Bell P-63 Kingcobra

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file, the Kingcobra has better lift and maneuverability characteristics. The span is four feet greater than the old 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 shank, two .50 machine calibre 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 miles farther than the P-39.

The new craft's service ceiling, made possible by two stages of super-charging, 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 the all 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 line 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 proposition in any league and a truly invincible one in this World War II.

"The tiger, writhing from the box’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

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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 1/4" either way. If the model stalls or dives past those limits, add positive or negative incidence as needed. The original required 1/8" positive incidence to obtain a good glide. When the glide is satisfactory, give the motor 100 winds, and adjust for a right spiral climb and a left-tight 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. 5/16 x 3/8 x .035 hard balsa
1 3/8 x 3/16 x .040 ring spar
1 3/8 x 1/8 x .035 ring spar
1 1/16 x 3/16 x .060 rib
1 3/16 x 1/8 x .060 rib
1 3/8 x 1/2 x .100 rudder
1 3/8 x 1/2 x .019 stab
1 1/4 x 3/16 x .019 stab
1 3/16 x 1/2 12" tips outlines
1 1/2 x 1/2 x .005" prop block
1 1/30 dowel
1 sheet red tissue
1 sheet yellow flocking
Misc.: 1/16 wire, bobby pin, brass, BB glue, wax, dope . . .

VICTORY

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