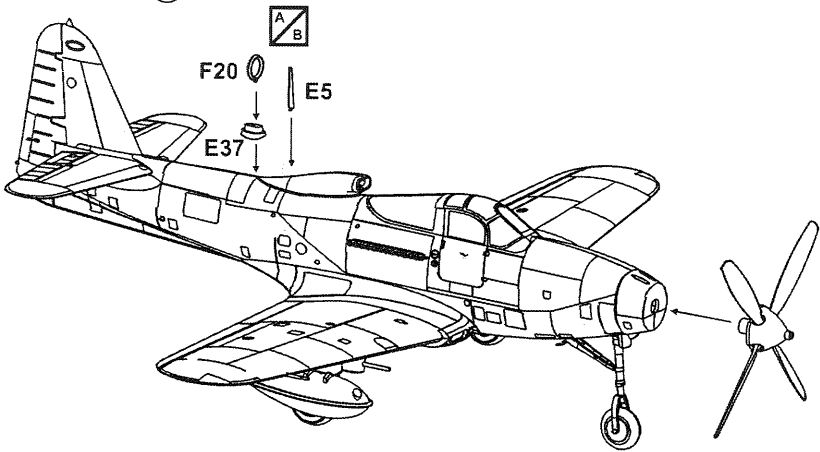
46

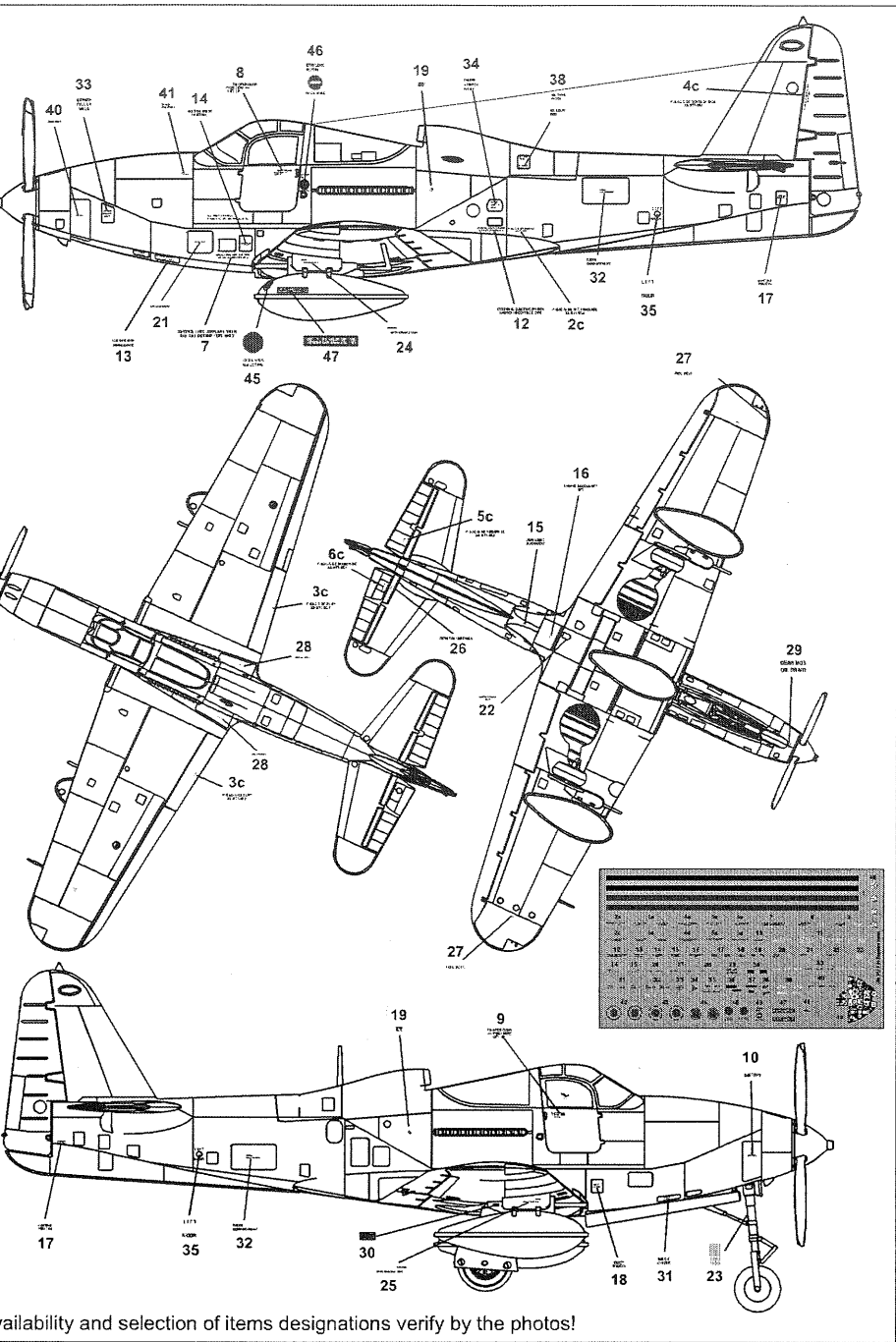


47

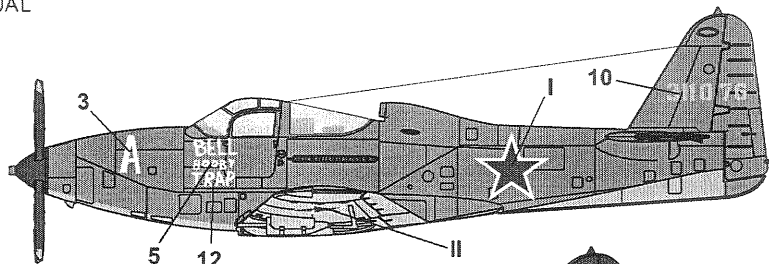


48

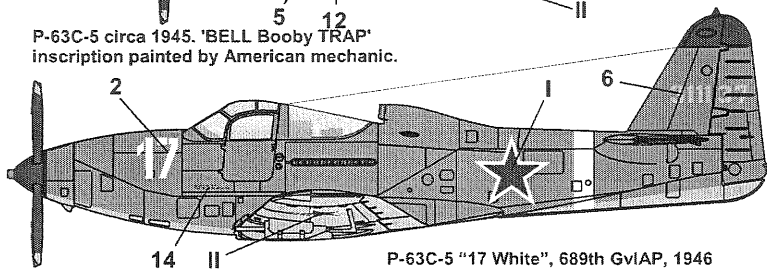




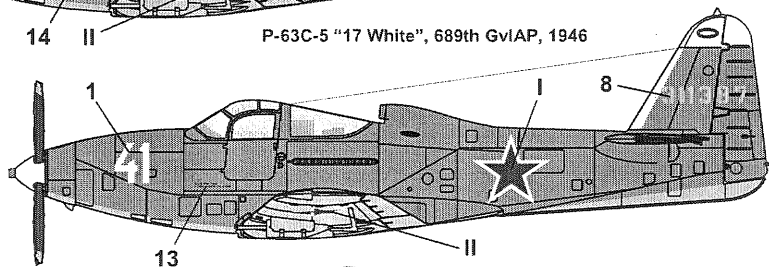
Availability and selection of items designations verify by the photos!



P-63C-5 circa 1945. 'BELL Booby TRAP' inscription painted by American mechanic.



P-63C-5 "17 White", 689th GvIAP, 1946



P-63C-5 'white 41'. Maybe 16 GvIAP, 1945

