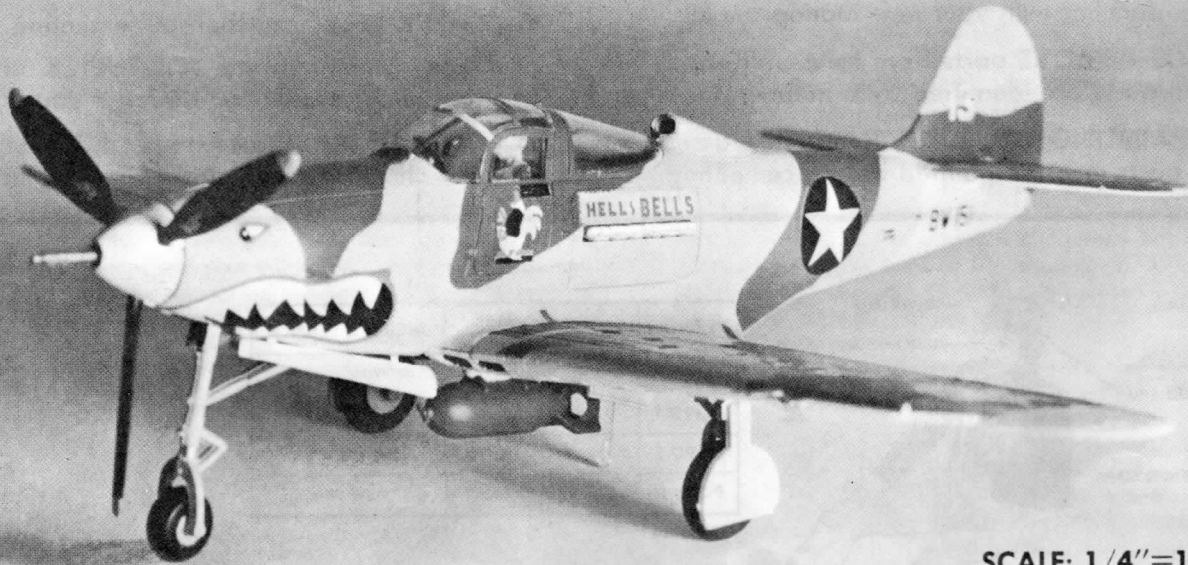


P-400



SCALE: 1/4"=1'
1/48 SIZE

P-39 Airacobra

KIT NO. 6844

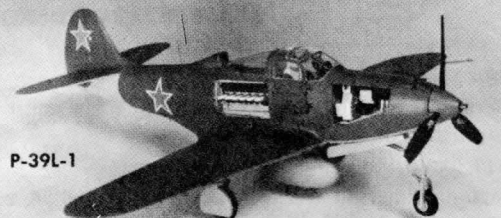
MONOGRAM®



P-39D-1



P-39D-2



P-39L-1

Virtually every Theater of Operations witnessed the performance of the almost 10,000 Airacobras that were produced during WW II. Armed with a deadly cannon firing through the hollow propeller shaft and an array of six machine guns, the pesky little fighter packed more fire power than any other single-engine aircraft of similar size.

The unorthodox design features incorporated in the P-39 were conceived as early as 1936 when Bell Aircraft engineers addressed themselves to the task of designing an aircraft they considered to be the ultimate in air warfare. By locating the Allison V-1710 12 cylinder, liquid cooled engine behind the cockpit near the center of gravity and driving the propeller through an eight foot extension shaft and reduction gear box, the nose section was made available for the installation of heavy armament. And accurately foreseeing the need for superior ground handling and visibility requirements, a tricycle landing gear and large cockpit glass area were used. These features proved to be of immense importance later when the Airacobras were called upon to operate from makeshift wartime airfields.

Following the first successful flight of the prototype XP-39 in April of 1939, the Airacobra was to continue rolling off the assembly lines until production ceased in August of 1944. During this time the P-39 evolved through twenty-one different model designations terminating with the P-39Q-30.

Being of relatively small size, the Airacobra had a wing span of 34 feet and length of 29 feet 2½ inches. It could attain a maximum speed of 368 m.p.h. at 13,800 feet and range over 600 miles. In addition to two .30 caliber machine guns carried in each wing, the nose section housed two more .50 caliber machine guns firing through the propeller arc and a shell firing cannon (20 mm. or 37 mm. depending on version).

Though originally designed as a fighter, the Airacobra demonstrated its versatility by performing almost any task demanded of it. Its rugged construction and devastating fire power were used to their greatest advantage by the Allies in low level, close-support work. It also saw service as a dive bomber and the Russians used it extensively on the Eastern Front as a formidable "Tank Buster".

The parts and information contained in this Monogram Kit will enable you to build any one of four realistic models of the P-39. Before beginning the assembly of your model, refer to the painting and decal instructions on the back page and select the version you intend to build. Note the variations indicated and plan your work accordingly.

MONOGRAM MODELS, INC. Morton Grove, Ill.

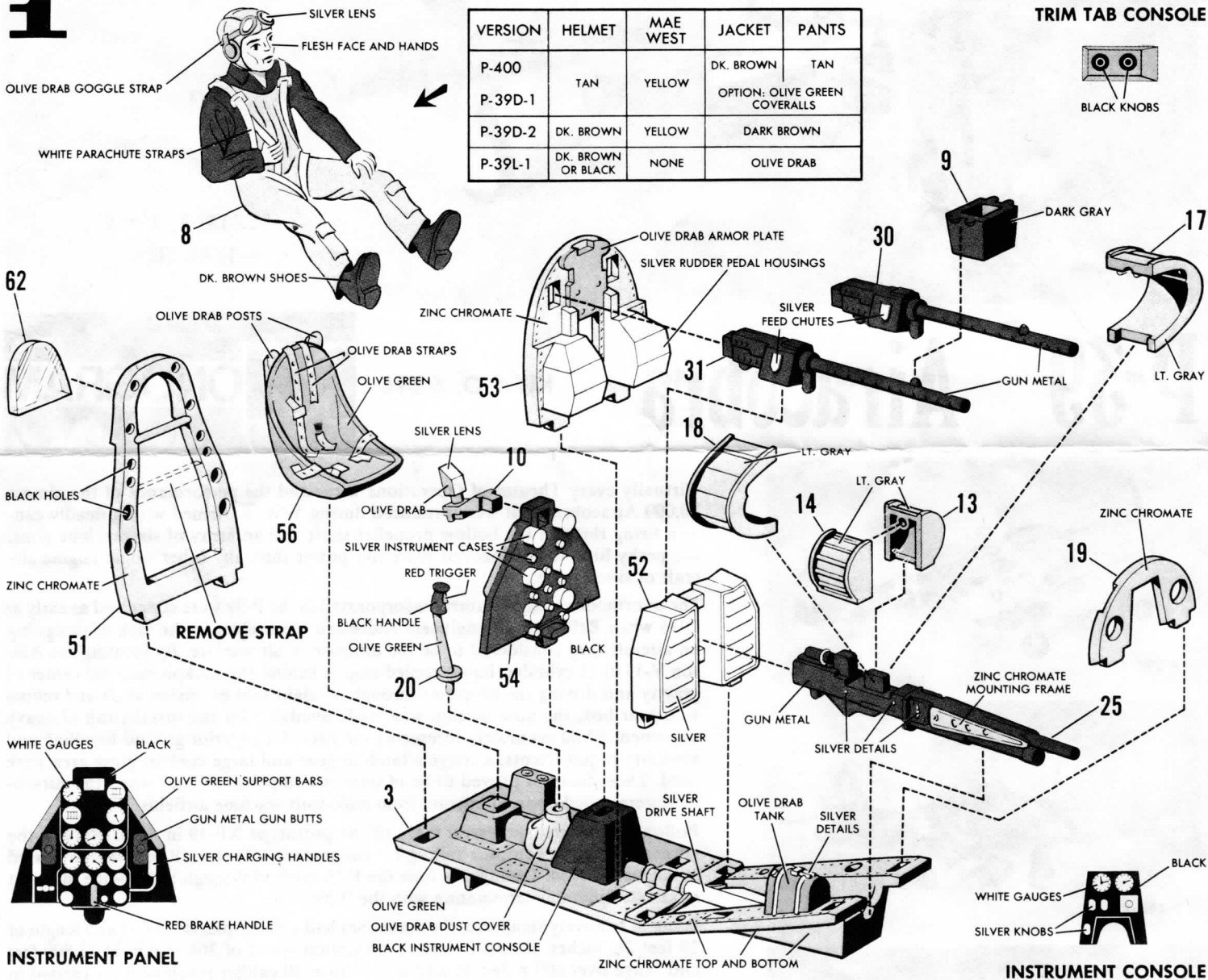
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6844-0201

SEVEN STEPS TO SUCCESSFUL MODEL BUILDING

- 1. READ** the instructions . . .
STUDY the drawings . . .
Become familiar with your new Monogram kit.
- DO NOT REMOVE** parts from trees until ready for use. All parts are identified by a number.
- Read **PAINTING INSTRUCTIONS** before assembly. Some parts must be painted before cementing.
- CUT** parts from trees, breaking off may damage part.
- CHECK FIT** of part before cementing into place.
- Apply cement with a **TOOTHPICK** on small areas. Too much cement can damage your model.
- DO NOT RUSH** assembly. **FOLLOW** instructions and check off each step as completed.

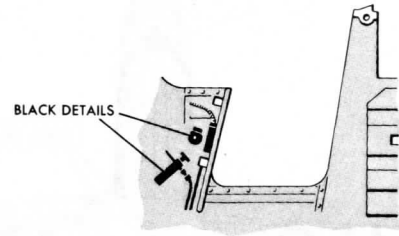
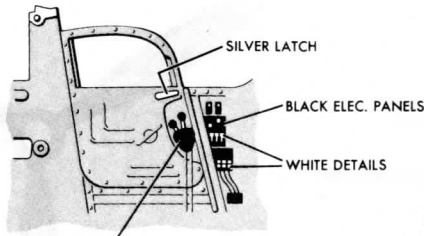
1



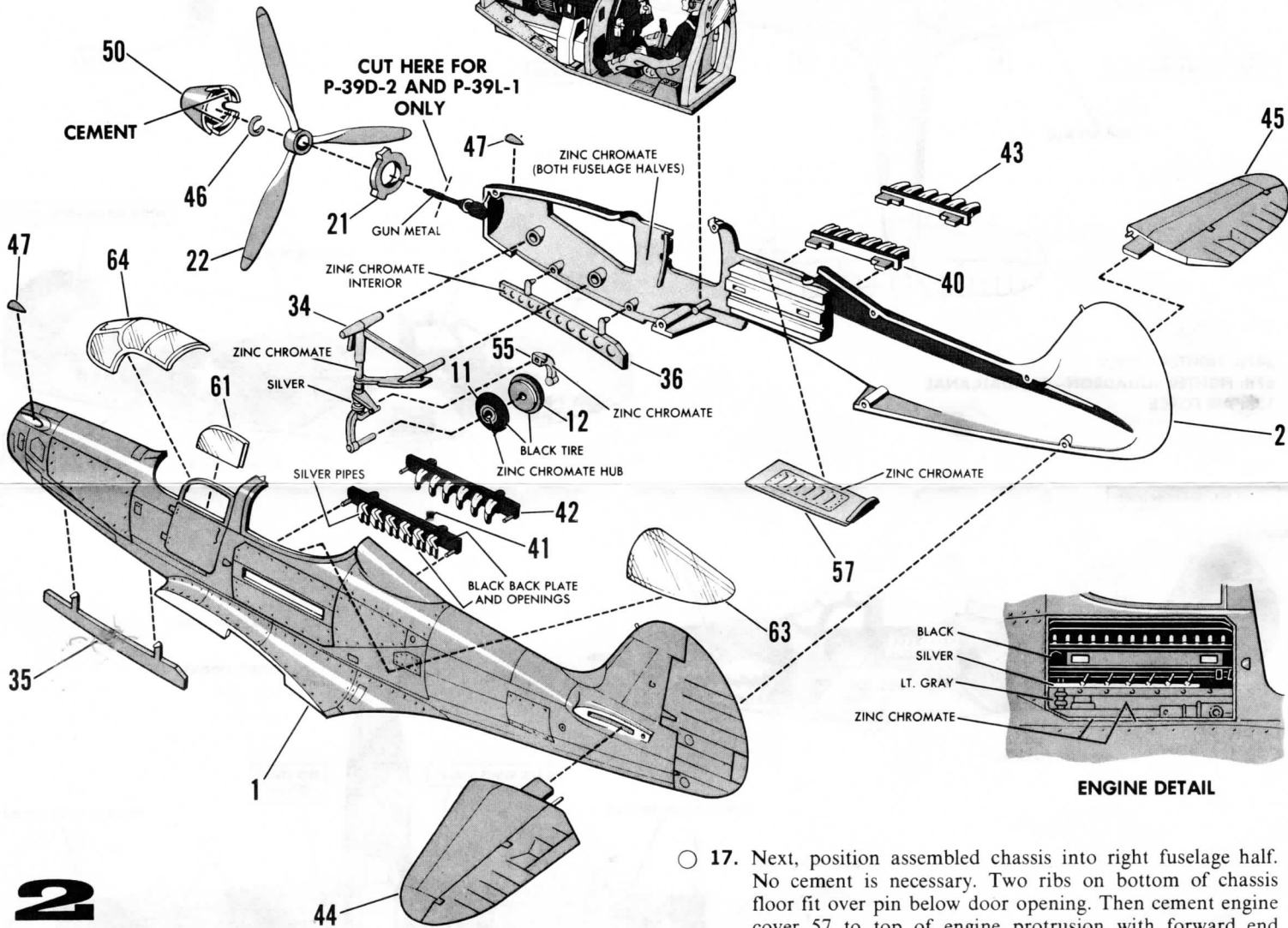
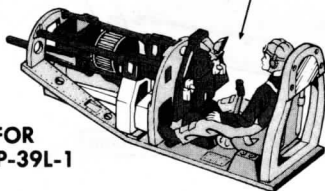
- Cement .50 cal. magazine 52 to chassis 3.
- Cement butt of cannon 25 to top of lower rib on .50 cal. magazine. Forward end of cannon cements to recess at front of chassis. (Tab under butt fits against rib).
- FOR P-400 and P-39D-1 ONLY.**
Cement 20 mm. magazine halves 13 and 14 together and attach to tab on cannon.
- Cement firewall 53 and front bulkhead 19 to chassis.
- Attach .50 cal. machine guns 30 and 31 to top of .50 cal. magazine. Rear tabs on guns fit into holes in firewall and barrels are cemented to recesses at top of front bulkhead.
- FOR P-39D-2 and P-39L-1 ONLY.**
Cement 37 mm. magazine halves 17 and 18 over gun barrels and onto tab on cannon below.
- Now cement battery 9 to machine gun barrels.
- After attaching gunsight 10 to instrument panel 54, cement control stick 20 and assembled instrument panel to chassis.
- Cement armor glass headrest 62 to turnover bulkhead 51.
- Attach seat 56 and turnover bulkhead to chassis.
- Pilot 8 can now be cemented to seat.

LEFT FUSELAGE HALF DETAIL

RIGHT FUSELAGE HALF DETAIL



ASSEMBLED CHASSIS



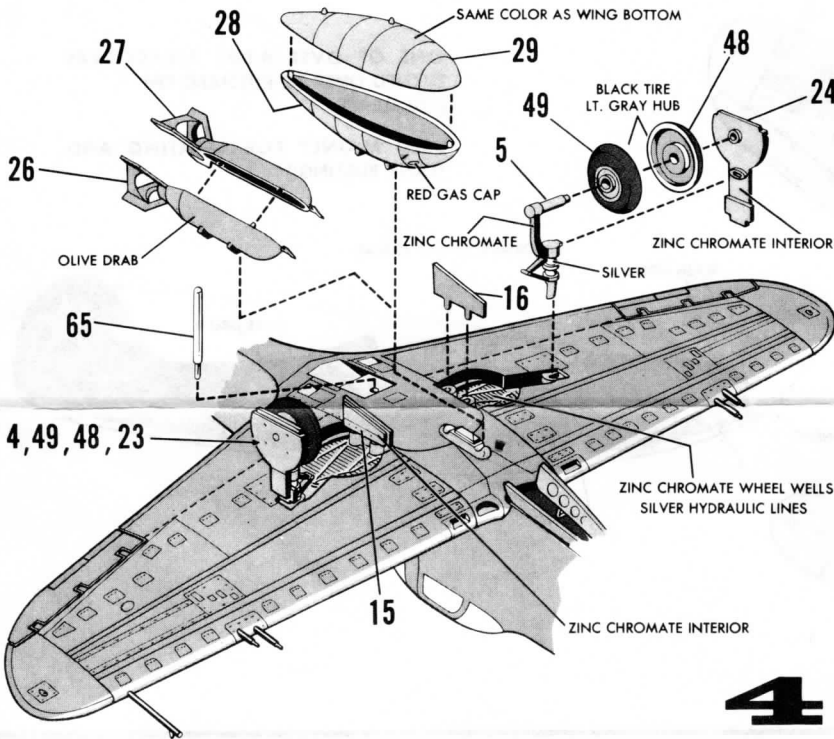
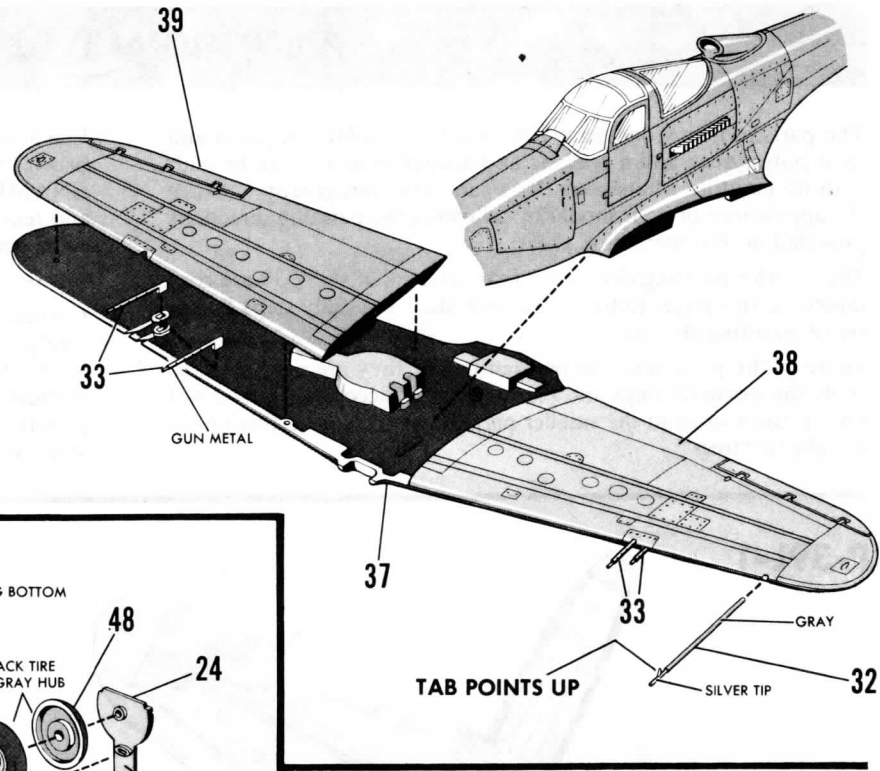
ENGINE DETAIL

- BLACK
- SILVER
- LT. GRAY
- ZINC CHROMATE

- 12. FOR P-400 and P-39D-2 ONLY. Cement pins on left exhaust stack 41 into holes in left fuselage half 1. Exhaust pipes face rear. Then cement tabs on right exhaust stack 40 into holes in right fuselage half 2.
- 13. FOR P-39D-1 and P-39L-1 ONLY. Same as step 12, except use stacks 42 and 43.
- 14. Cement pins on nose wheel doors 35 and 36 to small holes in left and right fuselage halves.
- 15. Now cement door window 61 to inside of door in left fuselage half.
- 16. After cementing nose wheel halves 11 and 12 together, fit (do not cement) wheel onto axle of strut 34. Then cement yoke 55 to strut. Now cement nose wheel assembly into two large holes in right fuselage half.

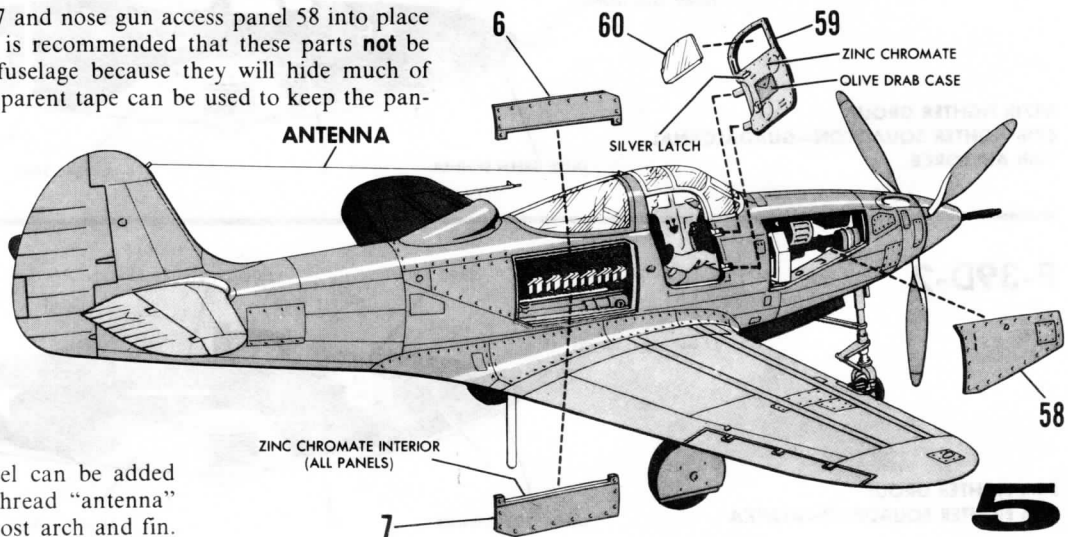
- 17. Next, position assembled chassis into right fuselage half. No cement is necessary. Two ribs on bottom of chassis floor fit over pin below door opening. Then cement engine cover 57 to top of engine protrusion with forward end butting against turnover bulkhead.
- 18. Cement fuselage halves together. Wrapping them with rubber bands will help hold them securely until cement sets.
- 19. Now attach rear cockpit glass 63 and windshield section 64 to fuselage.
- 20. FOR P-39D-2 and P-39L-1 ONLY. Cut off front portion of cannon barrel as indicated on the illustration.
- 21. Cement blades of propeller 22 onto small ribs on backing plate 21. Fit this assembly over propeller shaft (no cement) and press retaining ring 46 over neck portion of shaft. Then apply a small amount of cement to recessed shoulders in spinner 50 and attach to backing plate.
- 22. Attach stabilizer halves 44 and 45 to fuselage.
- 23. FOR P-39D-1 and P-39L-1 ONLY. Cement two flash hiders 47 to gun wells in nose.

- 24. Cement tabs of four .30 cal. guns 33 into elongated slots on bottom wing 37. Barrels should point downward slightly.
- 25. Attach wing tops 38 and 39 to wing bottom.
- 26. Apply cement to rear tip of pitot tube 32 and insert into hole in left wing. Forward tab on pitot tube should point up.
- 27. Next, apply cement to center portion of bottom wing and snap fuselage into place.



- 28. Cement pins on wheel covers 15 and 16 into holes in inboard sections of wheel wells.
- 29. After cementing wheel halves 48 and 49 together, fit (do not cement) wheel onto axle of right landing gear strut 5. Then cement elongated slot on right strut fairing 24 onto tab on landing gear strut. Cement right landing gear into hole in outboard section of right wing wheel well.
- 30. Repeat this procedure for left landing gear using parts 48, 49, 4 and 23.
- 31. You can build your model with either a drop tank or 500 lb. bomb. Accordingly, cement together either bomb halves 26 and 27 or tank halves 28 and 29 and attach to rack on belly.
- 32. Cement clear tail stand 65 into hole in underside of wing. Stand is needed to support the heavy tail end of the model.

- 33. Fit engine access panels 6 and 7 and nose gun access panel 58 into place as shown in the illustration. It is recommended that these parts **not** be permanently cemented to the fuselage because they will hide much of the detail. Small pieces of transparent tape can be used to keep the panels in place.
- 34. Cement door window 60 to inside of cockpit door 59. Door may be displayed in open position by pushing tabs on door into holes in fuselage without cement. Closed position requires that door be cemented in place.
- 35. A realistic touch to your model can be added by attaching a thin wire or thread "antenna" between protrusions on door post arch and fin.



PAINTING AND DECALS

The parts in this Monogram Kit have been molded in green and clear polystyrene and a realistic and attractive model can be built with no painting whatsoever. You can, however, greatly enhance the appearance of your model by following the painting directions provided in this instruction sheet.

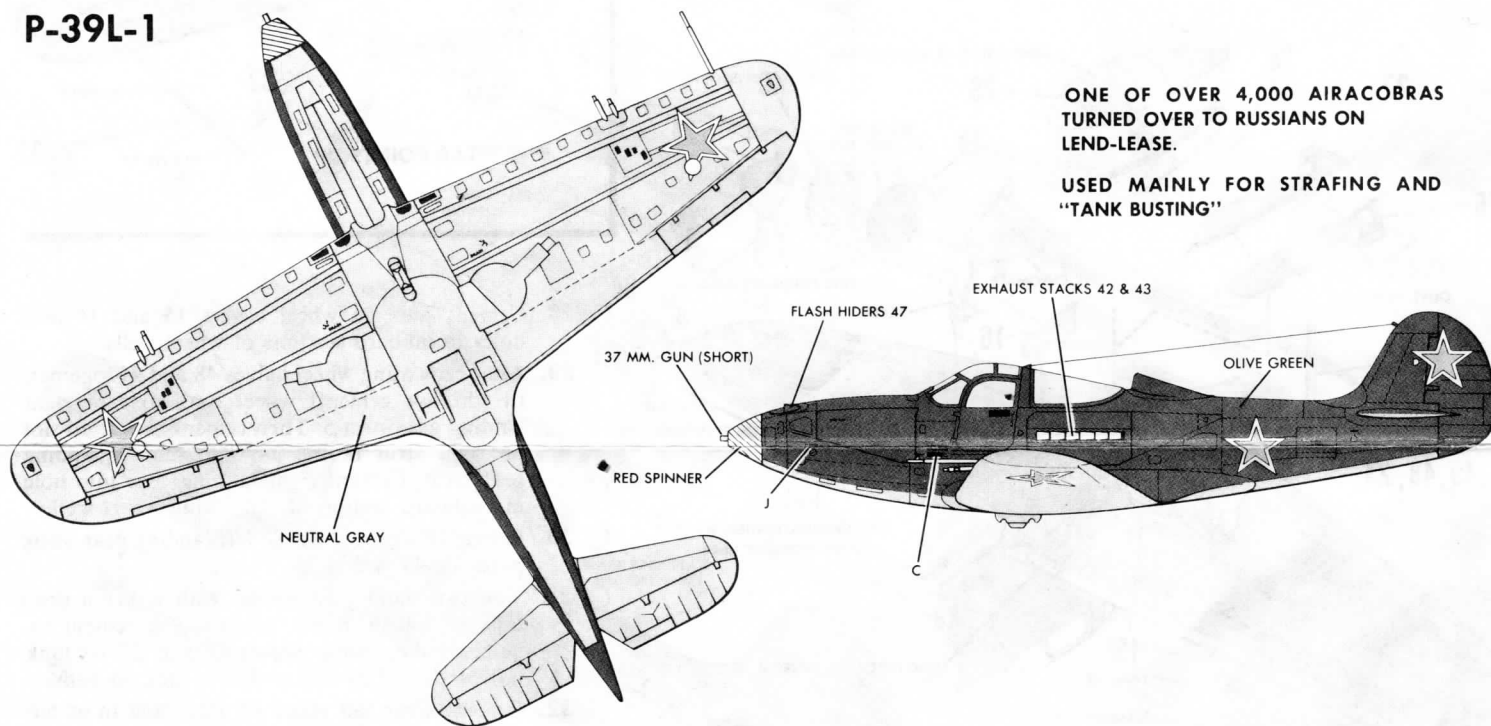
The exterior painting details for four versions of the P-39 are contained on this page. Refer to the individual assembly steps for interior painting details.

Some of the parts must be painted before they are cemented, so study the assembly steps and plan your work accordingly. You will find it easier to paint the smaller parts before removing them from the plastic "trees".

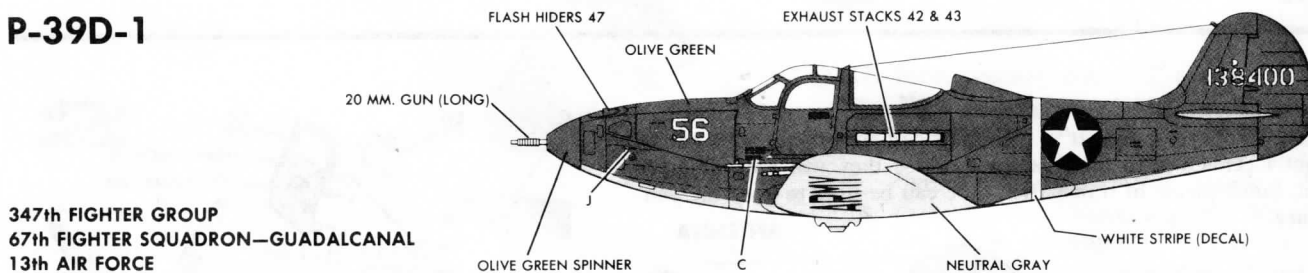
Use a small pointed brush for the small details and a soft 1/4 inch brush for larger areas. Use only PAINT FOR PLASTICS or an ENAMEL. Allow paint to dry thoroughly before handling parts and remember to scrape paint away from areas to be cemented because cement will not adhere to the paint.

Correct decal locations are indicated for the four versions. The smaller decals are identified by letters which correspond to those on the decal sheet. For a neat job, carefully follow the application instructions on the back of the decal sheet. Before they are completely dry, decals should be firmly pressed against surface contours, such as rivets and lines.

P-39L-1

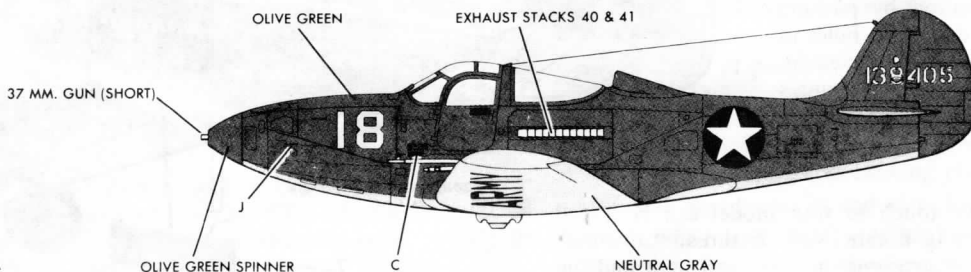


P-39D-1



347th FIGHTER GROUP
67th FIGHTER SQUADRON—GUADALCANAL
13th AIR FORCE

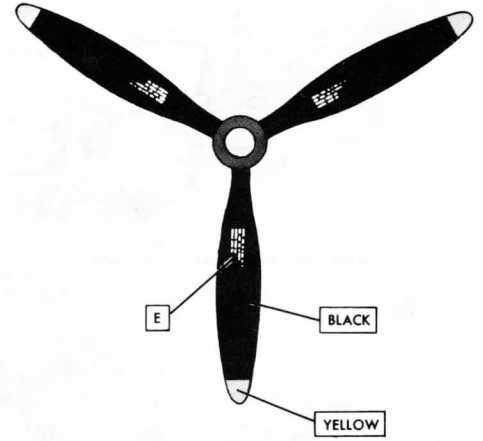
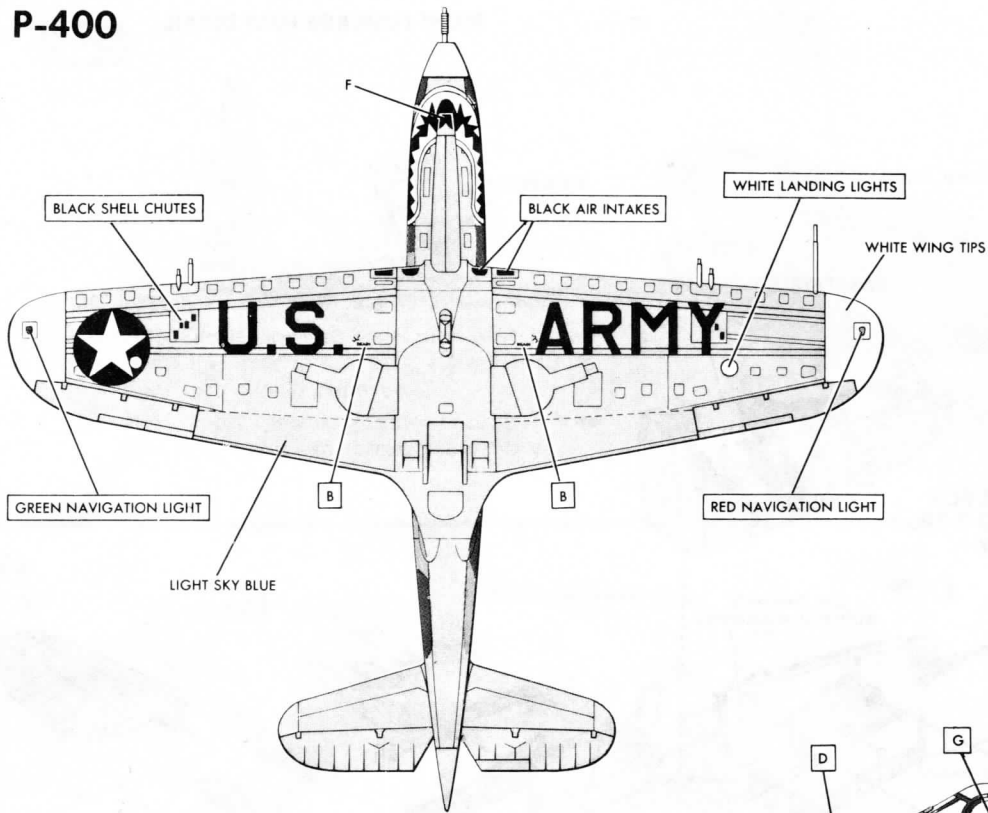
P-39D-2



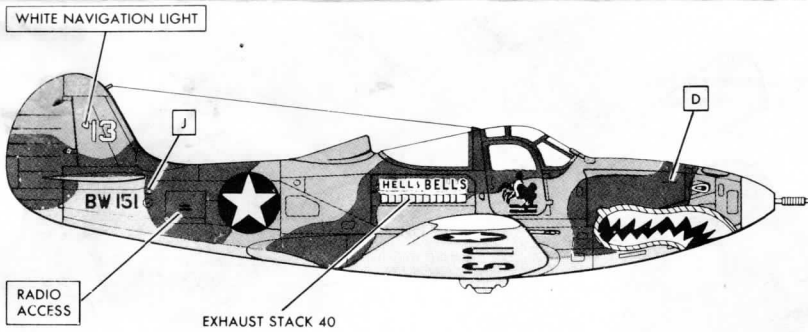
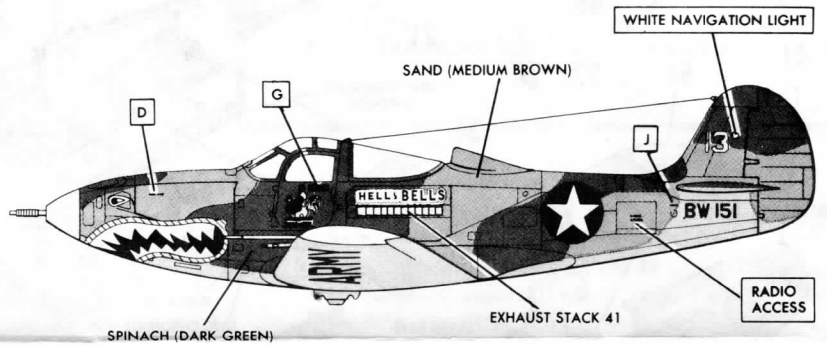
54th FIGHTER GROUP
57th FIGHTER SQUADRON—ALASKA

P-400

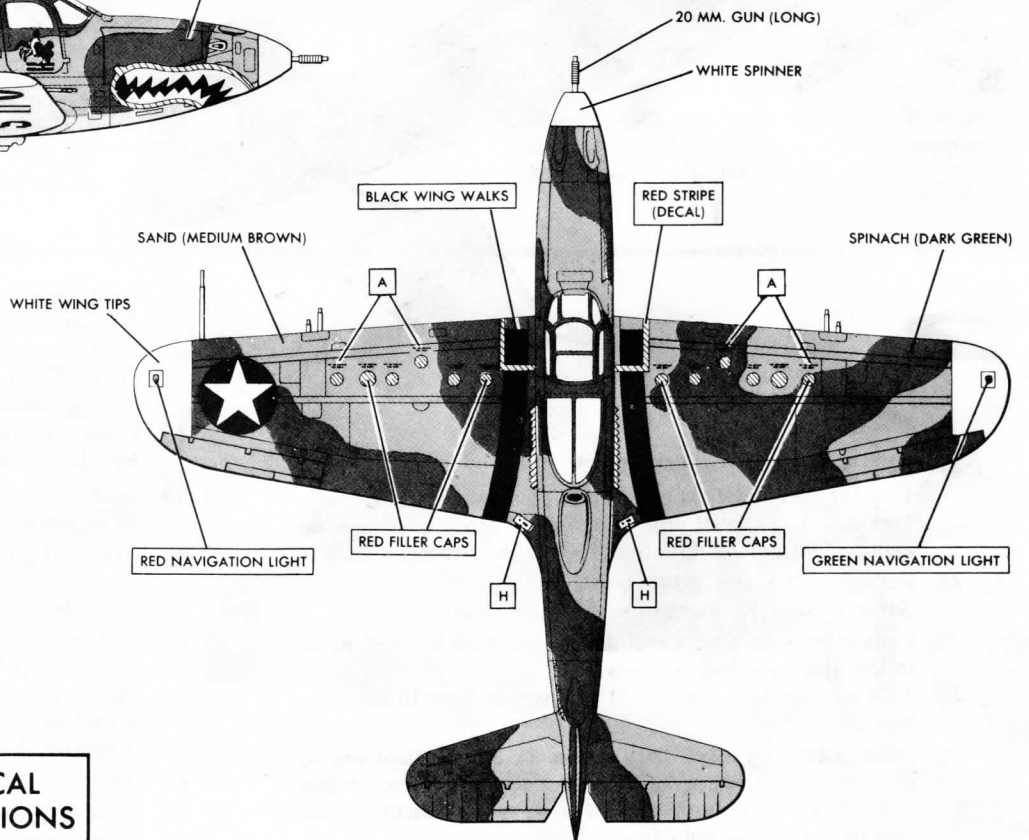
PROPELLER DETAIL



347th FIGHTER GROUP
67th FIGHTER SQUADRON—GUADALCANAL
13th AIR FORCE



"U.S. ARMY" AND
NATIONAL INSIGNIA
USED ON ALL
AMERICAN VERSIONS



BOXED-IN PAINTING AND DECAL
NOTATIONS APPLY TO ALL VERSIONS