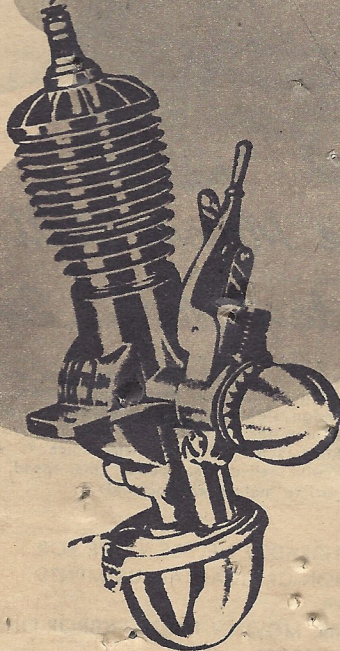




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Bell P-63 Kingcobra

(Continued from page 15)

file, the *Kingcobra* has better lift and maneuverability characteristics. The span is four feet greater than the older version.

Third on the list is increased armament, already so deadly in the *Airacobra* but enhanced in volume and power of fire, for the *Kingcobra* carries a 37 millimeter cannon firing through the hollow propeller shaft, two .50 caliber machine guns in the nose firing through the propeller arc and two more .50's installed in the wings.

Instead of the three-bladed propeller used on the *Airacobra*, the P-63 is equipped with a four-bladed propeller, another factor which puts the new ship in the close to 400 mph class.

Added range has been built into the *Kingcobra* through provisions for the installation of droppable belly and wing fuel tanks. Actually, the P-63 is capable of flying a full 50% farther than the P-39.

The new craft's service ceiling, made possible by use of two stages of supercharging, one for medium altitudes and another for high altitudes, is 35,000 feet, an increase of 5,000 over the P-39.

Thousands of more detailed changes went into the *Kingcobra* but these highlights add up to vast improvements to an already admittedly superior fighting plane.

The P-63 *Kingcobra* is now in quantity production at Bell's Buffalo plant and they are pouring from the lines in ever increasing numbers, most of them headed for the *Airacobra's* old stamping ground, Russia, where it gained its greatest fame and took its greatest toll of the enemy. The *Kingcobra* is now winging against the Luftwaffe over the Eastern Front in the capable, dare-devil hands of Red Star pilots, a tough combination in any league and a truly invincible one in this World War II.

"The tiger, writhing from the boa's rings,
Drops at the fountain where the cobra stings."

... Holmes

Possessor of a deadly name, the *Kingcobra* is now proving how very apropos is its title.

Wanderer

(Continued from page 33)

model by gliding it from shoulder level. If it dives, move the wing forward; if it stalls, move the wing back; however don't move it more than 1 1/2" either way. If the model stalls or dives past those limits, add positive or negative incidence as needed. The original required 1/2" positive incidence to obtain a good glide. When the glide is satisfactory, give the motor a 100 winds, and adjust for a right spiral climb and a tight left circle in the glide. When the climb and glide is "on the ball," wind her up full and start running in pursuit of your *Wanderer!*

BILL OF MATERIALS

- 8 pcs. 3/8 x 3/8 x 36 hard balsa
- 1-3/8 x 3/8 x 34—wing spar
- 1-3/4 x 1/8 x 18—stab. spar
- 1-2 x 1/16 x 36—ribs
- 1-3 x 1/16 x 9—rudders
- 1-3/8 x 1/2 x 36—trail. ed.
- 1-2 x 3/8 x 12—tips outlines
- 1-1 1/4 x 2 x 12 1/2—prop block
- 1-3/16 dowel
- 1-sheet red tissue
- 1-sheet yellow silkspar
- Misc.: 1/16 wire, bobbin, spring, BB washer, glue, dope ...

VICTORY