

# **Bell P 39 Airacobra**

**Bruno Pautigny**

*Bell P-39 Airacobra* Mantelli - Brown - Kittel - Graf,2016-01-27 The Bell P-39 Airacobra was a low-wing single-engine fighter produced by the US Bell Aircraft Corporation. It was the most controversial fighter aircraft used by the US during World War II. It was the first fighter in the world to have a tricycle gear and always the first to have the engine installed in the center of the fuselage, behind the driver. But his engine proved totally inadequate at high altitude, and, both in Europe and in the Pacific, the P-39, as an interceptor, found himself outclassed and was gradually relegated to secondary roles. The Bell P-63 fighter plane Kingcobra was a single-engine low-wing developed by the US Air Force Bell Aircraft Corporation in the early forties and used during the Second World War. Evolution of the previous P-39 Airacobra, launched in an attempt to correct the defects of that model, the United States Army Air Forces not evaluated never suited for combat, relegating him to the role of tow targets. As a result, nearly two-thirds of the production was assigned to the Soviet Union and about 300 units to units of Free France. He was initially assigned the provisional designation XP-39E, but the amount of changes convinced the military authorities to consider a new model by assigning it a name of its own.

*Lockheed P-38 Lightning - Bell P-39 Airacobra - Curtiss P-40* Mantelli - Brown - Kittel - Graf,2017-03-03 The Lockheed P-38J Lightning aircraft was revolutionary, extremely innovative, thanks to double-girder fuselage, the two Allison V-engines with turbochargers within the tail beams and landing gear in tricycle. The Bell P-39 Airacobra was a single-engine fighter produced by the US to low-wing Bell Aircraft Corporation. It was the most controversial fighter aircraft used by the US during World War II. It was the first fighter in the world to have the engine installed in the middle of the fuselage, behind the pilot. The Bell P-63 Kingcobra was a single-engine low-wing fighter aircraft developed by the US Air Force Bell Aircraft Corporation in the early forties and used during World War II. Evolution of the previous P-39 Airacobra, launched in an attempt to correct the defects of that model, the United States Army Air Forces will never estimated suitable for combat, relegating him to the towing role for targets. As a result, nearly two-thirds of the production was assigned to the Soviet Union and about 300 units to units of Free France. The Curtiss P-40 was a single-seat single-engine monoplane US manufacturing in the first half of the forties was taken by the Allies as a fighter aircraft or fighter in many of the theaters in which you fought the Second World War. Produced by the Curtiss Aeroplane and Motor Company of Buffalo, New York, never was an aircraft with exceptional characteristics (mainly because of its engine, underpowered at high altitude); However, it was also made of a large number of specimens, and his great strength (coupled with its widespread availability since the early months of the entry into the war) made it one of the most important fighter for American aviation events in the first phase of World war II, between 1941 and the summer of 1943.

**Bell P-39 Airacobra Pilot's Flight Operating Instructions** United States Air Force,2008-09 The P-39 Airacobra was designed by Bell's brilliant engineer, Robert Woods. The plane featured a mid-engine design, intended to allow it to carry a lethal 37mm cannon in the nose. An all-metal, low-wing design, the P-39 was the first fighter to feature tricycle landing gear. The plane debuted in 1939, and proved impressive in tests. Yet the aircraft lacked a large fuel capacity that limited range, and pilots learned that its performance dropped off markedly at altitudes above 17,000 feet. Despite this, over 9,500 P-39s were built. Almost half were sent to the USSR, where Soviet pilots, flying low-level attack missions, achieved devastating results. Ace Alexander Pokryshkin flew the plane exclusively and scored nearly 60 kills. Originally printed by the USAAF and the RAF, this handbook provides a fascinating glimpse inside the cockpit of this warbird. Originally classified 'Restricted', the manual was de-classified and is here reprinted in book form.

**Bell P-39 Airacobra** Robert Peczkowski,2011-03-01 Designed as an interceptor, when the Bell P-39 Airacobra appeared in 1941 it was acclaimed as one of the most advanced combat planes of the time. Elegantly designed and innovatively engineered (it featured the engine mid-aircraft like a racing car), it experienced mixed operational fortunes but was especially successful in the Soviet Air Force. This book is a full technical history of this important but neglected fighter of World War Two. It presents scale plans of all versions, many detailed photographs of surviving aircraft, full color illustrations of the aircraft in the different liveries of its many users: USAAF, RAF, Soviet, French, Italian and others, in total more than 50 color profiles.

*The Bell P39 Airacobra and P63 Kingcobra Fighters* Yefim Gordon,Sergey Komissarov,Dmitriy Komissarov,2019-06-28 Under the Lend-Lease agreement with the US during WWII, the Soviet Union received large quantities of war materiel, including many aircraft; the Bell P-39 Airacobra takes a special place among them. The P-39 was dismissed as hardly suitable for combat both by the US and England, who turned it over in large numbers to the USSR. Soviet pilots had different views, though, and achieved excellent results while flying the type; more than twenty Soviet aces flew the P-39. As air combat over the Russian front was conducted mostly at low altitudes, the P-39 came into its own. Innovative tactics and motivation, coupled with the P-39's sturdy construction and adequate firepower, proved successful for the Soviets. The P-39 was in Soviet service since 1942; nearly 5,000 were supplied and used on the Soviet-German front, along with 2,400 P-63 Kingcobras, which saw only limited action against Japan at the close of the war. This detailed, illustrated history features many color side views and previously unpublished photographs.

*Bell P-39, "Airacobra"* ,1986

P-39 Airacobra David Doyle,2023-07-28 With a midengine configuration, sturdy tricycle landing gear, and nose-mounted 37 mm cannon, the Bell P-39 was a thoughtful and innovative design. However, the plane lacked the all-out performance of some other key fighters available to Allied fliers (e.g., Spitfire, Hellcat, Mustang), particularly at altitude. Largely rejected by British and American combat squadrons, the Airacobra was much better received in the Soviet Union, where the Red Air Force successfully deployed large quantities of the type against the Luftwaffe. This new entry in the Legends of Warfare series features detailed photographic coverage of all variants of the Airacobra, including prototypes, trainer versions, production models C through Q, and the P-400.

**Bell P-39 Airacobra** Robert F. Dorr,2000 Beskriver det amerikanske jagerfly Bell P-39 Airacobra.

**P-39 Airacobra** Mantelli - Brown - Kittel - Graf,2016-01-16 Il Bell P-39 Airacobra era un caccia monomotore ad ala bassa prodotto dall'azienda statunitense Bell Aircraft Corporation. Fu il velivolo da combattimento più controverso impiegato dagli Usa durante la seconda guerra mondiale. Fu il primo caccia al mondo ad avere un carrello tricycle e sempre il primo ad avere il motore installato al centro della fusoliera, alle spalle del pilota. Ma proprio il suo propulsore si rivelò totalmente inadeguato ad alta quota, e, sia in Europa sia nel Pacifico, il P-39, come intercettore, si trovò surclassato e venne gradualmente relegato a ruoli secondari. Il Bell P-63 Kingcobra fu un aereo da caccia monomotore ad ala bassa sviluppato dall'azienda aeronautica statunitense Bell Aircraft Corporation nei primi anni quaranta e utilizzato durante la seconda guerra mondiale. Evoluzione del precedente P-39 Airacobra, avviata nel tentativo di correggere i difetti di quel modello, l'United States Army Air Forces non lo valutò mai adatto al combattimento, relegandolo al ruolo di traino per bersagli. Di conseguenza, quasi due terzi della produzione venne assegnata all'Unione Sovietica e circa 300 esemplari alle unità della Francia Libera. Gli venne inizialmente assegnata la designazione provvisoria XP-39E, ma la quantità di modifiche apportate convinsero le autorità militari a considerarlo un nuovo modello assegnandogli una denominazione propria.

Bell P-39 - P-63 Airacobra and Kingcobra Frederick A. Johnsen,1998 This top-flight series provides a review of the world's most exciting combat aircraft.

**Attack of the Airacobras** Dmitriy Loza,2002-01-31 During its titanic military struggle with Germany, the Soviet Union received a major boost with the arrival and deployment of nearly 5,000 Bell P-39 Airacobra fighter planes-courtesy of America's Lend-Lease program. The impact was dramatic, as the Soviets quickly adapted the planes into a devastatingly lethal force. Dmitriy Loza's account, admirably translated and edited by James Gebhardt, vividly re-creates the battle campaigns of this odd coupling of capitalist planes and Marxist pilots and shines a bright light on a little known part of the air war on the Eastern Front. The P-39 proved to be the right plane at the right time for a beleaguered Red Air Force. Built for short range and relatively low altitudes, the P-39 was equipped with a powerful engine and weapons that enabled it to outduel and eventually dominate the Luftwaffe from the Caucasus foothills to Berlin. Focusing on the combat operations and daily life of one unit-the 9th Guards Fighter Division-Loza refutes the myth that the P-39 was used mainly as a tank buster or flying artillery. Instead, its primary mission was to protect Red Army operations from aerial attacks by the enemy. So despite the occasional strafing of trains, truck convoys, and troops, most P-39 operations involved attacks on Luftwaffe bombers and dogfights with their fighter escorts. Center stage in Loza's story are the P-39 pilots and ground crews themselves, including remarkable Captain Aleksandr Pokryshkin and Major Gregoriy Rechkalov, two of the Soviets' top four aces. In addition, Loza details the organization and operations of the unit's noncombat personnel-who refueled and maintained the aircraft, cleaned and reloaded the guns, packed the parachutes, treated the wounded, guarded the airfields, and commanded the squadrons and regiments. Based on interviews with Soviet veterans and extensive access to squadron histories and logbooks, Loza provides a rare and insightful look at what it was like to live and fight in this victorious air unit.

**P-39 Airacobra** Bruno Pautigny,2008-10-19 The P-39 Airacobra was the first fighter in the world to have a tricycle undercarriage and to have the engine mounted mid-fuselage behind the pilot. It had rather a troubled beginning because it had been designed as a fighter for the western European theater of operations where it turned out to be completely unsuitable for the role. Its hours of glory were in the Pacific where it was sent in an emergency to counter the Japanese advance, or in the hands of its Russian pilots, the USSR alone receiving almost half of those produced under Lend-Lease. The P- 63 Kingcobra, the last avatar of the controversial Airacobra family, with different wings and engine wasn't any more successful in the United States, and two thirds of the machines produced up until 1945 were also assigned to the Soviet Union. 300 examples were supplied to France which used them for its operations in Indochina at the beginning of the fifties.

**Bell P-39 Airacobra in Italian Service** Marco Mattioli,2003

**Attack of the Airacobras** Dmitriï Fedorovich Loza,2002 Focusing on the combat operations and daily life of one unit - the 9th Guards Fighter Division - Loza refutes the myth that the P-39 was used mainly as a tank buster or flying artillery. Instead, its primary mission was to protect Red Army operations from aerial attacks by the enemy. So despite the occasional strafing of trains, truck convoys, and troops, most P-39 operations involved attacks on Luftwaffe bombers and dogfights with their fighter escorts.--BOOK JACKET.

**The Modeller's Guide to the Bell P-39 Airacobra in RAAF Service** Gary Byk,1997

P-39 Airacobra Bert Kinzey,1999-01-01 Gennemgå de fra 2. verdenskrig kendte amerikanske jagerfly P-39 Airacobra og P-63

Kingcobra.

*Airacobra Advantage* Rick Mitchell,1992-01-01

**Bell P-39q Airacobra** ,2019-08-19 This book is compilations of the 4-view color profile, scale plans and photo details of the single variant of the Bell P-39Q Airacobra. Scale plans in 1/72 and 1/48 scales plus drawings from wartime technical manuals. Also photos of the details in B&W and color.

*P-39/P-400 Airacobra vs A6M2/3 Zero-sen* Michael John Claringbould,2018-07-26 After the huge advances made in the early months of the Pacific war, it was in remote New Guinea where the advance of Imperial Japanese Naval Air Force (IJNAF) A6M Zero-sen fighters was first halted due to a series of offensive and defensive aerial battles ranging from treetop height up to 30,000 ft. Initially, the IJNAF fought Australian Kittyhawks, but by May 1942 they had fought themselves into oblivion, and were relieved by USAAF P-39 and P-400 Airacobras. The battles unfolded over mountainous terrain with treacherous tropical weather. Neither IJNAF or USAAF pilots had been trained for such extreme conditions, incurring many additional losses aside from those that fell in combat. Using specially commissioned artwork and contemporary photographs and testimony, this fascinating study explains how, despite their initial deficit in experience and equipment, the Airacobras managed to square the ledger and defend New Guinea.

**P-39 Airacobra in Action** Ernest R. McDowell,1980-01-01 Beskrivelse af det fra 2. verdenskrig kendte, amerikanske jagerfly P-39 Airacobra.

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