



# PROP WASH

Facebook: <https://www.Facebook.com/LegacyFlightMuseumRexburg>

Webpage: <https://www.rexburg.org/area-info/page/legacy-flight-museum>

## Welcome

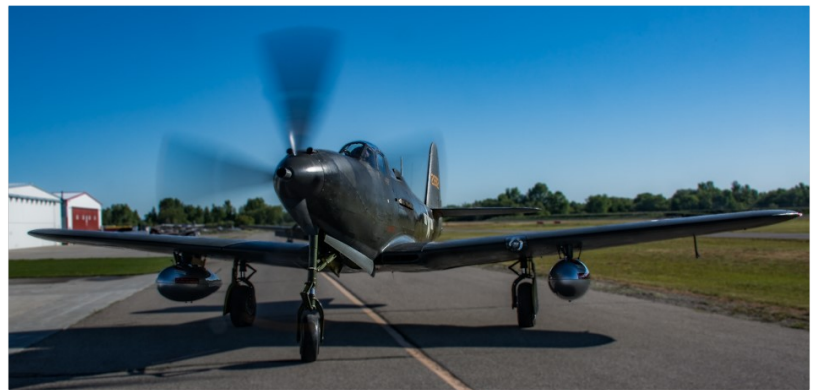
To receive this newsletter automatically each month, go to our website and choose to receive the newsletter by providing your email address. <https://www.rexburg.org/newsletter/subscriptions>

## Volunteers

Our volunteers love airplanes and flying. Most of us are here at the museum on a regular basis and host guests at the museum, keep the hangar clean and presentable, work on exhibits, and look after our vintage aircraft. Others work on special projects and on occasions. We're always looking to increase our ranks of volunteers who are needed to help maintain the planes' appearance, exhibits, and spaces or show guests around. Let us know if you have any ideas on how better to recruit and retain volunteers.

## Next Issue

Part II of the Bell P-63A-6 Kingcobra 42-69021 saga.



## Bell P-63A-6 Kingcobra

The Bell Aircraft Company in Wheatfield, New York (Buffalo/Niagara Falls), developed the single engine P-39 Airacobra, of which 9,588 were built. Putting their previous experience with Allison engines to good use, the P-39 placed the engine in the center of the aircraft, with the propeller driven by a long shaft through which a 37mm cannon was also mounted, firing through the propeller's spinner. Due to persistent development and production problems, the original turbosupercharger was deleted from production models, instead using a single-stage, single-speed supercharger, as was standard on all other Allison-powered products, with the exception of the P-38.

The P-39 performed poorly at high altitudes compared to newer, late-war designs. Most Allied forces thought the Airacobra effective only for ground attack roles, as demonstrated by a few U.S. Army Air Forces units that flew P-39s, such as the so-called Cactus Air Force on





## ICYMI

In case you missed it, this appeared in a recent post on Idaho Aviation Association's Facebook page:

*Check out this January 1950 cover of Flying magazine....that's a Call-Air on the cover!*

*What's a Call-Air, you say? Call-Air was started by the Call family of pilots and ranchers in Afton, Wyoming, just across the Idaho border. The Call-Air was designed specifically for backcountry flying! Later, the company produced several popular ag planes..these were the first of their kind. Herb Andersen, who designed the ag planes, was involved with both the Pitts Special and Christen Eagle aerobatic biplanes. He also designed the Husky, built in the very same facility (now by Aviat). The Legacy Flight Museum in Rexburg has an original Call-Air A-2. Get more of the story, plus exclusive photos, in our new book IDAHO AVIATION: [www.IdahoAviation.com/store](http://www.IdahoAviation.com/store).*

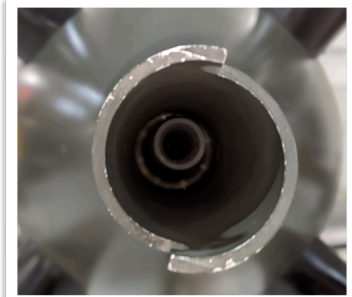


Guadalcanal in 1942-43. However, the Soviet Air Force used their Lend-Lease P-39s primarily in the air-to-air role, where they found it to excel as a front-line fighter against some of the best pilots and aircraft of the Luftwaffe. The Soviet-flown P-39s

were the main reason that the aircraft is credited with highest number of individual kills attributed to any U.S. fighter type.

A somewhat larger and more powerful version of the P-39 was produced shortly before the end of World War II. Called the P-63 Kingcobra, this warplane addressed many of the shortcomings of the P-39, though it was produced too late in the war to make any significant contribution. 2,971 P-63's were built between 1943 and 1945, many delivered to the Soviet Union. Also, by that time, the Army Air Forces already had the superior P-47 Thunderbolt and P-38 Lightning fighter-bombers.

Our particular P-63 (S/N 42-69021), was accepted by the USAAF on May 20, 1944, delivered to Chico AAF, California later that month, and subsequently assigned to the 432<sup>nd</sup> AAF Base Unit (4<sup>th</sup> Air Force) Portland AAF, Oregon. In October of that year, it was sent to the 265<sup>th</sup> AAF Base Unit (2<sup>nd</sup> Air Force, 72 Wing) at Peterson AAF, Colorado Springs, Colorado.



In December '44, it made its way to the 264<sup>th</sup> AAF Base Unit, Majors AAF, Greenville, Texas before being deployed overseas (either the Caribbean or to Panama).



Soviet style starter truck

A few months later, in April '45, it appeared briefly in Sioux City AAF, Iowa before going to the 244<sup>th</sup> AAF Base Unit (2<sup>nd</sup> Air



*All pictures of the P-63A-6 Kingcobra (269201) depicted here are copyrighted by Kirk Lindholm and the Legacy Flight Museum.*

## Operating Hours

### Labor Day to Memorial Day

Open Saturday  
10:00 AM to 4:00 PM

### Memorial Day to Labor Day

Open 6 days a week - Monday  
thru Saturday

### Other days by Appointment Only

Contact: Joe Stephan  
864.569.3986

### To Schedule Events

Contact: Grant McClellan  
208.690.0896

Location: 400 Airport Rd, Rexburg,  
Idaho 83440

Phone: 208.359.5905

Force) at Harvard AAF, Missouri for maintenance, but later, in July, it returned to Sioux City AAF, Iowa.

And finally, on October 14th, 1945, 42-69021 was sent to Atlas AAF, Oklahoma for disposition by the Reconstruction Finance Corporation.



Within a year of the signing of peace treaties, about 34,000 airplanes had been moved to 30 locations within the U.S. The War Assets Administration (WAA) and the Reconstruction Finance Corporation (RFC) handled the disposal of these aircraft.

The RFC established depots around the country to store and sell surplus aircraft. One of which, the Ontario Surplus Depot at Cal-Aero Field, was located east of Los Angeles, near Chino and Ontario, California.

Originally, it was a civilian aviation school (Cal-Aero Academy) established before World War II, and later contracted by the AAF to train pilots.

While working with the Army, the school trained Army Air Cadets to fly Stearmans and BT-13s.

The Cal-Aero Academy was closed on October 16, 1944, after training 10,365 fighter and bomber pilots for the war effort.



After the war, the Reconstruction Finance Corporation (RFC) established a sales depot at the inactive Cal-Aero Field, although it was referred to by the RFC as "Ontario". The agricultural area around the airfield was an excellent storage location for surplus military aircraft. Nearly 1,900 aircraft would



be transferred to Cal-Aero, of which about 500 were sold and the rest dismantled.

On November 9<sup>th</sup>, 1945, 42-69021 was struck off  
USAAF inventory. In our next issue, we'll continue

this Kingcobra's survival story and how it came to be flying at the Legacy Flight Museum.✪



### Original Specifications

Manufacturer .....	Bell Aircraft Corporation
Engine .....	Allison V-1710-117
Propeller .....	AeroProducts A642S-D3
Length .....	32'10"
Wingspan .....	38'4"
Height .....	10'7"
Armament .....	37mm M4 Cannon (x1)
Armament .....	50 cal. M2 Machine Gun (x2)
Maximo Speed .....	410 mph
Gross Weight .....	6,834 lbs
Range .....	450 mi

### Restoration Information

Year .....1998  
Shop.....Square One Aviation, Inc.  
Chino, California  
Electrical.....Cables Aviation Electronics  
Chino, California  
Engine .....Vintage V-12's  
Tehachapi, California  
Propeller .....U.S. Propeller  
Stockton, California  
Owner/Pilot.....John Bagley, Rexburg, Idaho  
Crew Chief/Pilot .....Todd Therp

