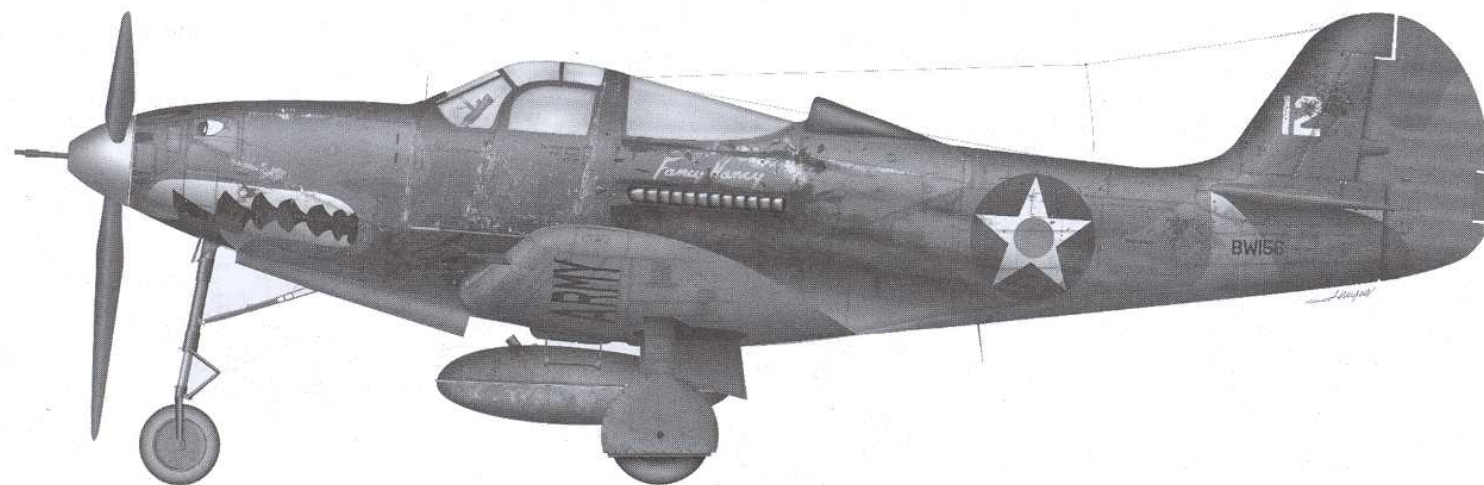
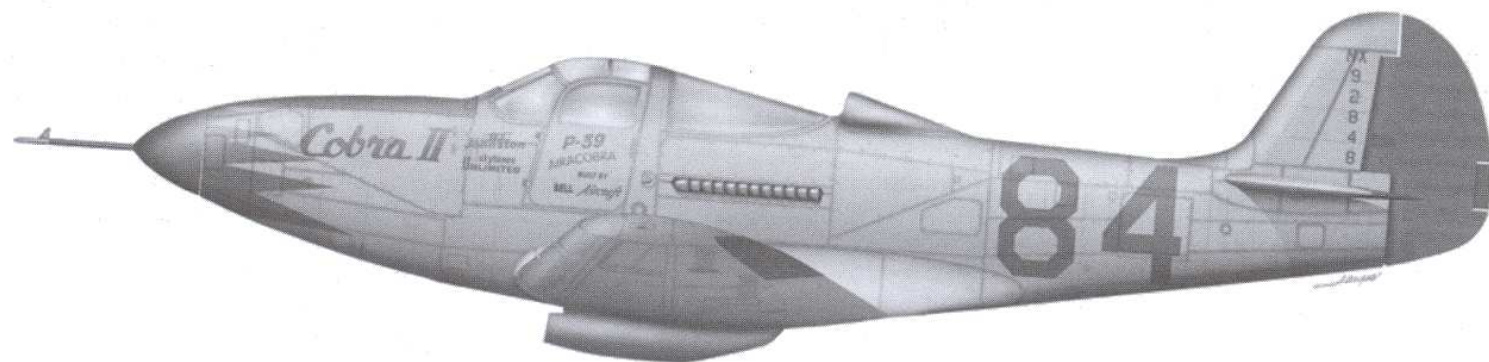


0407/0408-0200

AIRACOBRA

P-400/P-39



P-400/P-39 Airacobra

The P-400/P-39 was probably the most brilliantly engineered fighter aircraft of World War II. The airframe was designed around the Oldsmobile 37mm cannon, which was capable of firing explosive shells. The weight and recoil force of the big gun, along with the difficulties of synchronizing it to fire through the propeller arc, necessitated mounting it in the nose section of the airframe, firing through the propeller hub.

The engine needed to be mounted amidships because of the location of the gun. The mid-mounted engine dramatically improved the plane's handling characteristics, and allowed for a retracting nose-wheel because of the ample space left available by the weapons system. The Airacobra was the only American-made single-engine fighter to employ a tricycle landing gear arrangement.

Unfortunately, the Airacobra did not live up to its expectations. The plane suffered from poor high-altitude performance due to the fact that the USAAC required the removal of the turbo-supercharger. As a result, users of the plane were most unhappy with its performance as a fighter-interceptor.

On the other hand, the Airacobra excelled as a ground-attack platform. The 37mm cannon was most effective against armored vehicles, fortified gun emplacements, locomotives and other ground targets.

The P-400/P-39 served with distinction during the vital campaign for the Solomon Islands, as well as in New Guinea. The USAAF flew Airacobras in Hawaii, Alaska, The Mediterranean, Europe, North Africa and South America. The RAF, Free French, Italian, Portuguese and Australian Air Forces also flew Airacobras.

The P-400/P-39 really came into her own in the hands of Soviet pilots. While the Airacobra was generally looked upon as a failure everywhere else, Soviet pilots enjoyed tremendous success with the type. Quite a few Soviet pilots were able to achieve "Ace" status while flying Airacobras and many Soviet pilots resisted making the transition to more modern aircraft toward the end of the war.

The P-400/P-39 proved itself to be a valuable asset to the Allied effort during World War II, but it would never reach the same level of fame as its contemporaries, such as the P-51 or P-38, ever did. Following the conclusion of the war, several P-39s found themselves in private hands as air racers.



P-39 of the 27th Tactical Recon Squadron



"Fancy Nancy," 67th Fighter Squadron, 347 Fighter Group, shortly after arriving at Guadalcanal in 1942.

IMPORTANT: READ THIS BEFORE YOU BEGIN

This kit includes parts to build any variant of the P-39/P-400 Airacobra. Please study information on this page to familiarize yourself with some of the differences between the various Airacobra types.

1. Exhaust differences:

P-39C, P-39D, P-39F, P-39N

Use **Part Number 12**, the six-stack flared exhaust assembly

P-400, Airacobra I

Use **Part Number 7**, the twelve-stack exhaust assembly

P-39Q

Part Number 11, the six-stack rounded exhaust assembly

2. Prop Differences:

All variations of the Airacobra up to the P-39Q, were equipped with a three-bladed prop assembly. Use **part numbers 16 and 17** for the spinner assembly, and **part number 6** for the prop blades.

P-39Q Airacobras were equipped with either three- or four-bladed props. For a three-bladed prop, use **part number 36** for the prop. For the four-bladed prop, use **part numbers 16 and 17** for the spinner assembly, and **part number 36** for the prop blades.

If you are building one of the post-war air racers flown by Jack Woolams and Tex Johnson, use the four-bladed prop assembly with the longer prop blade, **part number 23**.

Please consult the painting and finishing instructions before you start building your kit. This will help you visualize the finished model.

The following resources were used in the preparation of this model:

P-39 Airacobra In Action

by Ernie McDowell

(ISBN 0-89747-102-4)

Squadron/Signal Publications

P-39 in Detail

by Bert Kinzy

(ISBN 1-888974-16-8)

Squadron/Signal Publications

P-39 Airacobra Aces of World War 2

by George Mellinger and John Stanaway

(ISBN 1-4176-204-0)

Osprey Publishing Limited

Special thanks are extended to:

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Richard Maxon

Joe Myers

Karel Padar

Joel Robinson

Tim Treadway

Sonny Schug

without whose help this particular kit would not have been possible.

READ THIS BEFORE YOU BEGIN:

- * Carefully read and study this instruction booklet before you begin.
- * Check the fit of each piece before cementing into place.
- * Assemble in a well-ventilated area.
- * Keep small parts and empty poly bags away from children.
- * Refer to this list of recommended paints to help you paint your model correctly

COLOR	FS595B	TAMYA	HUMBROL	REVELL	TESTOR'S	GUNZE
1 Dark Gray	36081	XF54	106	75	1740	H77
2 Sand	23594	XF57	121	314	1706	H44
3 Light Blue (12%=88%)	36473	XF14=XF2	14+22	50+04	2715+2720	H338
4 Blue	35052	XF8	25	56	2715	H35
5 Black	37038	XF1	33	8	1749	H12/H343
6 Neutral Gray	36270	XF53	126	75	1725	H53
7 Yellow	33538	X3	24	15	1514	H34
8 Olive Drab	34087	XF62	66	66	1711	H52
9 Interior Green	34227	XF4+XF5	158	60+362	1734	H405
10 Aluminum	17178	XF16	56	99	1781	H8
11 Steel	n/a	X10	53	91	1780	H18
12 Red	11136	XF7	60	330	1503	H3/H327
13 Green	14187	XF5	149	364	1710	H6

Look for these symbols to guide you as you go...

 Optional

 Bend

 Open Hole

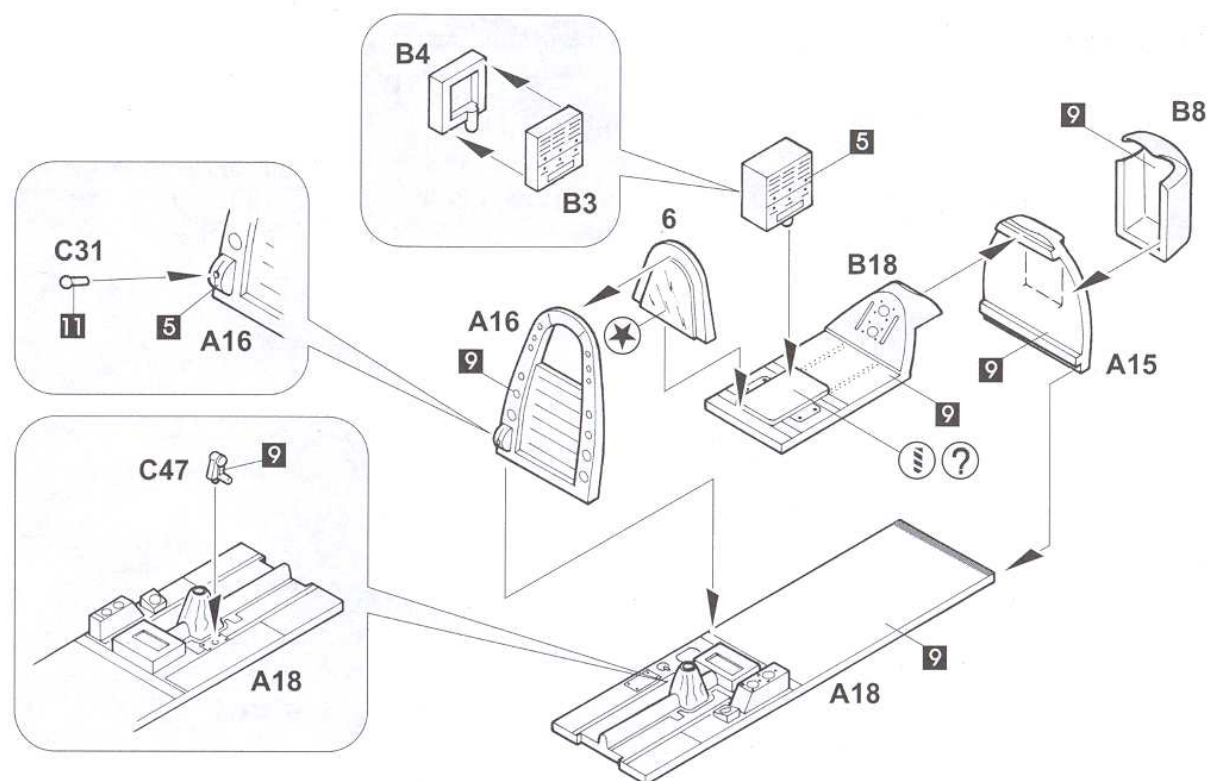
 Symmetrical Assembly

 Cut

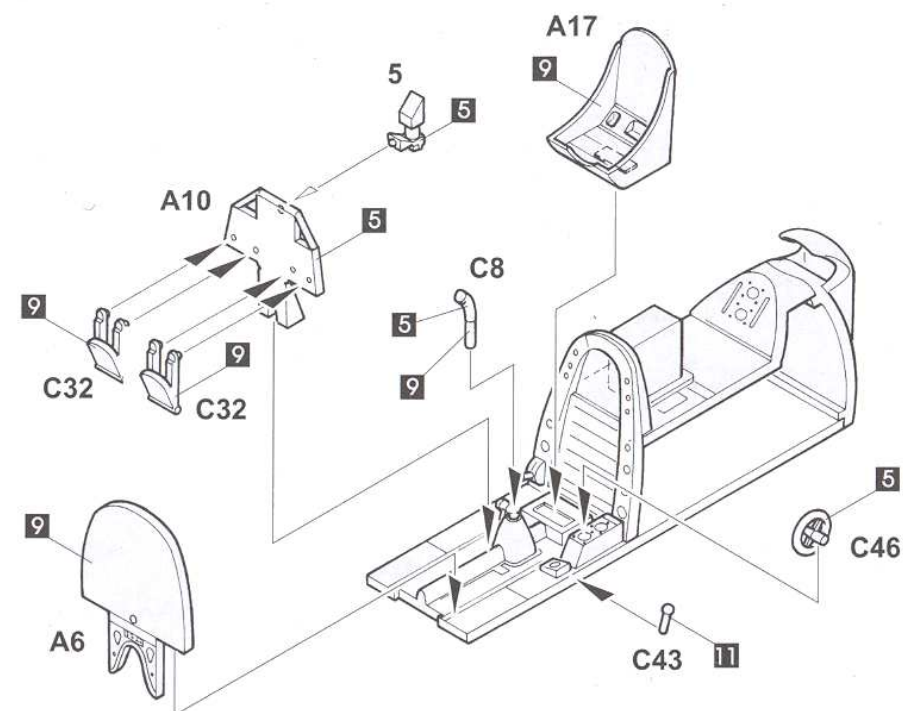
 Remove

 Apply Express Mask
and Paint Before
Gluing

1 Cockpit Assembly

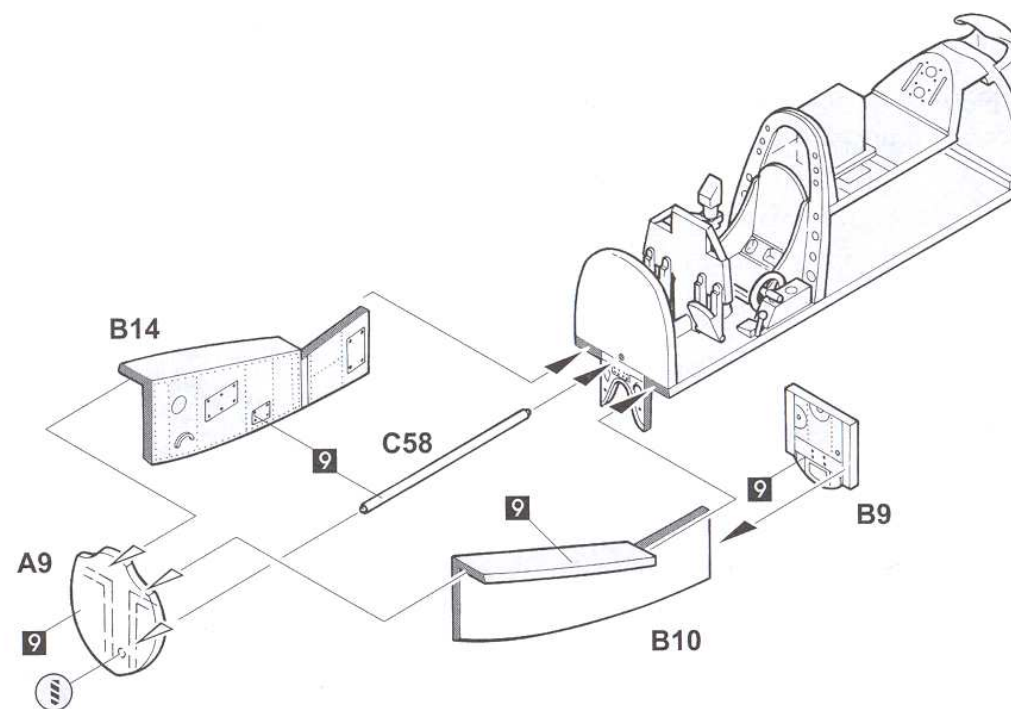


1. Cement the Oil Shutter Control Handle (C31) to Cockpit Bulkhead (A16).
2. Cement CLEAR Rear Window Pane (6) to the back of the Cockpit Bulkhead (A16).
3. Cement Trim Control (C47) to the small hole in the Cockpit Floor (A18)
4. Cement RIGHT Radio Half (B3) to LEFT Radio Half (B4) and cement to Cockpit Shelf (B18). This step is OPTIONAL.
5. Cement Rear Housing (B8) flush against the raised area on Bulkhead (A15).
6. Cement the complete Cockpit Bulkhead Assembly (A16) flush to the depressed area on the Cockpit Floor (A18).
7. Cement the Rear Bulkhead (A16) to the Cockpit Floor (A18) as shown.



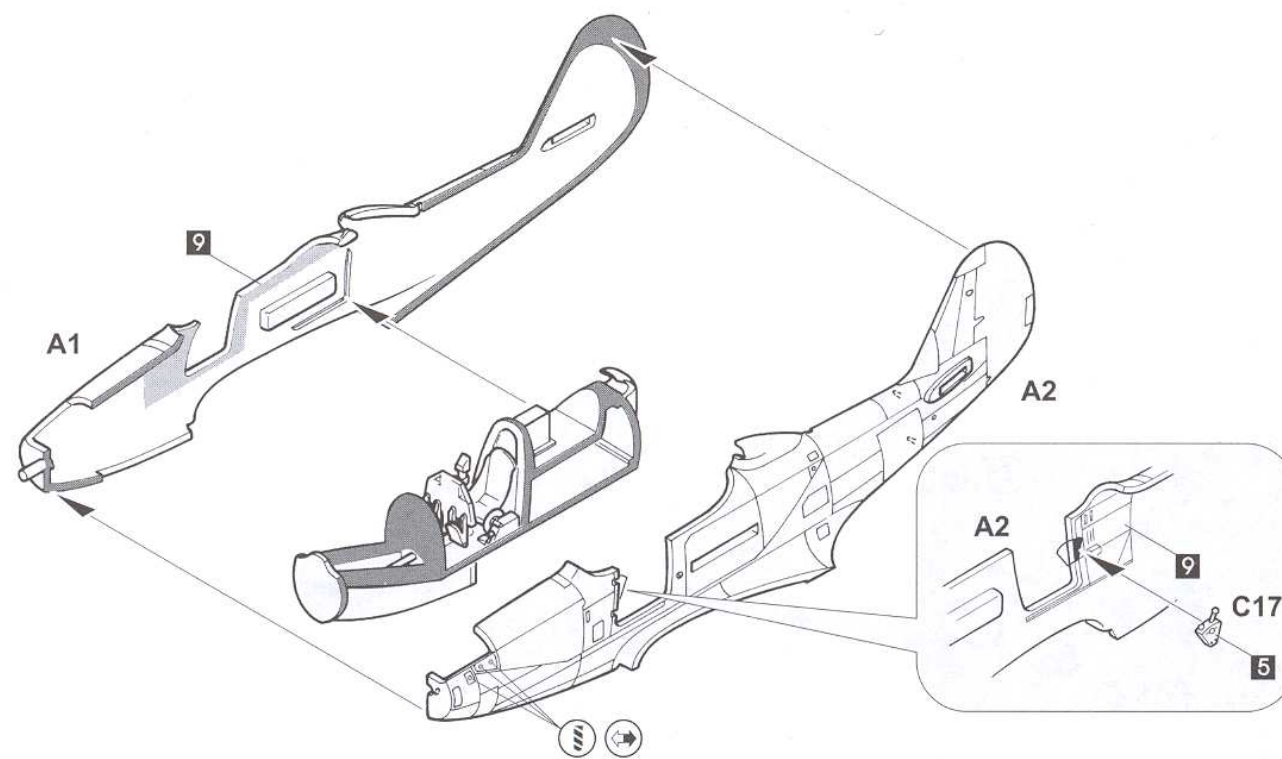
8. Cement the Cockpit Shelf (B18) so that the forward edge rests under the CLEAR window, and the rear edge rests on the rib at the top of the Rear Bulkhead (A15).
9. Cement the Bomb Arm/Safe Lever (C43) to the Cockpit Floor (A18).
10. Cement the Trim Wheel (C46) to the Cockpit Floor console (A18) as shown.
11. Cement Control Stick (C8) to Cockpit Floor (A18).
12. Cement Pilot's Seat (A17) to Cockpit Floor (A18).
13. Cement TWO Rudder Pedals (C32) to the Instrument Panel (A10).
14. Cement CLEAR Gun Sight (5) to the Instrument Panel (A10).
15. Cement the Complete Instrument Panel Assembly to the Cockpit Floor as shown.
16. Cement the Forward Cockpit Bulkhead (A6) to the Cockpit Floor (A18).

1 Cockpit Assembly (Cont.)



17. Cement the Side Landing Gear Bulkheads (L=B14; R=B10) to the Cockpit Floor as shown.
18. Cement the Rear Landing Gear Bulkhead (B9) to the back of the Landing Gear Side Bulkheads.
19. Cement the Forward Landing Gear Bulkhead (A9) to the front of the Landing gear Side Bulkheads.
20. GENTLY slide the Gun Barrel (C58) into the holes at the front and rear of the Landing Gear Bay.

2 Fuselage Assembly

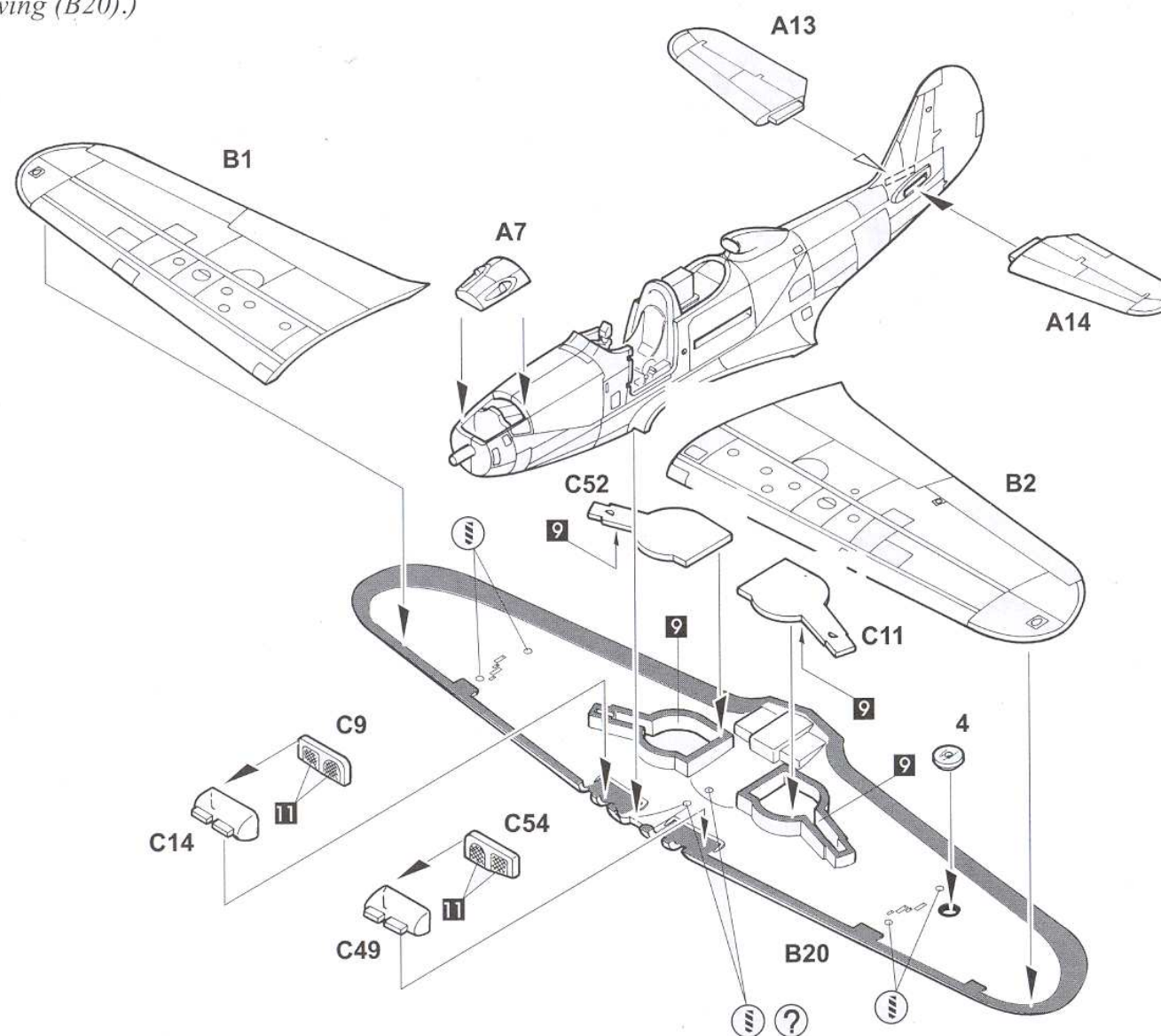


1. Cement Throttle Quadrant (C17) to the inside of the Left Fuselage Half (A2) (*P-39Q: drill out holes in the nose of the fuselage as indicated in the illustration*).
2. Cement the complete Cockpit Assembly into the RIGHT fuselage Half (A1).

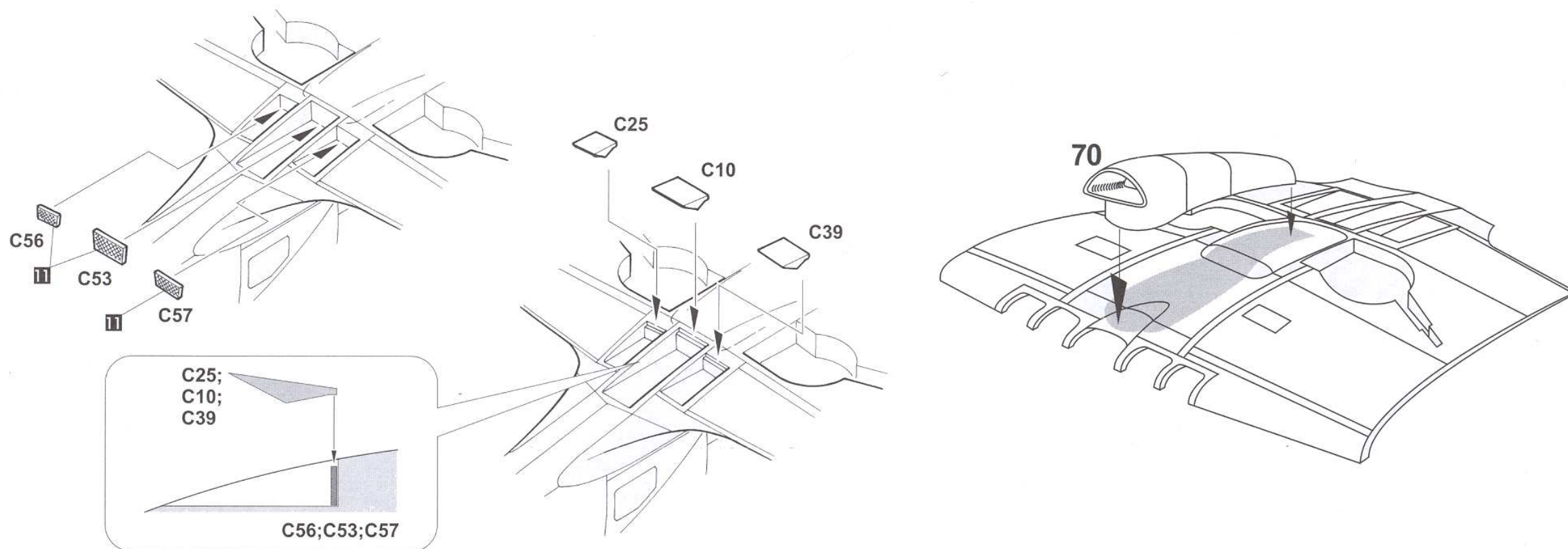
3 Wing Assembly

(BEFORE YOU BEGIN: In order to accommodate the Drop Tank Assembly detailed in Step 5, and the .50 Cal. Under-Wing Gun Pod for the P-39Q, you will need to drill out the flashed-over locater holes in the lower wing (B20).)

1. Assemble Air Intakes by cementing (C49) to (C54) and then cement the complete assembly into place in the left side of the Lower Wing (B-20). Repeat this step with (C14) and (C9) and cement into the right side.
2. Cement Inner Wheel Wells (C11, C52) to the Lower Wing (B20).
3. Cement CLEAR Landing Light Lens (4) into the Lower Wing (B20). Use white glue to prevent fogging of the clear part.
4. Cement Upper Wing Halves (B1, B2) to the Lower Wing Half (B20).
5. Cement the complete Wing Assembly to the complete Fuselage Assembly.
6. Cement the Horizontal Stabilizers (L=A14, R=A13) to the Fuselage Assembly.
7. Cement Top Cowl (A7) to the forward part of the assembled fuselage.



4 Lower Wing Details

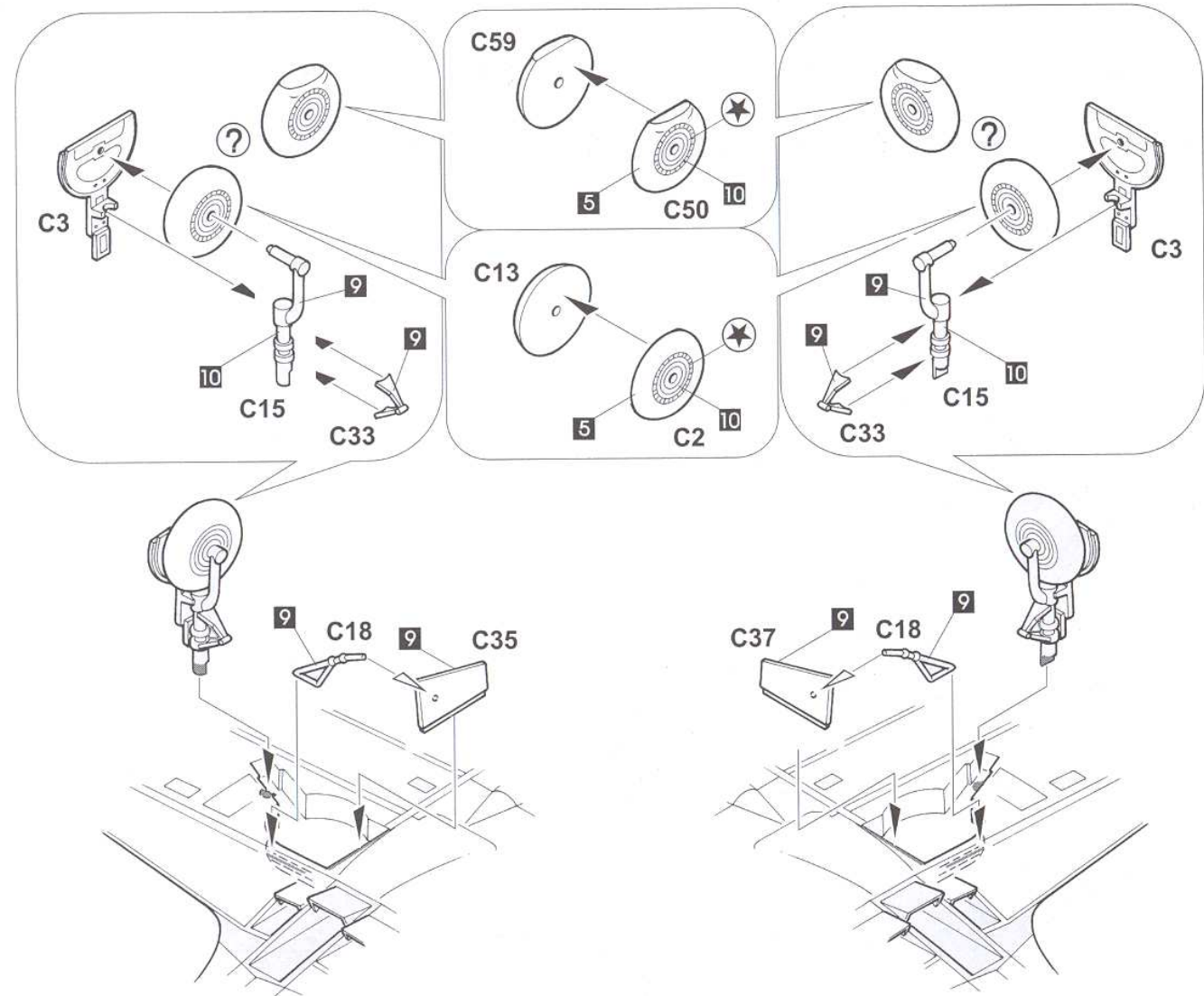


1. Cement Radiator Vent Screen (C53) into the CENTER opening on the underside of the Lower Wing.
2. Cement the LEFT Radiator Vent Screen (C56) into the opening on the LEFT side of the Lower Wing.
3. Cement the RIGHT Radiator Vent Screen (C57) into the opening on the RIGHT side of the Lower Wing.
4. Cement the CENTER Radiator Vent Door (C10) into place on the underside of the Lower Wing.
5. Cement the LEFT Radiator Vent Door (C25) into place on the underside of the Lower Wing.
6. Cement the RIGHT Radiator Vent Door (C39) into place on the underside of the Lower Wing.
7. If you are building the Skylanes Racing Team Racing Airacobras, cement the Resin Scoop (70) to the wing as shown. Omit this step if you are building a Fighter.

5 Wing Assembly

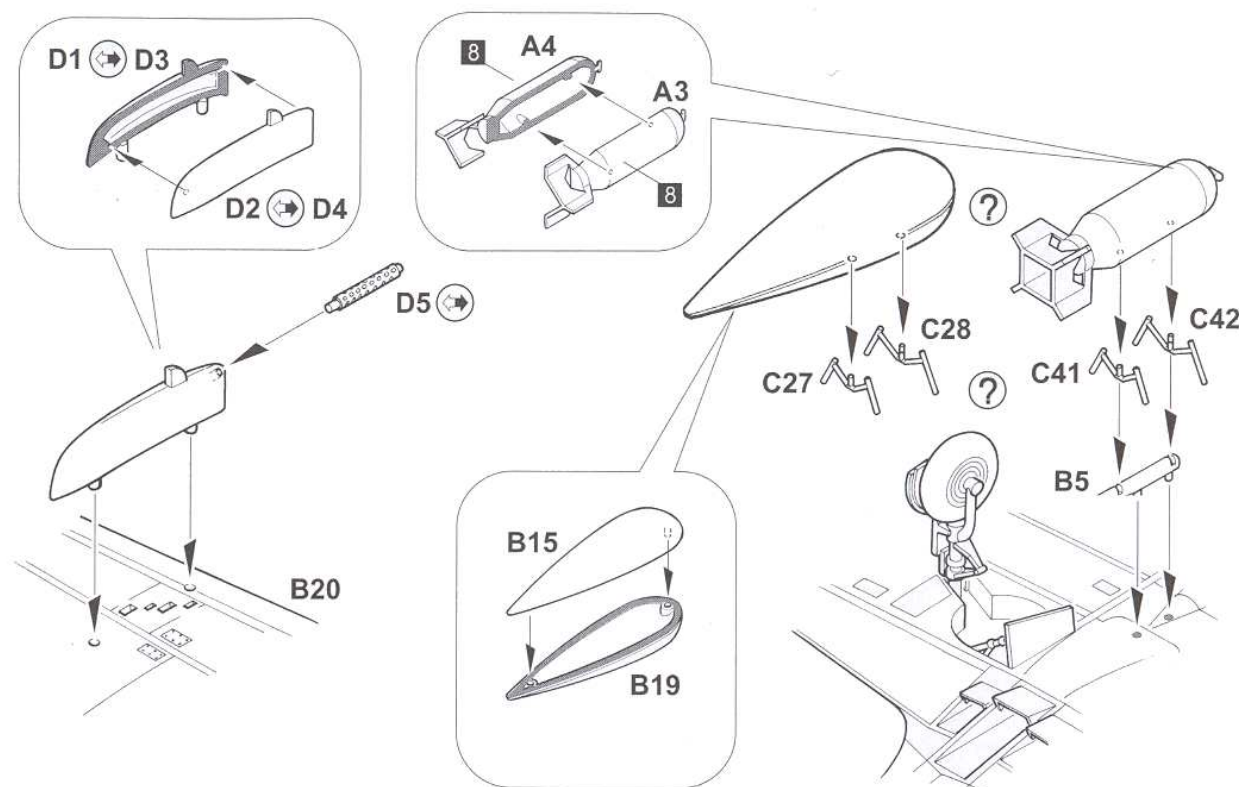
(BEFORE YOU BEGIN: Your P-39/P-400 can be built with either weighted or unweighted tires. As you follow this sequence, make TWO main landing gear, the part numbers are the same for LEFT and RIGHT landing gear.)

1. Cement Tire/Wheel Halves together (weighted: C50, C59; unweighted C13, C2).
2. Slide complete Wheel Assembly onto the Axle of the Main Landing Gear Strut (C15).
3. Cement the RIGHT Main Landing Gear Door (C3) to the Main Landing Gear Strut.
4. Cement the Oleo Scissors (C33) to the Main Landing Gear Strut (C15).
5. Cement the Inner Landing Gear Door Actuator (C18) into the slot in the Wheel Well. Do this for both Wheel Wells.
6. Cement the RIGHT Inner Landing Gear Door (C35) to the Wheel Well, being careful to align the Actuator to the locator in the Inner Door.
7. Cement the LEFT Inner Landing Gear Door (C37) to the Wheel Well, being careful to align the Actuator to the locator in the Inner Door.



6 Ordnance

(BEFORE YOU BEGIN: Optional parts for Bombs or Drop Tanks are included.)



1. Cement Bomb Halves (A3, A4) together.
2. Cement Drop Tank Halves (B15, B19) together.
3. Cement the Mounting Brace (B5) to the holes in the center of the Lower Wing Half. (**Remember that these holes were to have been drilled out in Step 3*)
4. Cement the Anti-Sway Braces to the Mounting Brace.
(NOTE: Use part numbers C41 and C42 if you are using the bomb, C27 and C28 if you are using the Drop Tank.)

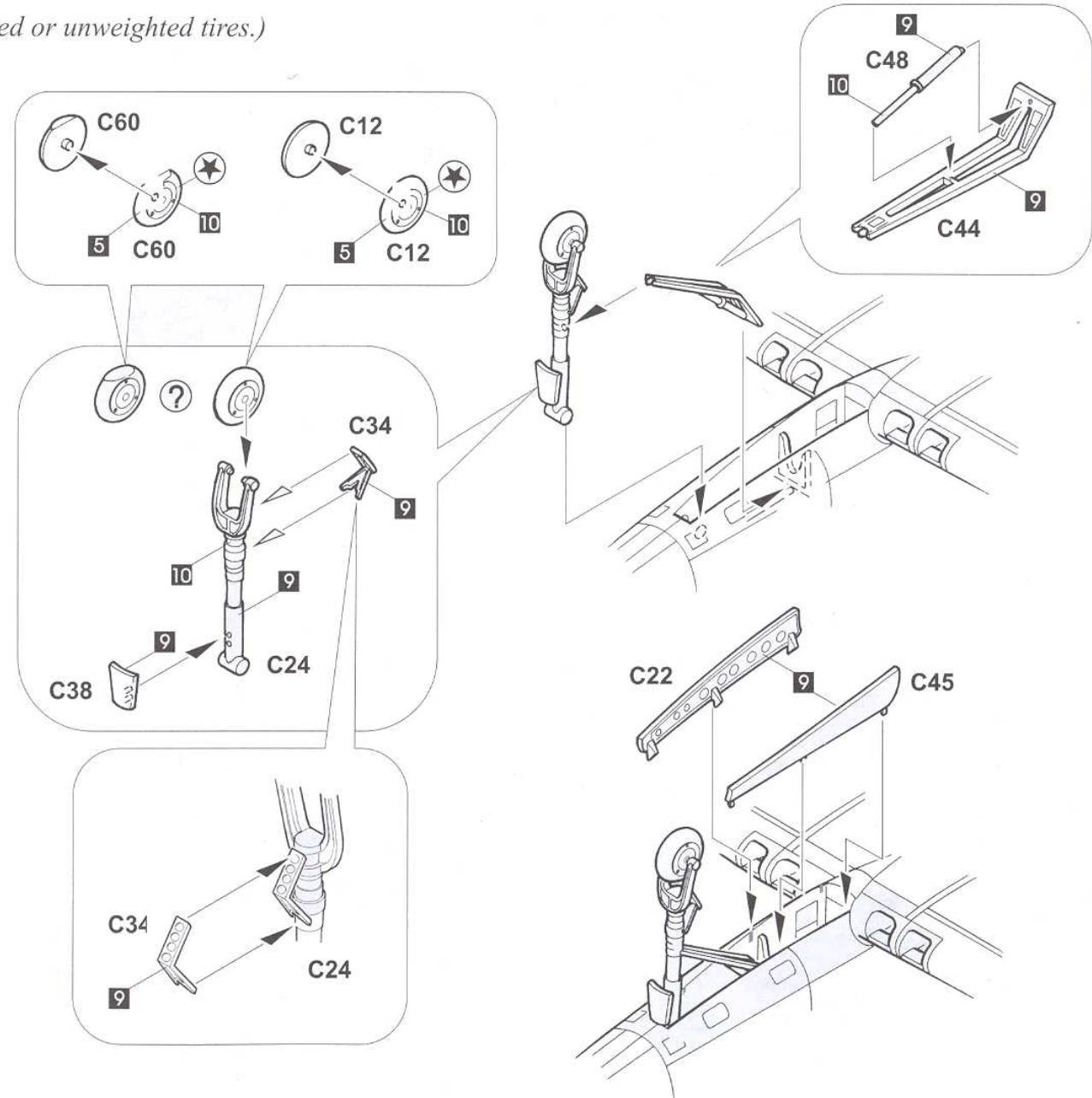
For the P-39Q Version:

5. Cement Gun Pod Halves (D1 to D2; D3 to D4) together.
6. Cement the Gun Pods to the locator holes that were opened in Step 3.
7. Cement the Gun Barrels (D5) to the Gun Pods.
(NOTE: These pods were removable and not always used in combat.)

7 Front Landing Gear

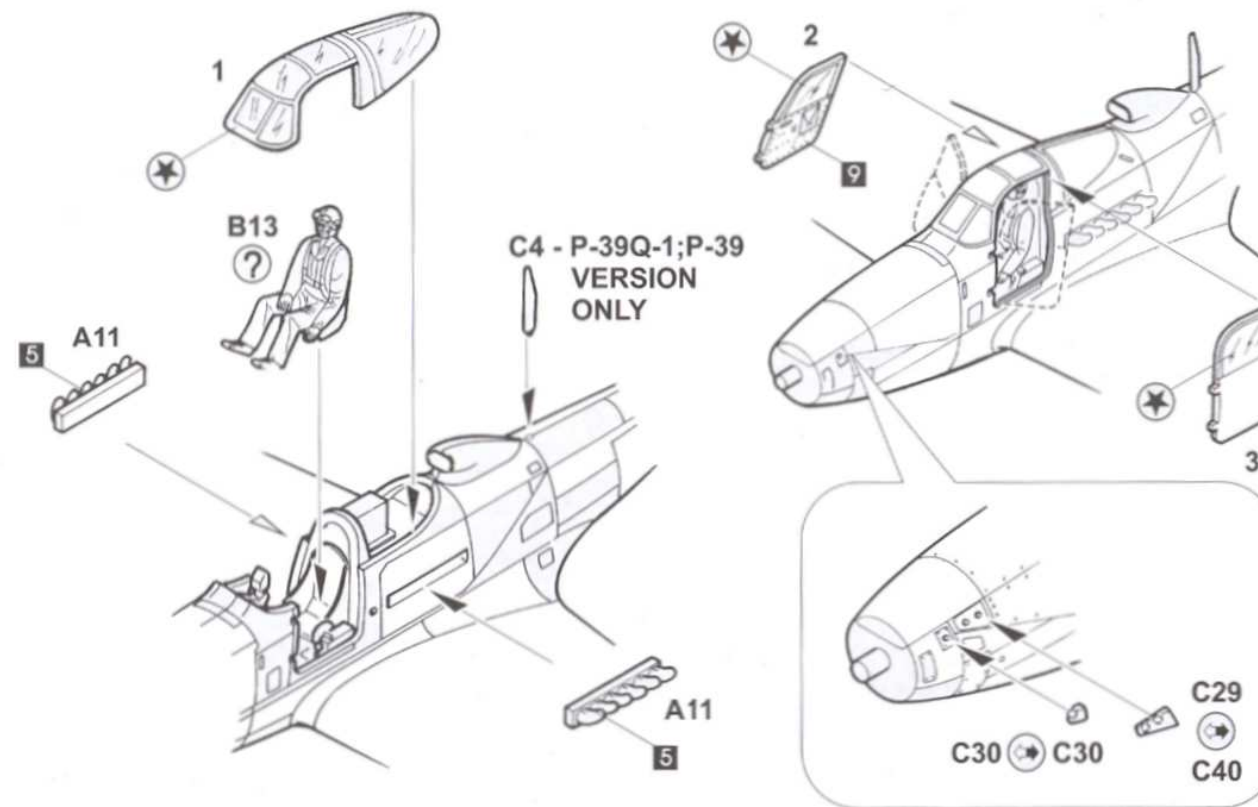
(BEFORE YOU BEGIN: Your P-39/P-400 can be built with either weighted or unweighted tires.)

1. Cement Tire/Wheel Halves together (weighted: C60; unweighted C12).
2. Snap the complete wheel into the fork of the Front Landing Gear Strut (C24).
3. Cement the Forward Landing Gear Door (C38) to the Front Landing Gear Strut (C24).
4. Cement the Oleo Scissors (C34) to the Front Landing Gear Strut (C24).
5. Cement the Retraction Strut (C48) to the Drag Link (C44).
6. Cement the Complete Front Landing Gear Assembly into the grooves located in the Landing Gear Bay.
7. Cement the Completed Drag Link Assembly as shown in the illustration.
8. Cement the LEFT Front Landing Gear Door (C22), into the LEFT side of the fuselage, and the RIGHT Front Landing Gear Door (C45) into the RIGHT side of the fuselage.



8 Cockpit, Fuselage Details

(BEFORE YOU BEGIN: Exhaust Stacks are included to construct any version of the P-39/P-400. Check your resources before you begin.)

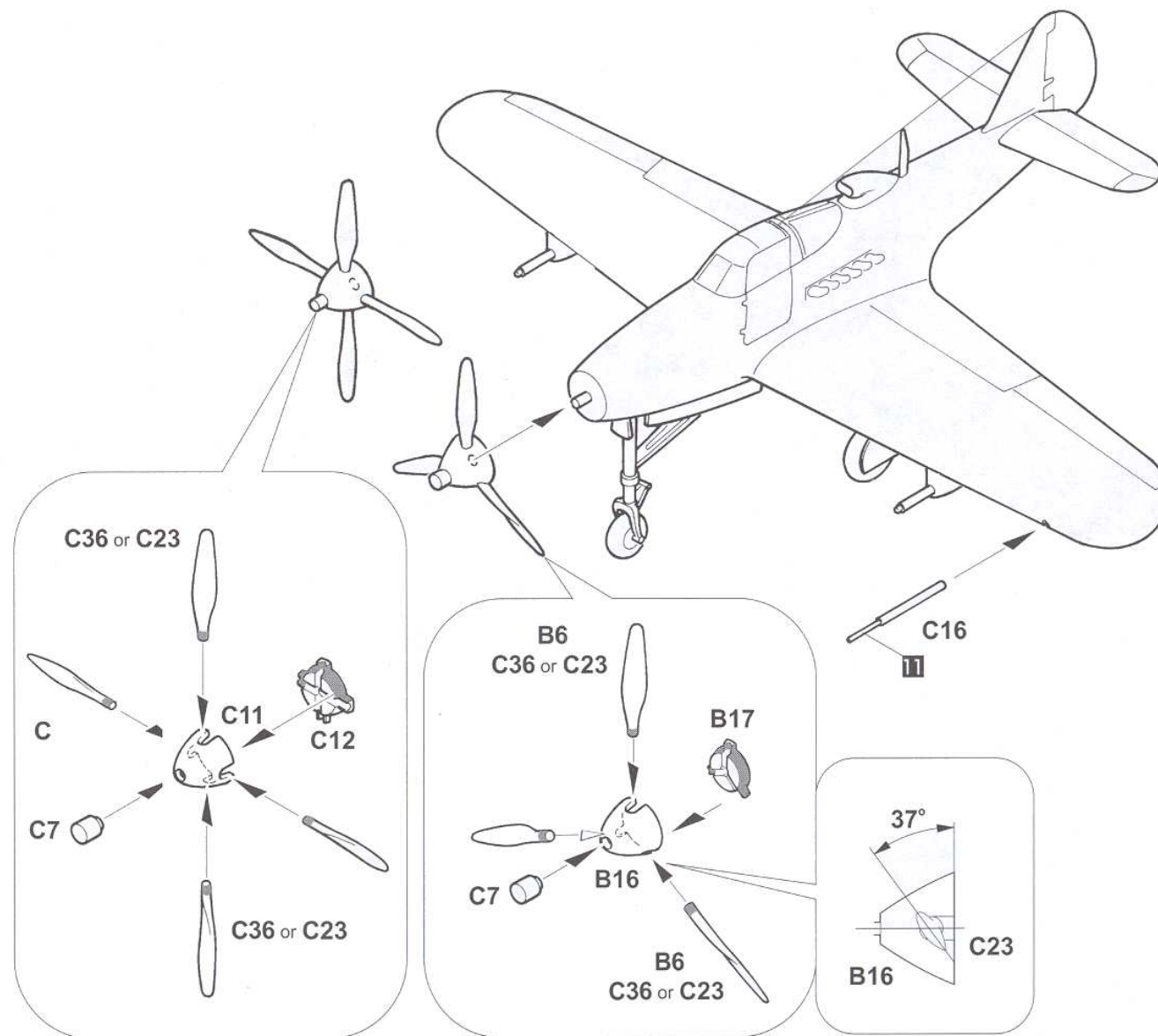


1. Cement the Exhaust Stacks (A11) into place on the side of the Fuselage Assembly.
2. If you are planning to use the pilot figure (B13), cement him into place in the pilot's seat.
3. Cement the CLEAR Canopy (1) into place on the Fuselage Assembly.
4. Cement the CLEAR Doors (2, 3) into place on the Fuselage Assembly. Use your discretion as to whether you mount them in the open or closed positions.
IF YOU ARE BUILDING A P-39Q:
5. Cement the Antenna (C4) into place just aft of the intake scoop.
6. Cement the Vents (C29, C30, C40) into the locator holes drilled out in Step 3.

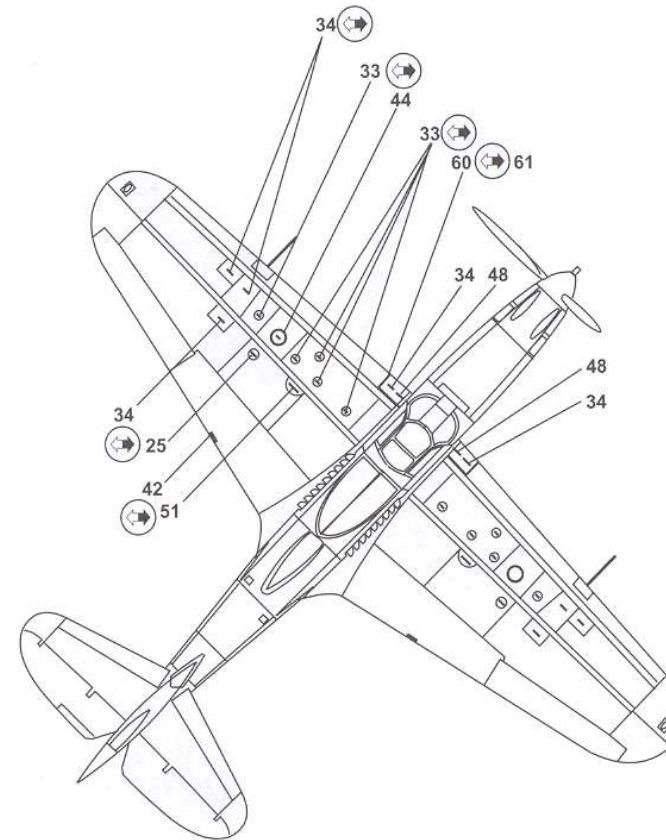
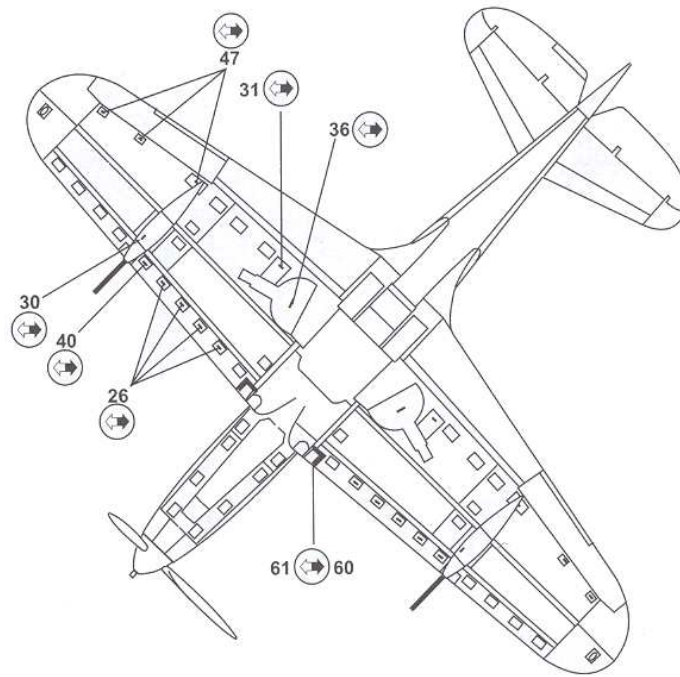
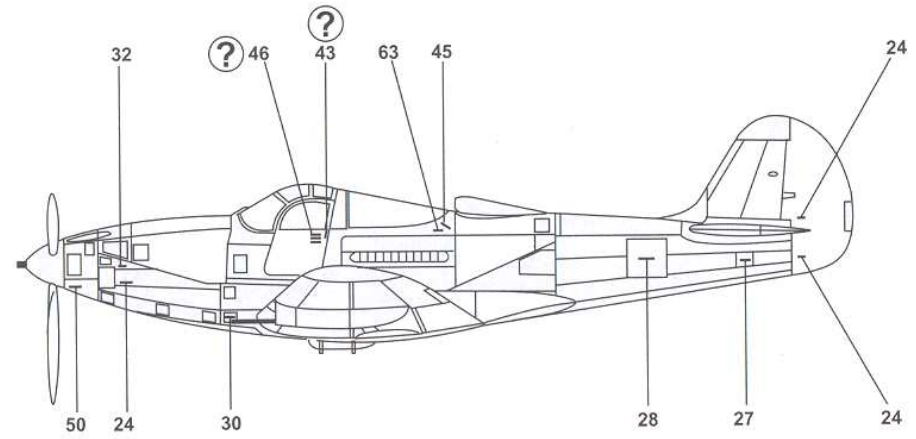
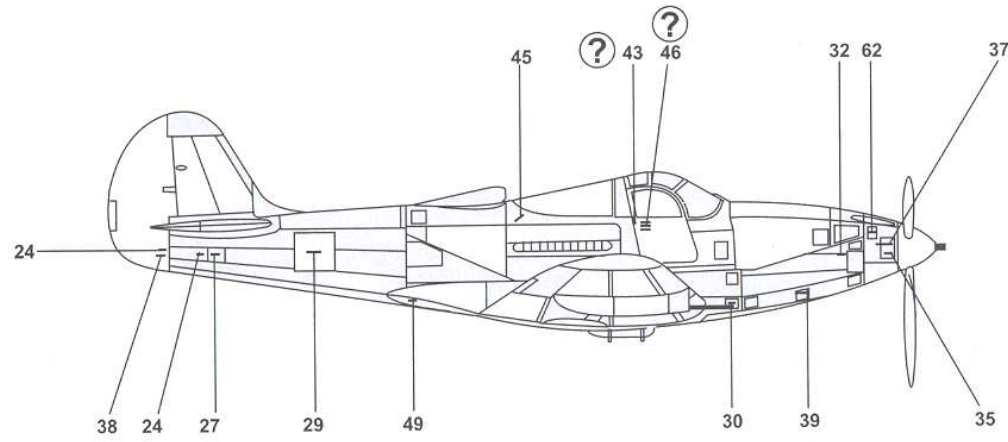
9 Final Details

(BEFORE YOU BEGIN: Three- and Four-Bladed Props are included in this kit. IMPORTANT: Part Number 9 is to be used for early marques P-39/P-400. Part 23 is slightly shorter than Part 36. Consult the notes on page two of this document for details on the proper application of propeller assemblies.)

1. (Three-Bladed Prop) Cement the Spinner Back (B17) to the Spinner Cap (B16).
2. (Four-Bladed Prop) Cement the Spinner Back (C12) to the Spinner Cap (C11).
3. Cement the individual Prop Blades into the completed Spinner Assembly at a 37-degree angle (SEE ILLUSTRATION, refer to page two for information on the correct parts to use).
4. Cement the Gun Barrel (C7) into the hole in the front of the Spinner Cap.
5. Cement the Pitot Tube (C16) into place in the leading edge of the LEFT wing.



9 Maintenance Stencils





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