

## 1/48 SCALE PLASTIC KIT

ProfIPACK  
edition

#8092



## INTRO

The P-39 Airacobra was developed by the Bell Aircraft Corporation in Buffalo, New York in the late 30's. The first XP-39 prototype had its maiden flight on April the 6th, 1939 in Dayton, where it reached a maximum speed of 628 km/h at 6100 m, climbing to that height in only 5 minutes. The XP-39 had a very good flight performance, and specifically, good manoeuvrability thanks its original concept of airframe, with its Allison V-1710-17 1150 HP supercharged engine located in its centre of gravity. This engine location also gave the aircraft a long, slim nose well suited for installation of a powerful weapon. The USAAF ordered a test series of 12 YP-39s on April the 27th, but before the series was finished the project was significantly changed. Because of supercharger troubles, the original engine was replaced by a less powerful Allison V-1710-37 without a supercharger, and just 1090 HP. The YP-39 had an engine-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 some armour, but the weight was increased to 3160 kg against 2820 kg of the prototype. Because of these changes the maximum speed was decreased to 590 km/h and climb to 6100 m now took 7.5 minutes. Although the excellent prototype flight performances were decreased, the Air force didn't loose interest and ordered 80 production P-39Cs. The first 20 of these were supplied as standard P-39Cs and 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 were added to the same location. The USAAF received its first P-39Ds in February 1941, and the next order for 344 P-39D's was placed at this time.

The British RAF ordered 675 P-39's in April 1940. British Airacobra Mk.I's were produced in P-39D standard, but with the engine-axis canon replaced with a British Hispano M1 20 mm cannon and the wing machine guns were replaced with 7.7 mm Browning's. The first Airacobra Mk.I's were received in July 1941, but the RAF was disappointed, when it was found that they were not suitable for service in the European war theatre. In October 1941 four Mk.I's were tested by No. 601 Squadron in the ground attack role over occupied France, Airacobras were withdrawn from service and 212 RAF Airacobra Mk.I's were sent to Soviet Union.

When the USA came into 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-400's have 12 exhaust pipes on each side of the engine, and this was the major difference from the P-39D series. The next block of aircraft, also with 12 exhaust pipes, were 229 aircraft of the P-39F series, and after them came the P-39K series (210 aircraft), P-39L (250 aircraft), P-39M (240 aircraft) and P-39N (2095 aircraft). All these four series were very similar, using various engines, propellers and other equipment. The final version was the P-39Q with an Allison V-1710-85 engine (1420 HP), and the main difference was the installation of two .50 calibre (12.7 mm) machine guns in under-wing pods instead of the four .30 calibre (7.62 mm) wing mounted machine guns in the older series. Most of the 4905 pcs Q series aircraft were sent to Soviet Union. Production was ceased in August 1944, after the final Airacobra, number 9558, was finished.

The USAAF employed Airacobras extensively until August 1944, when they were withdrawn from front line service. The USAAF used the largest number of Airacobras, 2105 of all types, in February 1944. They served in the Pacific theatre, as well as in North Africa and Italy. In total 4758 Airacobras were sent to Russia (actually 4924, but 166 aircraft were lost during transport) where they were very popular for their solid metal airframe and heavy weapons. The French Air Force had 165 Airacobras, and P-39's also served with the Australian RAAF, the Italian AF and the Portuguese AF. After the war a number of Airacobras were employed in civilian service and used for air races.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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. SYMBOLY \* INSTRUKTION SINNBILDEN \* SYMBOLES \* 記号の説明

OPTIONAL  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

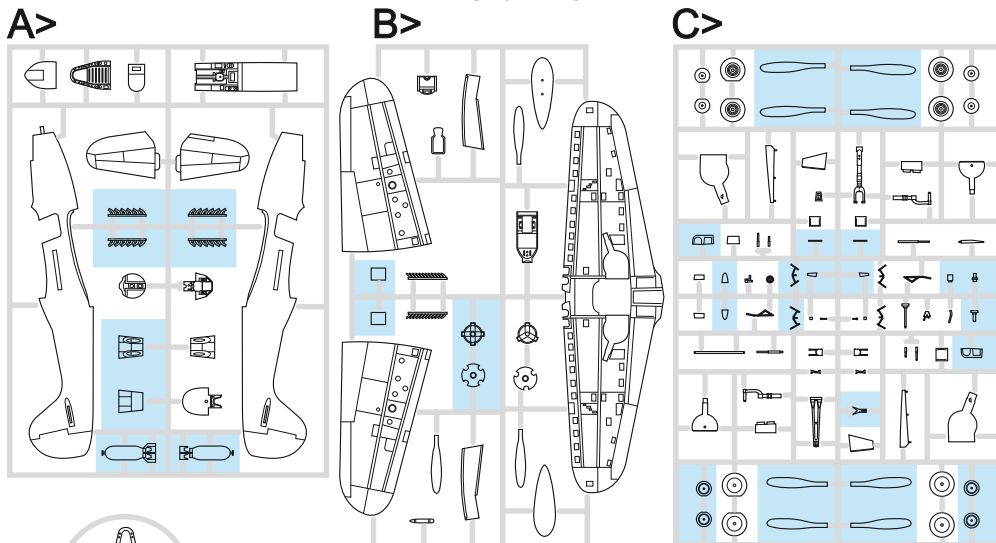
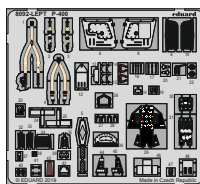
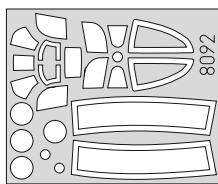


PIĚCES



部品

## PLASTIC PARTS

PE - PHOTO ETCHED  
DETAIL PARTSeduard  
MASK

## FILM



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



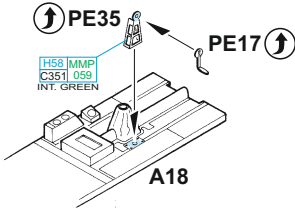
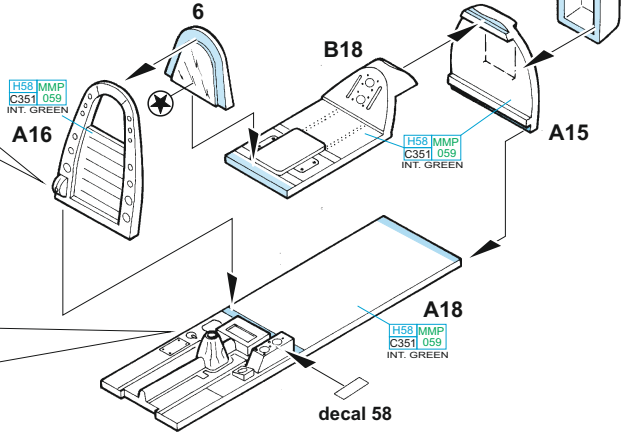
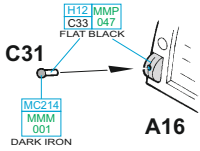
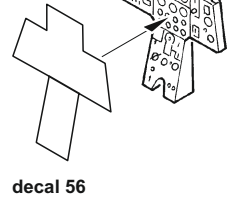
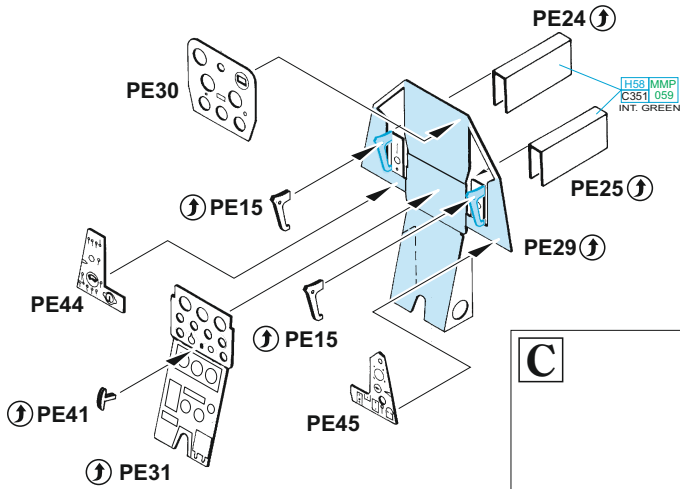
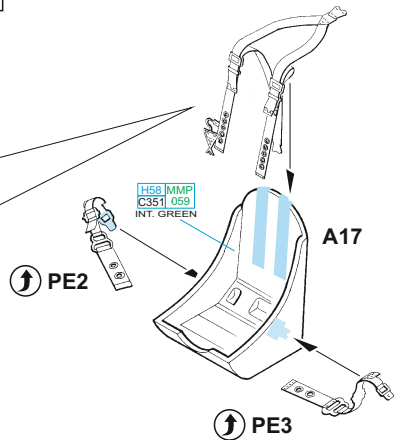
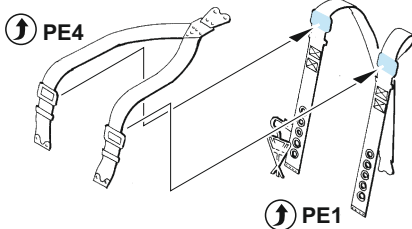
PEINTURE

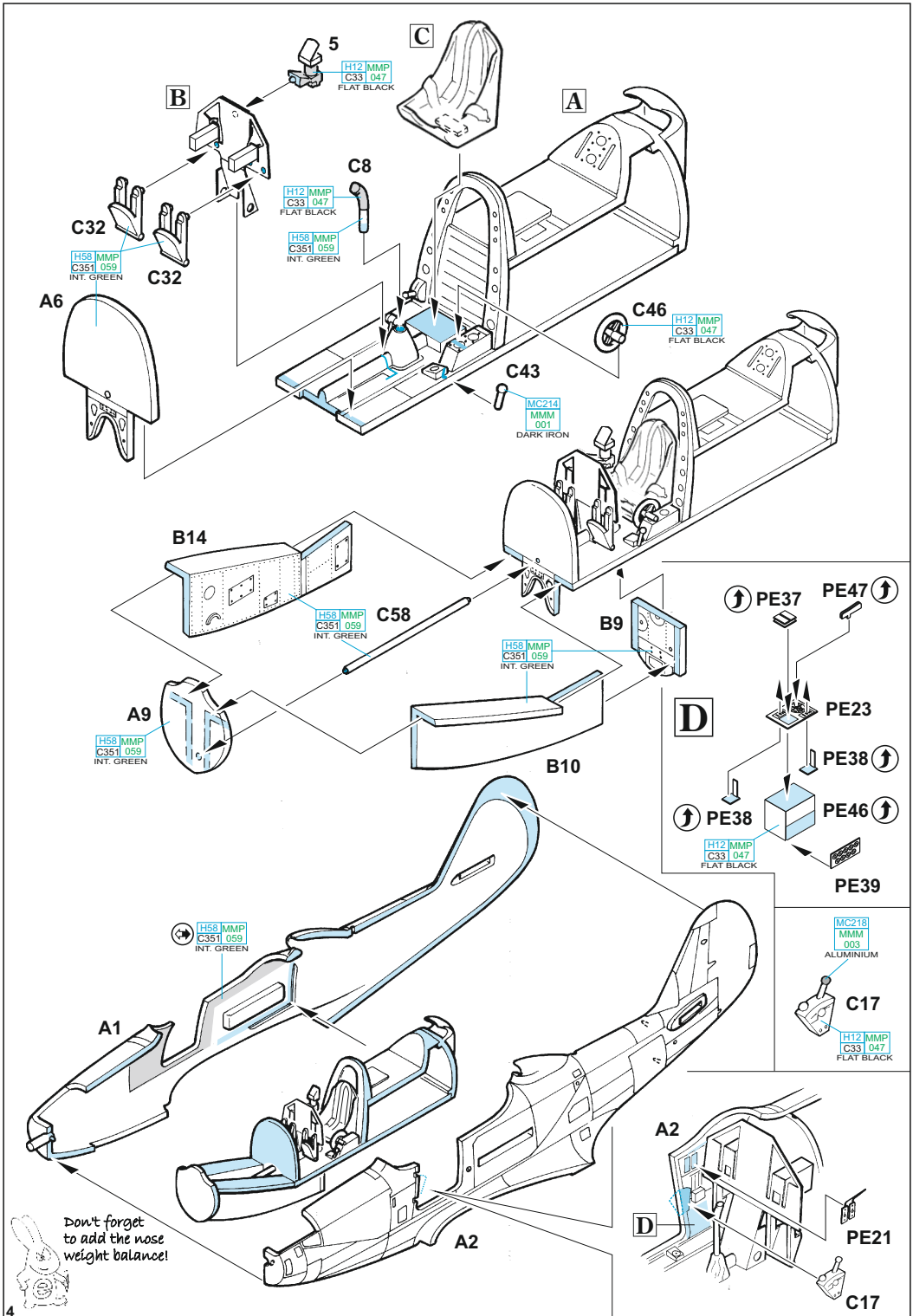


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-003	BLACK
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H92	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H59	C351	MMP-059	INTERIOR GREEN
H72	C369	MMP-078	DARK EARTH
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK

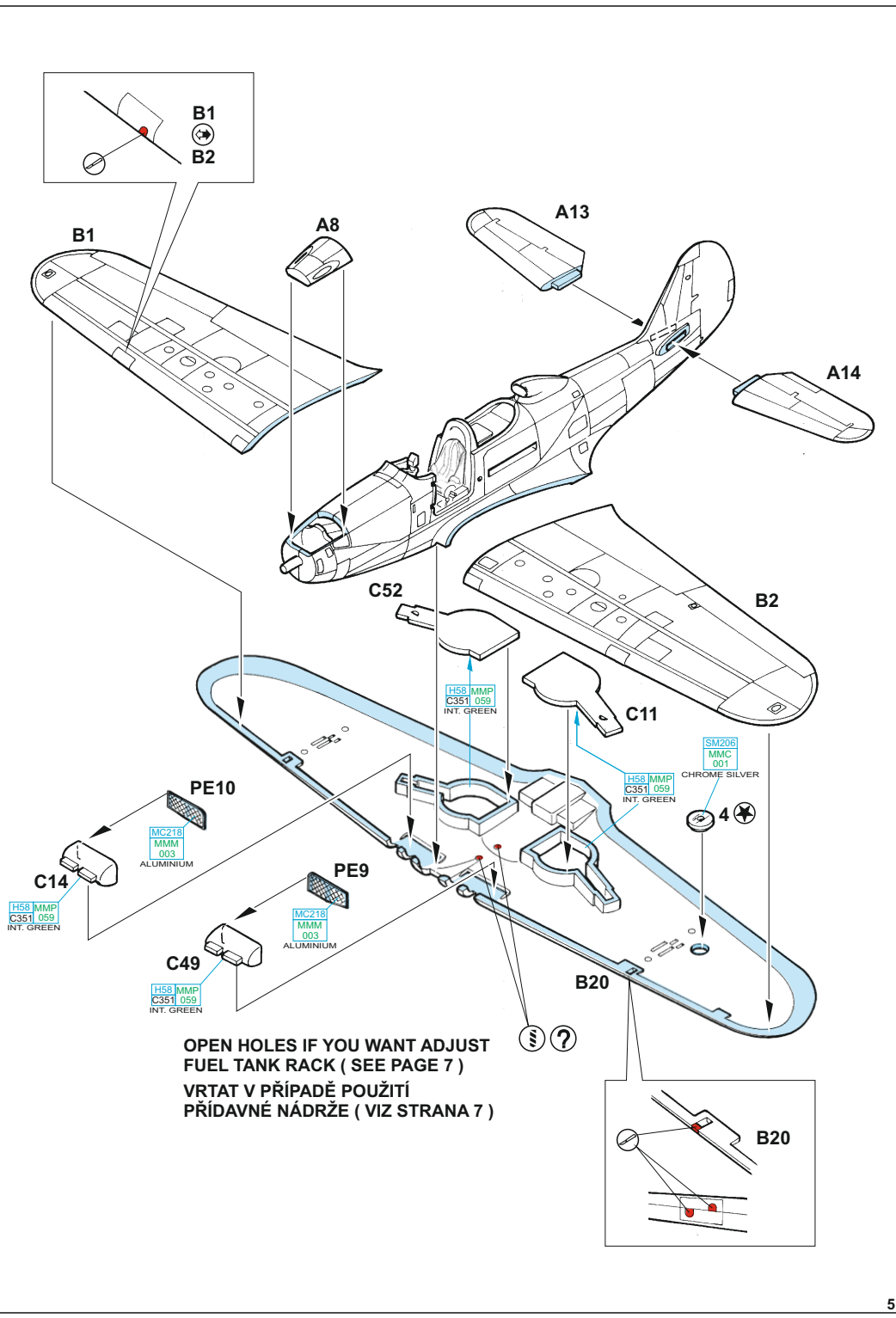
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AQUEOUS	Mr.COLOR	PAINTS	
H305	C305	MMP-084	GRAY
H323	C323		LIGHT BLUE
H327	C327	MMP-101	RED
H329	C329		YELLOW
H330	C361	MMP-077	DARK GREEN
Mr.METAL COLOR		METALLICS	
MC214	MMM-001		DARK IRON
MC218	MMM-003		ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
SM206	MMC-001		SUPER CHROME SILVER

**A****B****C**

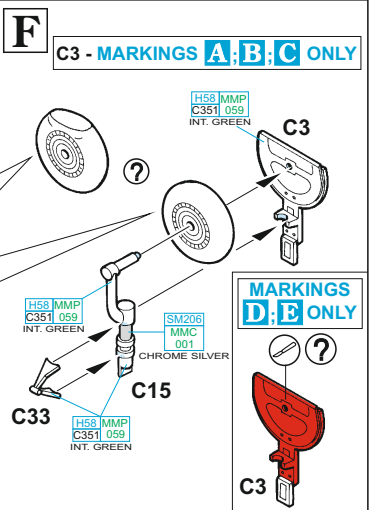
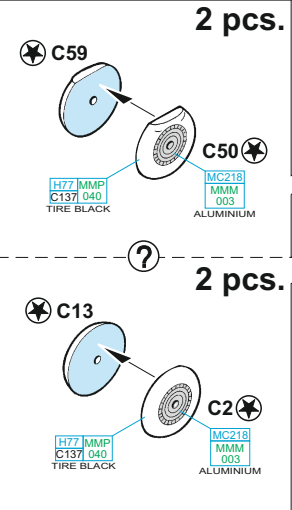
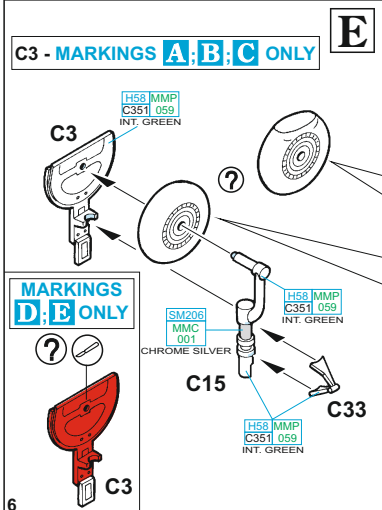
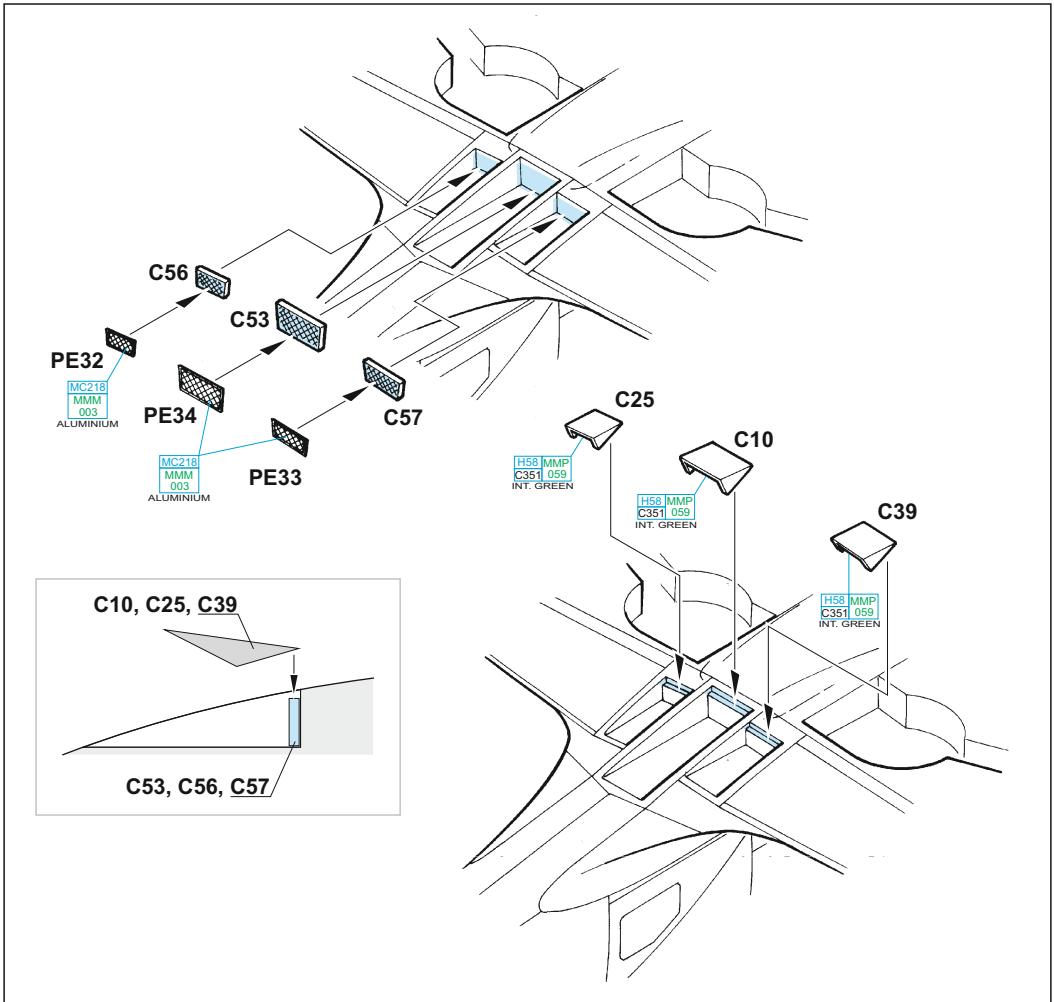


Don't forget to add the nose weight balance!





OPEN HOLES IF YOU WANT ADJUST  
 FUEL TANK RACK ( SEE PAGE 7 )  
 VRTAT V PŘÍPADĚ POUŽITÍ  
 PŘÍDAVNÉ NÁDRŽE ( VIZ STRANA 7 )



FRONT

**E**

**PE20**

H58 MMP  
C351 059  
INT. GREEN

**C18**

**C35**

**C18**

**PE20**

**F**

**PE20**

H58 MMP  
C351 059  
INT. GREEN

**C37**

**C18**

H58 MMP  
C351 059  
INT. GREEN

**PE14 2 pcs.**

**B15**

**B19**

H53  
C13  
NEUTRAL GRAY

**C27**

**C28**

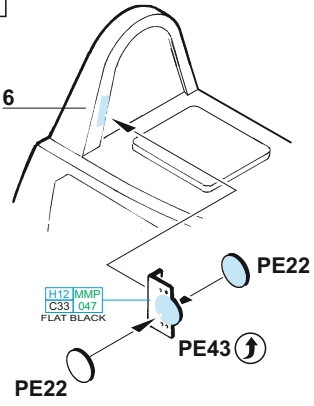
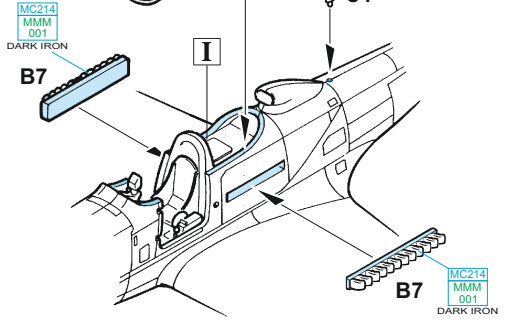
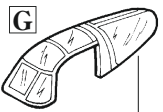
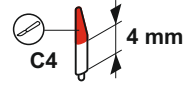
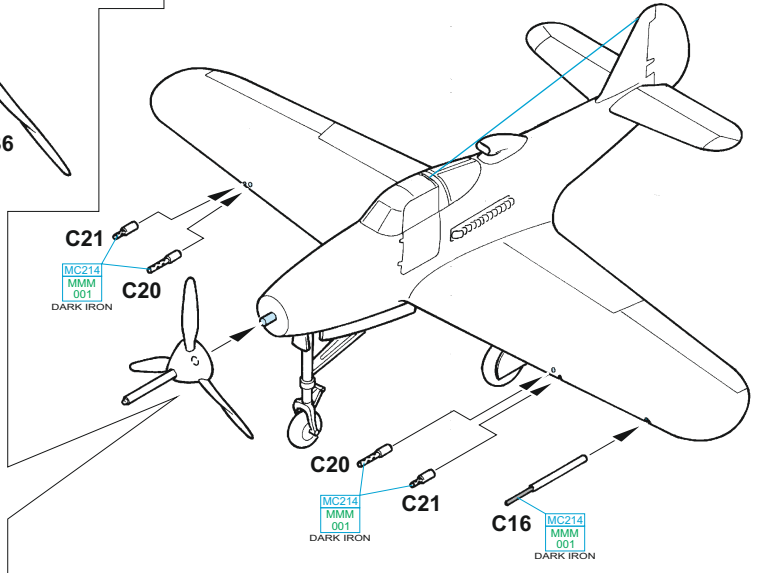
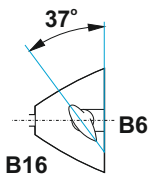
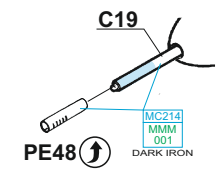
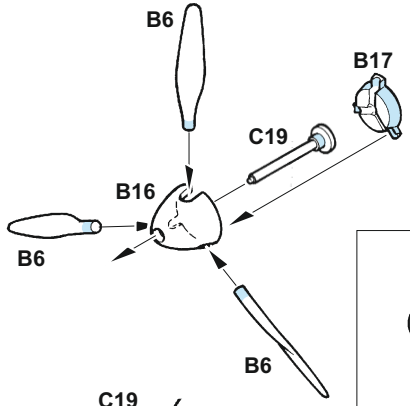
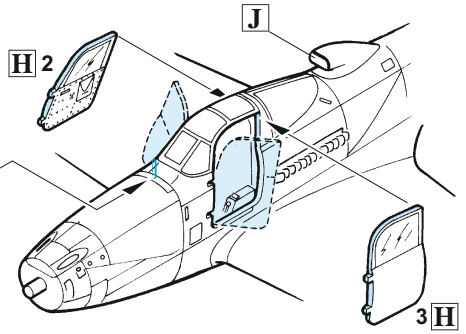
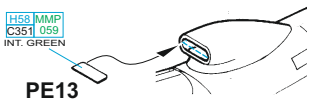
MC214  
MMM  
001  
DARK IRON

**B5**

H53  
C13  
NEUTRAL GRAY





**I****C4 - MARKING B ONLY****J**

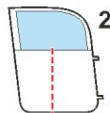
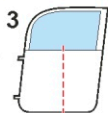
C2+C13

2 pcs.



C50+C59

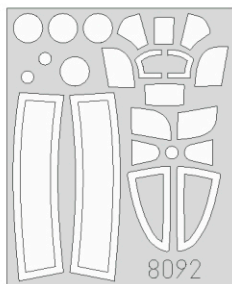
2 pcs.



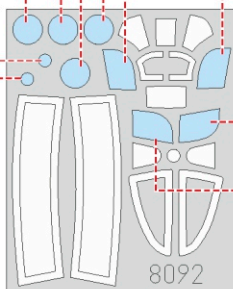
C1+C1



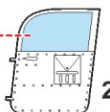
C51+C51



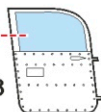
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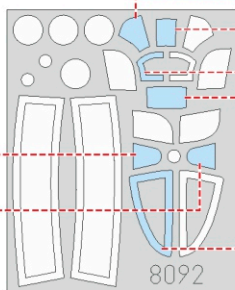


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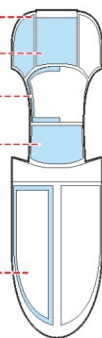


6

6

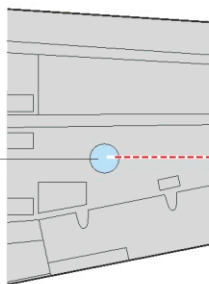


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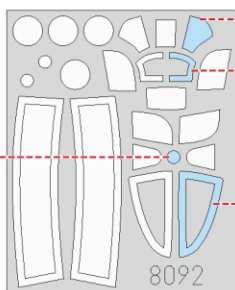


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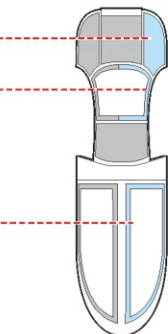
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4

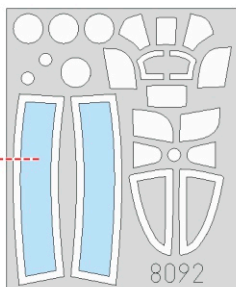
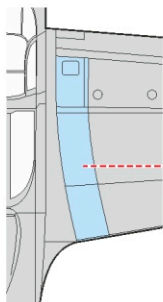


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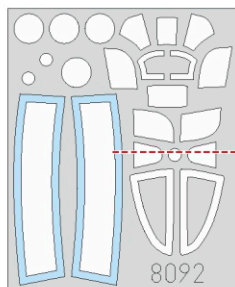


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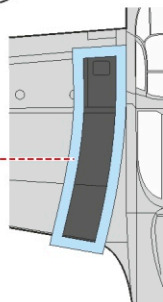
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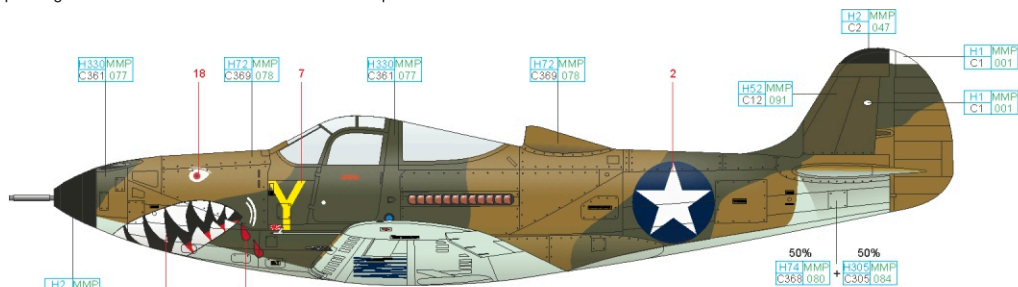


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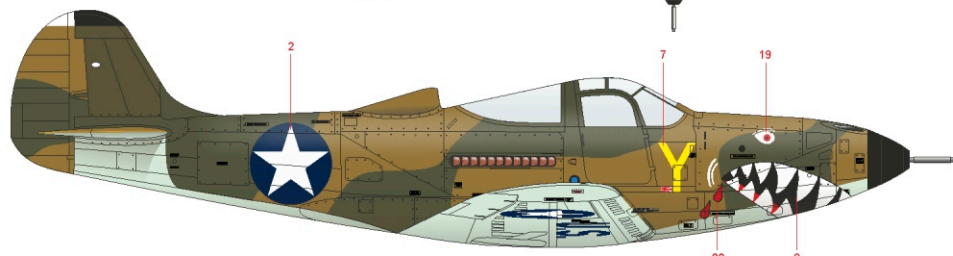
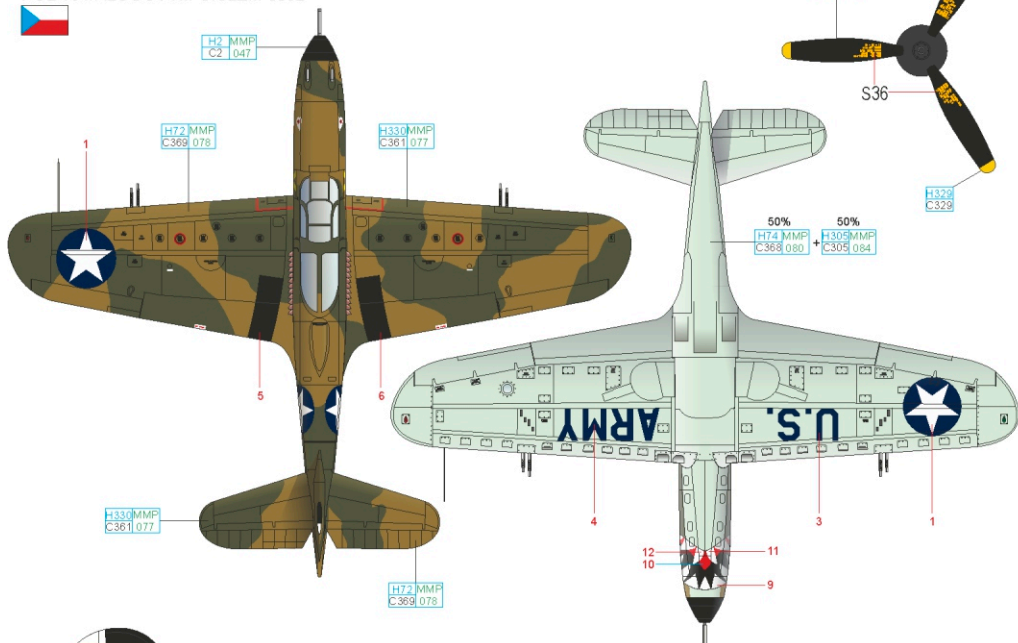


# A 80th FS, 8th FG, Port Moresby, New Guinea, Autumn 1942

On August 26th, 1942, also thanks to the navigational error, 80th FS Airacobra formation managed to ambush the Japanese Zeros taking off from the Buna airbase and shot down six of them during two attacks, further two of them the pilots reported as damaged. Owing to the minimal activity of the Japanese aviation over New Guinea during the second half of 1942 these were the only kills credited to 80th FS in the course of 1942. George T. Helveston and Gerald T. Rogers claimed one Zero each, so it is therefore highly probable that Airacobra carrying Y letter code and kill marking belonged to one of these airmen. Black painted propeller spinner and vertical tail surface are very unusual and not documented on any other Airacobra operating over New Guinea. The aircraft also featured replacement rudder.



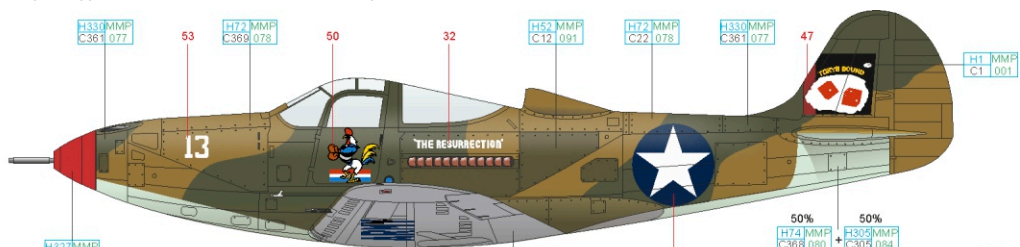
ČESKOU VERZI TEXTU NALEZNETE NA  
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 POD KATALOGOVÝM ČÍSLEM 8092



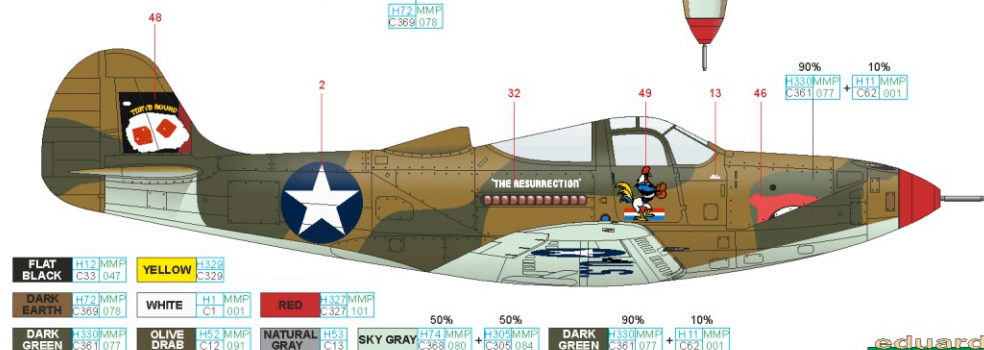
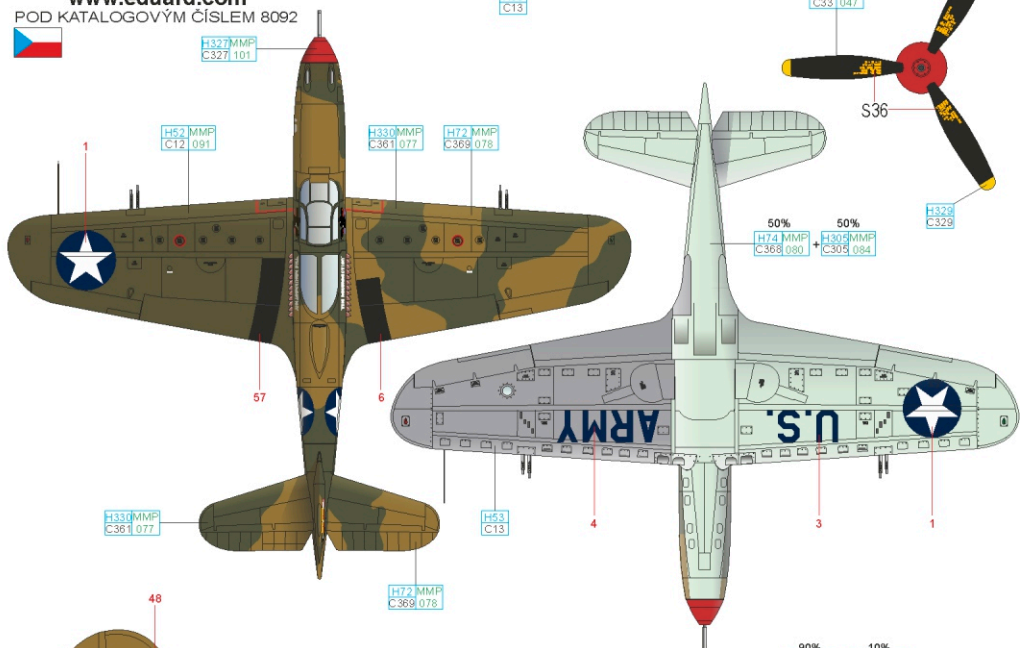
FLAT BLACK	H12 MMP C33 047	50% SKY GRAY	H74 MMP C368 080	50% H305 MMP C305 084	
DARK GREEN	H330 MMP C361 077	DARK BROWN	H72 MMP C369 078	BLACK	H2 MMP C2 047
WHITE	H1 MMP C1 001	OLIVE DRAB	H52 MMP C12 091	YELLOW	H329 C329

## B 67th FS, Guadalcanal, Solomon Islands, November 1942

P-400 listed in the squadron records as "Old 13" was one of few original Airacobras delivered to 67th FS in the spring of 1942 and still serving on Guadalcanal in the beginning of 1943. Primitive conditions on the remote Pacific airbases and lack of the spare parts and aircraft forced the ground personnel into many improvisations. Textbook example is the "Old 13" Airacobra story which already crash landed during her service on New Caledonia and her wreck was cannibalized for the spare parts. 67th FS heavy losses after its transfer to Guadalcanal and the critical lack of the aircraft on the island caused the abandoned Airacobra wreck to be restored to the airworthy condition after a complex repair. The aircraft received a new wing and also a number of many fuselage panels and hatches had to be replaced. According to the surviving repair record the replacement parts were painted in Olive Drab/Neutral Grey colors and therefore the Airacobra's sported the unique display of the British and American camouflage shades. Further the more powerful engine was installed, and a damaged propeller blade replaced by another one balanced by pouring the melted plumb into its tip. The instrument panel was furnished with the essential gauges only, there were only holes after the rest of the instruments. The repaired Airacobra was christened "The Resurrection" and this inscription was painted on the both sides of the fuselage. Unfortunately, no photographic evidence exists so the inscription appearance is based on another 67th FS airplane.



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FLAT BLACK H12 MMP C33 047

YELLOW H32 C329

DARK EARTH H72 MMP C369 078

WHITE H1 MMP C1 001

RED H327 MMP C327 101

DARK GREEN H330 MMP C361 077

OLIVE DRAB H52 MMP C12 091

NATURAL GRAY H53 C13

50% SKY GRAY H74 MMP C368 080

50% H305 MMP C305 084

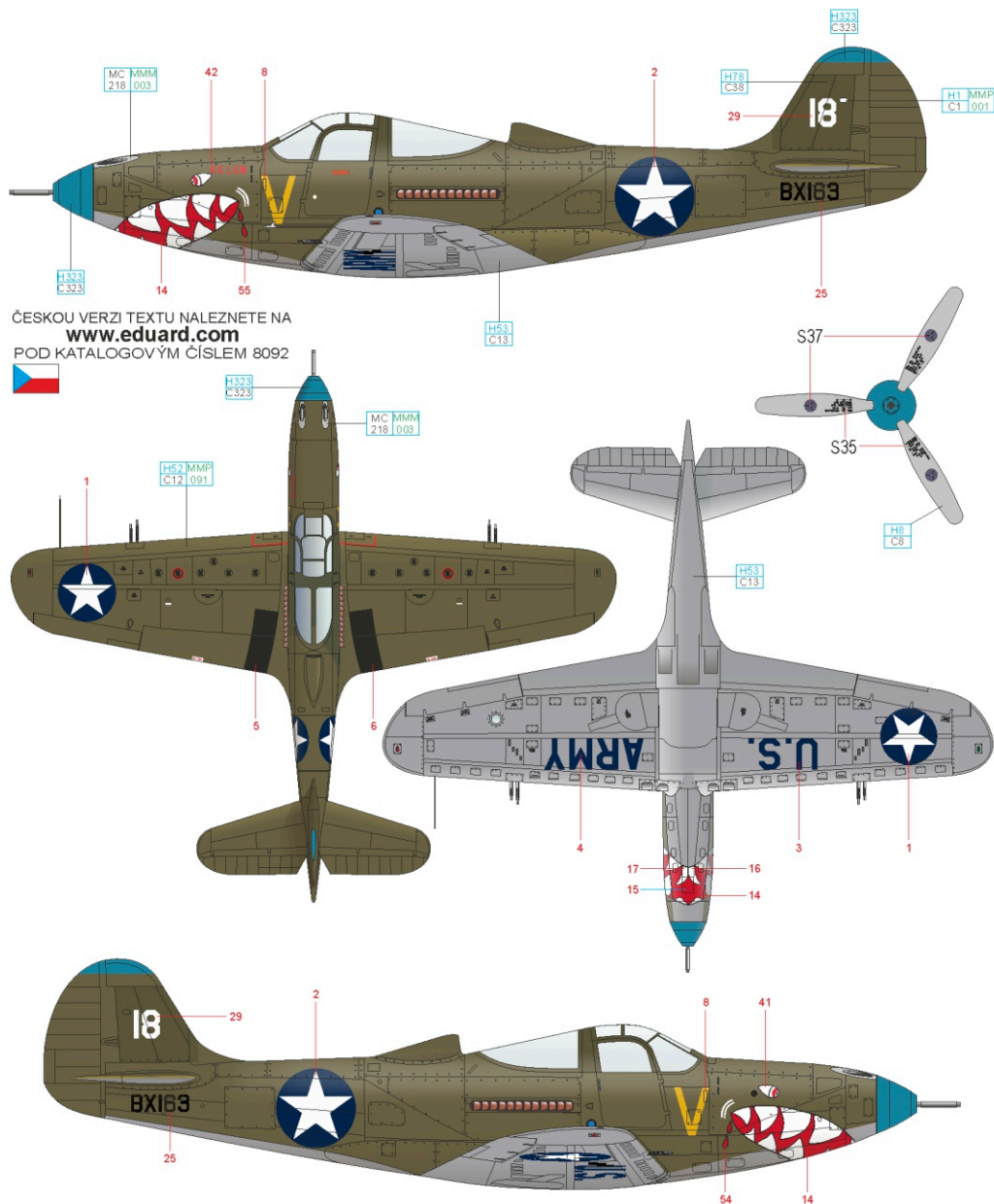
90% DARK GREEN H330 MMP C361 077

10% H11 MMP C62 001

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## C BX163, 80th FS, 8th FG, Port Moresby, New Guinea, December 1942

Airacobra BX163 originally served with 39th FS where she received the marking in the form of the numeral 18 and blue painted propeller spinner and the top of the vertical tail surface. The inscription "Helen" painted on the port of the aircraft nose originated from the service at 39th FS service as well. At 80th FS the typical shark mouth and yellow letter V were added. The camouflage in Olive Drab and Neutral Gray colors was applied before the fighter's dispatch to the combat unit, same as with many other P-400s delivered to the South West Pacific area in the spring of 1942. On December 24th, 1942 the Airacobra BX163 was damaged during the emergency landing at Kila Drome, one of many aerodromes built in the vicinity of Port Moresby for its protection.

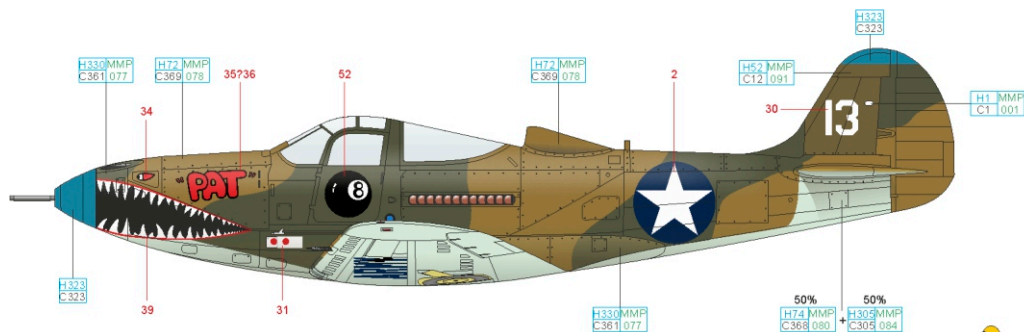


ALUMINIUM	MC MMM 218 003	OLIVE GREEN	H78 C38
OLIVE DRAB	H52 MMP C12 091	LIGHT BLUE	H323 C323
NATURAL GRAY	H53 C13	WHITE	H1 MMP C1 001
		SILVER	H8 C8

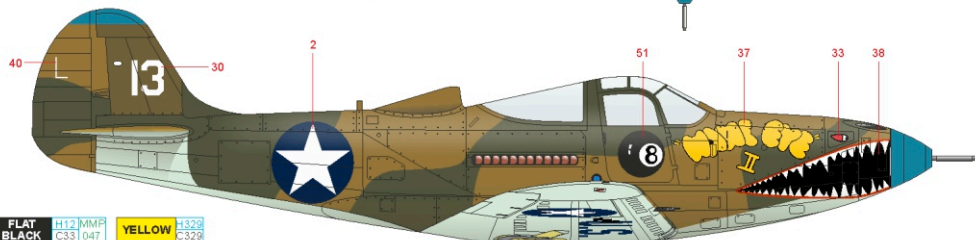
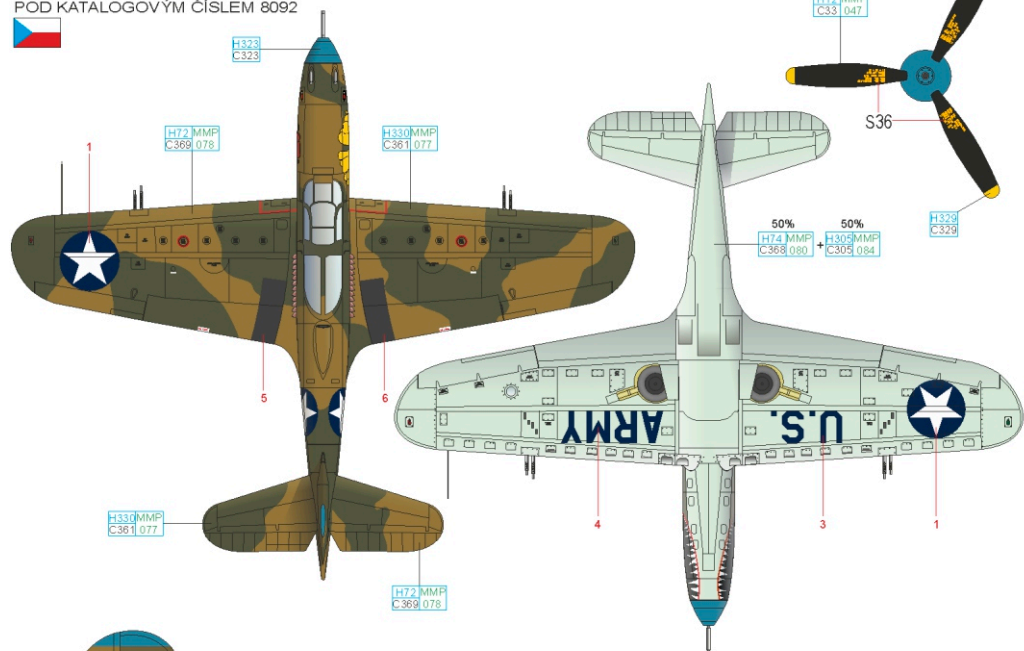


# E flown by Lt. Eugene A. Wahl, 39th FS, 35th FG, Port Moresby New Guinea, Summer 1942

One of the best known Airacobras which participated in the fiercest air combats during the defense of Port Moresby was named "Wahl's Eye/Pat". Teethed mouth reminded more of the jaws of the deep-sea living fish than usual shark mouth. The blue propeller spinner and top of the vertical tail surface and white number on it was a standard 39th FS marking. The airplane was piloted by Lt. Eugene Wahl who was during the middle of May dispatched, together with several other 35th FG pilots, to exchange assignment with 8th FG on New Guinea and on May 26th claimed a victory over a Zero. Luck did not abandon him on June 9th when after battling with Zeros from the famous Tainan Kokutai he had to perform the emergency landing however, after several days of hiking through the jungle he was able to rejoin his unit. Here he flew sorties until the end of June when the 39th FS was withdrawn to Australia to reorganize and re-equip with the more powerful P-38 Lightning fighters.



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FLAT BLACK	H12 MMP C33 047	YELLOW	H32 C329
WHITE	H1 MMP CT 001	LIGHT BLUE	H32 C329
DARK GREEN	H330 MMP C361 077	DARK EARTH	H72 MMP C369 078
OLIVE DRAB	H52 MMP CT2 091		

50%	50%
SKY GRAY	H74 MMP C368 080 + H305 MMP C305 084

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