

BELL P-39 AIRACOBRA

1938

THE LITTLE FIGHTER
DESIGNED AROUND A
CANNON!

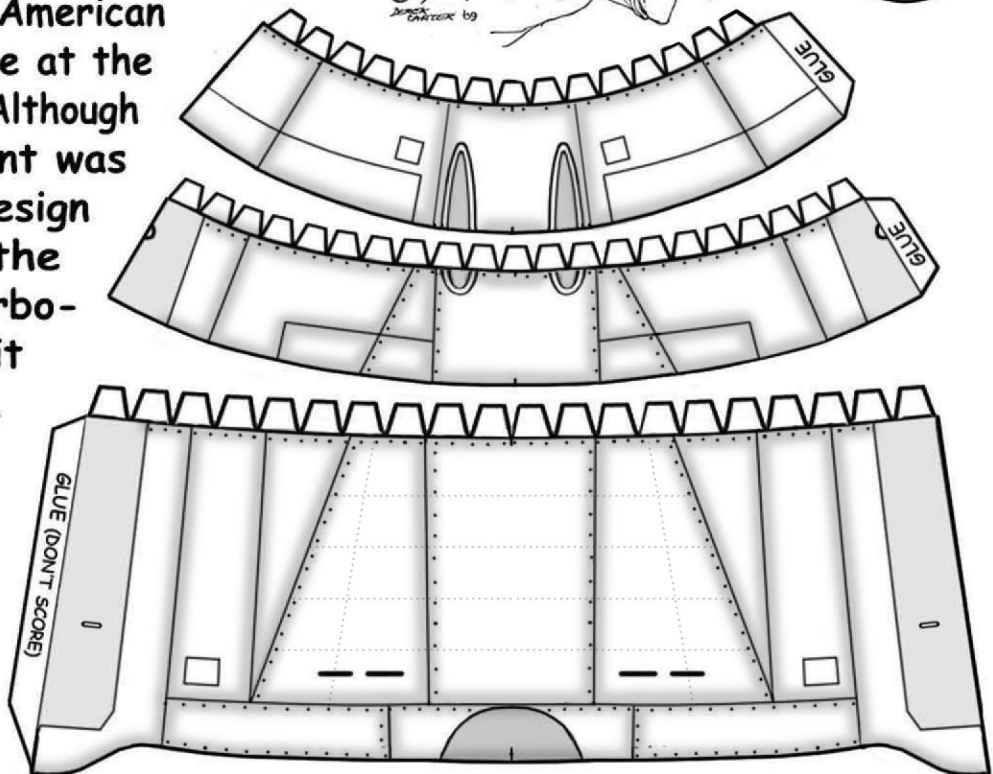


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WSAM=50%

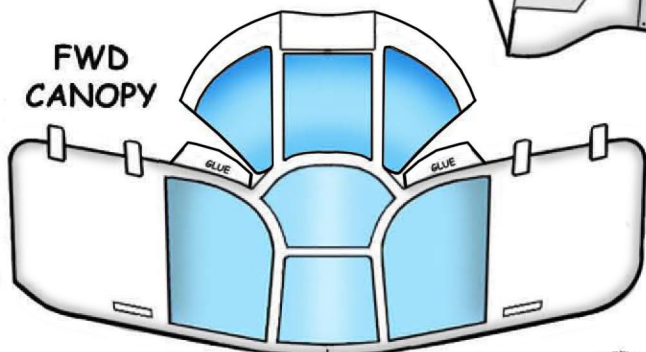


The Bell P-39 Airacobra was one of the principal American fighter aircraft in service at the start of World War II. Although its mid-engine placement was innovative, the P-39 design was handicapped by the lack of an efficient turbo-supercharger, limiting it to low-altitude work. The P-39 was used with great success by the

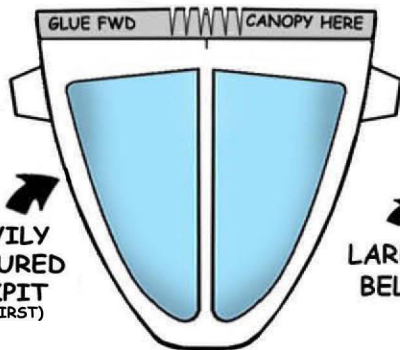
**Soviet
Air Force!**



FWD
CANOPY



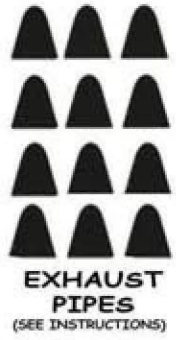
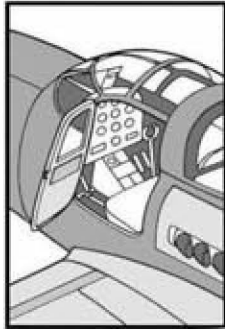
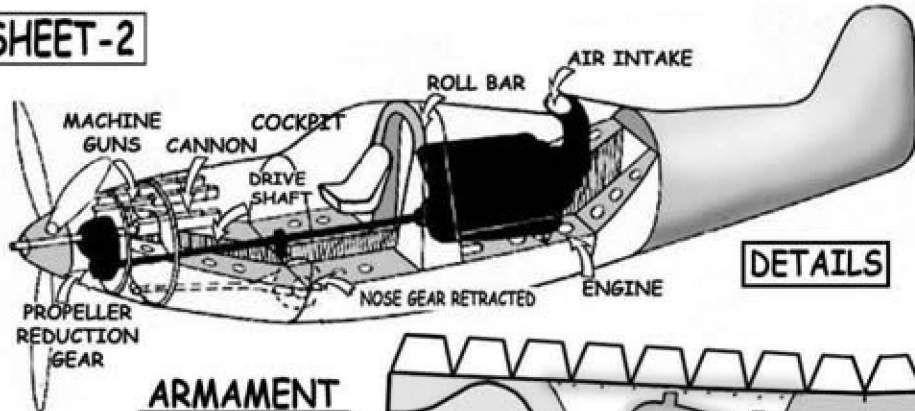
HEAVILY
ARMOURD
COCKPIT
(AFX FIRST)



LARRY
BELL

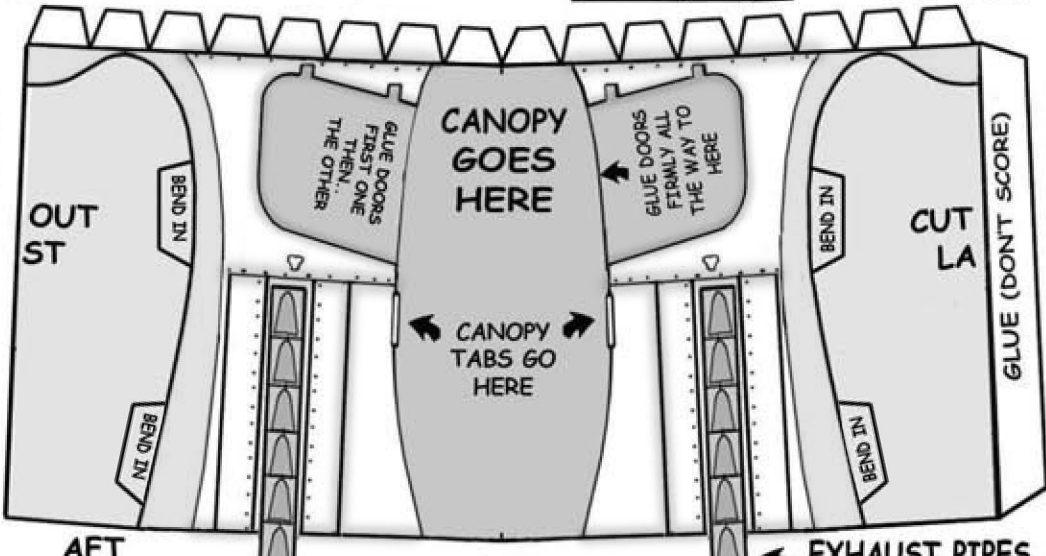
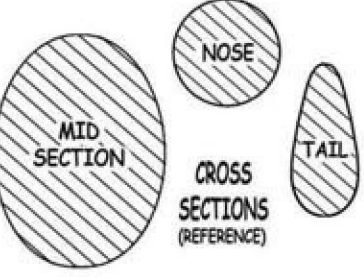


The P-39 had a raised cockpit enclosure, giving the pilot a good field of view. Access to the cockpit was via sideways opening "car doors", one on either side. Both had wind-down windows; because only the right hand door had a handle both inside & outside was used as normal access. The left hand door could only be opened from the outside and was only for emergency use,

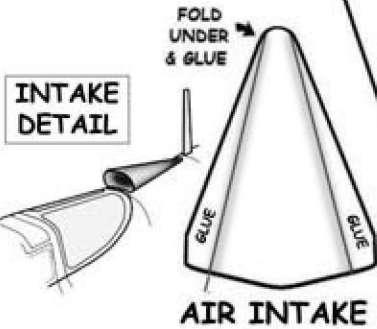
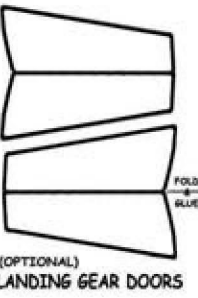
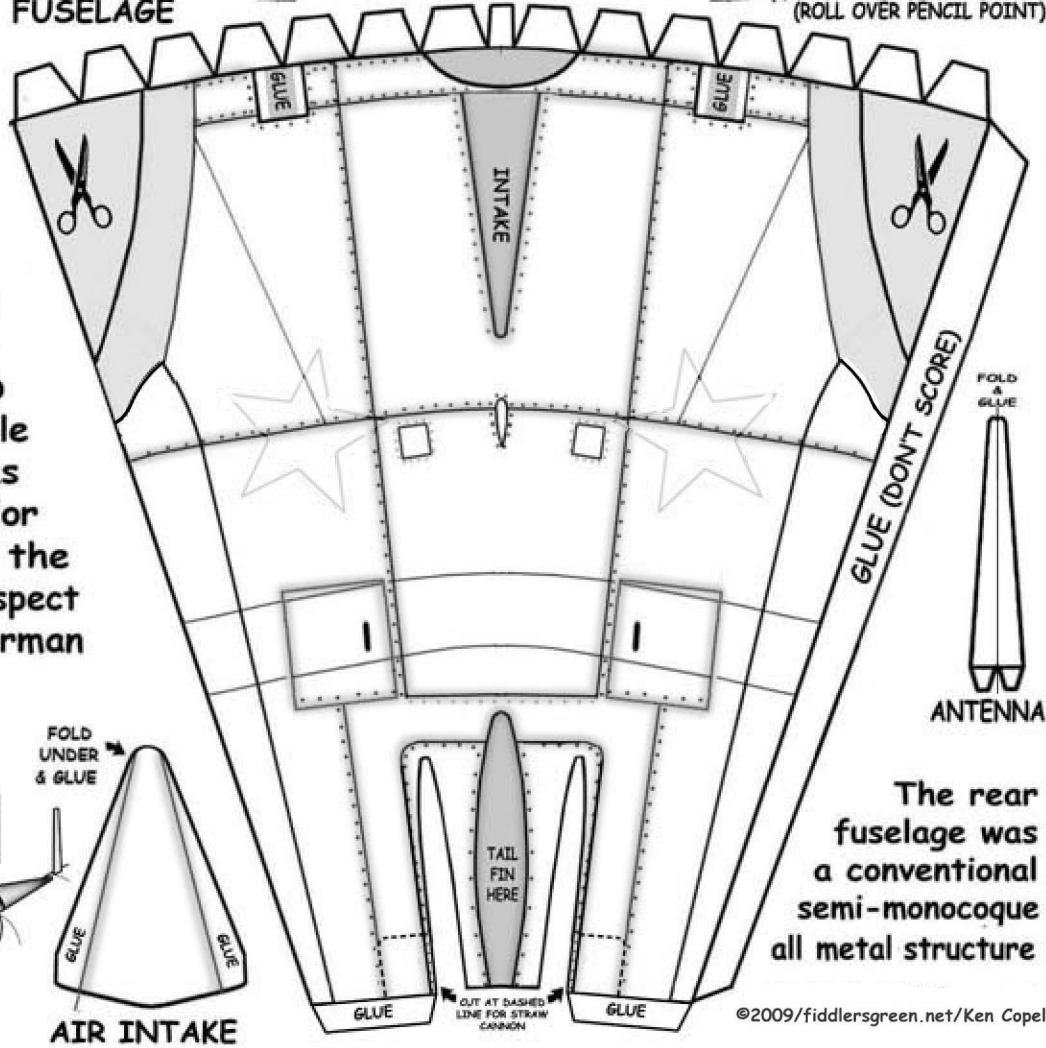


ARMAMENT

In the nose, one 37mm Oldmobile T-1 cannon with 15 rounds. Two 12 mm Browning M/G in the nose. Four 7mm Browning M/g in the wings. One 500 lb bomb under the fuselage.



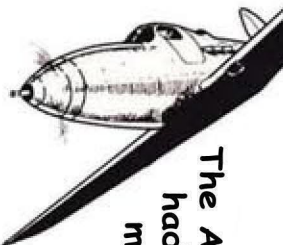
The Airacobra played an important part in WWII notably in the hands of the Soviet Air Force. It picked up the nickname of 'Little Shaver'. Shaving was Russian pilot slang for ground strafing and the P-39 earned great respect as a destroyer of German tanks and vehicles.



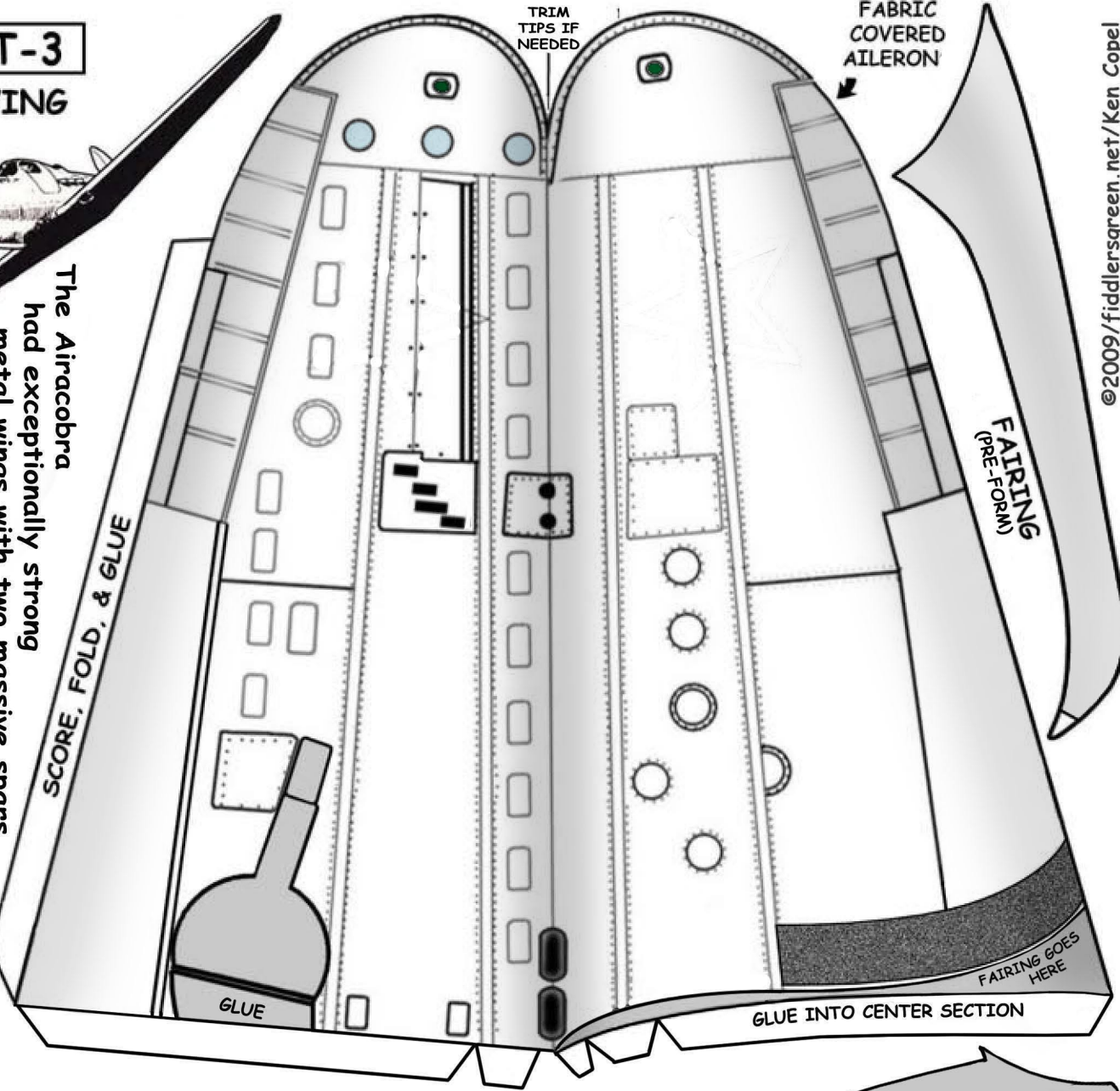
The rear fuselage was a conventional semi-monocoque all metal structure

SHEET-3

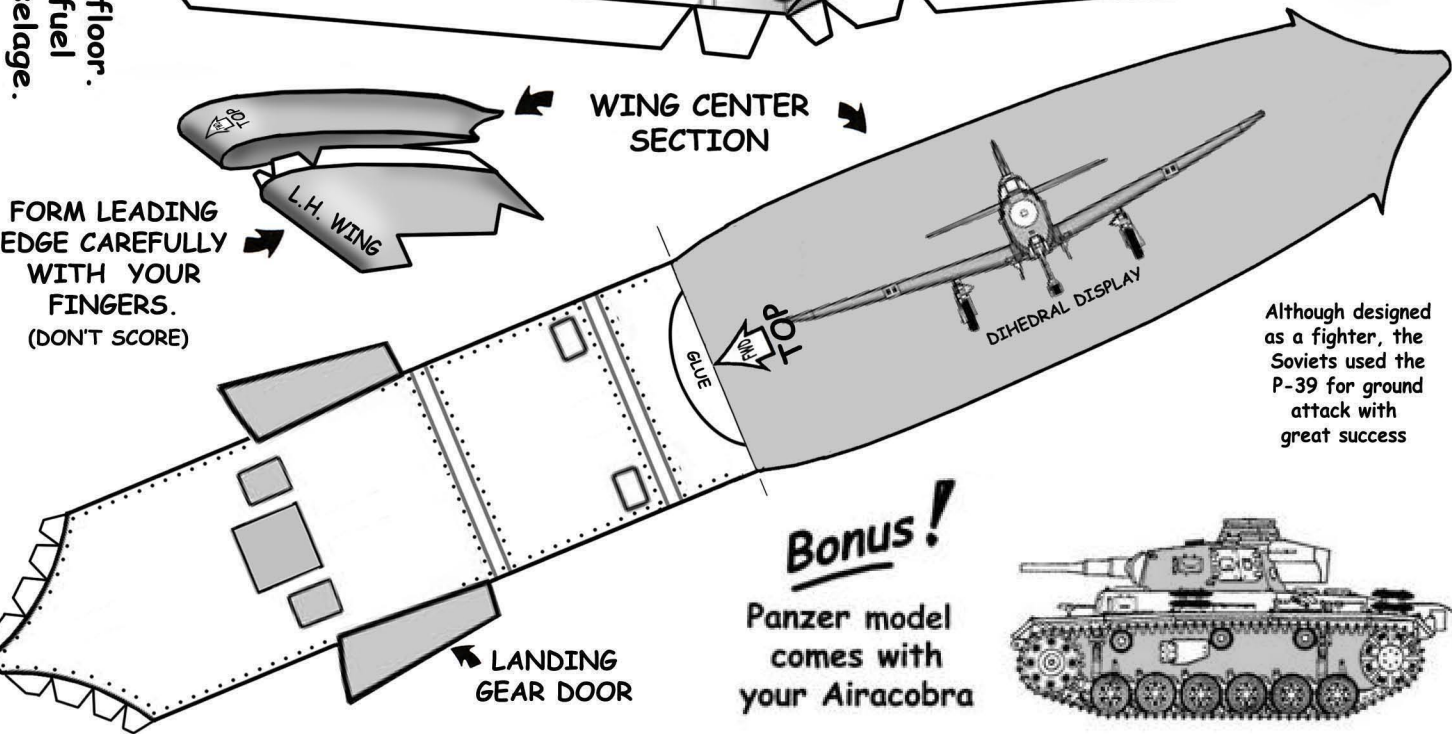
R.H. WING



The Airacobra had exceptionally strong metal wings with two massive spars going right through the cabin under the cockpit floor. Fuel was carried in the wings with additional fuel in an external tank positioned below the fuselage.



WING CENTER SECTION



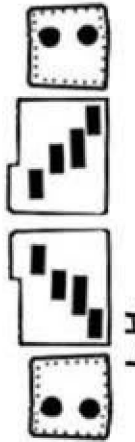
Although designed as a fighter, the Soviets used the P-39 for ground attack with great success



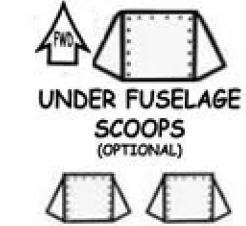
SHEET-4

L.H. WING

CROSS SECTION



GUN PORT SCARFS (OPTIONAL)



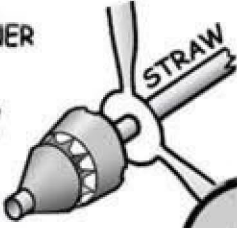
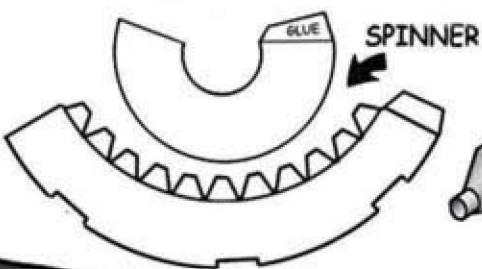
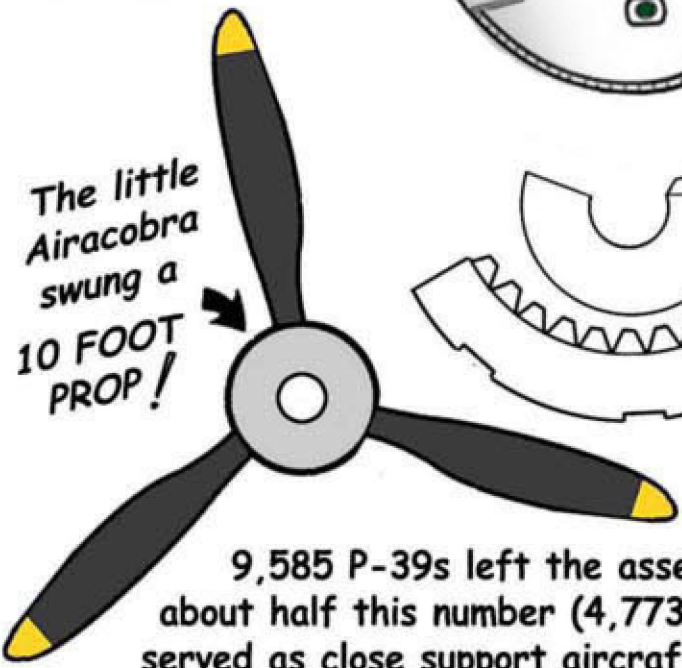
SCORE, FOLD, & GLUE

GLUE

GLUE INTO CENTER SECTION

FAIRING GOES HERE

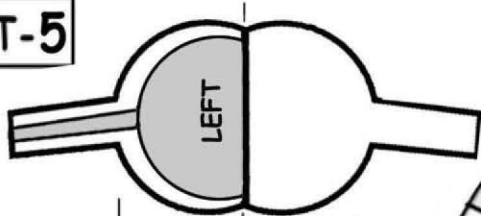
FAIRING



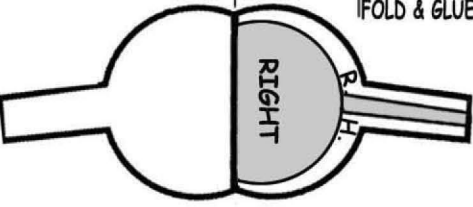
GLUE TOGETHER

9,585 P-39s left the assembly lines over three years, about half this number (4,773) went to the USSR, where they served as close support aircraft, backing up the Russian infantry.

SHEET-5

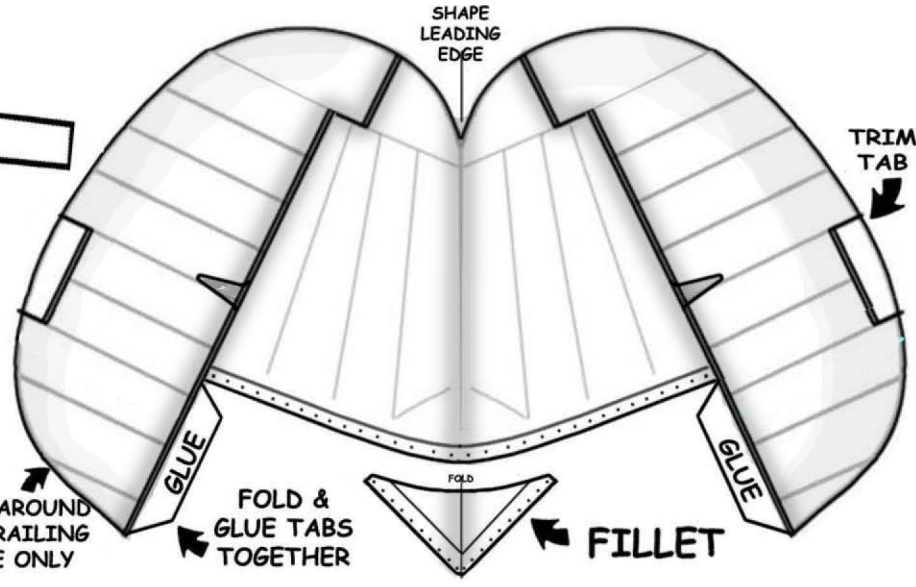


FOLD & GLUE



LANDING GEAR

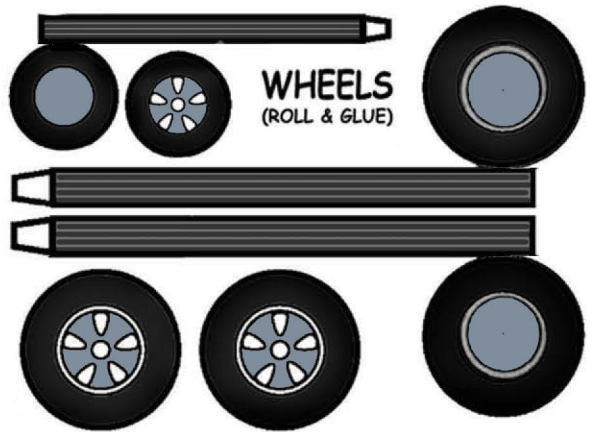
(SEE INSTRUCTIONS)



GLUE AROUND THE TRAILING EDGE ONLY

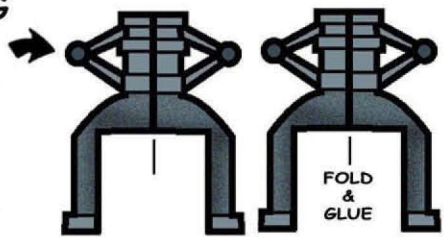
FOLD & GLUE TABS TOGETHER

FILLET

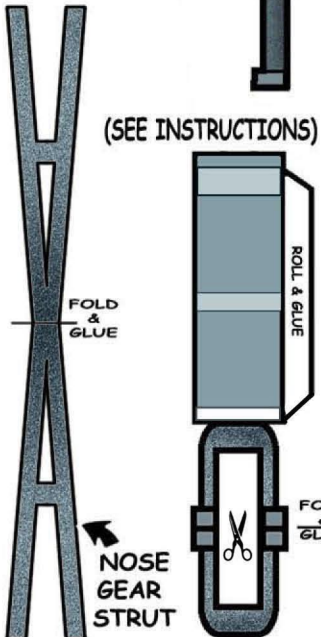


WHEELS
(ROLL & GLUE)

LANDING GEAR STRUTS



FOLD & GLUE



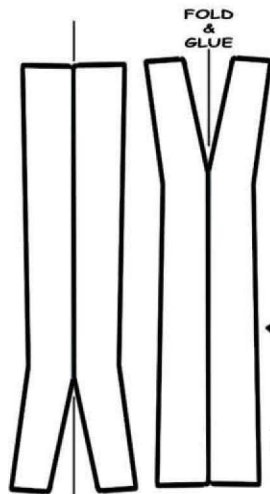
(SEE INSTRUCTIONS)

FOLD & GLUE

ROLL & GLUE

FOLD & GLUE

NOSE GEAR STRUT



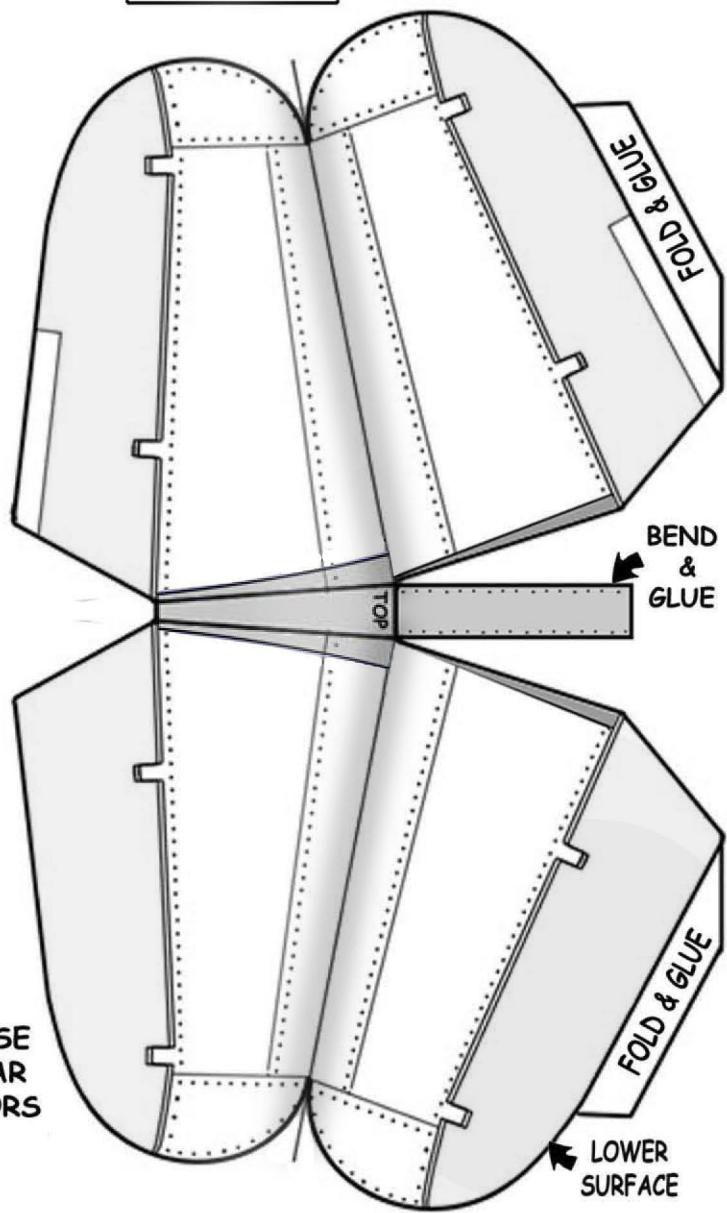
FOLD & GLUE

NOSE GEAR DOORS

TAIL FEATHERS



FORM ROUNDED LEADING EDGES



FOLD & GLUE

BEND & GLUE

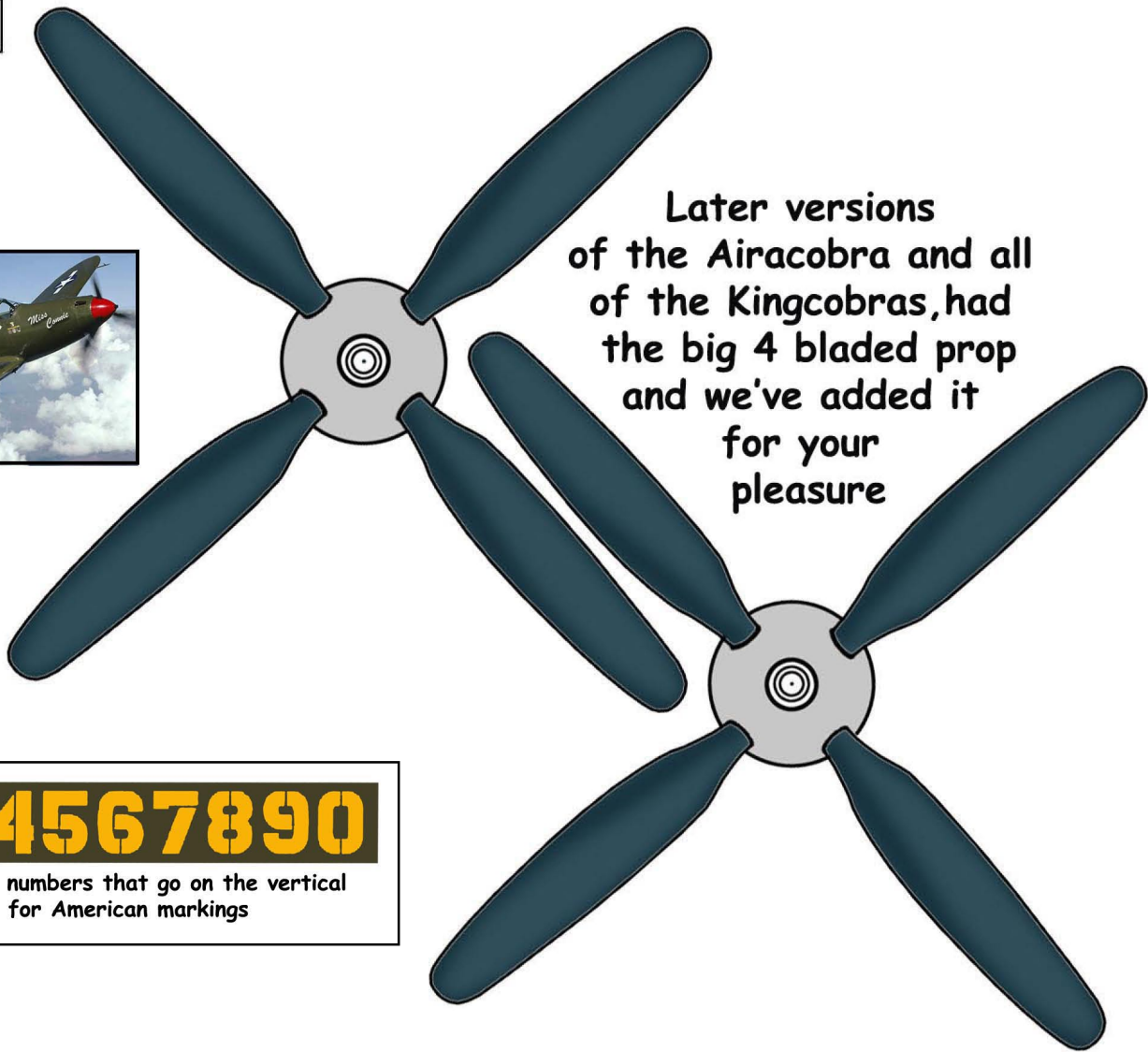
TOP

FOLD & GLUE

LOWER SURFACE



Later versions of the Airacobra and all of the Kingcobras, had the big 4 bladed prop and we've added it for your pleasure



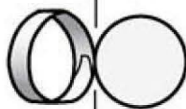
1234567890

Here are the numbers that go on the vertical tail for American markings

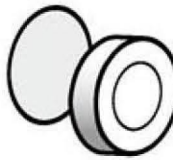
MAIN GEAR

FORM TREAD INTO A CIRCLE & GLUE

FOLD



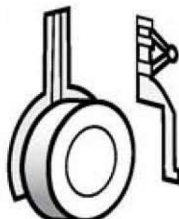
ATTACH OTHER SIDE OF WHEEL



GLUE WHEEL TO INSIDE OF DOOR



ADD STRUT



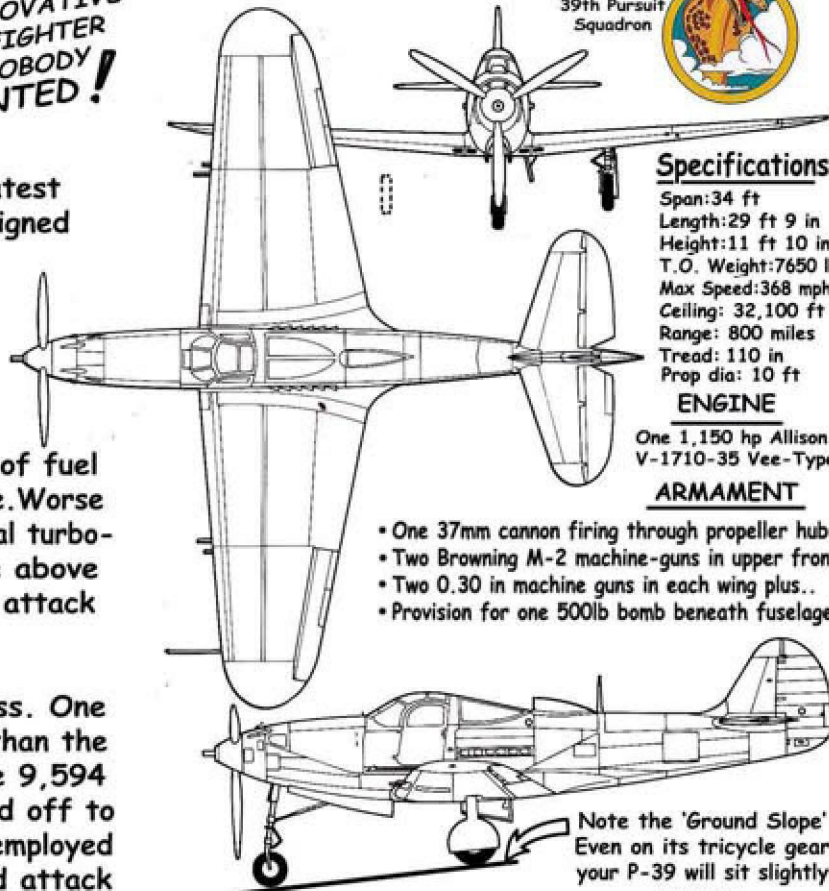
BE SURE TO LEVEL THE TOP TO ENSURE A GOOD GLUE CONNECTION



BELL P-39 AIRACOBRA

THE INNOVATIVE
LITTLE FIGHTER
THAT NOBODY
WANTED!

39th Pursuit
Squadron



Specifications

Span: 34 ft
Length: 29 ft 9 in
Height: 11 ft 10 in
T.O. Weight: 7650 lb
Max Speed: 368 mph
Ceiling: 32,100 ft
Range: 800 miles
Tread: 110 in
Prop dia: 10 ft

ENGINE

One 1,150 hp Allison
V-1710-35 Vee-Type

ARMAMENT

- One 37mm cannon firing through propeller hub
- Two Browning M-2 machine-guns in upper front
- Two 0.30 in machine guns in each wing plus..
- Provision for one 500lb bomb beneath fuselage

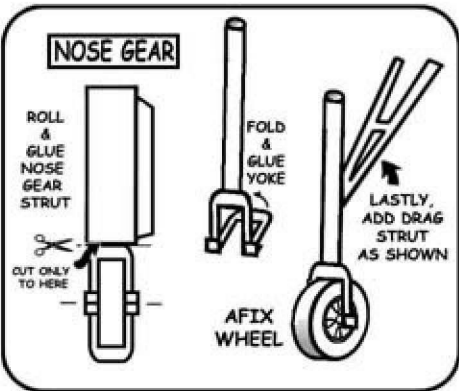
Most fighters are designed around the latest engine. The Bell P-39 Airacobra was designed around the massive firepower of the 37 mm T9 Cannon. But that's where the compromises only began.

To fit the cannon into the nose of the plane the engine was moved behind the pilot and that robbed the Airacobra of fuel capacity which, of course, limited its range. Worse NACA engineers eliminated the P-39s original turbo-charger which cripples its performance above 12,000 feet, when enemy fighters could attack from 20,000.

It was offered to Britain without success. One RAF pilot considered it a greater threat than the Luftwaffe! Ultimately, almost half the 9,594 Airacobras built during WWII were passed off to the desperate Russians who nonetheless employed them as very formidable low-level ground attack fighters

Note the 'Ground Slope' Even on its tricycle gear your P-39 will sit slightly nose up.

MUCH MORE AT FIDDLERSGREEN.NET

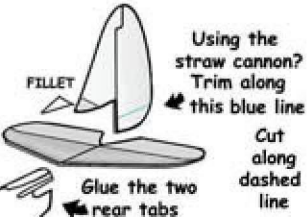


ASSEMBLY DETAILS

The cockpit was extremely well protected with armour. Very useful in the ground attack role

With a little Scotch Tape you can create a CLEAR canopy. See web page for more

IMPORTANT
Attach the rear half of the canopy FIRST and then tightly wrap, & glue the forward half. (One side at a time)



Glue the two rear tabs together

Fairing not shown. Pre-form into a 'valley'. Start gluing at the wing's leading edge.

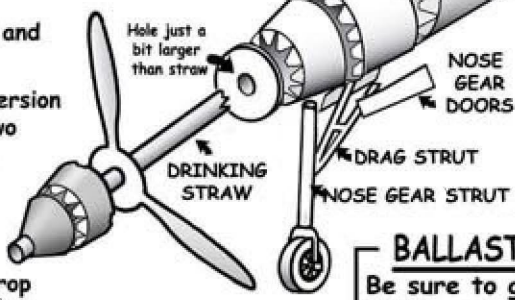
Thanks to Ken Copel for his help and inspiration for this model

ADD A CANNON?

Collect a few drinking straws and in a few sizes if possible..

If you build the large P-39 version you'll probably need to join two straws together. No problem with the regular size.

Glue the spinner/propeller to the front end of the straw so you can 'fly' rotating the prop as you look for an enemy tank.



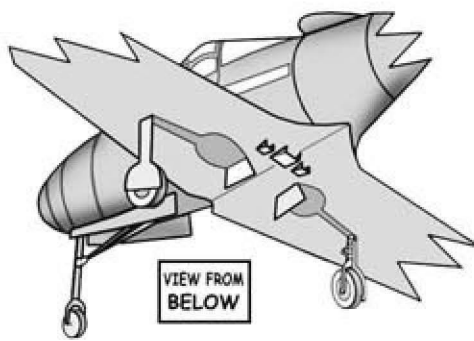
Hole just a bit larger than straw

Spokes face inward

MAIN LANDING GEAR

BALLAST

Be sure to glue FIVE pennies inside your P-39's Nose



Cut away the lower tail fin