

US WWII FIGHTER 1:48 SCALE PLASTIC KIT



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intro

DUAL COMBO!



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 628km/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. 37mm cannon, two .50 calibre (12.7 mm) machine guns and two .30 calibre (7.62mm) machine guns mounted in the nose. The pilot seat got some armour, but the weight was increased to 3160 kg against 2820kg of the prototype. Because of these changes the maximum speed was decreased to 590 km/h and climb to 6100m now took 7.5 minutes. Although the excellent prototype flight performances were decreased, the Air force didn't lose 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 (7.62mm) machine guns moved to the wings and two more .30 calibre (7.62mm) 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 20mm cannon and the wing machine guns were replaced with 7.7mm Brownings. 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In October 1941 four Mk.I's were tested by 601 Squadron in the ground attack role over occupied France, Airacobras were withdrawn from service and 212 RAF Airacobra Mk.I's were sent to Soviet Union.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 (7.62mm) wing mounted machine guns in the older series. Most of the 4905 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.

úvodem

P-39 Airacobra byl vyvinut společností Bell Aircraft Corp. z Buffala ve druhé polovině třicátých let. Prototyp XP-39 absolvoval svůj první let 6.4.1939 v Daytonu, kde dosáhl maximální rychlosti 628 km/h ve výšce 6100m. Na tuto výšku vystoupal za pouhých 5 minut. XP-39 měl velmi dobré letové vlastnosti, inno jiné i díky své originální konstrukci, kdy turbokompresorem vybavený motor Allison V-1710-17 o výkonu 1150 k byl umístěn v těžišti letounu, v trupu za kabinou. Toto umístění motoru také uvolnilo příd' pro instalaci silné výzbroje. 27.dubna USAF objednalo zkušební sérii 12 YP-39, ale před jejím dokončením byl projekt významně upraven. Pro potíže s turbokompresorem byl původní motor nahrazen motorem Allison V-1710-37 bez turbokompresoru, dávajícím jen 1090 k. Mezi bloky válců byl naruontován kanon Oldsmobile T-9 ráže 37mm, střelící d'utým hřídelem vrtule, do příde byl instalován dva kulometry ráže 12,7 mm a dva ráže 7,7 mm. Pilotovo sedadlo dostalo pancéřování, ale hmotnost vzrostla na 3160kg oproti 2820kg prototypu. Rychlost poklesla na 590 km/h a výstup na 6100m nyní trval 7,5 minuty. Přestože výkony stroje poklesly, USAAF neztratilo zájem a objednalo 80 produkčních P-39C. Z nich bylo 20 dodáno skutečně jako P-39C, zbylých 60 pak bylo upraveno na standard verze D, se dvěma kulometry ráže 12,7 mm v příde a čtyřmi kulometry ráže 7,62 instalovanými v křídle. USAAF dostalo své první P-39D v únoru 1941 a objednalo dalších 344 kusů. Britové objednali v dubnu 1940 675 Airacober. Byly dodány v červnu 1941. Odpovídaly verzi D upravené podle britských požadavků. Kanon Oldsmobile byl nahrazen kanonem Hispano M1 ráže 20 mm, a křídelní kulometry byly britské Browning ráže 7,7 mm. RAF testovalo čtyři Airacobery Mk.I v bojových podmínkách u 601.squadrony v říjnu 1941 (kde si je vyzkoušeli i někteří čs.piloti), ale byli zklamáni jejich výkony. Zbylých 212 Airacober Mk.I pak bylo posláno do Ruska a předáno sovětskému letectvu.

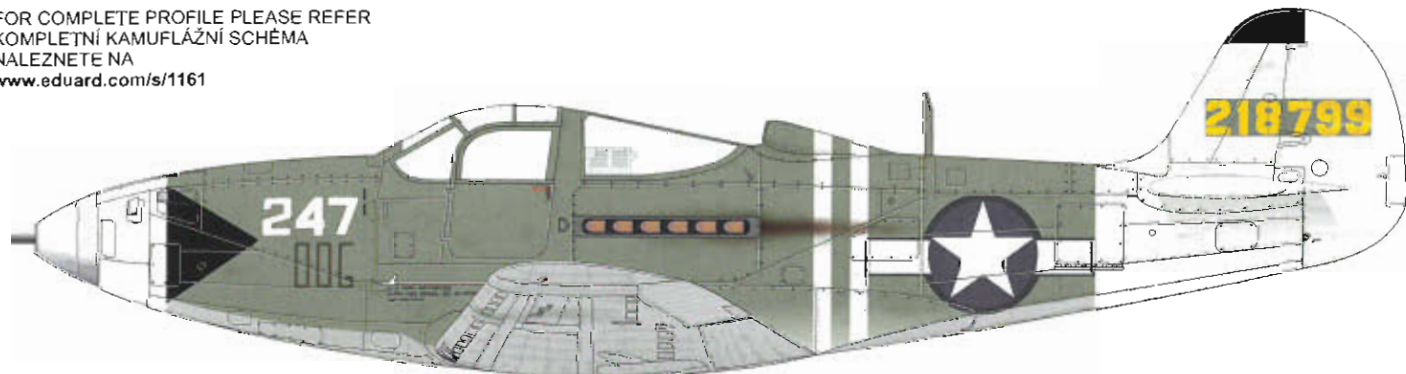
Po vstupu USA do války, 179 britských Airacober bylo konfiskováno na výrohní lince. Stroje byly označeny P-400 a bojovaly většinou v Pacifiku. Všechny P-400 měly 12 výfukových nátrubků na každé straně motoru, což je jejich hlavní rozlišovací znak od P-39D. V dodávkách následoval blok 229 letadel verze P-39F, také s 12 výfukovými nátrubky, po něm pak verze P-39K (210 letadel), P-39L (250 letadel), P-39M (240 letadel) a velký blok 2095 letadel verze P-39N. Všechny tyto čtyři série si byly velmi podobné, používaly různé motory, vrtule a další vybavení. Poslední a nejrozšířenější verzí byla verze P-39Q, vybavená motorem Allison V-1710-85 o výkonu 1420 k. Její největším vnějším rozdílem oproti předchozím verzím bylo nahrazení čtyř křídelních kulometů dvěma kulometry ráže 12,7 mm, instalovaných v gondolkách pod křídly. Většina z 4905 P-39Q byla dodána do Sovětského svazu. Produkce byla ukončena v srpnu 1944 po dokončení poslední, 9558. Airacobery.

USAAF používalo Airacobery v první linii do srpna 1944, kdy byly staženy z frontové služby. Nejvíce Airacober, celkem 2105 letadel všech verzí, mělo USAAF ve službě v únoru 1944. Sloužily v Pacifiku, v severní Africe, Itálii i na domácích základnách.

Celkem 4758 (4924, ale 166 bylo ztraceno během přepravy) Airacober bylo dodáno Sovětskému svazu. V sovětském letectvu byly Airacobery velmi populární pro jejich robustní konstrukci a silnou výzbroj. Francouzské letectvo mělo 165 Airacober různých verzí, a P-39 byly v menších počtech používány i letectvy Austrálie, Itálie a Portugalska. Jeden kus se po válce vyskytoval i v polském letectvu. Po válce byla řada Airacober používána v civilních službách, mimo jiné jako závodní stroje. Jednu z nich vlastní např. Miro Slovak.

H P-39N, s/n 42-18799, 12th FS / 18th FG, Salomon Islands, 1943 / 1944

FOR COMPLETE PROFILE PLEASE REFER
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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 začátkem 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
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODRÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS

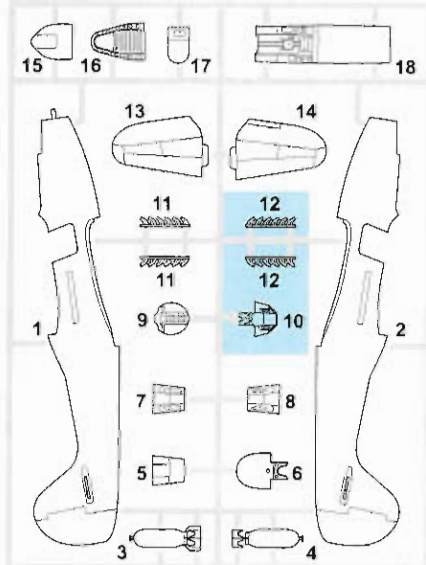
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TEILE

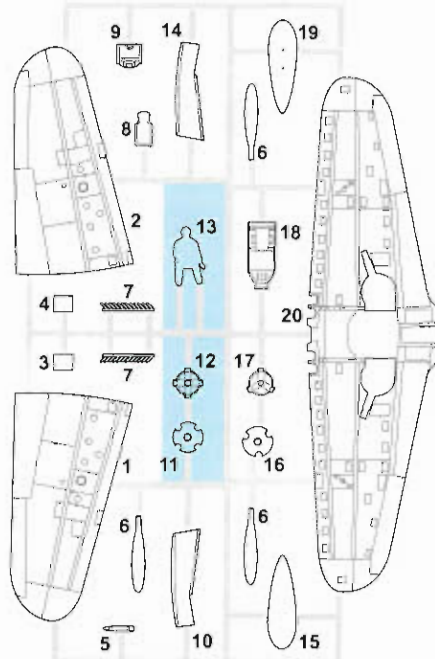
PIÈCES

部品

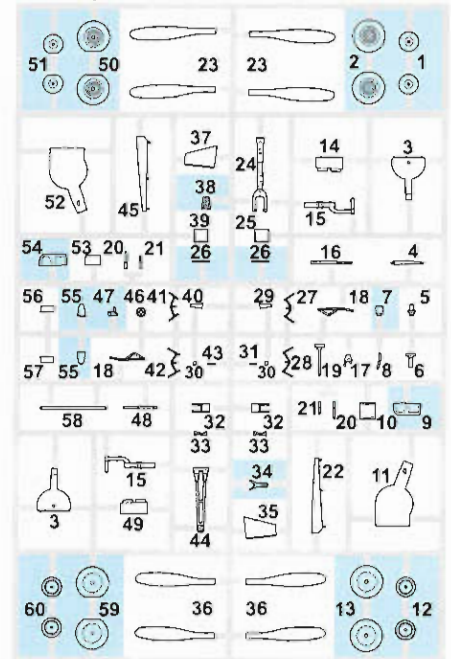
A> 2 pcs.



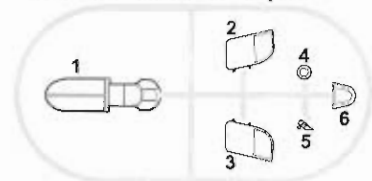
PLASTIC PARTS
B> 2 pcs.



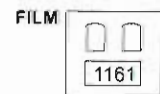
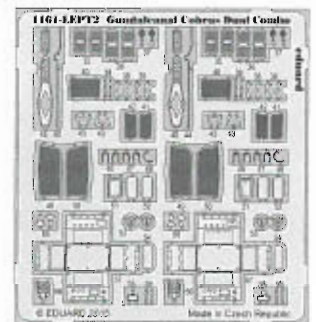
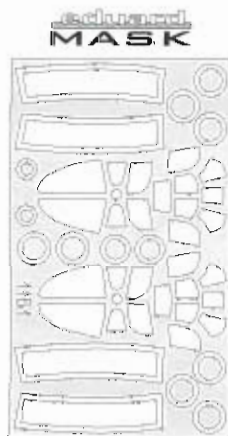
C> 2 pcs.



CLEAR PART> 2 pcs.



PE - PHOTO ETCHED DETAIL PARTS



Eduard BRASS RP - RESIN PARTS

R1 2 pcs.



R2 2 pcs.



R4 2 pcs.



R3 4 pcs.



R5 2 pcs.



-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

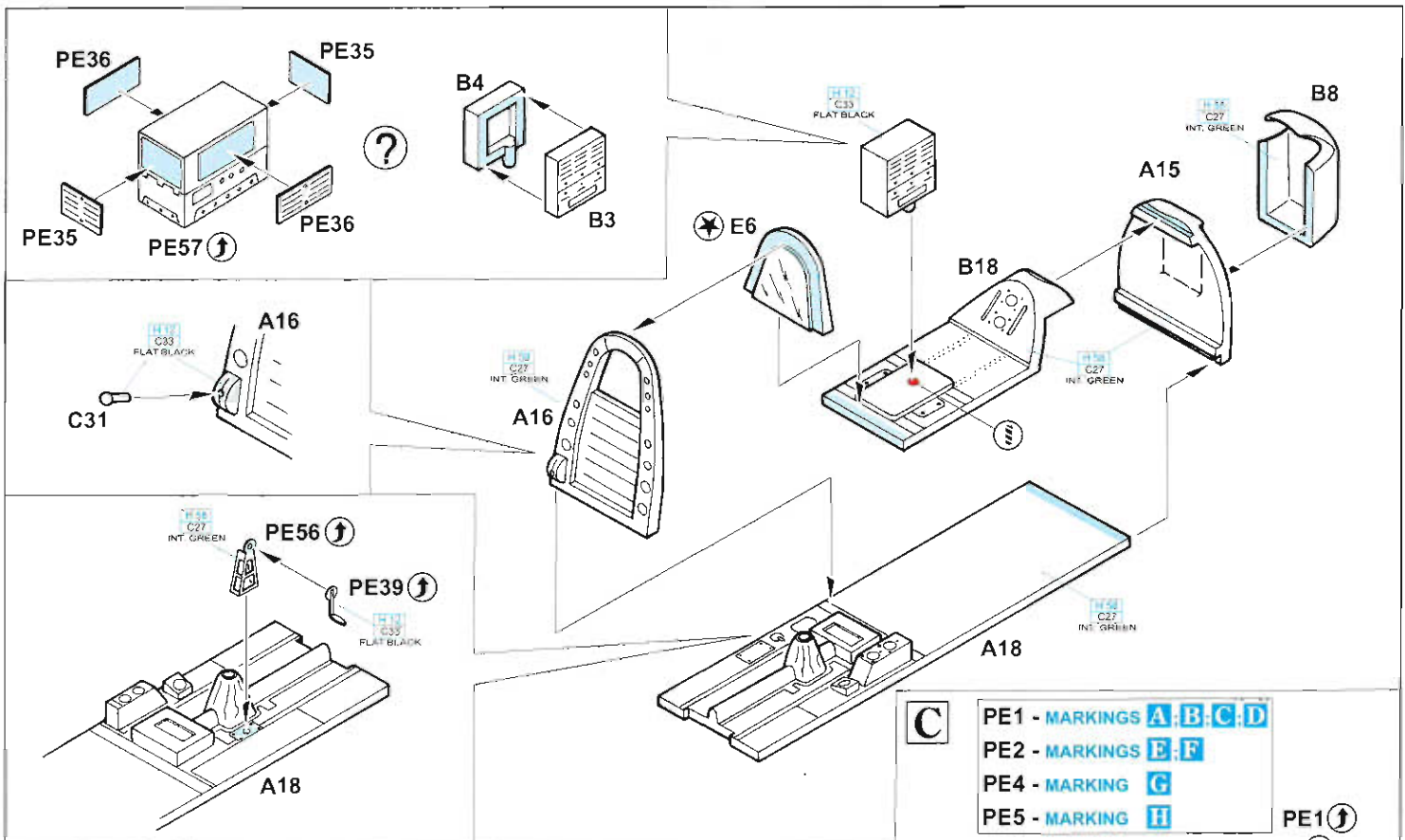
PEINTURE

色

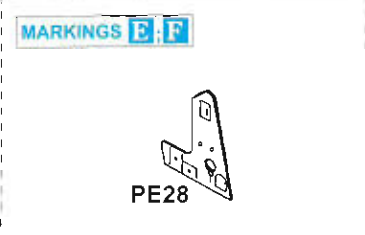
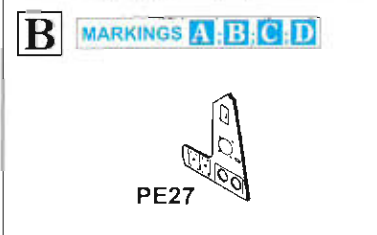
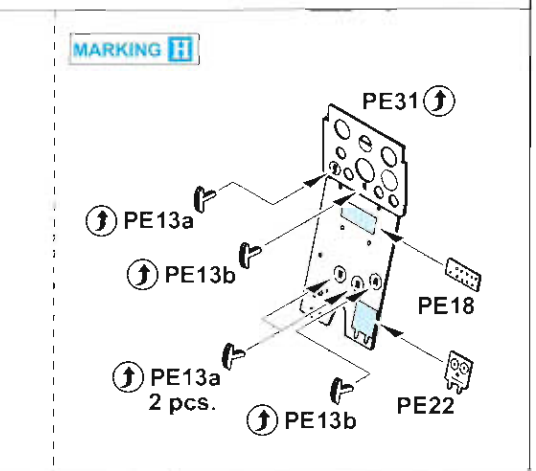
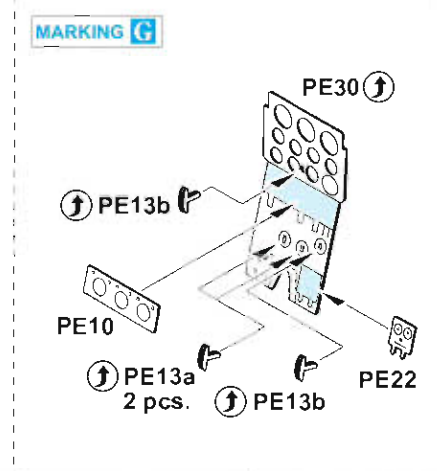
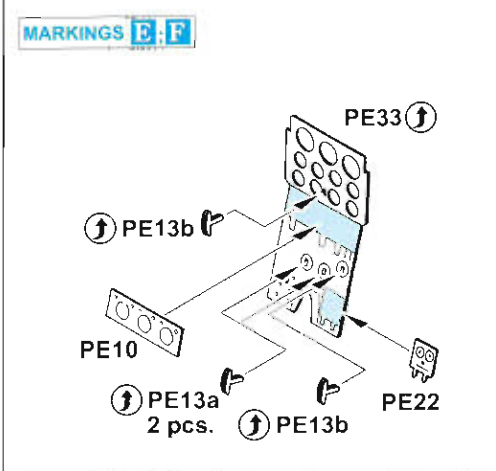
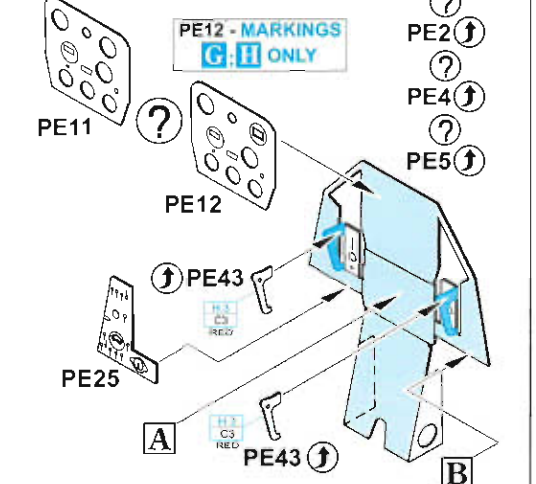
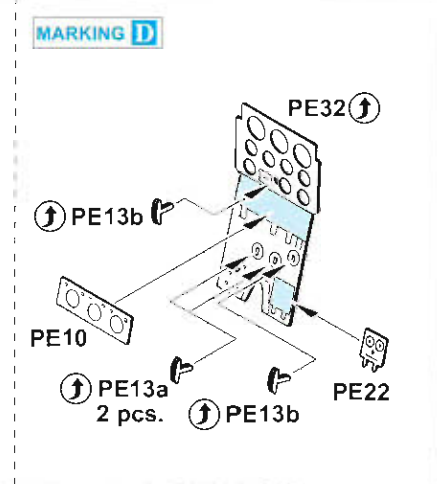
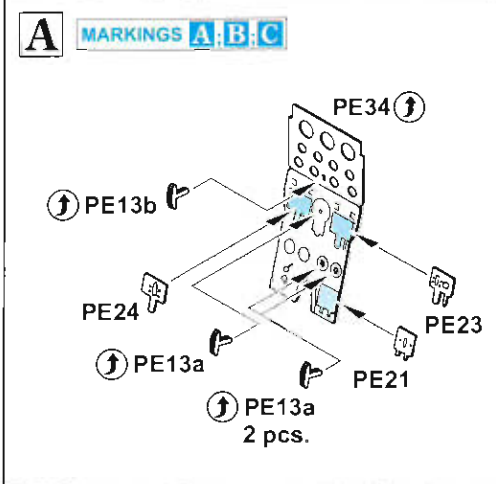
GSi Colors (GUNZE)		
AQUEOUS	Mr COLOR	
H 2	C2	BLACK
H 3	C3	RED
H 4	C4	YELLOW
H 8	C8	SILVER
H 11	C62	FLAT WHITE
H 12	C39	FLAT BLACK
H 25	C34	SKY BLUE
H 33	C91	RUSSET

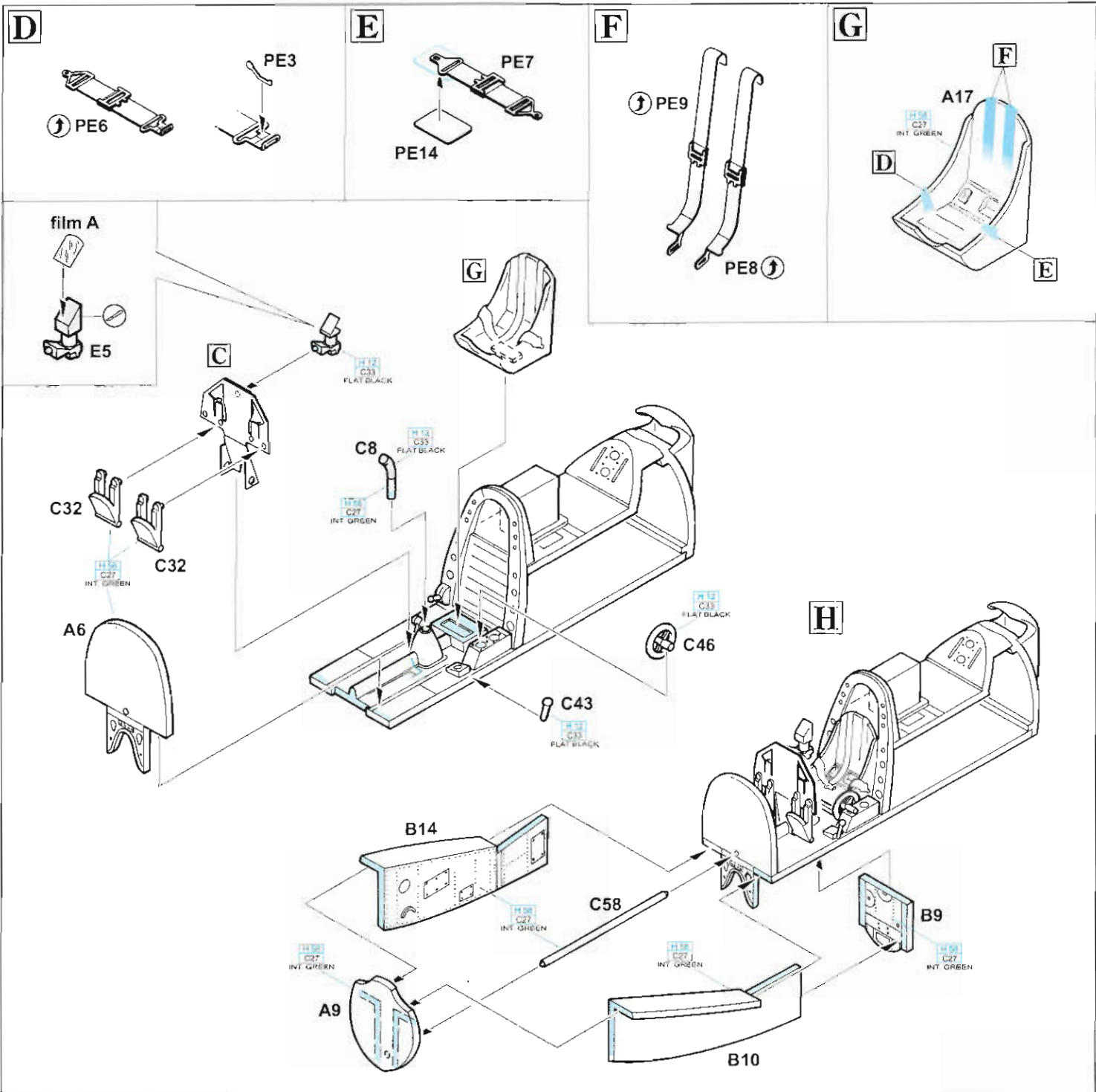
AQUEOUS	Mr COLOR	
H 36	C70	DARK GREEN
H 52	C12	OLIVE DRAB
H 53	C13	NEUTRAL GRAY
H 55	C27	INTERIOR GREEN
H 72	C22	DARK EARTH
H 74	C26	SKY
H 77	C137	TIRE BLACK
H 90	C47	CLEAR RED
H 92	C58	CLEAR ORANGE

AQUEOUS	Mr COLOR	
H 94	C138	CLEAR GREEN
H 303	C303	GREEN
H 314	C314	BLUE
Mr METAL COLOR		
MC214		DARK IRON
MC216		ALUMINIUM
Mr COLOR SUPER METALLIC		
SM06		CHROME SILVER

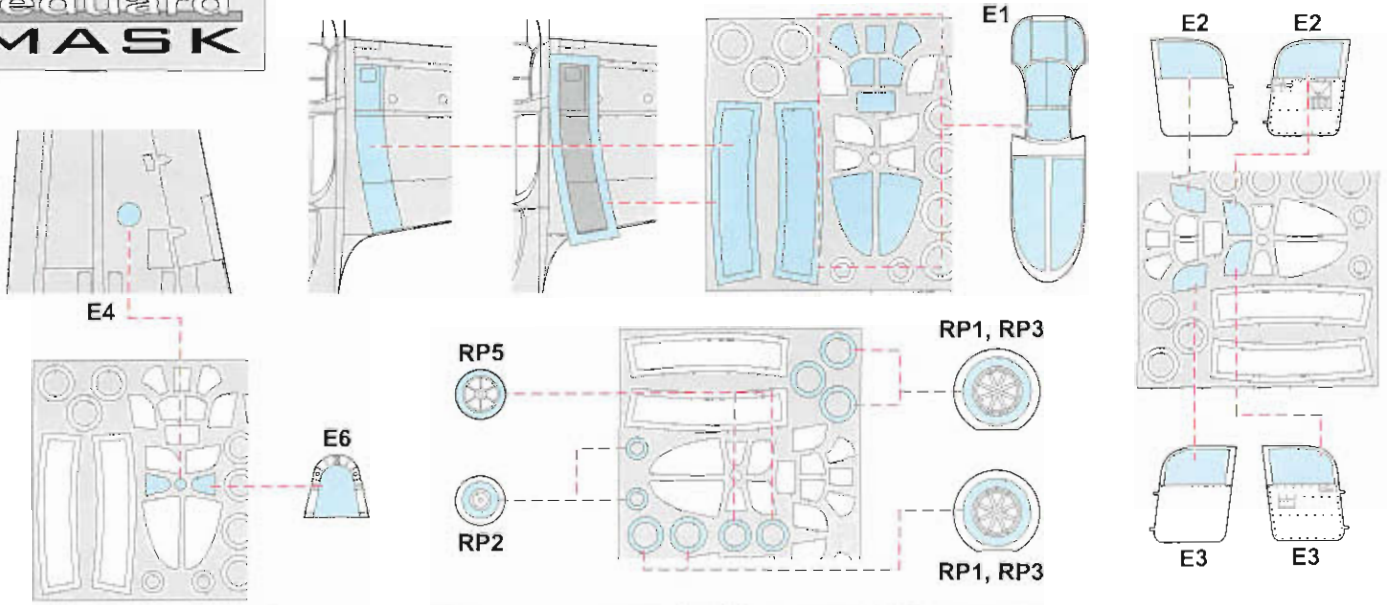


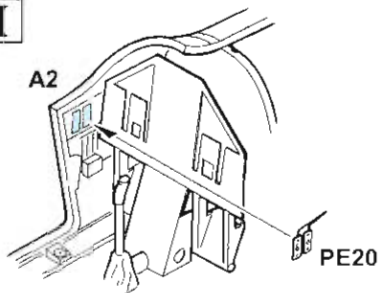
- C**
- PE1 - MARKINGS A, B, C, D
 - PE2 - MARKINGS E, F
 - PE4 - MARKING G
 - PE5 - MARKING H





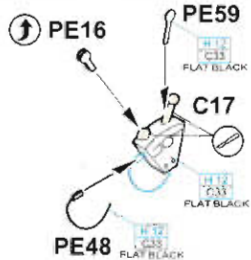
eduard
MASK



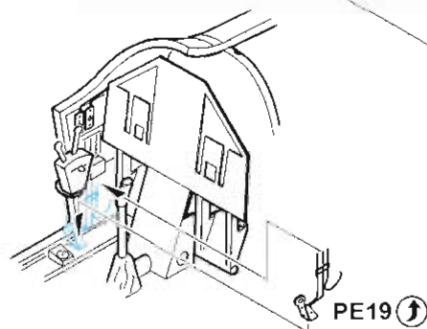
I

A2

PE20



PE48

H 17
C27
INT GREEN

A1

WEIGHT

H

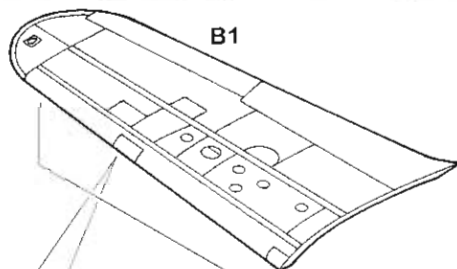
H 17
C27
INT GREEN

H

A2

MARKINGS G:H

MARKINGS B:G:H



B1

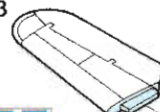
A13

A5 - MARKINGS D:H

A7 - MARKING G

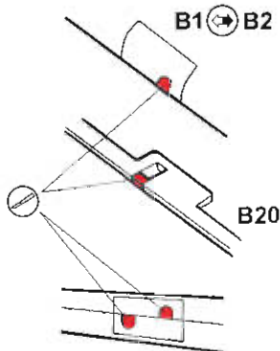
A8 - MARKINGS A:B:C:E:F

A5 ? A7 ? A8



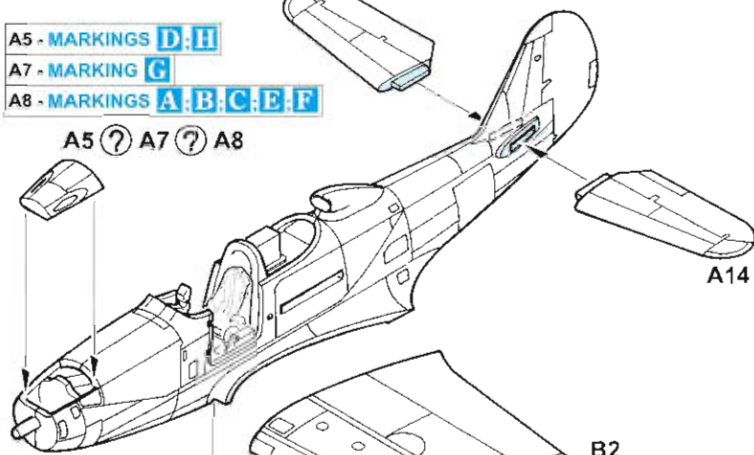
A14

MARKINGS A:C:E:F:G

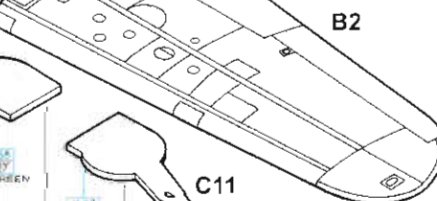


B1 → B2

B20



C52



B2



C11

H 17
C27
INT GREENH 17
C27
INT GREEN2061
CHROME SILVER

E4



PE50



C14

H 17
C27
INT GREEN

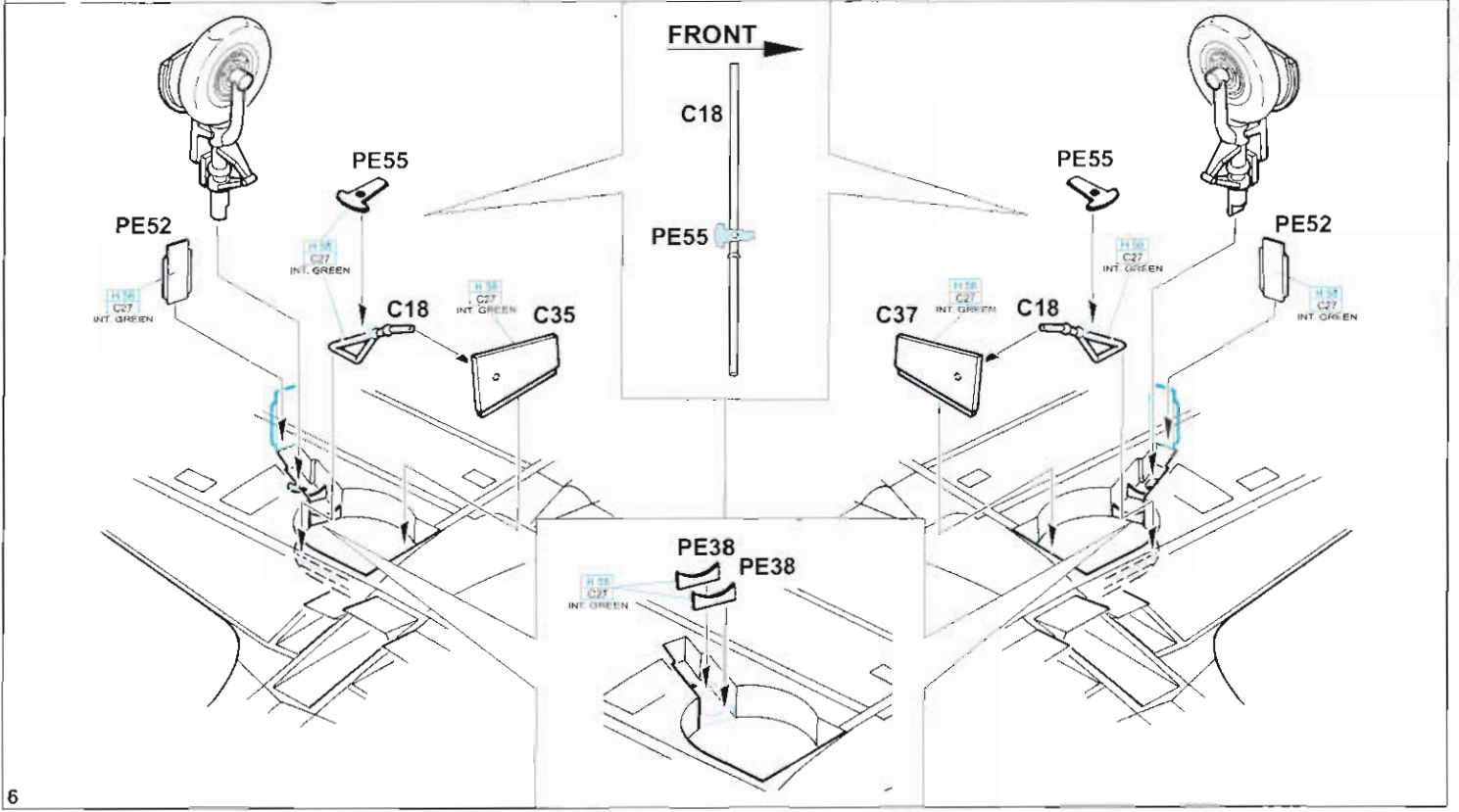
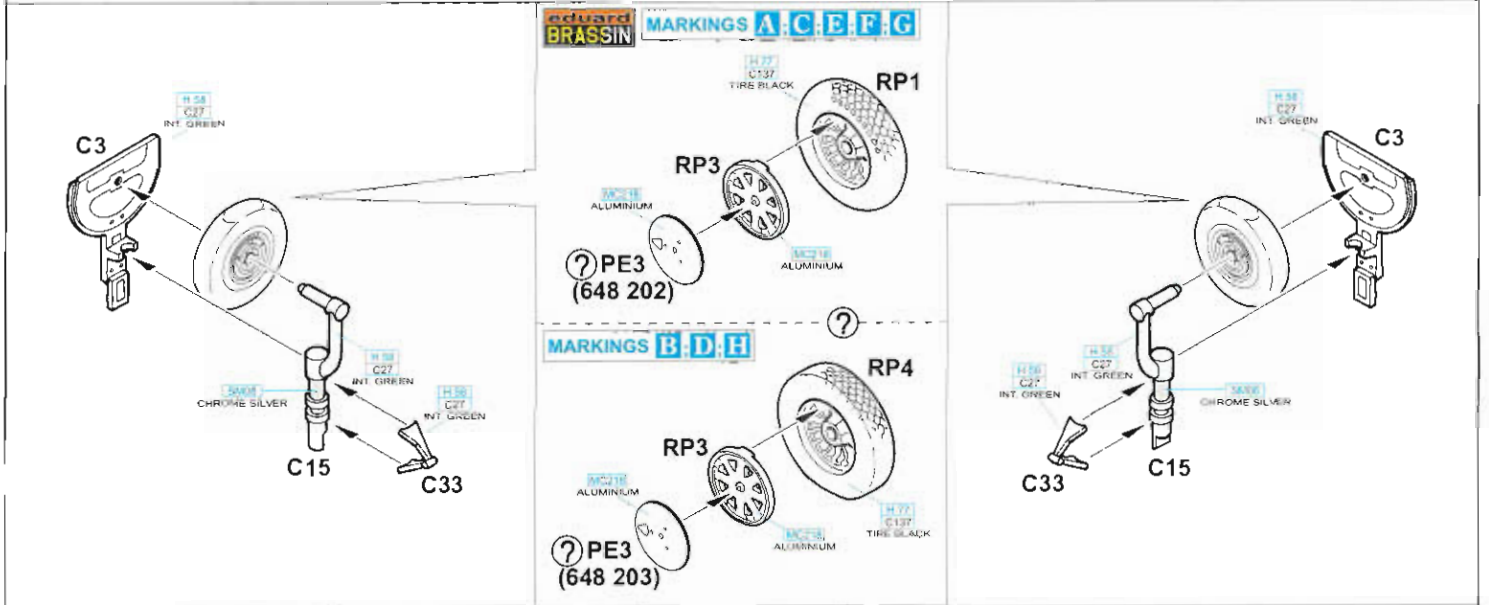
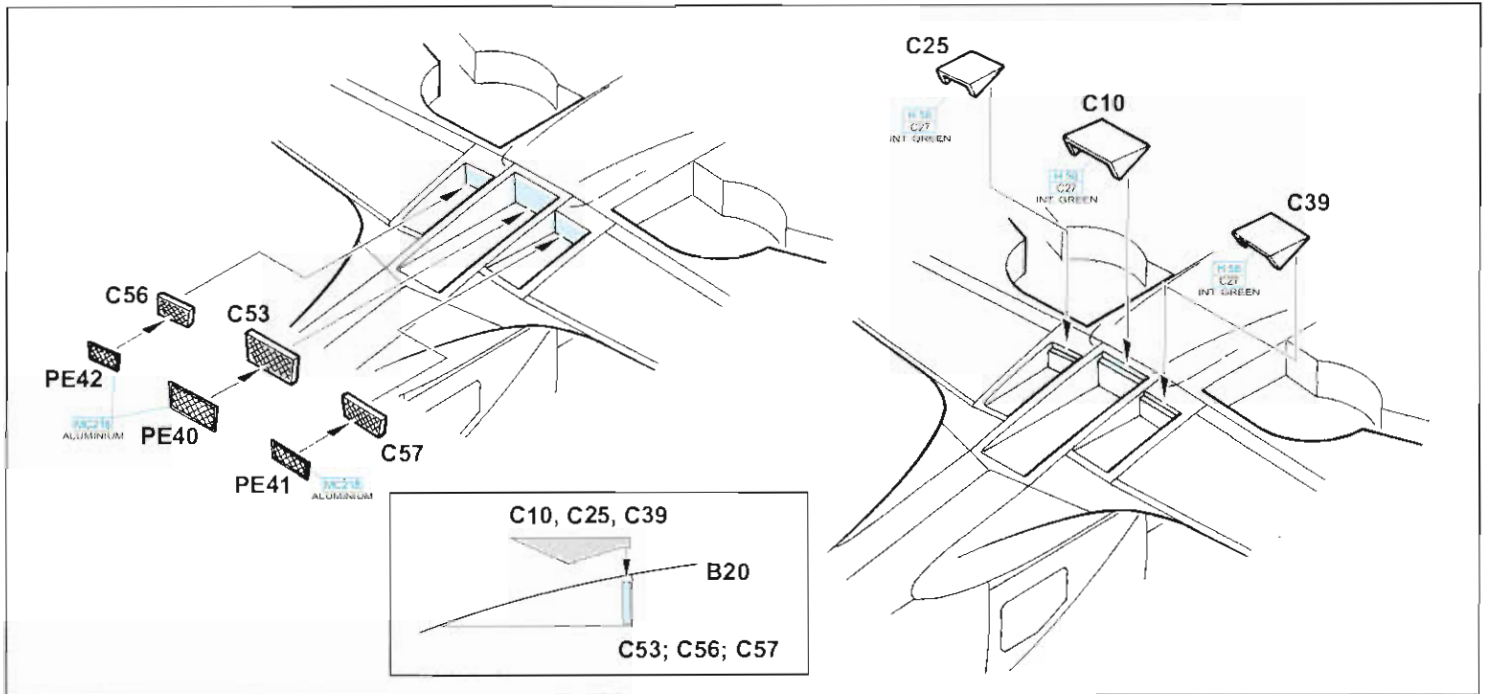
C49

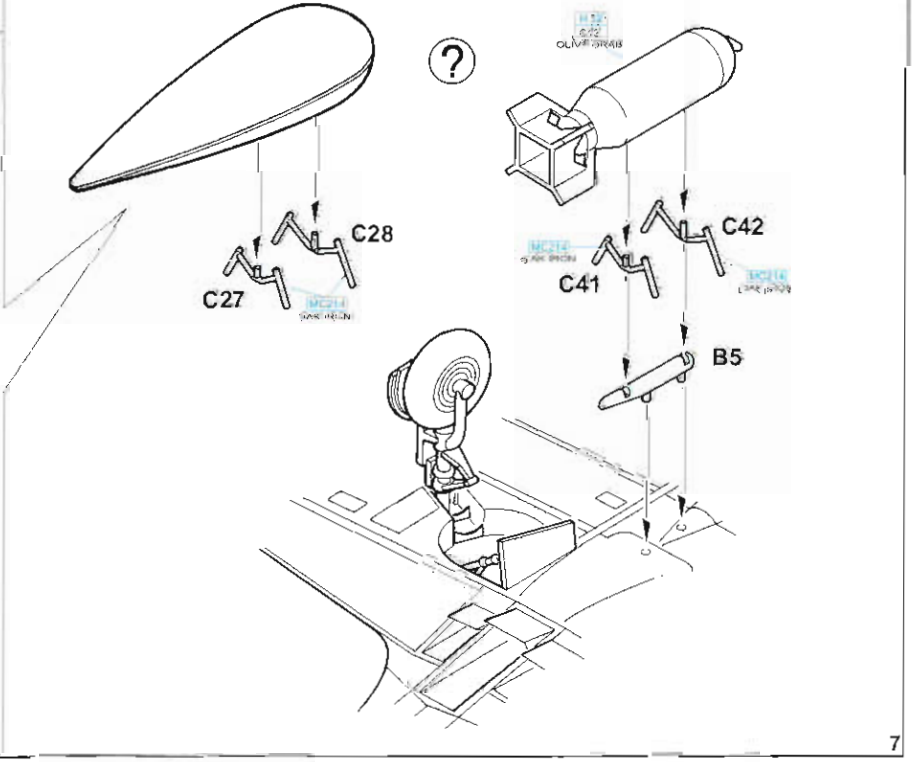
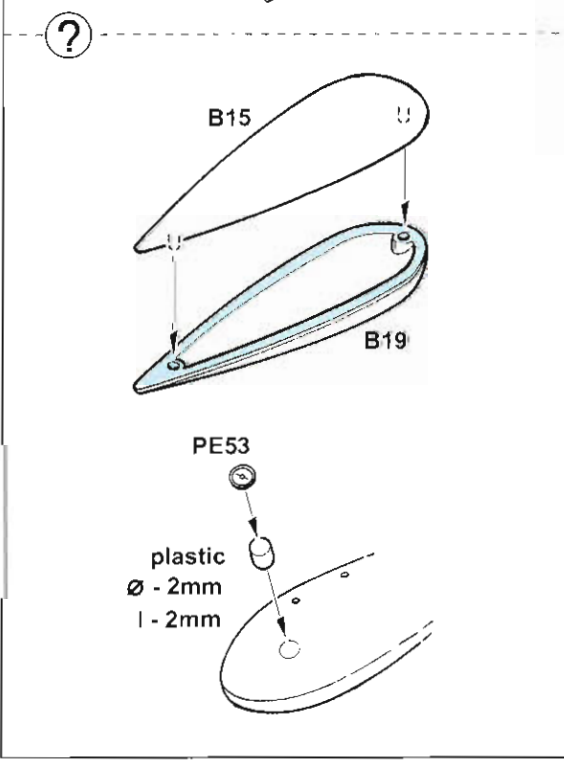
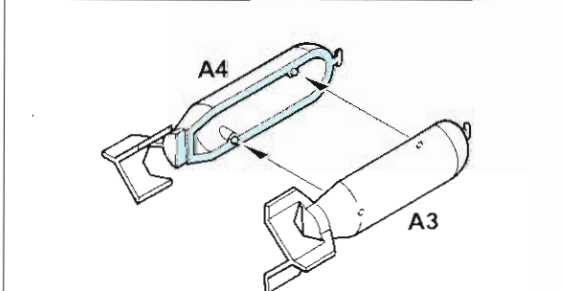
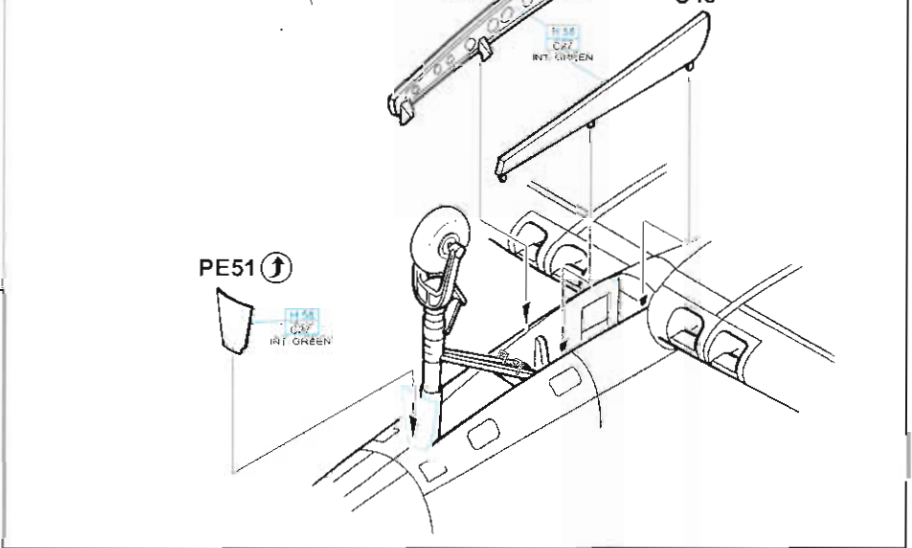
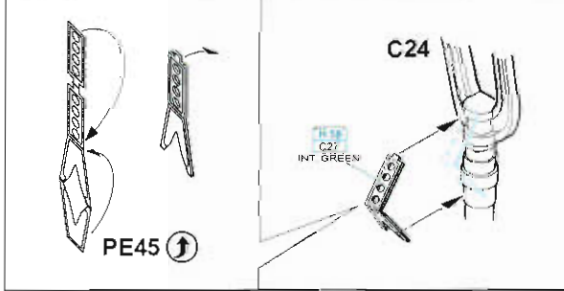
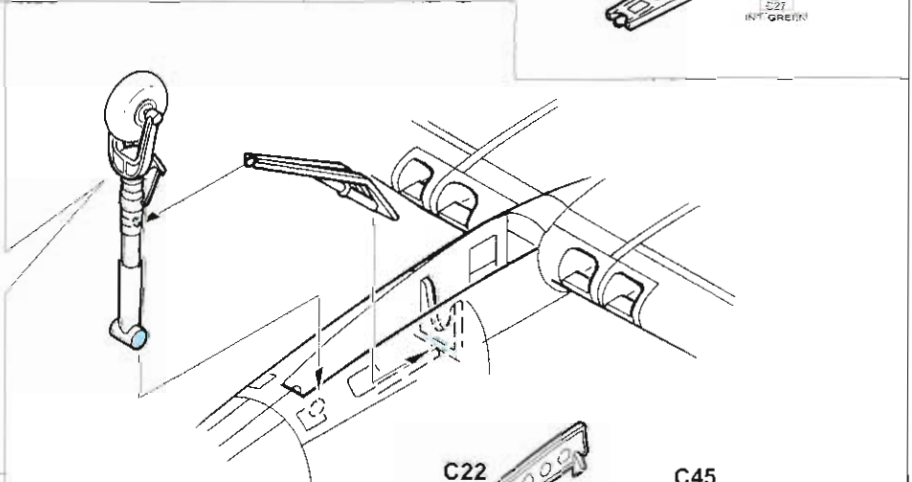
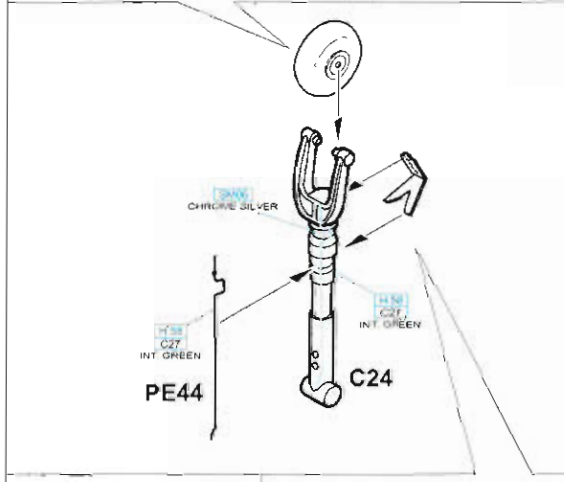
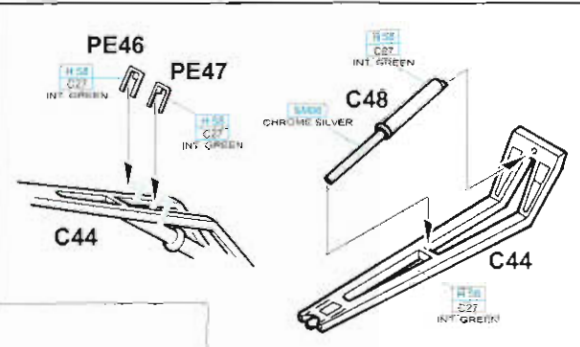
H 17
C27
INT GREEN

PE49

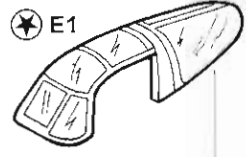
OPEN HOLES IF YOU WANT ADJUST THE
BOMB OR FUEL TANK RACK (SEE PAGE 7)
VRTAT V PŘÍPADĚ POUŽITÍ BOMBY NEBO
PŘÍDAVNÉ NÁDRŽE (PROSTUDUJTE STR. 7)

B20

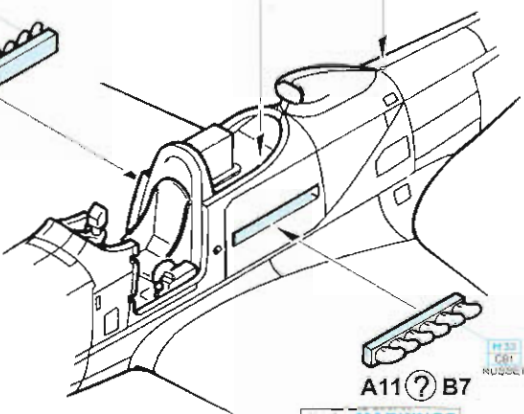




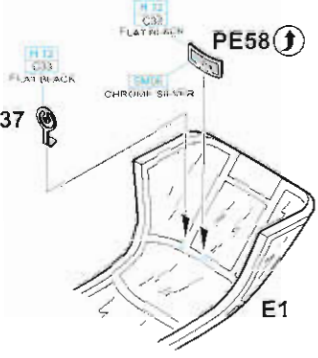
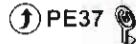
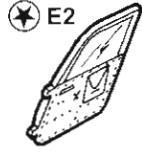
A11 - MARKINGS
B D G H
 B7 - MARKINGS
A C E F



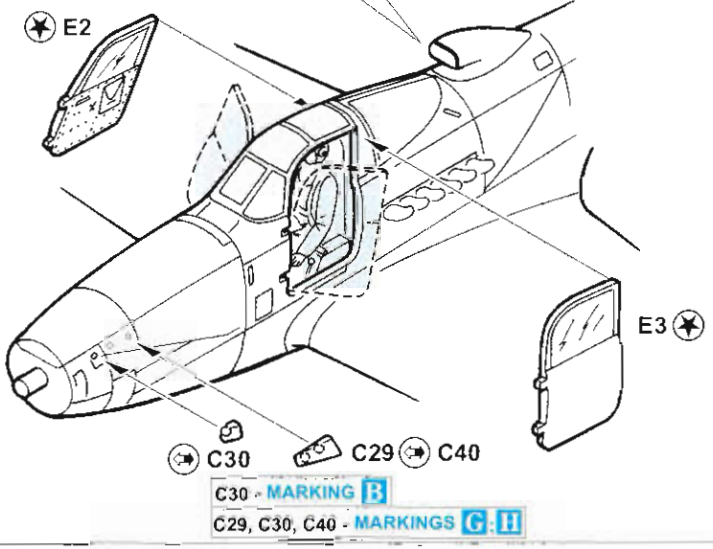
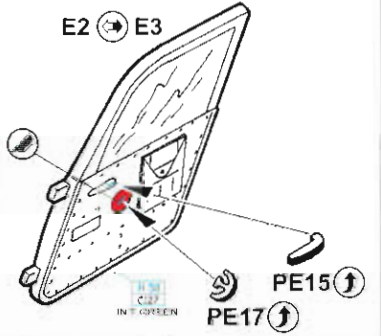
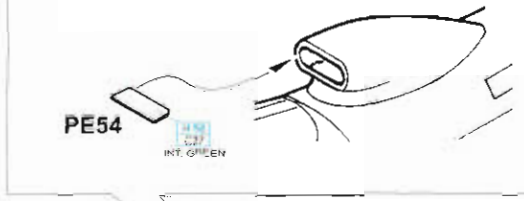
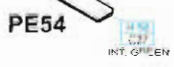
C4 C4 - MARKINGS **B H**



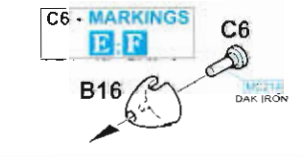
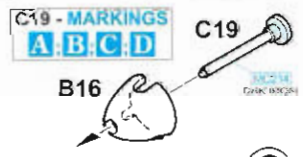
A11 - MARKINGS
B D G H
 B7 - MARKINGS
A C E F



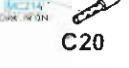
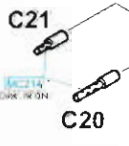
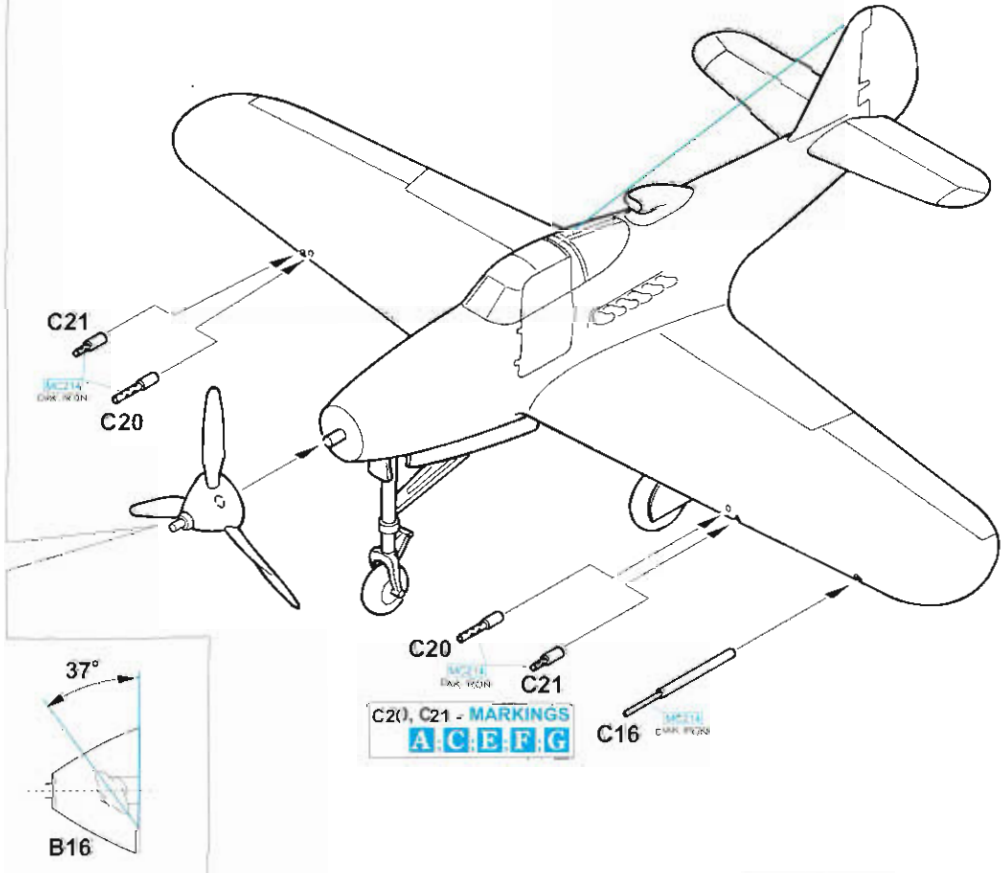
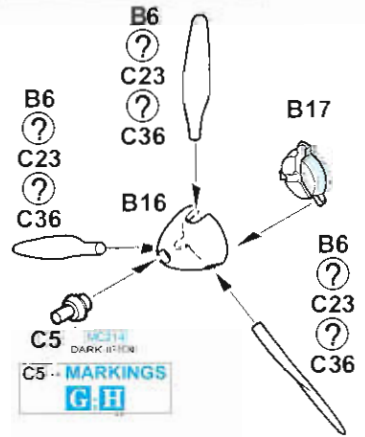
PE58



C30 - MARKING **B**
 C29, C30, C40 - MARKINGS **G H**



B6 - MARKINGS **A C E F**
 C23 - MARKING **H**
 C36 - MARKINGS **B D G**



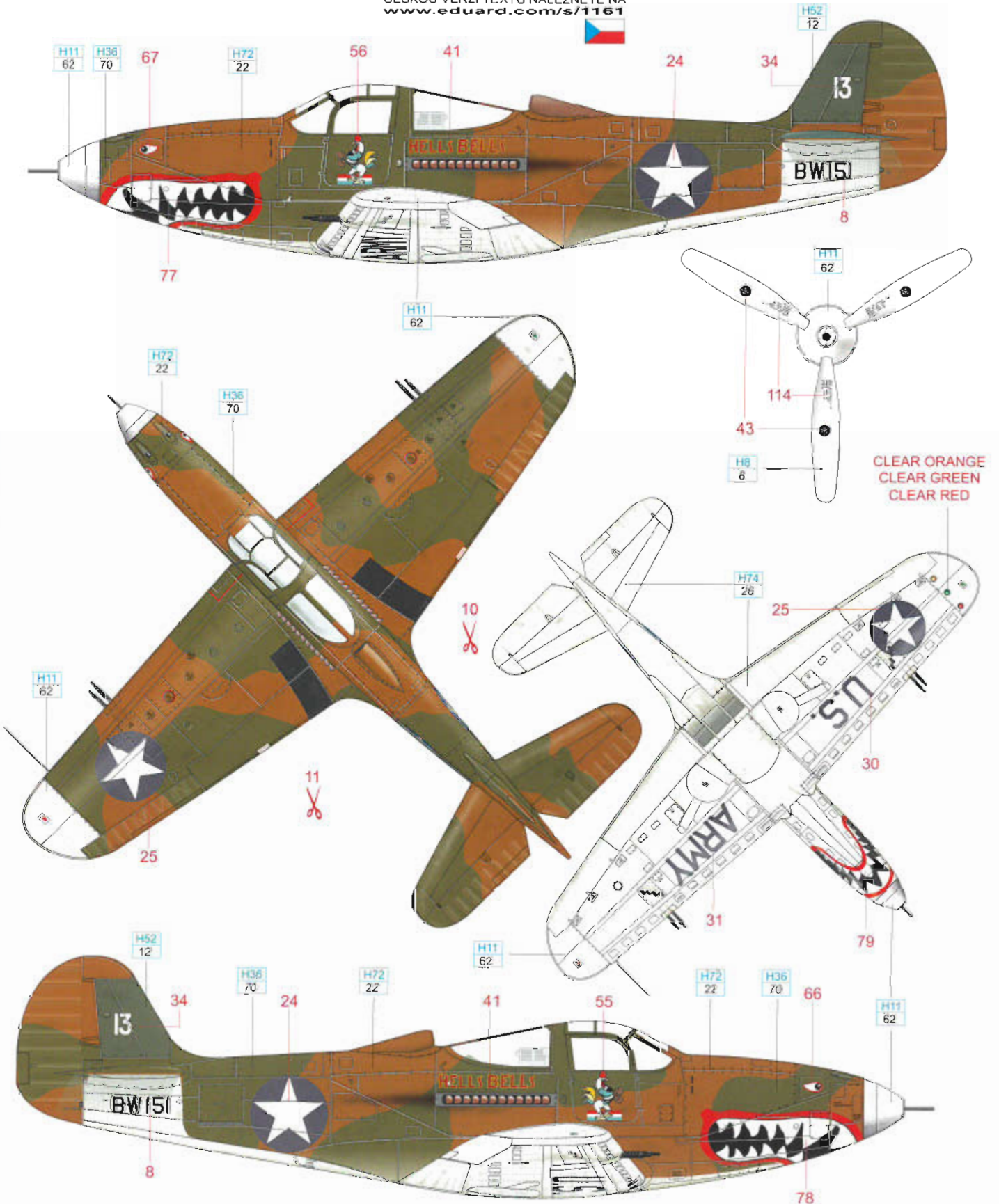
C20, C21 - MARKINGS
A C E F G



A P-400, BW 151, 67th FS / 347th FG, Guadalcanal, October, 1942

Members of 67th FS 'Fighting Cocks' were photographed with a P-400 named 'Hell's Bells'. This Airacobra was probably flown by Lt. Robert Ferguson who downed a Rufe fighter that attacked Henderson Field on November 7, 1942. Due to a shortage of serviceable aircraft during the hectic fall of 1942, this aircraft was flown by other squadron members as well. The doors with the squadron badge and cowling with 'Hell's Bells' artwork were placed on a new aircraft when this one was destroyed. The camouflage consisted of US colors that were equal to British Dark Green, Dark Earth and Sky colors.

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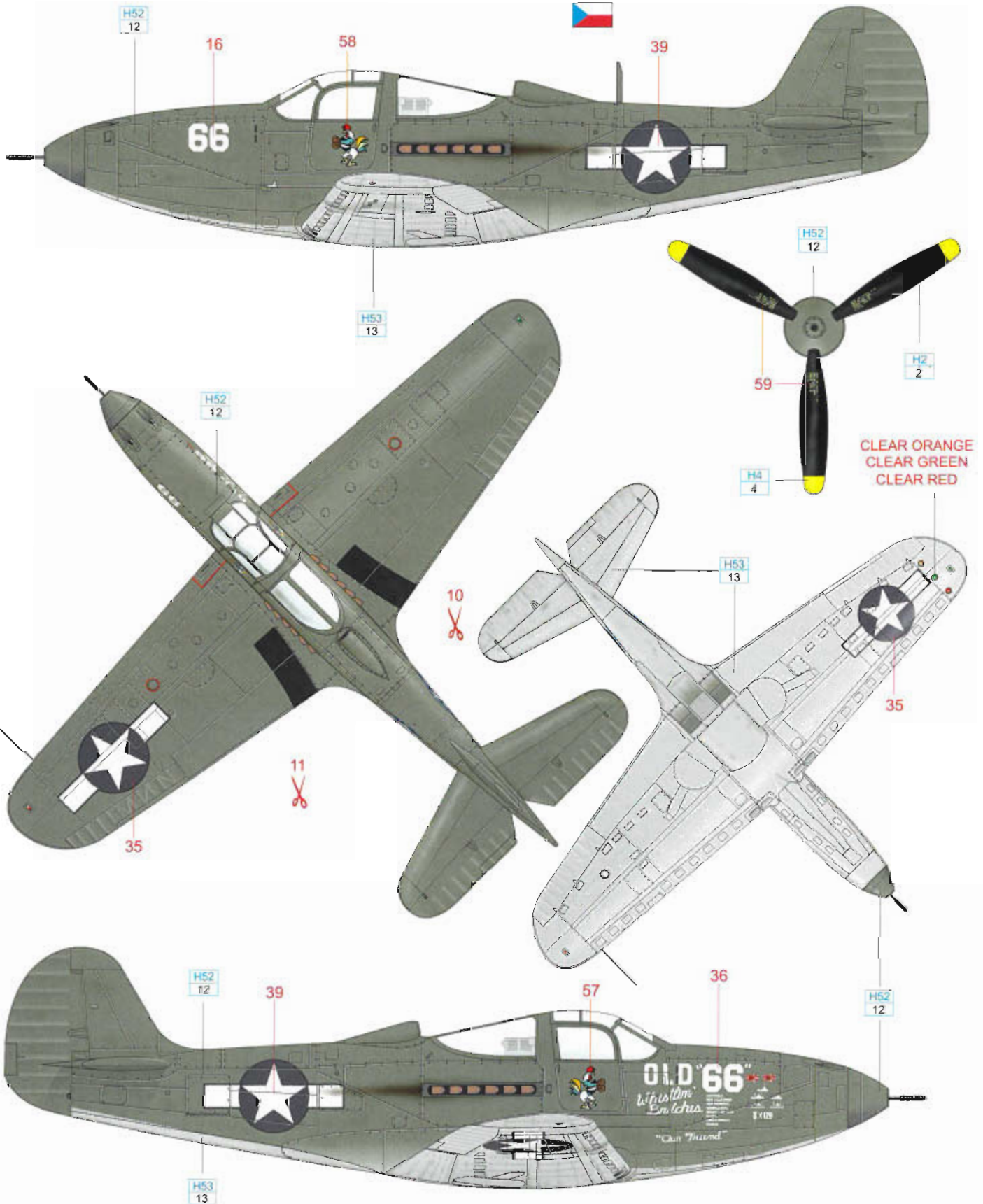
CLEAR ORANGE
 CLEAR GREEN
 CLEAR RED

SILVER	H8 8	WHITE	H11 62	SKY	H74 26	DARK EARTH	H72 22	DARK GREEN	H36 70	OLIVE DRAB	H52 12
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B P-400, BW 146, 347th FG, Guadalcanal / U.S.A., 1944

This is reportedly the only P-400 Airacobra that survived the Guadalcanal campaign. It was ferried to the States in the middle of 1944 and took part in a Bell Aircraft Corporation promotional campaign. The kills achieved using this aircraft, places where the aircraft served and all three names carried by the aircraft during its long and successful service career in the Pacific were depicted on the nose.

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YELLOW	H4	BLACK	H2	OLIVE DRAB	H52	NEUTRAL GRAY	H53
	4		2		12		13

C P-400, BW 146, 67th FS, New Caledonia, May / June, 1942

'Old 66' as it appeared during the early days of its career. It served for 22 months and her pilots destroyed two Zeroes, participated in the damage of four freighters, hit directly a Japanese destroyer and delivered 129 bombs on enemy positions. Frequent damage resulted in the need to replace the tail, wings and propeller. The engine was replaced four times. From the summer of 1943 onwards, this war-weary Airacobra participated in rescue missions focused on downed Allied pilots. During this period, the modified underbelly fuel tank with a life raft and the name 'Our Friend' on the nose were carried. Lt. Zed Fountain and Lt. Peter Childress were the aircraft's former pilots, and the last flight was performed by 70th FS CO, Lt.Col. M. R. Adams.

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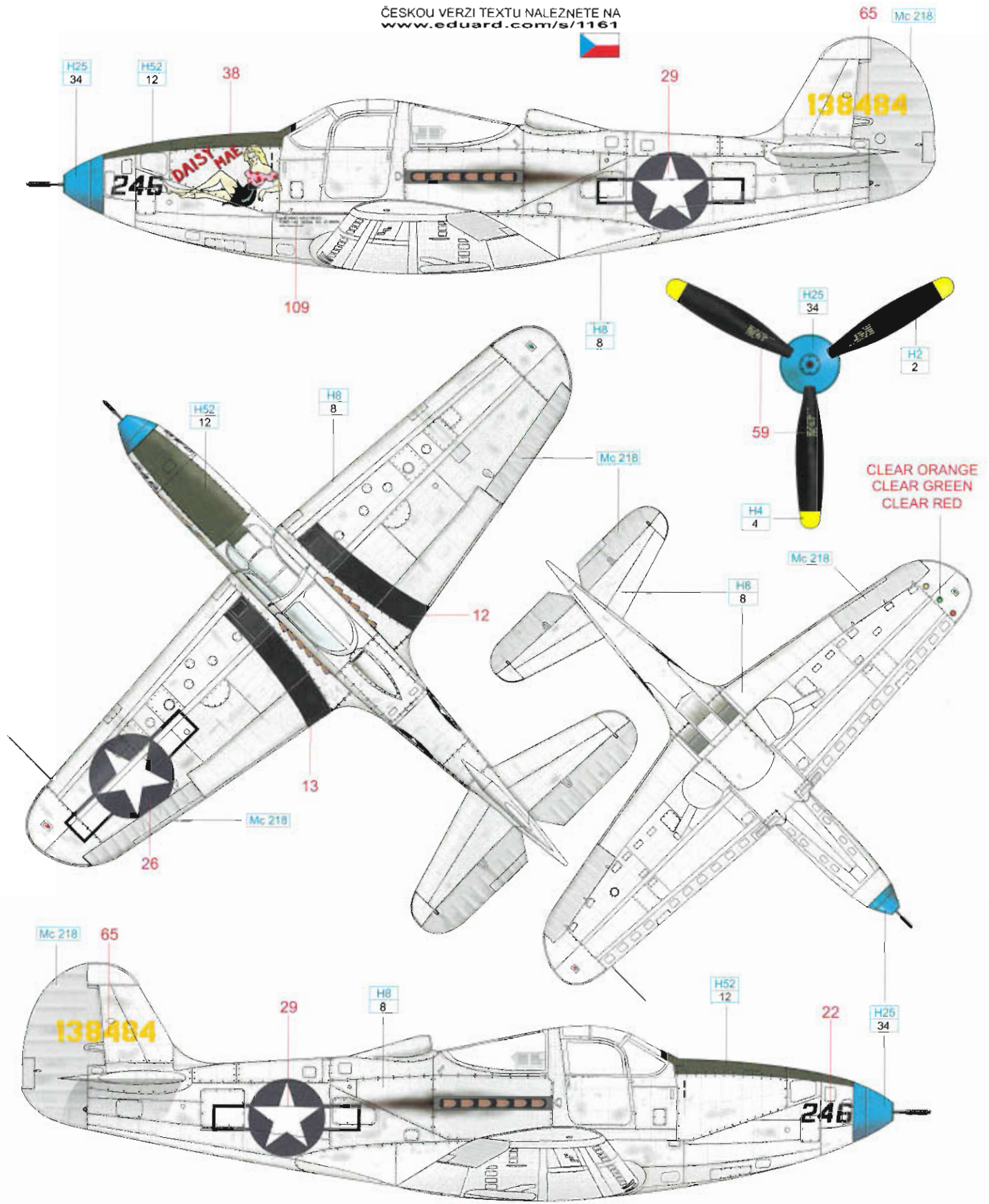
CLEAR ORANGE
 CLEAR GREEN
 CLEAR RED

RED	H3 3	YELLOW	H4 4	BLACK	H2 2	SKY	H74 26	DARK EARTH	H72 22	DARK GREEN	H36 70	OLIVE DRAB	H52 12
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D P-39D, s/n 41-38484, 12th FS / 18th FG, Guadalcanal, Spring, 1944

The Airacobra named 'Daisy Mae' was another veteran aircraft that was flown in Guadalcanal for more than a year-and-a-half. In this guise, only the 20mm nose cannon was carried and the aircraft likely did not serve as a front line fighter. 'Daisy Mae' may have been the personal aircraft of 18th FG CO, Lt.Col. L. S. McGowan.

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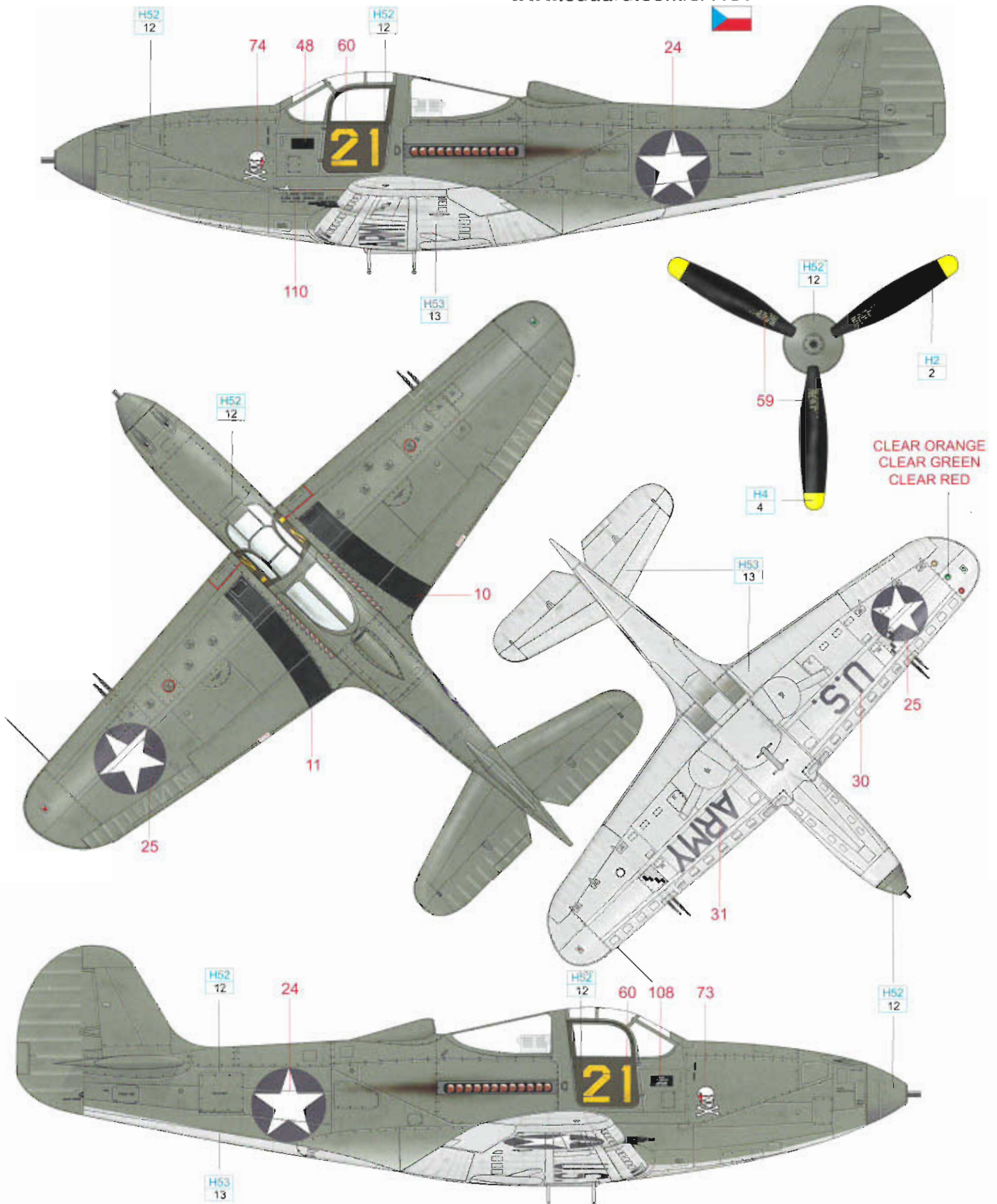
SILVER	H8 8	SKY BLUE	H25 34	YELLOW	H4 4	BLACK	H2 2	OLIVE DRAB	H52 12	ALUMINIUM	Mc 218
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E P-39F, Flown by Lt. William F. Fiedler, 70th FS / 347th FG, Fiji and Guadalcanal, Late 1942 / Early 1943

Lt. Fiedler was the only US pilot who scored five aerial victories flying the P-39. His first victory is dated January 26, 1943. He single-handedly downed a Zero fighter that day and damaged an H6K Mavis, a Japanese four engined flying boat, in cooperation with Lt. McCulla that day. The Mavis returned to its base but was deemed unrepairable and was sunk. None of the US pilots was credited with this kill. William F. Fiedler was killed on June 30, 1943. His aircraft was ready to take off but was hit by a P-38 that failed to get airborne. Fiedler succumbed to severe burns a few hours later.

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CLEAR ORANGE
 CLEAR GREEN
 CLEAR RED

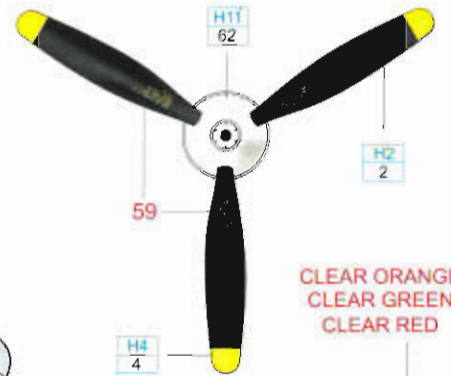
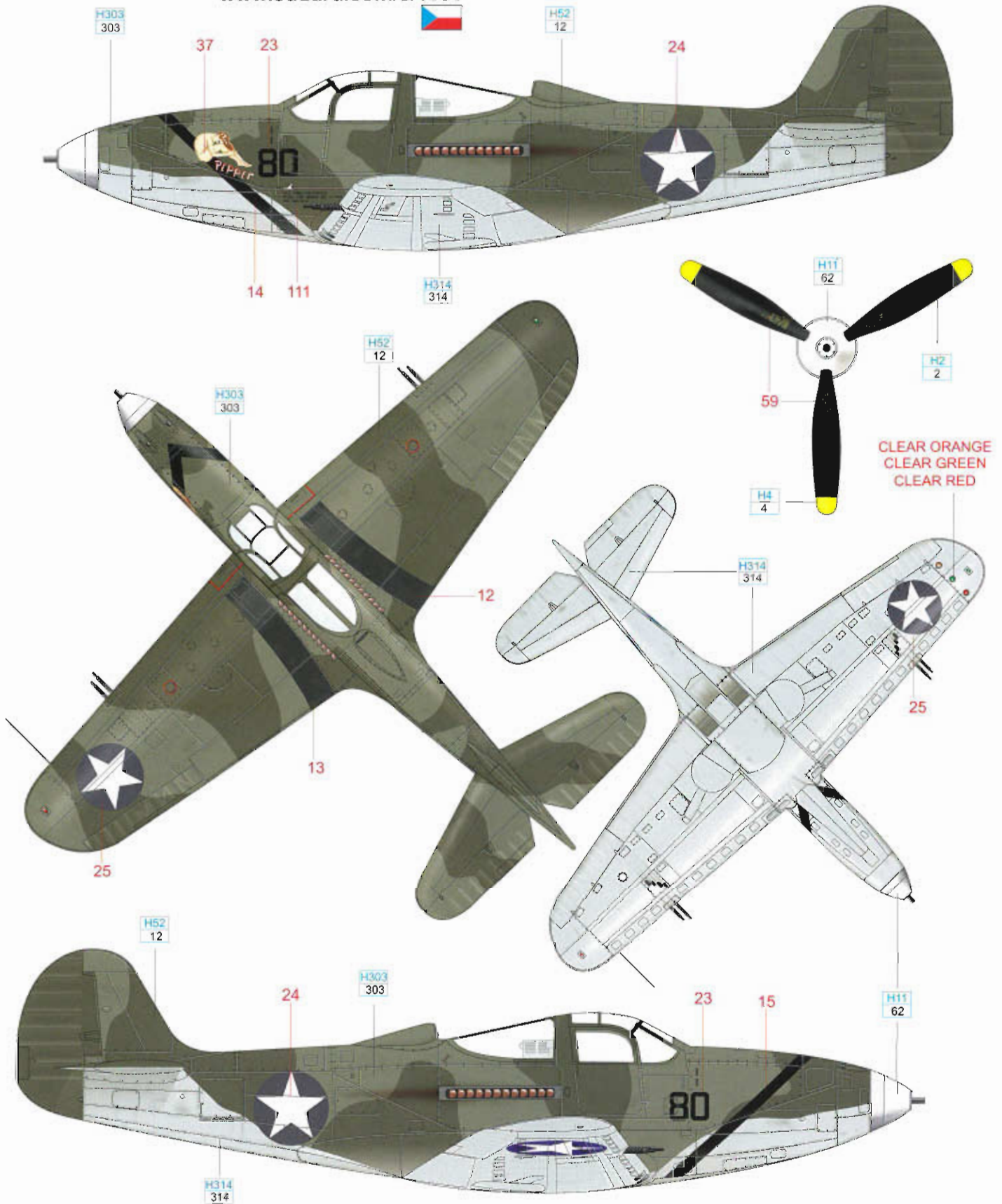
YELLOW	H4	BLACK	H2	OLIVE DRAB	H52	NEUTRAL GRAY	H53
	4		2		12		13

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F P-39F, Panama Canal Zone, Late 1942 / Early 1943

This colorful Airacobra was supposedly flown by the 67th FS / 247th FG. The Olive Drab / Medium Green camouflage colors and markings would suggest use by one of the squadrons active in the Panama Canal Zone, but it also cannot be ruled out that the pilot of this aircraft served in Panama prior to his combat tour with the 67th FS. Many of 5th and 13th AF pilots spent a part of their military career in Panama prior to combat deployment in the Pacific.

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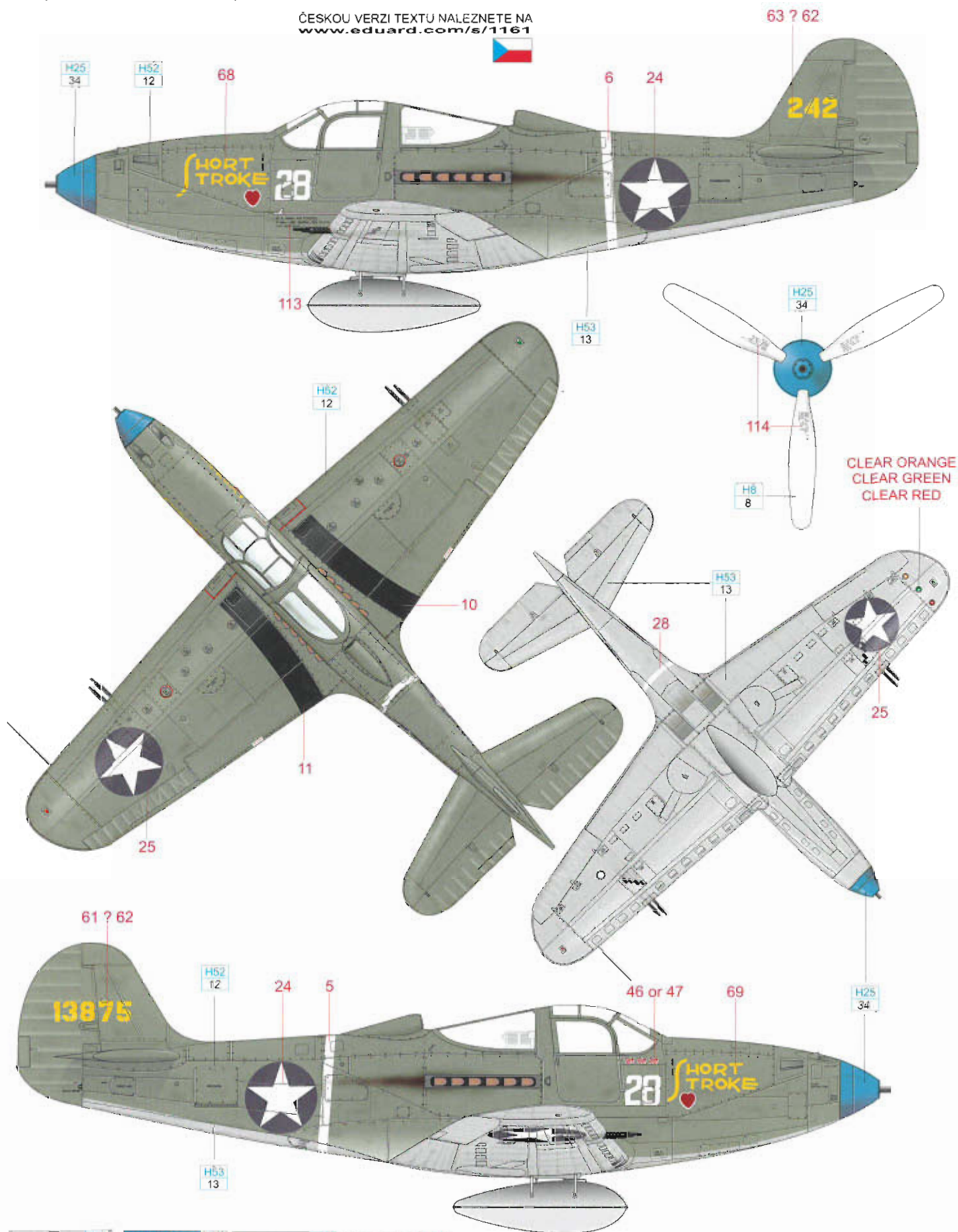
WHITE	H11 62	YELLOW	H4 4	BLACK	H2 2	OLIVE DRAB	H52 12	MEDIUM GREEN	H303 303	SMOKE BLUE	H314 314
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G P-39K, s/n 24-275, 70th FS/18th FG, Guadalcanal, Spring, 1943

The first user of this Airacobra was the 12th FS. The K version P-39s were delivered to this unit in the fall of 1942, when the squadron was based at Easter Island, in the central Pacific. From December, 1942, this Airacobra named 'Short Stroke' was based at Henderson Field as a part of the 12th FS, and later the 70th FS. Note the two styles of kill marks under the canopy and replacement rudder taken from another aircraft. It gave the Cobra a new serial number that is not listed in USAAF archives. This aircraft was flown by many pilots, Lt. Darrell Cosart or Maj. Louis Kittel to name a couple.

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SILVER	H8 8	SKY BLUE	H25 34	OLIVE DRAB	H52 12	NEUTRAL GRAY	H53 13
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