



Our '63 National C/L scale champ is a versatile model man, witness the two speed jobs in the

picture. He also won 1/2A Open speed with small one on left and 4th in class C with other one.

# SUPER SCALE! LOCKHEED P-38

ANOTHER IN M.A.N.'S GALAXY OF SUPER SCALE CONTROL-LINE WINNERS. 1963 NATIONALS OPEN WINNER TOOK TWO YEARS TO PROPERLY PREPARE ARTICLE FOR PUBLICATION.

Power generated by the two Torp .35s is shown clearly in face of Don's 8-year-old son, Allan,

as he holds plane while Pop, at handle, is getting ready to signal for release of plane.



► The prototype XP-38 designed to meet Army Air Force requirements for a high altitude, high speed interceptor, was ordered in June of 1938. The Lockheed design team, headed by Hall Hibbard, considered six different configurations before selecting the radical twin engine-twin boom layout. This configuration was deemed necessary because no single engine was available at that time which would give sufficient power to meet the design requirements. This unusual aircraft was the first single seat-twin engine fighter, first fighter equipped with turbo superchargers and first with counter rotating propellers. Flown for the first time in January 1939, the XP-38 was an immediate success and was ordered into large scale production before the first Y models were even test flown. Production rate was extremely slow in building up due mainly to the complexity of the ship. It was the summer of 1941 before planes were coming off the assembly line in any great number. The "Lightning" underwent many design modifications during its production history and the last model, the P-38M night fighter was still in production on V-J Day. Altogether, more than 10,000 P-38's were built.

Used in every World War II theater, P-38's were destined to bring down in aerial combat more Japanese aircraft than any other Allied plane in the war. Both the first and second ranking American fighter aces of World War II flew P-38's. Major Richard Bong had forty aerial victories and Major Thomas McGuire thirty-eight.

Without doubt the most versatile fighter plane of the war, the P-38 was used as a bomber escort, fighter-bomber, high altitude bomber (with a bombardier in the nose), night fighter, photo-reconnaissance plane, and even as a personnel transport.

Of the many variations of the P-38, the J model was the fastest and the one produced in the largest numbers. Making its first appearance in August 1943, the J model introduced a beard radiator under each engine prop shaft giving the plane its distinctive, deep, bathtub cowl that was characteristic of all subsequent models. The P-38J was powered by two 1,425 hp Allison V-1710-89/91 V12 liquid-cooled engines, giving it a maximum speed of 414 mph at 25,000 feet with a rate of climb of 2,500 feet per minute. It was armed with four 50 caliber machine guns and one 20 mm cannon.

After the war many surplus "Lightnings" were stripped down and refitted for racing. Lockheed test pilot Tony LeVier was perhaps the best known and most successful P-38 racing flier, making an excellent showing in both the 1946 and (Continued on next page)