

BELL P-39 AIRACOBRA

P-39 SERVICE

Manufacturer: Bell Aircraft Corp., Buffalo, New York, USA
Models: 4, 5, 12, 14, 15, 23, 26, 39
Designations: P-39; A-7, FL, F2L, P-45, P-76, P-400, TDL
Names: Airacobra; Airabonita (XFL-1)

First official flight: XP-39 06 April 1938
Factory production period: 1938 – 1944
Primary service period: 1941 – 1945
Last official flight: - -

P-39 VARIANTS

1938	Model 4	XP-39	1	
1940	Model 5	XFL-1	1	
1940	Model 12	YP-39	13	Total: 0015
1941	Model 12	P-39C	20	
1941	Model 14A / 15	P-39D	923	
1941	Model 14	Airacobra Mk. I	675	Total: 1618
1942	Model 23	XP-39E	3	Total: 0003
1942	Model 15B	P-39F	229	
1941	Model 15B	P-39J	25	Total: 0254
1942	Model 26A	P-39K	210	
1942	Model 26B	P-39L	250	
1942	Model 26D	P-39M	240	
1942	Model 26C / F	P-39N	2095	
1943	Model 26Q	P-39Q	4905	Total: 7700
				<u>Total: 9590</u>

P-39 PRODUCTION

XP-39

Prototype single-seat fighter, rear mounted engine, unarmed.

produced 1938

Bell Buffalo, New York (BE)

38-326 -

1 Total: 0001

XFL-1 Airabonita

USN prototype for carrier use, shorter fuselage, tail-wheel.

produced 1940

Bell Buffalo, New York (L)

BuNo. 1588 -

1 **Total: 0001**

YP-39

Service test models, minor mods, armed. 40-039 originally designated YP-39A.

produced 1940

Bell Buffalo, New York (BE)

40-027 / 40-039 -

13 **Total: 0013**

P-39C

As YP-39, minor combat changes. Original designation was P-45.

produced 1940 – 1941

Bell Buffalo, New York (BE)

40-2971 / 40-2990 -

20 **Total: 0020**

P-39D

As P-39C, armament / combat upgrades. Model 14A built as a Lend-Lease variant. 12 to RAAF as A53-8 / A53-18, A53-20.

produced 1941 – 1942

Bell Buffalo, New York (BE)

(Model 15) P-39D

40-2991 / 40-3050 -

41-6722 / 41-7052 -

41-7057, 41-7058 -

41-7080 / 41-7115 -

429

(Model 14A) P-39D-1

41-28257 / 41-28406 -

41-38220 / 41-38404 -

41-38563 -

336

(Model 14A-1) P-39D-2

41-38405 / 41-38562 -

158 **Total: 0923**

Airacobra Mk. I

Export version of the P-39D for the RAF.

produced 1941 – 1942

Bell Buffalo, New York (BE)

(RAF) AH570 / AH739 -

(RAF) AP264 / AP384 -

(RAF) BW100 / BW183 -

(RAF) BX135 / BX434 -

675 **Total: 0675**

~84 used in RAF service.

212 sent to Russia, further 49 (ex-RAF) lost in transit.

379 to USAAF with the non-standard designation P-400.

XP-39E

Prototype, laminar flow wing, new tail, engine upgrade. Original designation P-76, later developed as the P-63.

produced 1942, 1943

Bell Buffalo, New York (BE)

41-19501, 41-19502 -

42-71464 -

3 Total: 0003

P-39E – Production XP-39E, 4000 ordered but later cancelled.

P-39F

As P-39D, prop, exhaust changes.

produced 1941 – 1942

Bell Buffalo, New York (BE)

41-7116 / 41-7344 -

10 to RAAF as A53-1 / A53-7, A53-19, A53-21, A53-22.

229 Total: 0229

(Model 26) P-39G – Improved version of P-39F, 1800 ordered but completed as P-39K to N.

P-39H – Not used.

P-39I – Not used.

P-39J

As P-39F, engine upgrade.

produced 1941

Bell Buffalo, New York (BE)

41-7053 / 41-7056 -

41-7059 / 41-7079 -

25 Total: 0025

P-39K

As P-39D, prop, equipment changes.

produced 1942

Bell Buffalo, New York (BE)

42-4244 / 42-4453 -

210 Total: 0210

P-39L

As P-39K, modified prop, nose-wheel, wing rockets.

produced 1942

Bell Buffalo, New York (BE)

42-4454 / 42-4703 -

250 Total: 0250

P-39M

As P-39L, engine upgrade.

produced 1942

Bell Buffalo, New York (BE)

42-4704 / 42-4943 -

240 Total: 0240

P-39N

As P-39M, engine upgrade.

produced 1942 – 1943

Bell Buffalo, New York (BE)

42-4944 / 42-5043 -

42-8727 / 42-9726	-	
42-18246 / 42-19240	-	2095
205 additional airframes cancelled.		Total: 2095

P-39O – Not used.

P-39P – Not used.

P-39Q

As P-39N, minor armament / detail changes. Many sent to France and Russia under Lend-Lease.

produced 1943 – 1944

Bell Buffalo, New York (BE)

42-19446 / 42-21250 -

44-2001 / 44-4000 -

44-32167 / 44-32666 -

44-70905 / 44-71504 -

995 additional airframes cancelled.

4905 **Total: 4905**

Total: 9590

P-39 CONVERSIONS & TRANSFERS

USAAF

A-7 - Reserved P-39's converted to remote Powered Targets, cancelled.

XP-39B 1 XP-39 (38-326), 1939-1940, to YP-39 standard, engine upgrade.

RP-39C 20 P-39C, 1942, redesignation as "restricted" from combat.

TP-39F 1 P-39F, trainer conversion with extra cockpit.

ZP-39Q 1+ P-39Q, 1948, redesignated as obsolete.

(Model 39) RP-39Q 1+ P-39Q, "restricted" tandem trainer conversions, unarmed.

(TP-39Q) 1+ 1944, redesignation of RP-39Q.

US Navy

F2L-1K 2 RP-39Q, transfers to the USN as target tugs.
Assigned BuNo. 91102, 91103.
5 more aircraft never delivered.

XTDL-1 1 P-39Q, 1946, USN test-bed as a pilot-less drone, no BuNo. assigned.

British RAF

Airacobra Mk. IA 3 P-39C, 1941, Lend-Lease war-test aircraft in RAF service.
Assigned RAF s/n: DS173 / DS175.

FOREIGN MILITARY / CIVILIAN SERVICE

- P-39s delivered to the Air Forces of Australia, the Free French, Italy, Portugal and in large numbers to Russia.

- Several sold on the civil market post WW2 as circuit racing aircraft.

BELL P-63 KINGCOBRA

P-63 SERVICE

Manufacturer: Bell Aircraft Corp., Buffalo, New York, USA
Models: 24, 33, 34, 37, 38, 39, 41, 43, 45
Designations: P-63; F-63, F2L, L-39, P-38
Names: Kingcobra; "Fred" (Russia, US codename)

First official flight: XP-63 07 Dec 1942
Factory production period: 1942 – 1946
Primary service period: 1943 – 1948
Last official flight: QF-63G 1948

P-63 VARIANTS

1942	Model 24	XP-63	2	
1943	Model 24	XP-63A	1	Total: 0003
1943	Model 33 / 33A	P-63A	1725	
1944	Model 33A	RP-63A	100	Total: 1825
1944	Model 33C	P-63C	1227	
1944	Model 33C	RP-63C	200	Total: 1427
1945	Model 37	P-63D	1	
1945	Model 41 / 41A	P-63E	13	
1945	Model 43	P-63F	2	Total: 0016
1945	Model 41G	RP-63G	32	Total: 0032
				<u>Total: 3303</u>

P-63 PRODUCTION

XP-63

Prototype fighter developed from the XP-39E, 4-bladed prop. produced 1942

Bell Buffalo, New York (BE)
41-19511, 41-19512 -

2 Total: 0002

XP-63A

As XP-63, engine upgrade, wing bomb racks. produced 1943

Bell Buffalo, New York (BE)
42-78015 -

1 Total: 0001

P-63A

*As XP-63A, engine / combat upgrade.
Most sent to Russia under Lend-Lease.
produced 1943 – 1944*

Bell Buffalo, New York (BE)
42-68861 / 42-69879 -
*- 1014 as P-63A-BE.
- 5 as RP-63A-BE.*
42-69975 / 42-70685 -

1725 **Total: 1725**

RP-63A

*As P-63A, "restricted" manned target version.
Redesignated as QF-63A in 1948.
produced 1944*

Bell Buffalo, New York (BE)
5 mixed with P-63A-BE s/n.
42-69880 / 42-69974 -

100 **Total: 0100**

P-63C

*As P-63A, ventral fin, engine upgrade, more
armour. Most sent to France (114) and Russia.
produced 1944 – 1945*

Bell Buffalo, New York (BE)
42-70686 / 42-70860 -
43-10893 / 43-10932 -
43-11133 / 43-11717 -
44-4001 / 44-4427 -

1227 **Total: 1227**

RP-63C

*As P-63C, "restricted" manned target version.
Redesignated as QF-63C in 1948.
produced 1944 – 1945*

Bell Buffalo, New York (BE)
43-10933 / 43-11132 -

200 **Total: 0200**

P-63D

*As P-63A, modified wings, bubble
canopy, engine upgrade.
produced 1945*

Bell Buffalo, New York (BE)
43-11718 -

1 **Total: 0001**

P-63E

*As P-63D but with "A" canopy.
produced 1945*

Bell Buffalo, New York (BE)
43-11720, 43-11721 -
43-11725 / 43-11735 -
1030 additional airframes cancelled.

13 **Total: 0013**

P-63F

*As P-63E, redesigned tail, engine
upgrade.
produced 1945*

Bell Buffalo, New York (BE)
43-11719, 43-11722 -

2 **Total: 0002**

RP-63G

*As RP-63C, engine upgrade.
Redesignated as QF-63G in 1948.
produced 1945 – 1946
Bell Buffalo, New York (BE)
43-11723, 43-11724 -
45-57283 / 45-57312 -
420 additional airframes cancelled.*

32 **Total: 0032**

Total: 3303

P-63 CONVERSIONS & TRANSFERS

USAAF

TP-63C	1	RP-63C, double cockpit for training.
TRP-63G	1+	RP-63G, double cockpit for training.
XP-63N	1	RP-63G (45-57300), 1948, conversion for V-tail testing. 1 additional P-63A converted in 1945 as a test-bed.
(Model 38) TP-63A	1+	P-63A, double cockpit fitted for conversion training.
<i>(Model 34) XP-63B</i>	-	<i>XP-63A, proposed upgrade, cancelled.</i>
<i>(Model 45) XP-63H</i>	-	<i>P-63E, engine upgrade, cancelled.</i>

US Navy

XF2L-1	2	P-63A, reserved for USN but not taken up.
L-39	2	1 P-63A / 1 XP-63N, 1946, conversions for swept-wing research, (L) – Bell factory code, (39) – Model 39.

British RAF

Kingcobra Mk. I	2	P-63A, 1944-1948, delivered to the RAF for evaluation. Assigned RAF s/n: FR408, FZ440.
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FOREIGN MILITARY / CIVILIAN SERVICE

- *P-63s served with the Free French and Russia.*
- *Many P-63s sold on the civil market post WW2 as circuit racing aircraft.*