



It's been around! The flight centers on its massive wing, with the streamlined fuselage binding the airframe into a copable equation. This is an aircraft to be reckoned with.

**A SPECTACULAR SEMI-SCALE CONTROLINE**

*A built-up or foam type wing*

◆ The Bell P-39 "Aircobra" has been a long time favorite of mine and I have been wanting to build one for quite a while. After losing about a dozen contests, mostly by bad landings, I finally decided to build one. The "Aircobra" with its tricycle landing gear makes landings a breeze and practically goof proof.

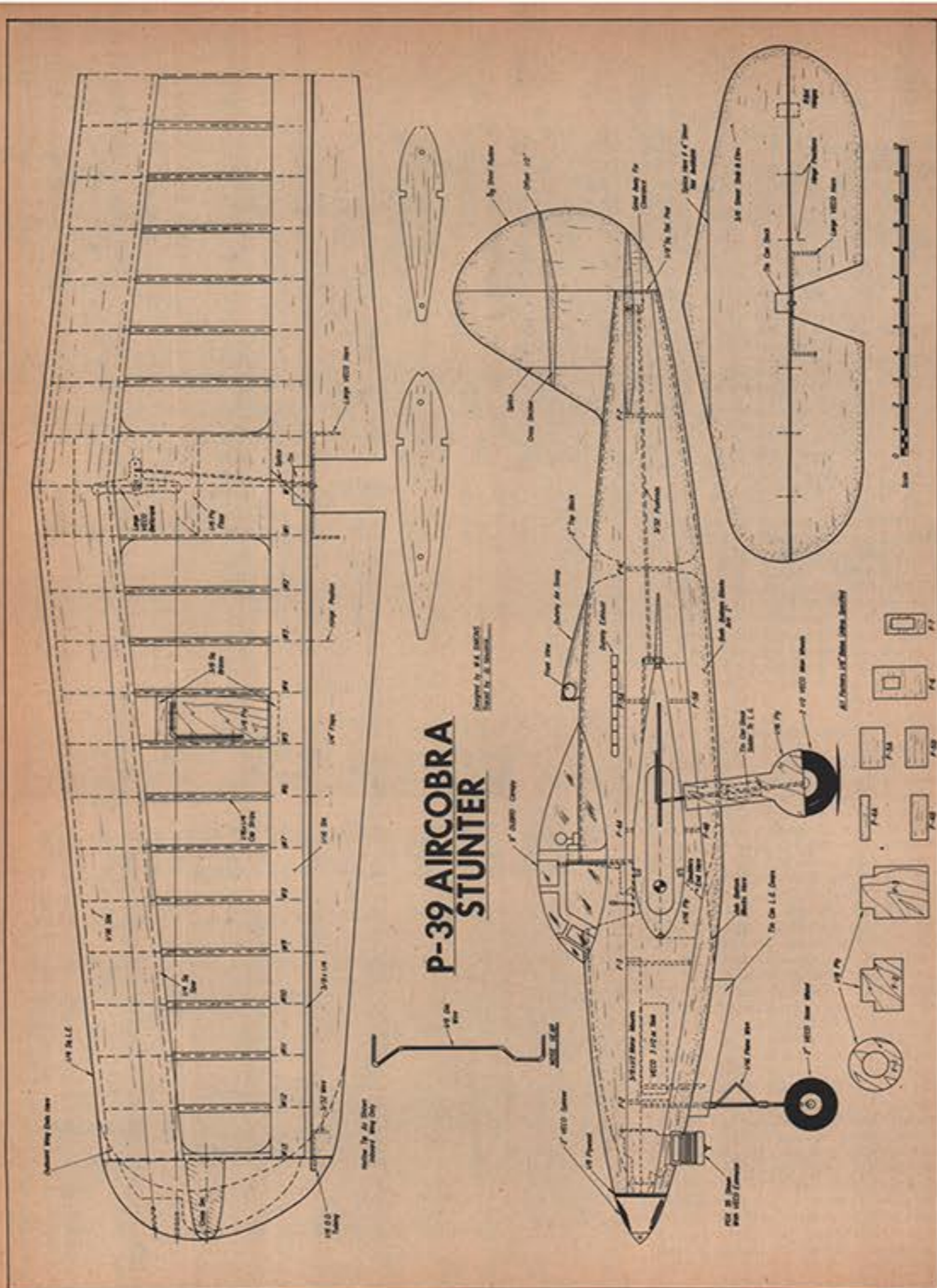
A few modifications had to be incorporated such as enlarging wing and tail surfaces and stretching the fuselage, but it still retained the classic "Aircobra" look about it. So much so that in one of our local contests, I was asked to enter it in Scale. "What?" I said, "You can't be serious, this is a stunter, not a scale ship, I wouldn't have a chance. Thanks anyway," I said, and went upon my way. Then I spied Harold Price run over pick up his ship (a semi-scale "Tempest" stunter) and plunk it in the middle of the scale circle. Not to be outdone by Harold, one of my flying buddies and arch-rivals, I followed suit. We were competing against Homer Hudson's Nats winning P-51 "Sharp-Shooter," a real beauty. "Ridiculous" I said, but I kept on polishing anyway. Homer saw this, laughed and said, "I think I'll try a loop or something." "I'll need the extra points to beat you guys." We all had a good laugh about it. Due to the lack of entries the "Aircobra" came in a

William Simons'

# Bell P-39 "AIRCOBRA"

Fox .35 power, 56" span, 40" length overall

FULL SIZE PLANS AVAILABLE THROUGH "MODEL PLAN SERVICE"



The Bell Aircobra design first appeared around 1939, was followed in WWII with the King Cobra, which lathered in armor plate, won fame as the "Flying Pinball". When struck with target fire, the nose lit up to score for attackers. First of fast fighter types.

# P-39 "AIRCOBRA"

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close? Second. Beaten by only 500 points. Oh well you can't win 'em all. We all had a good time at that meet. The "Aircobra" has always garnered highest appearance points. In some meets, it was awarded 40 points which we gratefully accepted. I felt like a sneak thief, but points are points.

In all the meets that it was flown in, it has never failed to win a trophy, some I feel I didn't deserve, some I did. This seems to be the main fault in Stunt. As long as the judging is by human impression and not mechanical, as in Speed, it will remain this way. I don't think that it will ever change. Many methods have been tried, some very good too, but you still have that old bugaboo, human error. I guess that it is all part of stunt and has to be accepted. Now that I have given you some reasons not to build this ship and if you are still determined to build it, you must be dedicated like I am.

The beginning of an airplane is started with selection of wood. Much weight can be saved here. If you are constantly building ships that weigh in the 50 oz. or better category this is where you can shed some weight. All the wood in the "Aircobra" is Contest grade and carefully selected. I go through all the wood thoroughly, the Hobby Shop owners hate to see me come. I have all the wood spread all over in about eight piles, this pile good, this one fair, etc., and if I should happen to see an unopened bundle, I attack it ferociously knowing that no one has been there before me. Now that you have all the wood and made enemies of all the local dealers let's begin.

I usually start with the stabilizer and elevators. I don't know why I do, probably because it is the easiest part for me to build and I gradually work up to the more difficult ones. Anyhow,

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The fluid lines of the Bell Aircobra triggered a new fighter age in the late 1930's. A dream in model form, though not the world's easiest configuration to model. A Tatone "Peace Pipe" Muffler protrudes, an understandable deviation from scale appearance. It helps you keep the field!

