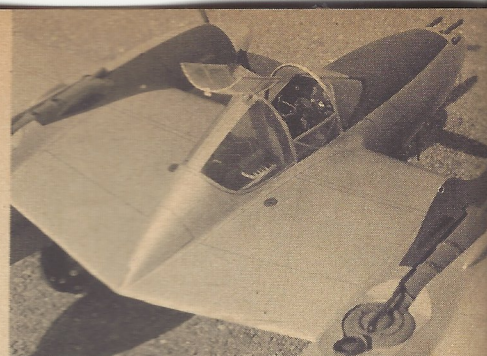


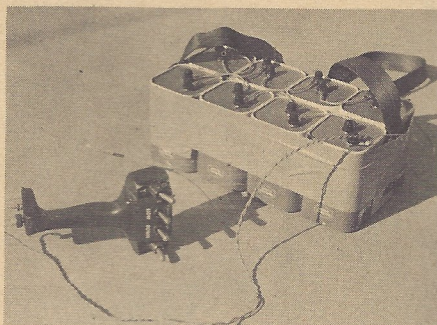
Exciting side profile of Lightning sitting at rest on tarmac. Details do make the big difference!



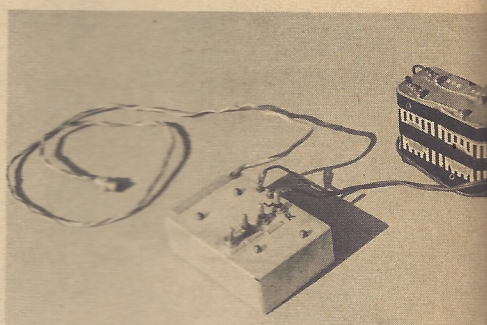
Canopy open to show excellent cockpit details.

1947 Thompson Trophy Races.

The model presented here is of the J version mentioned earlier. It was selected because the deep cowlings made it possible to completely cowl-in the engines. Several months were spent on the ground-work, especially in the design of the gear retraction mechanism before any actual construction was begun. This was to be a labor of love as the P-38 had long been the author's favorite airplane. Retractable landing gear, throttle control, operating position lights, and cockpit detail were to be included in the model. A great deal of time was spent searching through old model magazines and library books, collecting information that would be useful in the construction of the model. Snapshots taken of a privately owned P-38 at the local airport were extremely use-



Battery pack and control handle with throttle and landing gear control switches clearly marked.



Ground test box with starting battery used to test throttles and landing gear operations.

ful during construction of the model. A few years after the model was completed, a beautiful set of P-38 plans in $\frac{3}{4}$ " to the foot scale became available from Superscale, Arlington, Texas. These plans drawn by LeRoy Weber,

would be most useful to any modeler building a P-38 in any scale.

One inch to the foot scale was decided upon because of its handy size allowing .29 or .35 cubic inches displacement (Continued on page 50)

