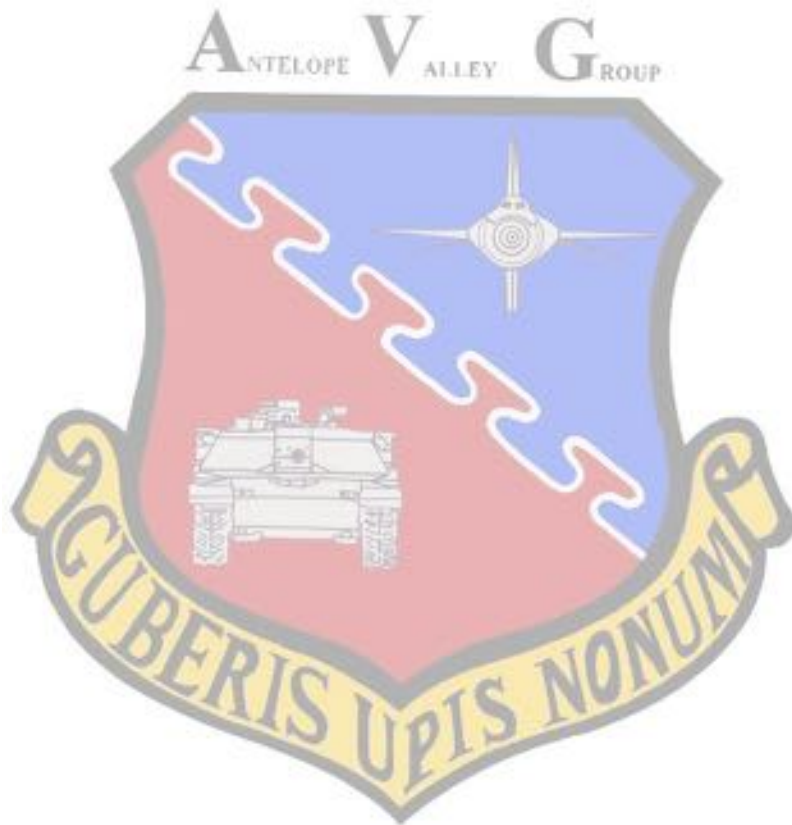


The Smoking Hole

A Publication of the Antelope Valley Group IPMS

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Club News and Business

**OCTOBER MEETING 1:00 - 4:00 pm OCTOBER 22, AT DESERT CHRISTIAN
HIGH SCHOOL, LANCASTER**

September Meeting General Meeting Notes:

At the September meeting we had a brief contest update and devoted most of the time to show-and-tell

October Meeting

We delayed this month's meeting due to conflict with the Edwards Airshow, giving club members the wanted to attend the show the opportunity. The meeting will be at our usual Desert Christian location. We will discuss final preparations for the contest, judging and go over assignments.

2022 Desert Classic

This is our last meeting prior to the contest. So we will review final preparations for the contest. We have lots to talk about.

Rich R. reported receiving the first of the trophies. He will likely have the remainder and have them assembled prior to the meeting.

Through the efforts of several of the members, we believe we some very enticing kits for the raffle. Jay has aggregated to provide some kits from his store (including a Wingnut Wings). Prez Bill has purchased a Tamiya F-4 from High Desert Hobbies, and I'm providing a Tamiya Mustang GT4 for the car modelers and the new Italeri 1/32 Tornado GR.4 as the possible grand prize.

Jay informed the club that some of the students may be available to help with contest setup and that the students will also be conducting a fundraising BBQ during the contest.

September Meeting

Once again, a large number of models on display for Show-and-Tell.

Rich E. had his really cool 1/24 Revell Gemini capsule. This certainly qualifies as "Jurassic Plastic"



It took Rich 3 years to complete this model. He used a Real Space resin replacement nose, a vacu-formed equipment module shroud and IndyCals decals.

Paint was Tamiya rattle-can Metallic Black, Gloss White and Red. Gold leaf material was used to cover the equipment shroud.

Rich says "The kit was on the 'shelf of doom' since 2019, but I was finally motivated to finish it over the last few weeks. Astronauts are not finished yet but will be before the contest."

New club member Robert displayed his 1/35th Academy M3 Stuart.



Robert says this represents his return to modeling and is the first kit he's built in 50 years! He couldn't just leave the kit box stock, though and modified it to represent the first M3 prototype. He modified the air intake, adding etch, added rivet detail to the turret and aft hull, drilled out the vision ports and scratchbuilt the fuel caps. Decals are from North Star.

Well done!

David had a 1/72nd Maintrack vac McDonnell XF-88.

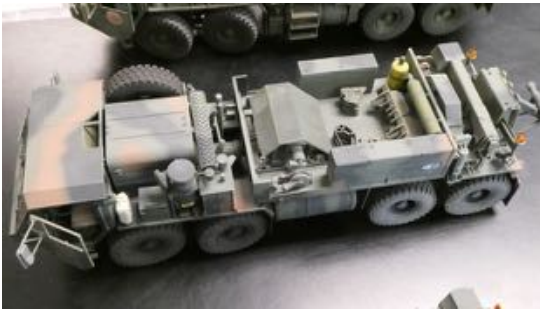


Built for the “First Flights” wall of the Edwards museum, it features a blue-painted canopy and retracted landing gear, like all models for the wall. David used Alclad and Testors Metalizer for the finish.

Jim P. brought 3 1/35th HEMTT trucks.



First was an M1142 Fire Truck, from the Trumpeter kit. M1142's are often used as fire protection vehicles at Army airfields.



The other 2 were M984 Wreckers. One was OOB from a Trumpeter kit, while the other was built from the old Italeri kit with the now rare (and expensive) Hobby Fan resin conversion. It was interesting to note the differences.

Mike S. brought another installment in his movie car series. This is the 1/25th Revell '48 Ford "Greased Lightning" (from "Grease", of course).



The build took Mike 12 hours. Paint is Tamiya Pearl White, with Vallejo Panzer Gray for the interior. He used Mig Ammo chrome tape for the side trim, and Bare Metal foil for the windows. He also used a Flysea chrome paint marker to touch up the chrome parts where they were removed for the sprue. Mike says: "I am still struggling with chrome trim. Mig Ammo seemed like a good idea – it came in rolls, making it easy to apply. It's thicker than Bare Metal foil, and bent as I cut it. Shoulda removed it, like I did with the windshield, but I thought a glossy coat might minimize the reflective discontinuities. I was wrong."

Since Mike O. has retired, his build rate seems to have expanded exponentially. Mike had 3 models to display, a 1/35th Tamiya Panzer 38T, a 1/48th Tamiya Sd.kfz. 251-21 halftrack and a 1/48th Kittyhawk Kaman SH-2G.



The Panzer was only a 4 hour build. The tarp and beam were added. Mike used Tamiya paints with Tamiya pastels for weathering and Vallejo pastels on the running gear. The Sd.kfz. was also painted with Tamiya and Mike used Tamiya Panelliner for depth. The mud and water on the base are Vallejo products
Mike says the SH-2G was not a very easy build (it's one of Kittyhawk's earlier kits). He had fit issues and some of the small parts were difficult to remove from the sprues without damage.

John S. brought his 1/32 Revell P-51D. See the full build review later in the newsletter



In prep for the Tom Daniel category at the contest, Niilo built the Revell release of the old Monogram Pie Wagon in 1/24th.



It took Niilo 50 hours over about a month to complete the build and he didn't use any aftermarket. Paint was mostly Testors, with some Tamiya sprays.
Niilo tells us: "This project was a challenge from Rich R., who gave me the kit. It is a Show-and-Go deliver wagon with a '40 Ford flathead, finned Offy heads, a triple 2-barrel carb setup. It has granny glasses for turn signals and cowl-mounted headlights. A fully-loaded pie rack in accessed form the back with a soon-to-be-delivered pin on the right seat. The engine is covered by a removable hood.
The build was straightforward and instructions were good. The running gear, suspension, laker piped and drag links were somewhat difficult to install without disturbing previously-installed pieces. All-in-all, this was a fun build which brought back a lot of '5-'s and '60's memories. Build on- it's fun! Thanks Rich"

Lastly, I finished my Atlantis (Revell) NB-52 with X-15. I intended this for the “Jurassic Plastic” in-house contest, but, as usual, couldn’t finish anything on schedule.



This is another Atlantis re-pop of an old Revell kit, and is to the “fit-the-box” scale of 1/185th. The original kit dates to 1961, and is derived from an even older Revell B-52 (from 1958 or so). It’s surprisingly accurate in scale, and even has recessed panel lines and some fairly fine detail, which unfortunately gets mostly obliterated from all the filling and sanding needed to get a respectable finish. It really reminds you of how far kits have come with regards to engineering. Despite a small number of parts, it took about 15 hours to build, a lot of the time test fitting, filling and sanding. Paint is Tamiya and Gunze Sangyo acrylic lacquers. The decals included are for NB-52A 003, but as I managed 008 at NASA, I had to build it as NB-52B 008. The decals included are satisfactory to build 008 in her earliest, most colorful scheme, only requiring alteration of the last “3” in the serial number to an “8”, which I accomplished with an extra-fine permanent marker. I also used the permanent marker to create the overhead cockpit windows. I used Gunze Fluorescent Orange for the hi-viz markings. In hindsight, the nose and nacelle flashes should actually be Fluorescent Red, but I think it looks good as-is. Overall finish is Tamiya AS-12 Bare Metal Silver. Early B-52’s were mostly magnesium and were painted overall with aluminum lacquer for corrosion protection, and AS-12 is a great way to duplicate this finish. I used Scalemaster stripes for the walkway outlines. These are horrid – Scalemaster’s decal medium doesn’t age well, and the strips break into many pieces, requiring painstaking realignment of the sections during application. I’ve experience this same issue with Warbird decals (who uses Scalemaster for their printing). The fuselage windows were created from Microscale black decal film. The X-15 was painted in a mixture of semi-gloss black with a little silver and blue mixed in to simulate the Inconel airframe. The kit has no landing gear and comes with Atlantis’s cool Aurora-Revell mixed stand design that allows the aircraft to be positioned in multiple angles (the original Revell fixed stand is also included).

I dropped the model carrying it into the meeting, which split the top seam (you can see it in one picture). It has since been repaired, and I altered the tail turret fairing to look more like 008. The model is now displayed in my office at NASA.

2022 Meeting Schedule (Tentative)

Primary	Activities	Refreshments	Demo	Review
15 Jan	Physical meeting at Prez Bill K's house, Palmdale 1 – pm			
19 Feb	Physical meeting at Admin Amateur Matt's house, Palmdale 1 – 4 pm			
19 Mar	Physical meeting at Desert Christian High School, Lancaster 1 – 4 pm			
16 Apr	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
28 May	Meeting at Rich R.'s house, Rosamond, 1 – 4pm			
18 June	Meeting at Desert Christian High School, Lancaster, 1 – 4pm. "Your Personal or Professional Experience" in-house contest			
16 July	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
20 Aug	Meeting at Desert Christian High School, Lancaster, 1 – 4pm. "Jurassic Plastic" in-house contest.			
17 Sept	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
22 Oct	Meeting at Desert Christian High School, Lancaster, 1 – 4pm			
29 Oct	2022 Desert Classic, Desert Christian High School Gym			
19 Nov	Meeting at Desert Christian High School, Lancaster, 1 – 4pm, 2023 Club Officer Nominations			
17 Dec	Meeting at Desert Christian High School, Lancaster, 1 – 4pm , 2023 Club Officer Elections, Gift Exchange			

The Tool Crib

No items this month

Kit Reviews

None this month

Club Demos

None this month.

Member Show and Tell, 34th COVID Edition

Nothing in the group email this month, but we have John's writeup Of his P-51D build





P-51 D (Early)

Manufacturer: Revell

Scale: 1/32

Kit #: 85-5989

Price: \$31.00

Decals: Two options

Reviewer: John Summerford

Notes: Quinta Studio decals QD32005 used for the cockpit and Eduard decals from set D32010 for the exterior.

History

Built by the North American Aviation Company, the P-51 Mustang was perhaps the best all-around fighter plane in the American armed forces during WWII. Numerous books have been written about the Mustang and many kit manufacturers have at least one version in their inventories. One can also find many after-market parts and decals for the models.

The Kit

In this example, Revell has produced a well detailed early variant of the -D model. The large-ish box holds Three bags of nine light gray sprues and one small bag of clear parts. The parts are well molded and have nice detail. An engine is not included, nor are there any photo-etch parts. Build options are; radiator doors open or closed, choice of lower cowl vents or none, landing gear down or the wheel bays closed, flaps up or down, open or closed canopy, and the choice of two different drop tanks or bombs.

A 20-page booklet holds the assembly, paint, and decal instructions. Instead of a map, two pages are devoted to a chart of part numbers and the part names in English, French, and Spanish. Decal

options are for “Cripes A Mighty 3rd” flown by Major George Preddy Jr. and the plane on the box lid, “Frenesi”, the mount of Lt. Cdr. Thomas L. Hayes

Typically, the build starts with the cockpit and continues through seven steps. The radiator is built up next. After fuselage details are installed, the two sub-assemblies are installed, the fuselage closed up and the nose details added.

The wheel wells and wing leading edges are built up over the next four steps, then mated to the fuselage. Details for the radiator follow, then the control surfaces. Canopy, landing gear, and prop are added next. The final bits are the underwing stores, pitot, and conclude in step 59 with the radio mast.

The Build

Before examining where the Quinta Studio decals fit, the interior parts were primed and painted interior green. A wood-grain decal was laid on the cockpit floor piece. The Quinta Studio decals are for the Tamiya kit, so the parts references are not valid for this build. A lot of time was spent figuring out what item went where and which pieces needed to be glued together. As a test, the radio was done first to learn how the decals behaved. The next test were the seat belts and with discreet use of cyano glue they were arranged with a fairly natural drape to them. Side wall detail was straight forward. Detail on the instrument panel was ground off and the decal laid on the bare plastic. Revell’s lower panel is slightly wider than Tamiya’s and that wasn’t discovered until the attempt to maneuver the instrument panel decal in place. By the time the plastic was trimmed, the decal was too dry and attempts to use Future for adhesion failed. A film of epoxy did the trick.

One very annoying aspect of the kit that became apparent quickly, was that the parts are not grouped together on the sprues, nor are they numbered sequentially. A lot of time was spent looking for pieces and there was one that I couldn’t find, so it was fabricated. Another annoying item was wide gap that appeared at the rear bulkhead where the sidewall pieces mate. This caused problems getting the fuselage halves to mate during test fitting, so the sidewalls were sanded down.

Other subassemblies that need to be put together before closing up the fuselage halves are the exhaust stubs (with or without shrouds) and radiator/tail wheel well. Options for both are for on the ground or in flight. The fuselage seam was minimal. After that, nose details were added. Thinking that it would be easier to address the seam of the windshield without the wings in place, it was installed next. It was masked first, then the coaming and gunsight glued in place. Fortunately, the seam with the fuselage was easy to deal with.

Next up was the wing assembly, which started with the spar and wheel wells. Holes for the drop tanks needed drilling and the ID lights in the underside of the right wing painted and glued. Top and bottom wings sandwich the pieces as they come together. Another nice piece of engineering is the use of oversized pins and sockets at the trailing edge to ensure proper alignment.

Clever engineering but poor execution are the gun ports/leading edge pieces. These were drilled open for the guns before gluing. The right one fit near perfectly, but the left one required several sessions of filling, sanding, and re-scribing to look good. Interestingly, the control stick is added to the top side before mating the wings to the fuselage. With a little filing along the left side leading edge and some pressure while the glue was curing, a tight, no-filler, seam resulted.

As per usual with P-51s, the radiator scoop came next and it assembles in a conventional manner. The parts breakdown results in some seams that need filling, so extra attention was paid in this area.

After the addition of the bottom cowl piece, the control surfaces can be added to the wings. The flaps were left off for installation after painting, which facilitated handling. A tight fit of the stabilizer pieces was found. Again, the elevators and rudder pieces were left off for later. Canopy detail pieces were added to the clear piece, then it was masked and tack glued in the closed position to act as a mask for the cockpit. The wheel wells were masked and the painting process could begin.

Paint and Markings

Using Alclad's light gray primer, the entire model was coated. The tail feathers and small band just forward of the exhaust stubs were sprayed yellow. Those areas were masked before the nose and spinner were painted red. When the red had cured, the antiglare panel was masked for and painted, followed by masking that in preparation for the gloss black base of the natural metal finish paints.

So of course, it wasn't until after I had a coat of aluminum down that I noticed numerous flaws that needed attention. Several sessions of filling and light sanding followed before proceeding with the next coat of paint. Various panels were masked and painted different shades of metal, including stainless steel around and behind the exhaust stubs.

When it became time for decaling, Lt. Col. Bob Baseler's mount from the 325th FG, 15th Airforce stationed in Italy during the fall of 1944 was chosen. The undersides of the elevators were used as test surfaces. The results showed that the decals behave nicely, but the checkerboards were slightly oversized. With that in mind, the elevators and rudder were glued in place and the decaling continued.

Eduard's insignia are a lighter blue than the kit decals. I didn't notice that until they had dried on the model. To my eye, the kit decals have the more the accurate hue. Stencils came from the kit's sheet. A coat of satin varnish toned down the gloss and seal the decals.

Final Assembly

Attention turned the underside, where the radiator and oil cooler doors, landing gear and doors, pitot, and drop tanks were added. That left the addition of the flaps, antenna mast and aerial, canopy, and prop to finish the model.

Conclusion

After three previous attempts at a large-scale mustang, I finally have a good-looking P-51 in about 30 hours. If you want to build a contest winner, you'd probably be better served by using the Tamiya kit—at somewhere around three times the cost. If you don't mind filing down the heavy sprue gates and finessing the fit at times, you'll have a fine model. Revell's kit outclasses the venerable Hasegawa kit. The olive drab over neutral gray paint scheme option provided by "Frenesi" is a nice alternative for those who don't want to spend a lot of time on a NMF model. Regardless of which kit you choose to build, it's definitely worth spending the extra money for Quinta Studio decals.

Calendar

10/22/2022	Fresno Scale Modelers Fall Contest	Clovis Memorial District 808 4 th St. Clovis, CA
10/29/2022	Desert Classic XXII	Desert Christian High School 2340 W Ave J-8 Lancaster, CA
11/5/2022	ModelZona 2022	Red Mountain Community Church 6101 East Virginia Street Mesa, AZ

The AV (Edwards) Air Show, 2022

After a 13-year absence, the Air Show has returned to Edwards Air Force Base. The one annual event is planned to continue (as the AV Air Show), all though it will now alternate with Fox Field every other year.

This year's show was a 3-day event. Friday was devoted to Science, Technology, Engineering and Math (STEM) education, with over 9000 students participating, with special booths, demonstrations and a mini-airshow just for them. Saturday and Sunday were public days. A change this year was to limit the attendance to 50,000 people (or 12,500 cars) each day. Exactly how they were counting this was never quite explained, and my understanding is total attendance was closer to 60,000 each day. While there were a large number people, it didn't seem nearly as crowded as the old air shows (which sometimes had as many as 250,000 in attendance). Another change was a seated VIP area with catering, which anyone could buy tickets too. I don't know how successful this was, as they were still announcing tickets for sale well into the afternoon the day I was there.

I volunteered to staff the show Sunday, performing "public outreach" by staffing some of the NASA aircraft (the T-34C, TG-14 and Hornet) to answer questions and talk about the aircraft and their missions. Thankfully, the temperatures were moderate (mid-80's), but it still felt hot on the ramp, and I was on my feet the entire day. Unlike many years, traffic control seemed pretty good. The air show workers were given their own exclusive entrance (South Gate) and getting onto the base was a breeze.

Like previous shows, the aerial demonstrations were a mix of military and civilian performances. NASA also flew, and the show marked the final public appearance (and flight) of the NASA SOFIA 747SP airborne observatory. We were treated to the usual sonic booms, and pyrotechnics from simulated attacks by F-16's, the F-22, F-35 and B-1B. The "Bone" also treated us to an unexpected roll during climbout. There were aerobatic demonstrations by aircraft representing various eras of military aviation (Stearman, T-6, P-51, and T-33) and a spectacular aerobatic routine by the current National Aerobatic Champion.

The show closed out, as always, with a performance by the Thunderbirds, appearing at Edwards for the first time in 13 years. I've never thought the Thunderbirds were quite as precise as the Blue Angels or Snowbirds, and this year's show looked sloppy at times, with a couple of the jets being out of sync during the diamond precision aileron roll and missing show center a few time on the cross overs. But the crowd seemed to love them as always.

Concessions were plentiful, the lines weren't too long, food was okay and not too overpriced. Overall, for a 13-year hiatus, I thought the show came off quite well and am looking forward to more in the future.



Civil Antonov AN-2. I have seen this numerous numerous times flying around the AV



Calspan's variable-stability NF-16D "VISTA"
This is a new paint scheme, different than that available on the TwoBob's decal sheet



RAAF KC-30. This is based on an Airbus A330. This is similar to the original winner Air Force next-gen tanker competition. Boeing protested and forced re-competition.



Boeing KC-46. This was the winner of the re-compete. Pentagon official Darlene Druyun was found to have 'cooked the books' in Boeing's favor and sentenced to prison. A 767-200, the KC-46 has had a protracted and troublesome development, including a boom system initially incapable of fueling large aircraft.



F/A-18F of VX-9 "Vampires" from China Lake



F-16XL No. 1 from the Edwards museum, in the "Heater-Ferris" scheme originally worn by XL No. 2



All 3 F-35 variants were present. This is AF-1 the first F-35A



F-35B of VX-9. This is the STOVL variant



RAF F-35C



RQ-4B Block 40 Global Hawk. The Block 40 is the only variant still in Air Force service and is scheduled to be retired in 2027



Northrop Grumman /OSC L-1011 "Stargazer" Used as a launch platform for the OSC Pegasus rocket. This is the last flying L-1011 in the world.



Northrop Grumman Firebird. This is an "optionally-piloted" aircraft, able to be operated as a manned aircraft or UAV. It's powered with a reciprocating engine.



Lockheed "SR-72 Darkstar" from 'Top Gun: Maverick'. Skunk Works actually built this for the movie. It's based on a real design – I saw a model similar to this while working in a classified area of Lockheed Ft. Worth in the '90's



Me with the NASA T-34C. I managed this airplane in the early 2000's. It's a very early airframe and was the Navy's test aircraft at Patuxent River. I designed the paint scheme



There was just enough humidity for some cool condensation in areas of low pressure. Here, the F-35 pulls up from a simulated attack run.



The always impressive "Bone". Unfortunately, I didn't capture the rolling climb. Conditions at Edwards are not ideal for photography in the fall, as the sun angle is from behind the show line



The C-17 dropped a "special forces" team for a simulated assault on the 'enemy' airfield



Raptor participating in the simulated airfield assault



Greg Colyer's beautiful T-33. He put on an impressive display.



NASA Gulfstream C-20A. The pylon under the fuselage normally carries an earth-sensing synthetic aperture radar pod



NASA F-15B and F/A-18D. The fighters showcased NASA sonic boom research, with the F-15 producing a "regular" sonic boom, and the F-18 producing a "low boom".



NASA 747SP SOFIA infrared observatory. This was the final public flight of SOFIA, as the program has been terminated following the successful launch of the James Webb Telescope. Here, SOFIA makes a pass with the telescope cavity door open, revealing the German-made 5-meter telescope.



Atmospheric Thunderbirds shot



The famed Thunderbirds 'Bomb burst' maneuver

President's Historical Snippets #2

A Very Brief History of the de Havilland Mosquito

The **de Havilland DH.98 Mosquito** was a pioneering multi-role aircraft constructed mostly of wood. Its first flight occurred on November 25, 1940. During WWII, it was among the fastest aircraft of any type. Conceived as an unarmed bomber, it was destined to serve with distinction as a tactical fighter-bomber, day or night fighter, photo-reconnaissance platform, maritime strike aircraft, and it was even used to test Barnes Wallis' Highball bouncing bomb. Unarmed Mosquitos were used by British Overseas Airways Corporation as fast transports carrying high value cargo (ball bearings) through hostile airspace from neutral Sweden to England. The Mosquito was crewed by a pilot and navigator, staggered side by side.



The Mosquito was primarily operated by the Royal Air Force throughout all theaters of WWII, but continued to serve the RAF into the 1950's until replaced by jet aircraft like the English Electric Canberra and others. Nearly twenty other air forces operated the Mosquito.

Evolution of the "Fast Bomber"

Geoffrey de Havilland and his company had gained prior experience building fast wooden aircraft. On 7 July, 1938, with the added benefit of sparing the use of critical materials such as aluminum, de Havilland proposed that a wooden airplane design be adapted as a fast unarmed bomber for the RAF. Powered by two Merlin engines, the aircraft would be aerodynamically clean and compact for a bomber, forgoing drag producing defensive gun turrets, and instead relying on speed and agility for protection. To that Geoffrey de Havilland wrote, "we believe(d) that we could produce a twin-engine bomber...with performance so outstanding that little defensive equipment would be needed."

Mosquito bomber performance was indeed impressive. Its top speed was 20 mph faster than contemporary Spitfires, its ceiling near 35,000 feet, and in later versions a bombload of up to 2000 lbs could be carried. The fighter-bomber versions added forward firing cannons and machine guns, while the photo-reconnaissance Mosquitos boasted a range of 3500 miles with proper auxiliary fuel tanks! Wow.

The Airfix 1/24th scale Mosquito FB. Mk.VI represents the most widely used of all Mosquito fighter versions. The Mk.VI prototype made its first flight in February of 1943. It entered service with Fighter Command as a 'day and night intruder', and was also used for 'Ranger' patrols, i.e., freelance flights over the European mainland, wherein it replaced Boston III aircraft. It was also the first Mosquito to enter service with the Coastal Command, making rocket attacks against shipping targets. The Mk.VI further operated in the Far East theater from the beginning of 1944, where it replaced Blenheim V and Vengeance aircraft.

The Mosquito fighter versions can be distinguished by a flat bullet-proof windscreen. One source also states that their wings were strengthened. As to performance, the Mk.VI was able to reach a maximum speed of 407 mph at 28,000 feet, or 380 mph at 13,000 feet. It was armed with four nose-mounted 20mm cannons, four 0.303 machine guns, and could carry two 500 lb. bombs internally, plus either two bombs externally or two extended range fuel tanks. About 2500 Mk.VI Mosquitos were built. Mosquito fighters continued to serve the post-war RAF for several years, such as overseas in Iraq, and also at the Central Gunnery School as a rocket-firing trainer. Home defense night-fighter squadrons retained Mosquitos until jet night-fighters arrived in 1951.

The 6,439th and last Mosquito to be built in the United Kingdom left the factory in November 1950. Total Mosquito production throughout the world, including Canada and Australia, was 7,781.

[After Notes] *In mid-1941, USAAF General Hap Arnold was impressed by a flight demonstration of the Mosquito. Shortly thereafter, American airframe manufacturers evaluated the Mosquito's design for possible U.S. production. Beechcraft, for one, was not enthused. It griped about the Mosquito's construction methods, serviceability, and flying 'characteristics'. What they seemingly failed to appreciate was de Havilland's single-minded objective to build a plane that could survive based upon every manner of its superior performance, not conveniences. To that point, NACA evaluated the Mosquito's handling qualities in 1945, judging them to be less than fantastic. However, one qualifying line at the beginning of their report said it all: "This report has no bearing on the performance characteristics (of the Mosquito), which were not measured, but which were considered to be exceptionally good". The Mosquito was never produced in the States, but the USAAF ultimately operated about 140 Canadian and British built photo reconnaissance Mosquitos during WWII, with great credit to their crews and the airplane.*

Sources: (1) Wikipedia (2) Aircraft of the Royal Air Force 1918-1950, Owen Thetford (3) www.aviationtrails.wordpress.com (4) NACA.