

Uwaga!

Przed rozpoczęciem pracy dokładnie przeczytaj instrukcję. Zachowaj zasady bezpieczeństwa przy pracy z łatwopalnym klejem i farbami! Trzymaj model z dala od małych dzieci. Nie pozwalaj im brać do ust/nosa części plastikowych lub naciskać na głowę torebek plastikowych!

Wsparcie Klienta: W przypadku jakichkolwiek problemów z modelem bez wahania wypełnij formularz zgłoszenia na stronie: <http://www.armahobby.pl/webpage/wsparcie-faq.html>

Warning!

Work with flammable glue and/or paint: please follow the safety recommendation of the manufacturers. Keep out of reach of small children! Do not allow them to place plastic parts in their mouths or noses or to pull plastic bags over their heads.

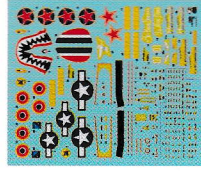
Customer care: In case of any problems with the model, please do not hesitate to contact us and fill the claim form on our website: <http://www.armahobby.com/webpage/wsparcie-faq.html>

P-39 Airacobra to jeden z najciekawszych i najbardziej innowacyjnych myśliwców II wojny światowej – konstruktorzy z firmy Bell wyposażyli go w przednie koła, silnik w środku ciężkości płatowca i solidne osłoki 37 mm. Silnik w pierwotnym założeniu był wyposażony w turbosprężarkę, zapewniającą obrotom wirnika 1939 roku prototypowi znakomite osiągi na dużych wysokościach. Jednak urzędnicy amerykańskiego lotnictwa woleli napędz prostszy, dostosowany do operowania na mniejszym pułapie. Wdrożenie Airacobry do produkcji seryjnej i jednostek bojowych przepadło na szybko, zmieniające się okoliczności związane z wybuchem wojny w Europie, a potem na froncie wschodnim i Pacyfiku. Pierwsze zamówienia dla Francji i Wielkiej Brytanii nie zostały w pełni zrealizowane, część z nich przekierowano bezpośrednio do sił USA walczących na Pacyfiku i w Afryce. Po pojawieniu się doskonałych typów samolotów, ponad połowę z 9558 wyprodukowanych Cobr wylądowało w ramach Lend-Lease do Związku Radzieckiego, gdzie samolot sprawdził się doskonale: walki toczono tam na niewielkim pułapie, do jakiego Airacobra była najlepiej dostosowana. Sposród 10 czolowych sowieckich asów, połowa latała na Airacobrach.

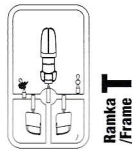
The P-39 Airacobra is one of the most interesting and innovative fighters of World War II - Bell designers equipped it with a front wheel, an engine in the centre of gravity of the airframe and a solid 37 mm cannon. The engine was originally equipped with a turbo-supercharger, which provided the prototype flown in the spring of 1939 with excellent performance at high altitudes. However, US aviation officials preferred less-complex propulsion, fit to operate at a lower altitude. The implementation of Airacobra into mass production and combat units coincided with the rapidly changing circumstances related to the outbreak of war in Europe, and then on the Eastern and Pacific fronts. The first orders for France and Great Britain were not fully delivered, some of them were transferred directly to the US forces fighting in the Pacific and North Africa. With the advent of more effective aircraft types, more than half of the 9,558 produced Cobras were sent under Lend-Lease to the Soviet Union, where the aircraft performed excellently: battles were fought at the low altitude for which the Airacobra was best suited. Of the top 10 Soviet aces, half flew Airacobras.

Due to constant modifications resulting from both operational and purely technological needs, the first truly mass-produced version of the aircraft was only the P-39N. Over 2,000 Airacobras N were built and used by the US Air Force in the Pacific, Africa and Europe, the French and Italians, but more than half went to the USSR, where the most outstanding aces of the elite Guards regiments flew them and achieved victories. The US Air Force replaced operational P-39N Airacobras fighters with newer types in late 1943 and early 1944, but in other countries they remained in active frontline service until the end of the war.

Kalkomanie/Decals



Čzści przezroczyste/Transparent parts

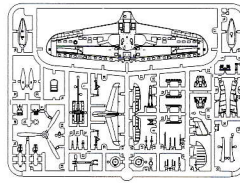
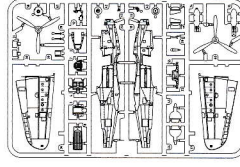


Ramka /Frame

Maski/masks



Čzści plastikowe/Plastic parts



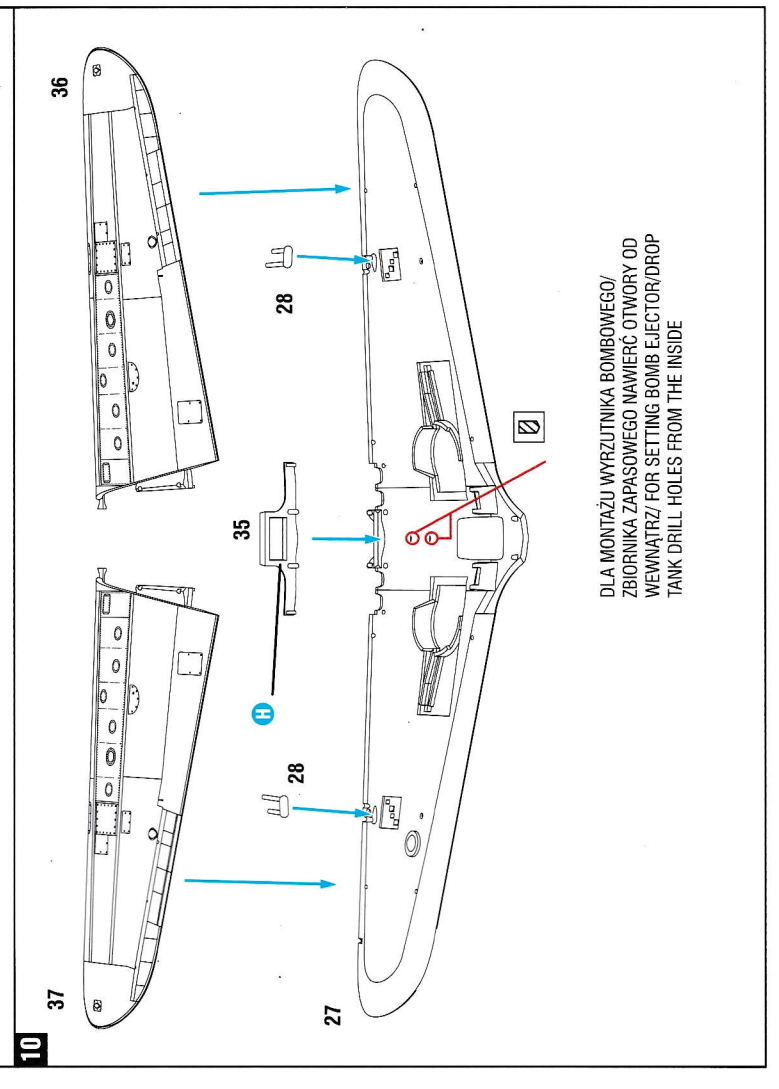
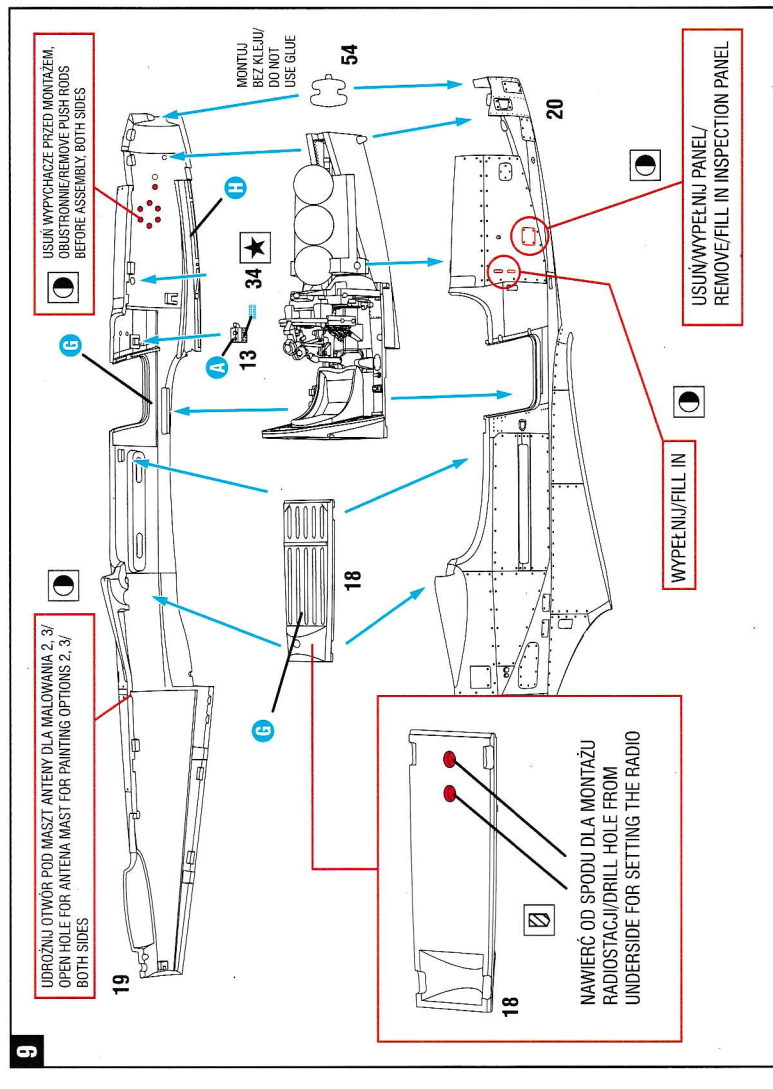
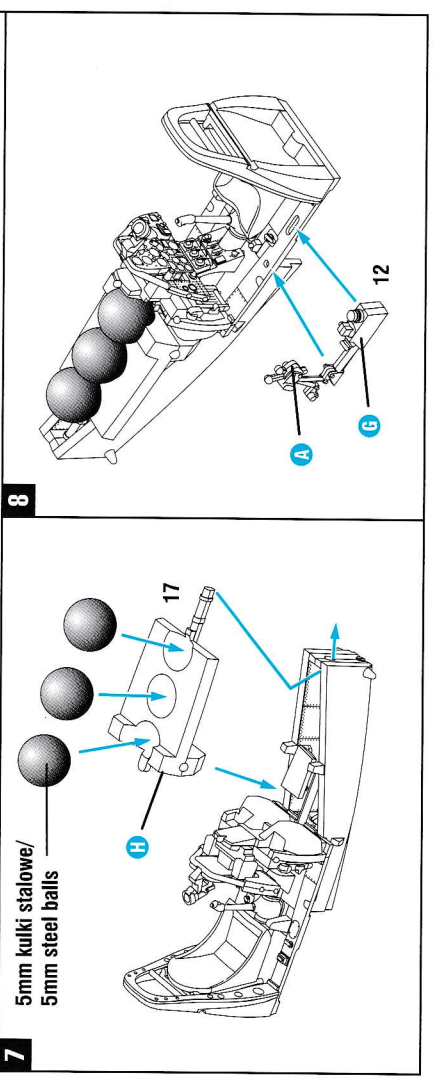
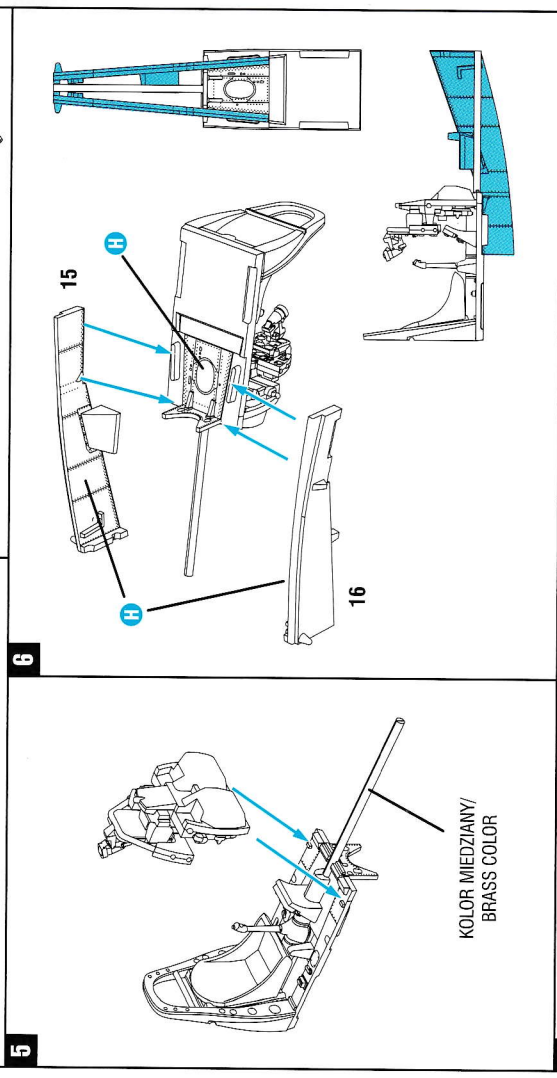
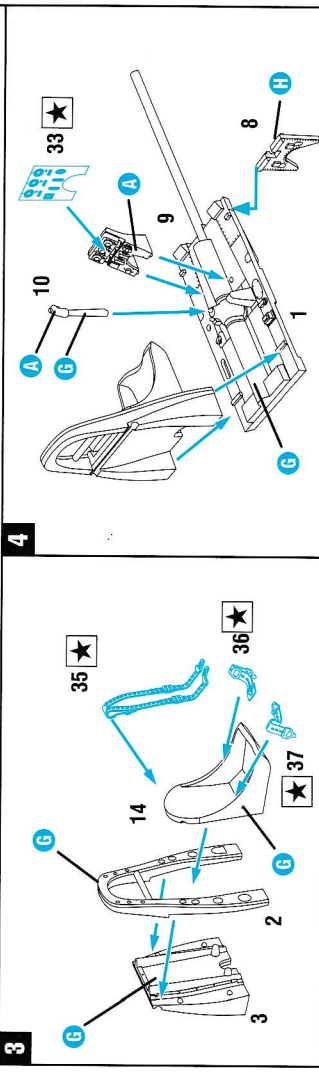
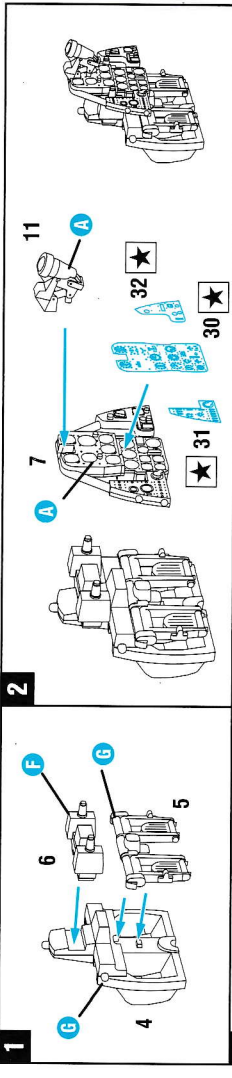
| Malony farb/ Paint colours | Maska | AK RC | HUMBRILL | AMMO | Mr. Color | Vallejo | Tamiya |
|--------------------------------|---------------|---------------|----------|----------|-----------|-----------|--------|
| A Mact Black | HTK-A041/CO41 | RC001 | 33 | 048 | C58 | 71.057 | XF-1 |
| B Aluminium | HTK-A078/CO78 | RC020 | 11 | 194 | C8 | 71.062 | XF-16 |
| C Insignia Red | HTK-A219/CO19 | RC006 | 153 | 049* | C327 | 71.102* | X-7* |
| D Insignia White | HTK-A049/CO49 | RC013 | 34 | 047 | C1/6X1 | 71.001 | XF-2 |
| E Insignia Blue | HTK-A220/CO20 | RC010 | 25 | 086 | C5 | 71.088 | X-4 |
| *Kolor zbliżony/similar colour | | | | | | | |
| | | Hataka | AK RC | HUMBRILL | AMMO | Mr. Color | Tamiya |
| | | HTK-A106 | RC015 | 53 | MC212 | 71.073 | X-10 |
| | | HTK-A056/CO56 | RC260 | 149 | C302* | 71.124 | XF-26 |
| | | | RC266 | 81* | C352 | 71.107 | XF-4 |
| | | HTK-A016/CO16 | RC259 | 155 | C12 | 71.016 | XF-62 |
| | | HTK-A033/CO33 | RC261 | 176 | C13 | 71.051 | XF-53 |

*Kolor zbliżony/similar colour

Więcej informacji na temat budowy tego modelu: <http://armahobbynews.pl/blog/tag/nr70056/>
 More advice on building this kit: <http://armahobbynews.pl/en/blog/tag/nr70056-en/>



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UDRÓŻNI OTWOR POD MASZT ANTENY DLA MALOWANIA 2, 3/
OPEN HOLE FOR ANTENNA MAST FOR PAINTING OPTIONS 2, 3/
BOTH SIDES

USUŃ WYPYCHACZE PRZED MONTAŻEM,
ORAZ STRONNIE REMOIVE PUSH RODS
BEFORE ASSEMBLY, BOTH SIDES

MONTUJ
BEZ KLEJU/
DO NOT
USE GLUE

USUŃ/WYPEŁNIJ PANEL/
REMOVE/FILL IN INSPECTION PANEL

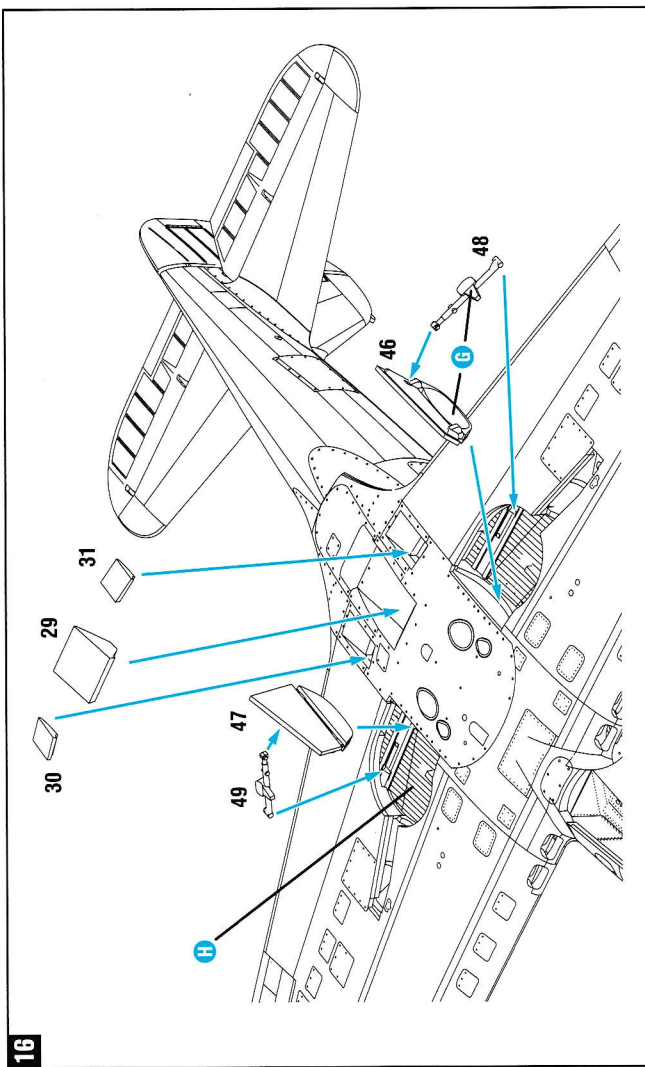
WYPEŁNIJ/FILL IN

NAWIERC OD SPODU DLA MONTAŻU
RADIOŚCĄC/DRILL HOLE FROM
UNDERSIDE FOR SETTING THE RADIO

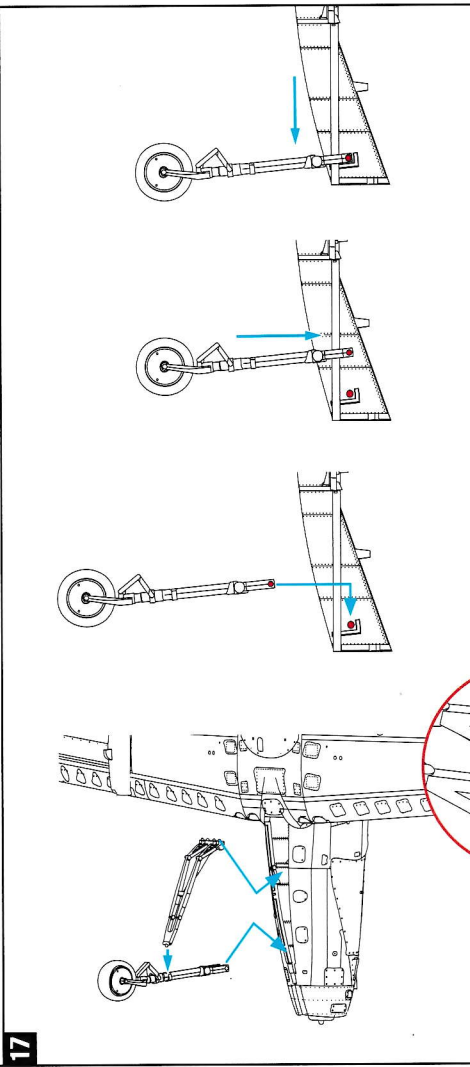
DLA MONTAŻU WYRZUTNIKA BOMBOWEGO/
ZBIORNIKA ZAPASOWEGO NAWIERĆ OTWORY OD
WEWNĄTRZ/ FOR SETTING BOMB EJECTOR/DROP
TANK DRILL HOLES FROM THE INSIDE

KOLOR MIEDZIANY/
BRASS COLOR

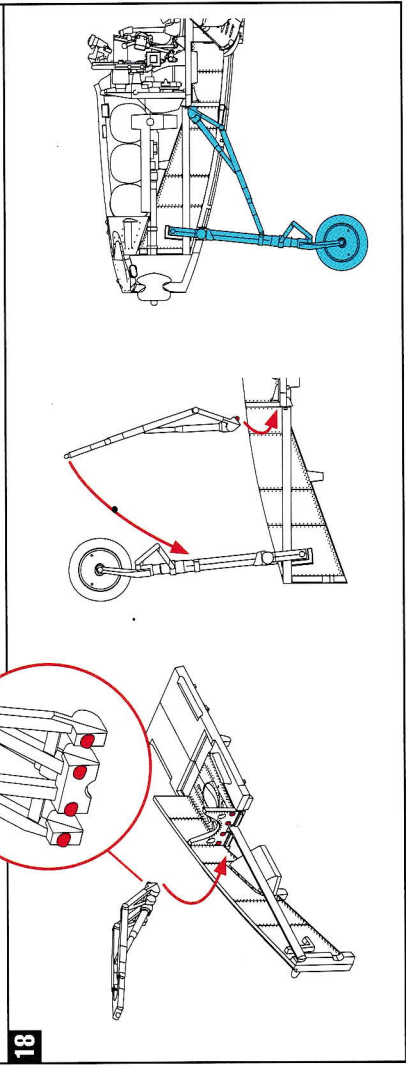
5mm kulki stalowe/
5mm steel balls



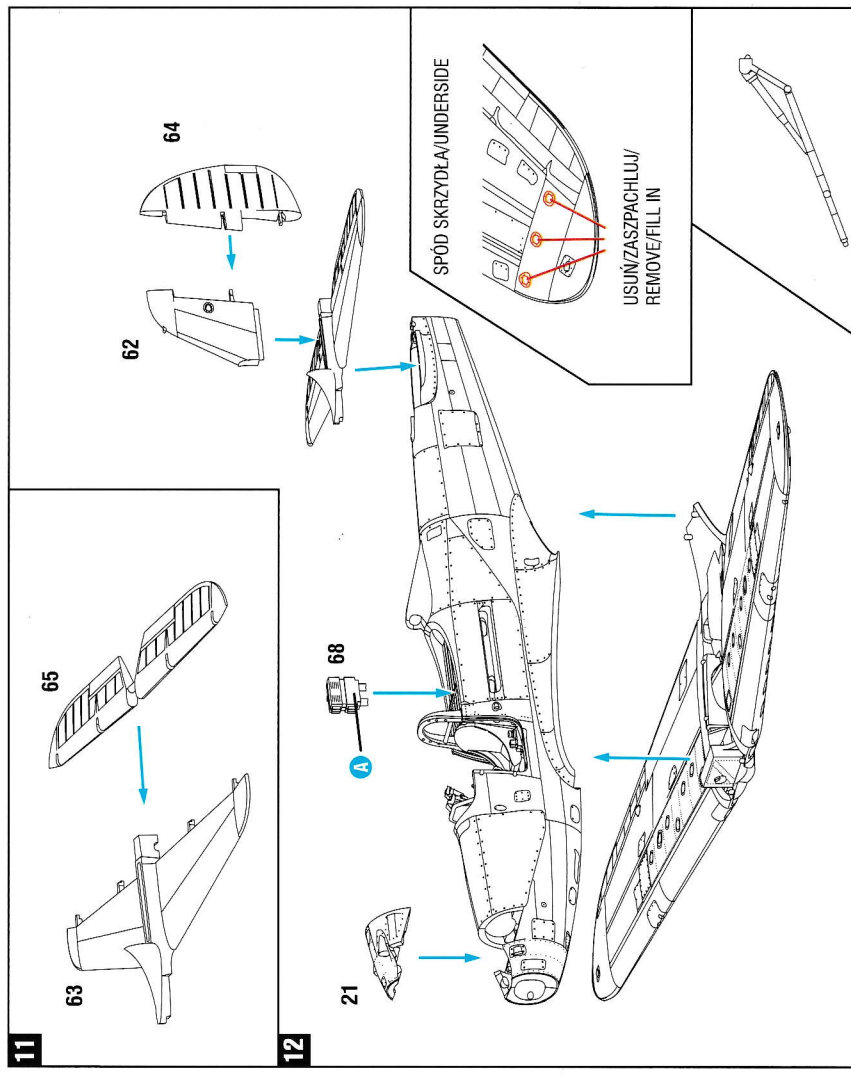
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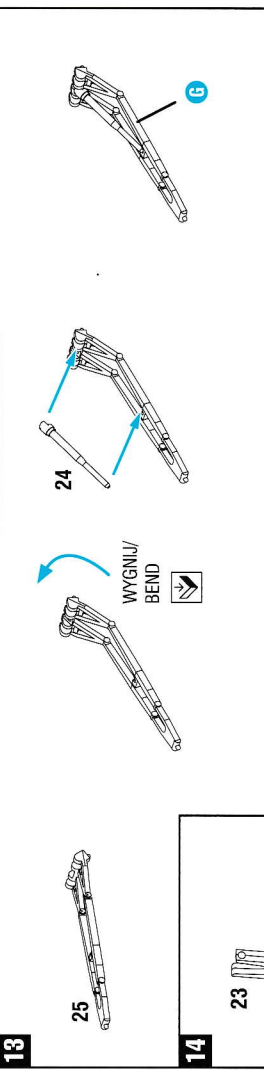


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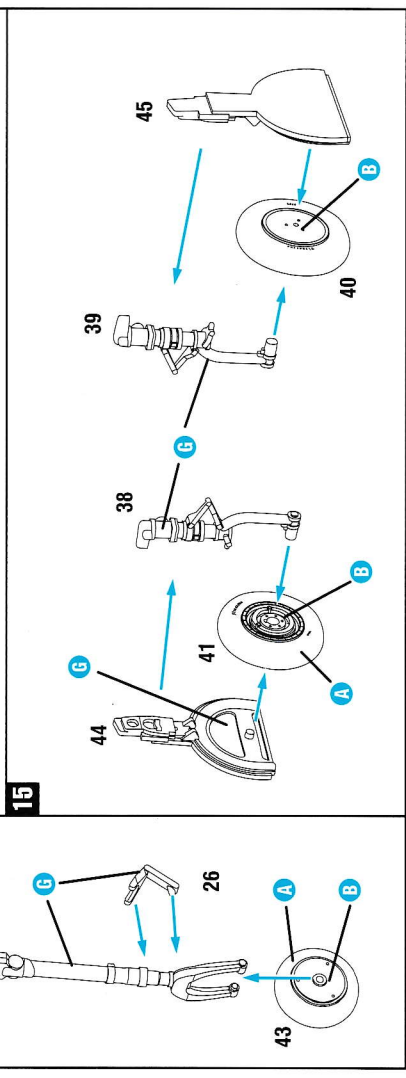


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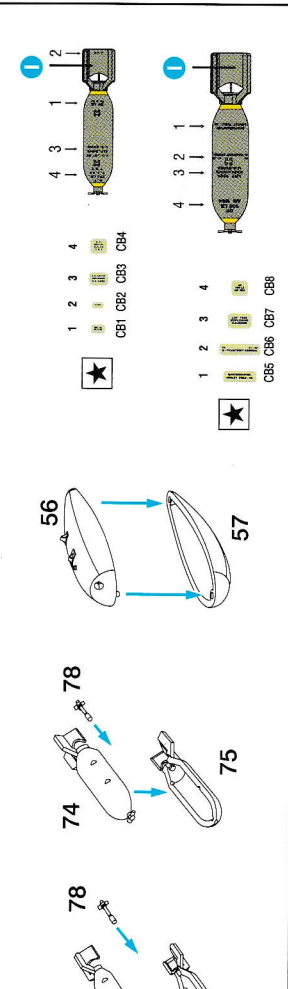
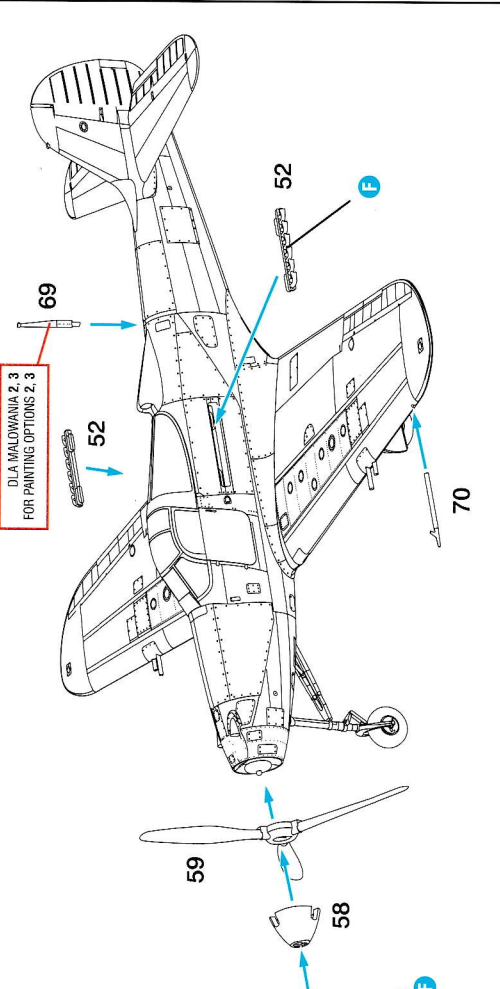
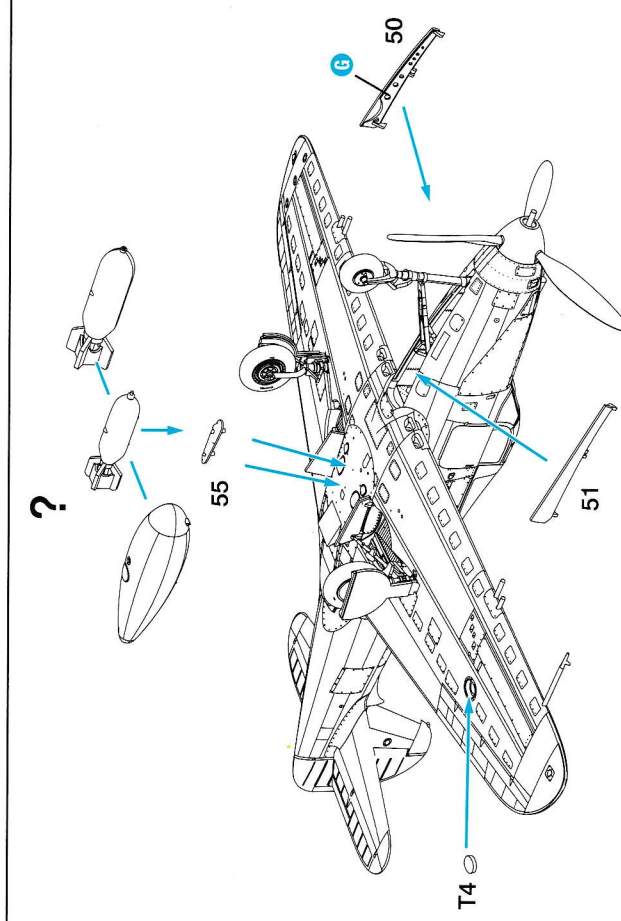
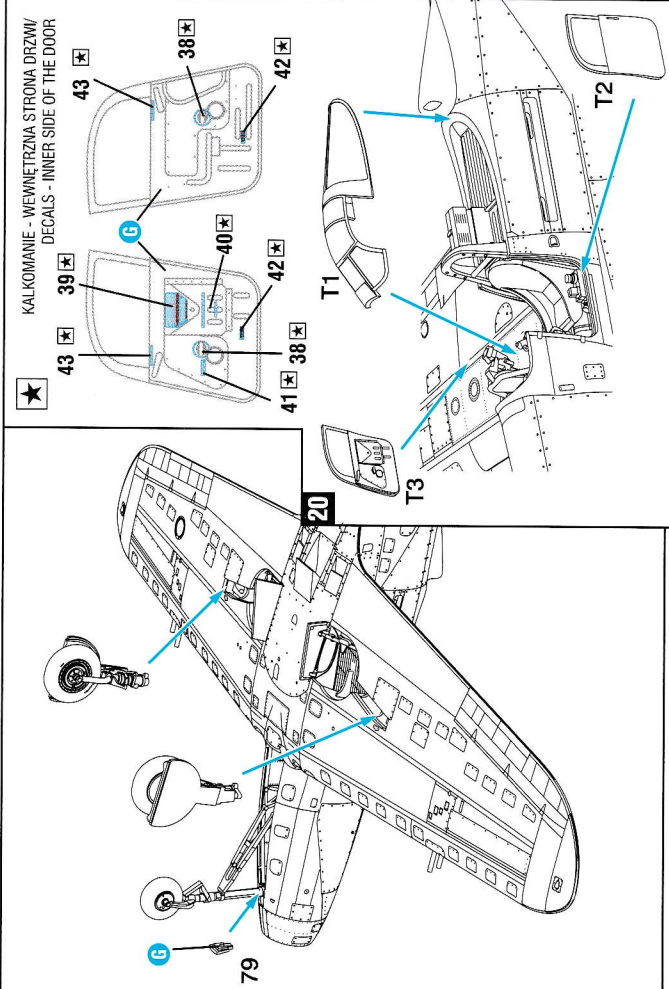


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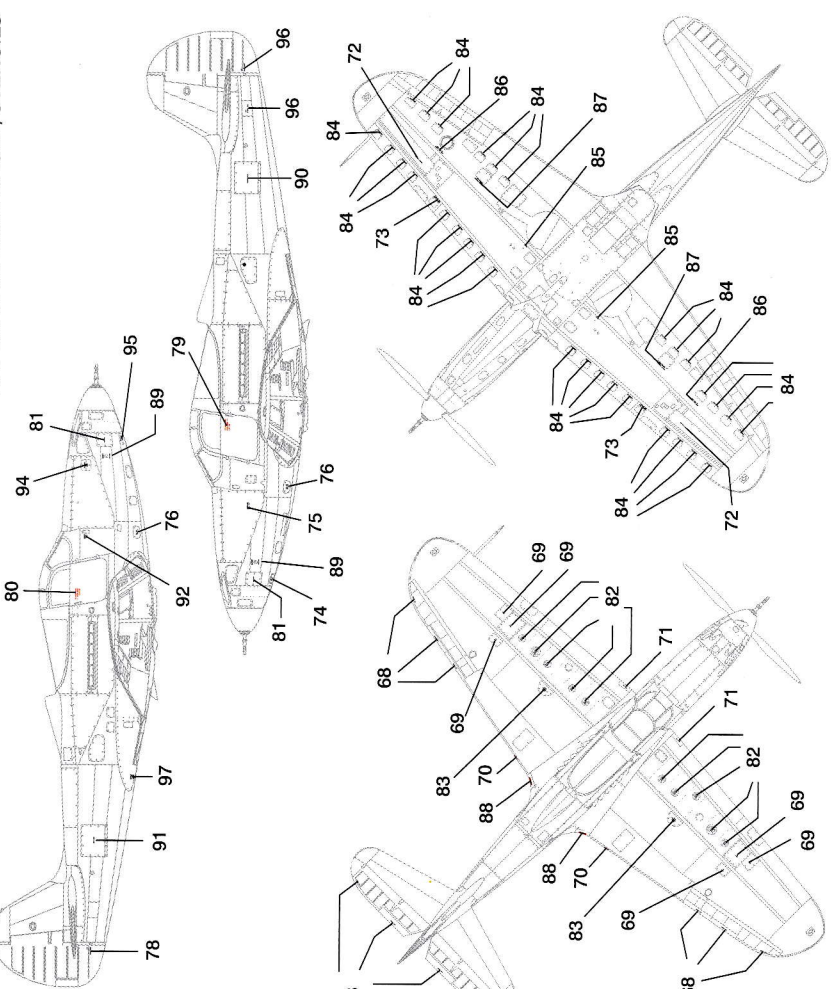


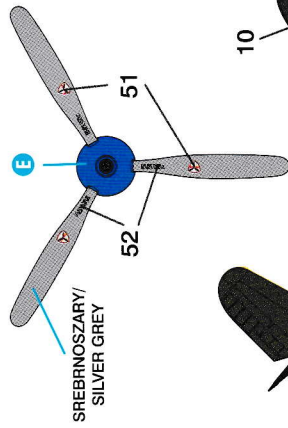
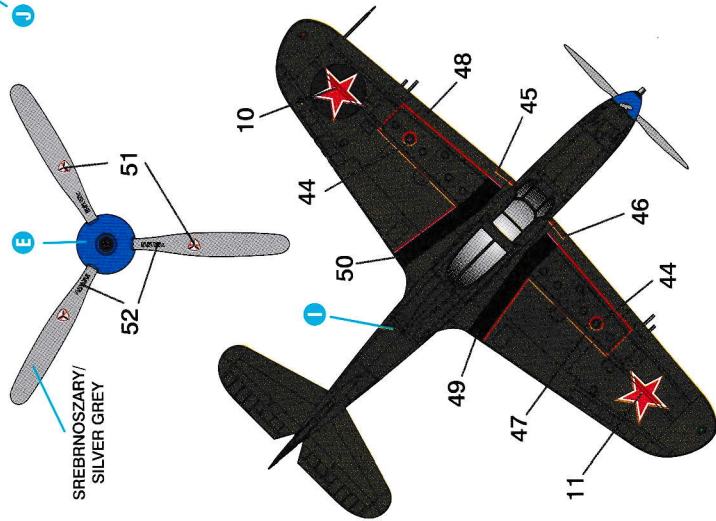
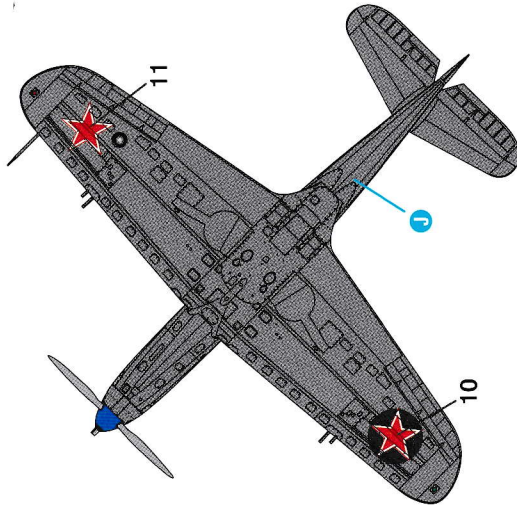
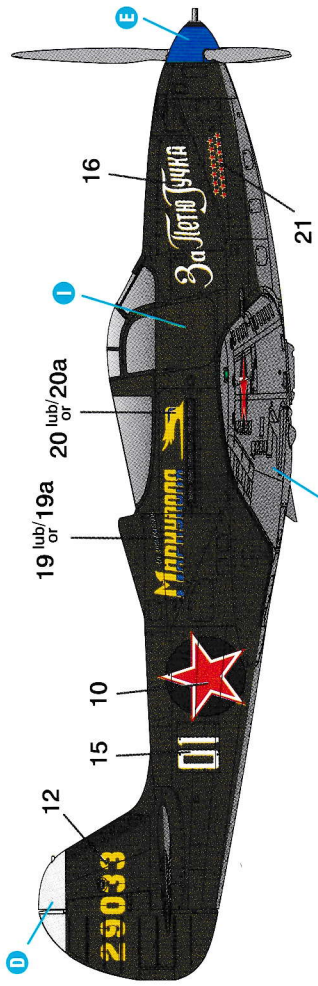
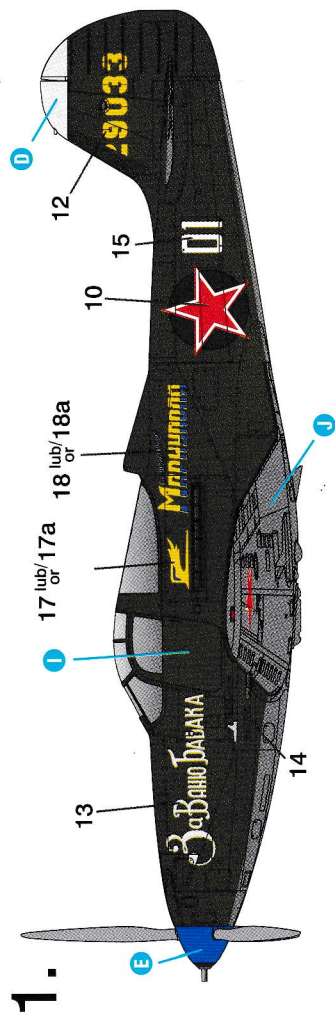
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NAPISY EKSPLOATACYJNE/STENCILS





SREBRNOSZARY/
SILVER GREY

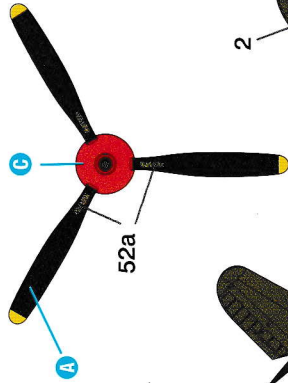
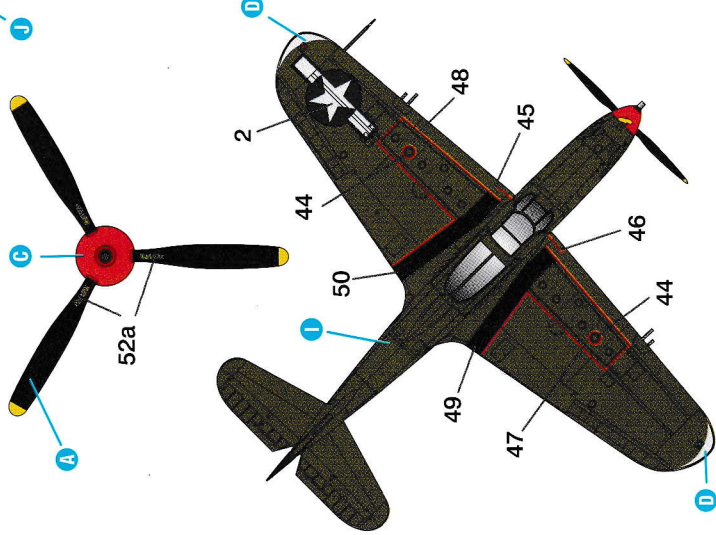
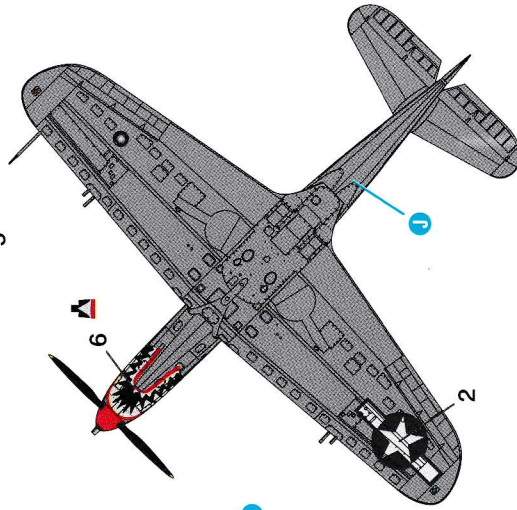
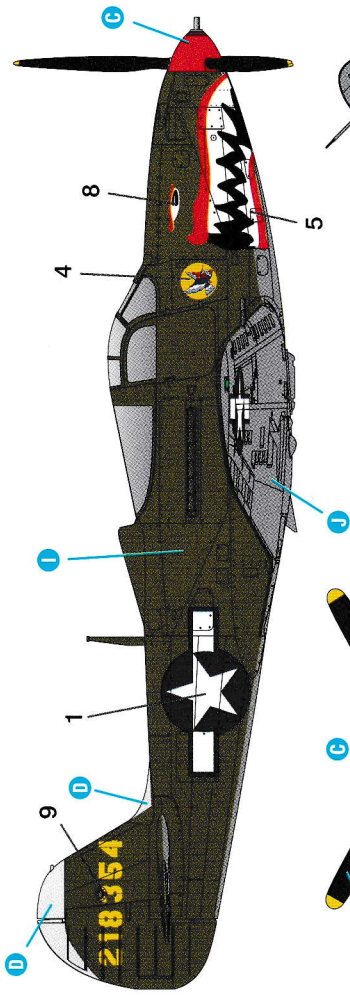
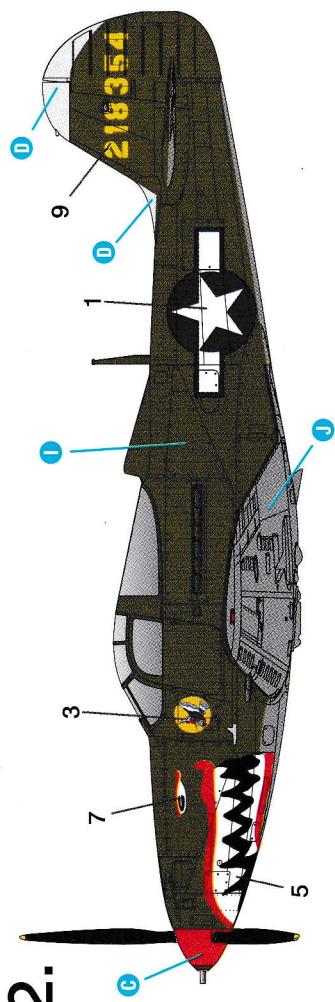
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<http://armahobbynews.pl/7056>

P-39N Airacobra „Biała 01”, 42-9033. 100. Gwardyjski Pułk Myśliwski, pilot: Grigorij Dolnikow, kwiecień-maj 1945 r.
P-39N Airacobra 42-9033 „White 01”. 100th Guards Fighter Regiment, pilot: Grigoriy Dol'nikov, April-May 1945.

2.



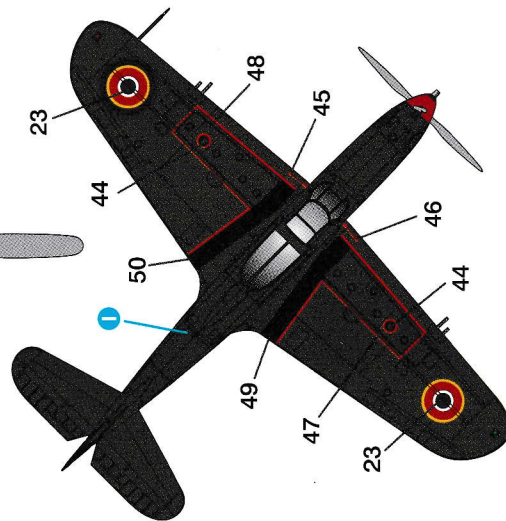
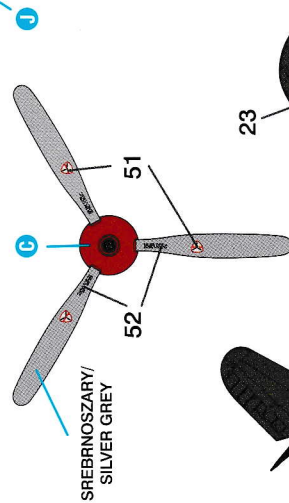
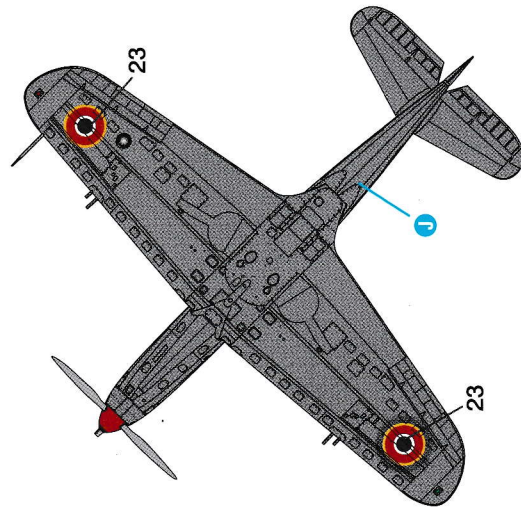
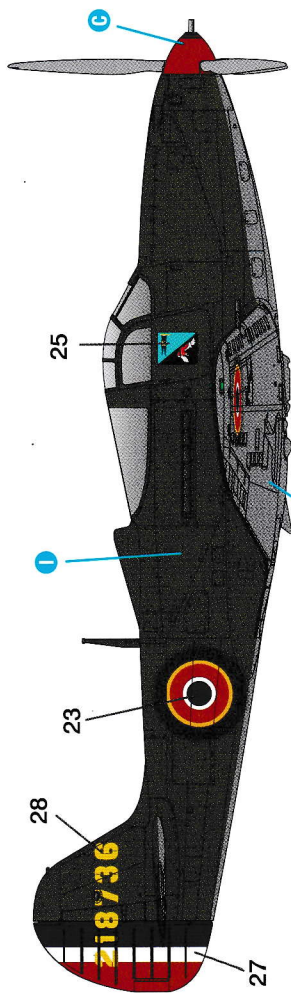
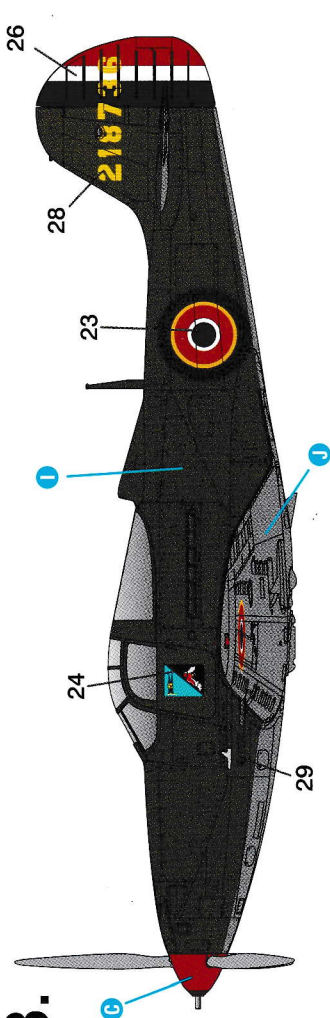
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<http://armahobbynews.pl/7056>

P-39N Airacobra 42-18354. 345. Fighter Squadron, Sardinia-Korsyka, wiosna 1944 r.
P-39N Airacobra 42-18354. 345th Fighter Squadron, Sardinia-Corsica, spring 1944.

3.



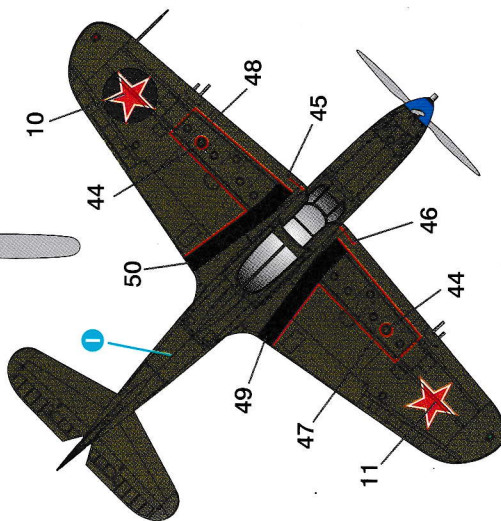
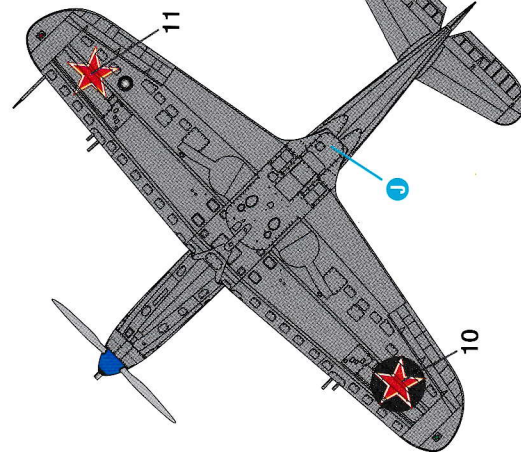
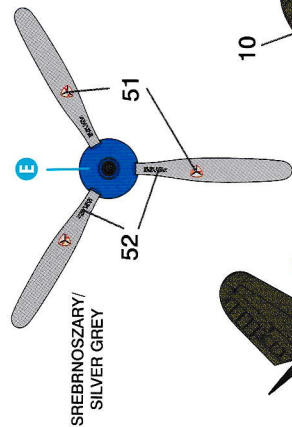
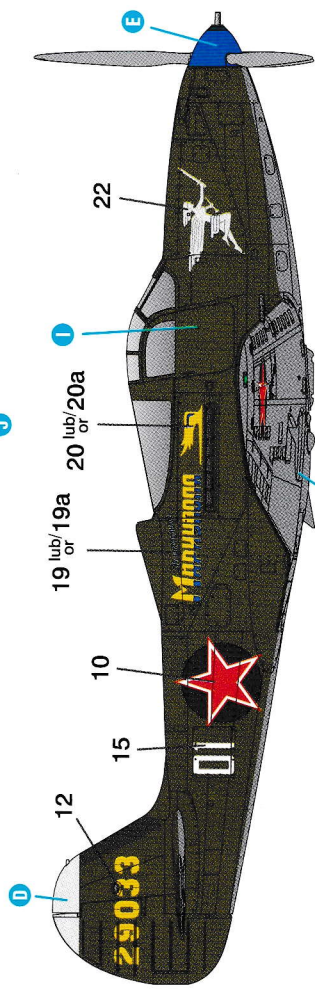
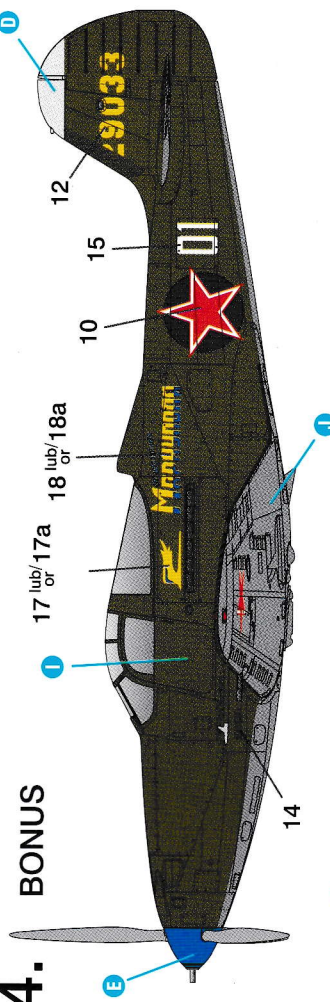
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<http://armahobbynews.pl/70056>

P-39N Airacobra 42-18736. Cdt. Jean Machet de la Martinière, dowódca GC 1/4 Navarre.
 Lotnisko Reghaia, Algieria, marzec 1944 r.
 P-39N Airacobra 42-18736. Cdt. Jean Machet de la Martinière, GC 1/4 Navarre commander.
 Reghaia airbase, Algeria, March 1944.

4. BONUS



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<http://armahobbynews.pl/70056>

P-39N Airacobra „biata 01”, 42-9033. 100. Gwardyjski Pułk Myśliwski, pilot: Iwan Babak, 1943-1945 r.
 P-39N Airacobra 42-9033 „White 01”. 100th Guards Fighter Regiment, pilot: Ivan Babak, 1943-1945.