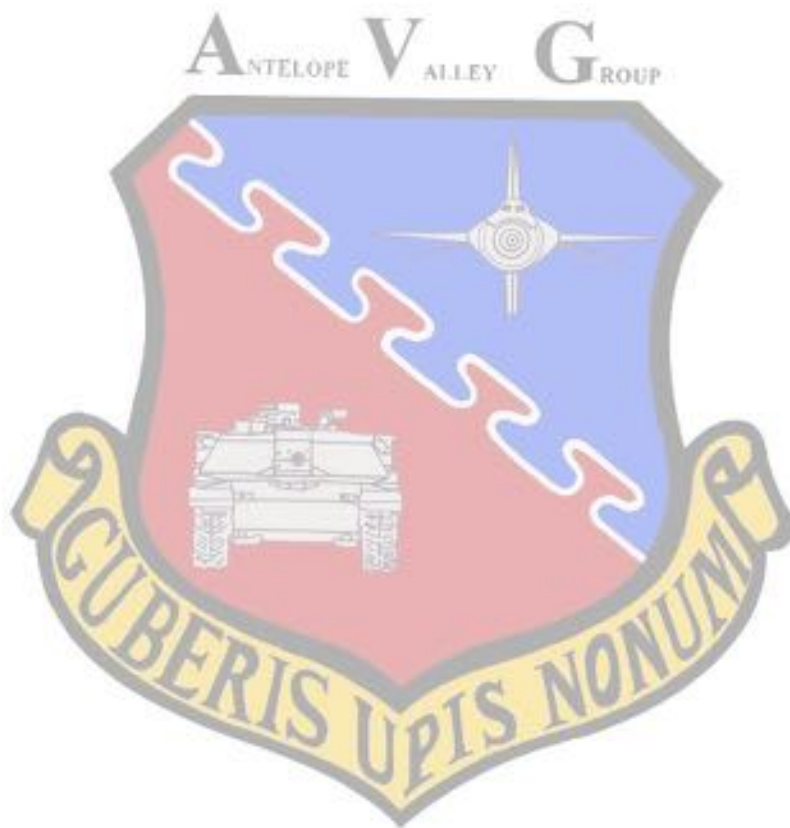


# The Smoking Hole

A Publication of the Antelope Valley Group IPMS  
**Volume 27, Number 8**



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## **Club News and Business**

**AUGUST MEETING 1:00 - 4:00 pm AUGUST 20, AT DESERT CHRISTIAN HIGH SCHOOL, LANCASTER**

### July Meeting General Meeting Notes:

The July meeting was devoted primarily to contest discussion

### August Meeting

Meeting will be at our usual Desert Christian location.

### 2022 Desert Classic

Much of the discussion focused on table rental. Rowdy and John S. presented the information on available rentals. Prices varied widely. After some discussion, we decided to go with A Special Flair. Their price is competitive, and Jay has had a positive experience with them. We decided to pay up front to secure availability.

On the subject of tables, we decided it was time to replace the tablecloths we've been using for many years.

Veep Rowdy suggested offering pre-packaged snacks and water for sale. The membership agreed the idea was worthy of consideration

Prez Bill and I have inventoried the club kits in our possession. The kits are a mix of some very nice (if not necessarily stat-of-the-art) kits mixed with a few that are, frankly, junk. I'll send out the list in an email.

It was also recommended to get the contest flyer posted on the club website

### Winner of the "Personal and Professional Experience" In-House Contest

Since we neglected to designate a winner at the previous meeting, we selected the winner at last month's meeting. And the winner is:



Niilo's KC-97! Congrats, Niilo, on an interesting subject. Now, if we could just find the trophy

### In-House Contest "Jurassic Plastic"

We have our last in-house contest remaining for the year this month, "Jurassic Plastic". You know the drill: build a kit that was originally released prior to 1970 OOB.

### July Meeting

John S. brought his 1/32 Bregun Rutan Quickie



John says the kit has many build challenges (I have the kit and have noticed many of the same issues). John didn't like the kit markings, so made his own

Mike O. had a couple of builds. First, his 1/35<sup>th</sup> AFV Club IDF Orev.



This is basically an armed Israeli Jeep. Mike says the kit is really an old Skybow kit from 1997.



Mike had a less serious desert warrior, his 1/24<sup>th</sup> Revell "Rommel's Rod". This is a Tom Daniel design, but it's not the original Monogram kit - those molds were lost or destroyed - Revell created brand new molds. Mike made some mods. He opened up the top, scratchbuilt a coffin, and created a canvas top from tissue paper.

Stephen brought a beautiful 1/48<sup>th</sup> Tamiya Lockheed P-38



Stephen used Quinta Studios 3-D decals in the cockpit and DEF wheels. He used the decals that are included with the Kagero P-38 book. Paint was Hataka Orange Line with Model Master Faded OD.

Rowdy had another nice build of an antediluvian kit, the Atlantis boxing of the old Lindberg Gato-class submarine



This kit originally dates back to 1945, when it was produced by Varney, which makes it one of the first commercially available plastic kits. Rowdy scratchbuilt the railing, and modeled the sub to represent the *USS Batfish*.

David showed his 1/48<sup>th</sup> AmTech P-40E and 1/350<sup>th</sup> Douglas BT-2's



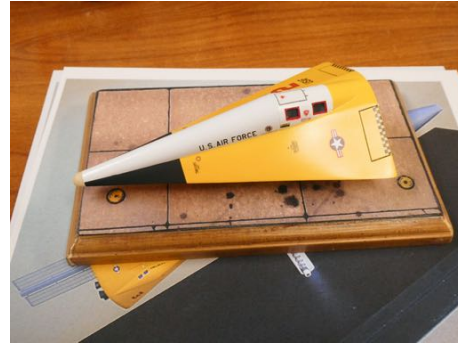
The P-40 was in war-games markings. There is some controversy as to the color of the crosses, but David believes the most likely color was blue. David produced the BT-2's himself from resin. They're intended for the Trumpeter *USS Langley*. David made both float and landplane versions.

Mike S. Continued his 'movie car' theme with his 1/25<sup>th</sup> Revell "Smokey and the Bandit" 1977 Trans-Am and 1/24<sup>th</sup> Polar Lights "Herbie the Love Bug" VW.



He painted both cars with Tamiya rattle cans. The chrome trim on the Bug is Bare Metal Foil, and Mike reproduced the characteristic gold trim on the T/A by airbrushing the chrome with Future tinted with food coloring. Herbie has aftermarket decals. Mike said that some of the chrome foil rubbed off when he installed the windows in the Bug. He says next time he'll paint the trim.

Rich R. had some cool models, the old Monogram Garbage Truck and a 1/48<sup>th</sup> Convair Lifeboat from Fantastic Plastic. You'll find Rich's build-up write-ups later in the newsletter



Rich also had his 1/48<sup>th</sup> ICM Ryan Firebees. His writeup was featured last month

I finished my 1/48<sup>th</sup> Wolfpack NASA T-38



This was going to be my entry into the "Personal and Professional Experience" contest, but I didn't finish in time. I was the Ops manager of this jet (and it's sister ship) for several years at NASA Armstrong. Armstrong got these jets as hand-me-downs, as they were the only T-38's remaining in NASA with the original Northrop ejection seats (all the other NASA, and Air Force, T-38's have been retrofitted with Martin-Baker's). This particular aircraft, while usually intensified as a T-38A is actually an AT-38B. The AT-38B has provisions for gunnery training and had mounts for a gunsight and a single 0.50 caliber gun, with associated wiring.

I was on flight orders for this jet, but never flew in it. I was never terribly fond of it - it was troublesome and almost never came back from a flight without some sort of write-up. The culmination was when the aircraft developed a pressurization fault and ex-astronaut Gordon Fullerton became hypoxic and nearly passed out. The Northrop seats eventually led to the demise of the 2 T-38's at Armstrong, as it became impossible to get replacements for the time-limited parts in the seats, and retrofitting the Martin-Baker's was too expensive. The 2 T-38's ignominiously flew back to Johnson Space Center as cargo in the NASA Super Guppy, to be used as spare parts sources.

It's always cool when you find a kit that depicts the exact plane you flew in or worked on. This is one of several I have, including B-52 008 and NASA F-18 852. The Wolfpack T-38 is the best T-38 in this scale. It's quite accurate. There's also an old Sword kit (less said about that, the better) and the Trumpeter kit, which, like many Trumpeter kits, has a wonky, misshapen canopy. The Wolfpack kit assembles well - I don't remember having any particular difficulties. The only significant inaccuracy, as with all other T-38 kits, is that the main gear wheels and tires are too wide. The T-38 has very narrow, high-pressure tires. Fortunately, Hypersonic models make a correct set (in early and late styles) and I used those on my build. Wolfpack makes a couple of detail sets for this kit, a comprehensive cockpit set, with new resin seats and a metal pitot tube, and a tailpipe set. I used both on my model. The instructions on the tailpipes are woefully inadequate - they don't tell you you can't install them after the fuselage is assembled without doing some serious grinding. I also used the Eduard color etch set.

Paint is my usual mix of Tamiya and Gunze synthetic lacquers. Wolfpack includes decals for 2 NASA jets, printed by Cartograph, but unfortunately the colors on the blue stripe are significantly off, so I used the set from Jennings Heilig's Fundekals, which includes N864NA. Overall, I enjoyed the build and it's cool to have in my collection (even if I didn't like the real jet that much...)



## 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			
15 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

### Great Wall Hobby 1/32<sup>nd</sup> Flying Tigers Curtiss Hawk 81-A2



The Curtiss Model 81 Hawk was derived from the P-36, with the P-36's Pratt & Whitney radial replaced with an Allison V-1710 V-12. It was hoped the reduced frontal area of the inline engine would provide an increase in performance over the P-36, but the performance of the prototype XP-40 was disappointing, with a top speed of only 315 mph. Curtiss began a series of modifications to improve performance, but the Air Corps became impatient and enlisted NACA to perform wind tunnel tests. These tests led to moving the radiator forward from a position aft of the wing to under the nose, along with changes to the landing gear fairings and exhaust stacks. This improved the top speed to 366 mph.

The Air Corps, impressed with the modern inline-engine fighters appearing in Europe, placed its largest ever order for pursuit aircraft, ordering 524 Hawks as the P-40. The P-40 proved popular with other operators, including the French, British, Russians and Australians. The P-40 was much maligned as a poor performing, mediocre fighter, but the reality was somewhat more nuanced. While not as fast and lacking the altitude performance of later designs, it was very rugged, possessed excellent dive performance and generally good handling qualities. It was surprisingly effective, with over 200 Allied pilots achieving 'ace' status in the P-40. The P-40 was the 3<sup>rd</sup>-most produced US fighter, with 13,783 produced.

Perhaps the most famous and celebrated P-40 operator was the 1<sup>st</sup> American Volunteer Group (or AVG) of the Republic of China Air Force. Led by Claire Chennault, a retired US Army officer who was an attaché to Chang Kai-shek. Chang wanted American support of aircraft and pilots and sent Chennault to negotiate the purchase of 100 aircraft and recruit pilots. Chennault managed to procure 100 P-40's from Curtiss Aircraft. There seems to be some evidence that Curtiss built these aircraft from spare parts, as they incorporated features from both the P-40B and C. They weren't identified as P-40's, but by the Curtiss model number, Hawk 81-A2 (basically, a P-40B), as many export P-40's were.

Chennault recruited 100 pilots and 200 ground personnel. The pilot's were a mix of Army, Navy and Marine aviators. They were released from active duty and worked for a private military contractor, CAMCO. They were not mercenaries, as the endeavor had the backing of the US Government. The pilots were paid quite well, with a flight leader making \$675 a month (equivalent to about \$163,000 a year today).

The AVG was divided into 3 squadrons, the 1st Squadron (Adam & Eve's), 2nd Squadron (Panda Bears) and 3rd Squadron (Hell's Angels). They adorned their P-40's with shark's teeth markings after seeing photos of Me.110's of ZG 76 with these markings, and the "Flying Tigers" name was bestowed by their Washington-bases support group, China Defense Supplies.

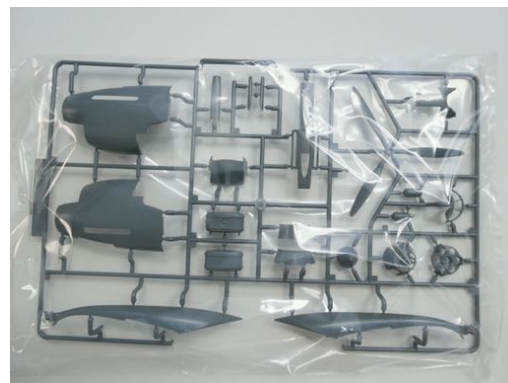
The AVG's first combat mission was on December 20, 1941, when aircraft from the 1st and 2nd Squadron intercepted 10 Ki-48 bombers, shooting down 3. The AVG was initially tasked with defending Rangoon and the Burma Road. Following the fall of Rangoon, the AVG was moved inland and eventually into China. In 1942, the received a few newer P-40E's to replace aircraft attrited in combat. The AVG was officially disbanded on July 4th, 1942, when it was absorbed into the USAAC. Many of the pilots did not wish to return to military service with the Air Corps, and most resigned.

The AVG was highly successful, with a kill-to-loss ratio superior to any other squadron operation in the Pacific and Inso-China theaters at the time. The AVG was credited with destroying 299 Japanese aircraft while only losing 12 of their own to combat.

Early P-40's in 1/32nd have not been treated kindly by the kit manufacturers. There is a kit from Trumpeter, which suffers from a number of significant inaccuracies (one of the worst being a shallow cockpit) and a not-much-better offering from Bronco.

That has now changed. This is the first 1/32nd kit from Great Wall Hobbies, and what a kit it is! Great Wall has developed a reputation with modelers of producing accurate, highly detailed kits. More importantly, Great Wall listens to modelers and actually corrects errors found in their kits to make them more accurate. Their second aircraft kit, the P-61 was criticized for the openings in the cowlings being too large. Great Wall retooled the cowlings. When it was pointed out that the cross section of the radome was incorrect on their F-15 kits (oval, rather than circular), they retooled the entire nose section and made the new sprue available free of charge to modelers with early issues of the kit

The kit is packed in a large, deep box with an atmospheric painting of Tommy Hayward's Hawk claiming a Ki-48 Lily.



Inside are 11 sprues of finely-molded grey plastic. This is the first large scale (in fact, one of the only kits in any scale) to correctly depict the cockpit floor as the top surface of the wing. The fineness of some of the

moldings is amazing, especially the engine plumbing. It will be interesting to see if it can be cleanly removed from the sprues without breakage. A complete engine is included and the model can be displayed with the engine fully visible or fully cowled. The kit employs a unique method to do this. Two complete nose assemblies are included, one with the engine exposed and one with it cowled, and the entire sections can be interchanged, being held to the fuselage by small magnets, like those used in the cowling panels of Tamiya large-scale kits.



There are 2 sheets of photo etch, a sheet in soft brass, similar to other Chinese kits. This mainly contains ribs for the flaps, which can be displayed open, and the harnesses and some cockpit details. The second sheet is steel, and has the oil and coolant radiator matrices. The sheets are produced by Lion Roar, which is part of Great Wall. Clear parts are boxed separately, and are very transparent. The initial run of kits come with a couple of extras, a very nice embroidered patch commemorating the 80th anniversary of the Flying Tigers, and a set of 3-D printed gun barrels. The tires are black vinyl (the one thing I don't like about the kit.)



Instructions are in a large booklet format, with 3-D CAD illustrations of the assembly process. There is also an errata sheet.



The marking guide is 2 large posters, and markings are included for 6 aircraft. The decals appear good quality, but contain some errors. The background of the tiger on Tommy Hayward's plane is depicted as black. In reality, this was an overcoating of clear lacquer, which darkened the paint under it. There are a couple of good aftermarket sheets out there (most notably, the Cutting Edge sets). A set of pre-cut masks are also included

Overall, this is a stunning kit, easily the equal of Tamiya or Wingnuts, perhaps even superior in some places. The interchangeable noses is certainly novel. All the shapes look good. This may be the most accurate early P-40 in any scale

As might be expected of a kit of this caliber, it's not cheap. Retail is \$220, but number of Chinese vendors have them in the \$130 to \$140 range. I got mine from Sprue Brothers on sale for \$150, and think it's worth every cent.

## Club Demos

None this month.

## Member Show and Tell, 32<sup>nd</sup> COVID Edition

Jim P. has finished his 1/35th Trumpeter HEMTT recovery vehicle.



Jim says: I am done with this recent Trumpeter release of M984A2 Hemtt wrecker kit. Added DEF resin wheels as eight large vinyl tires with mold seams are time holes. Paint is Tamiya and AK Real color acrylics. The crane and wheel lift assembly are crowded on the 1:1 item with hydraulic lines and I couldn't make myself crazy with such additions. Trumpeter makes no reference to such details which would take this kit to the next level.

Rich R. has a couple write-ups of the builds he brought last month, and a new one, too.

**Builder:** Rich Ribaudó

**Kit:** Monogram 1/25 scale Tom Daniel's Garbage Truck

**Construction Time:** 15 hours

**Finish:** Testors gloss white, Fiery Orange Extreme Lacquer, various Testors enamel colors

**Aftermarket:** None. Amps made from sheet styrene and wire

Like many modelers whose existence predates Touch Tone phones, the internet, Pop Tarts, The Gemini Program, electronic ignition distributors and cable TV, I grew up building Monogram Models. MANY of those Monogram models were kits of designer Tom Daniel's custom car creations. Tom needs no introduction to those familiar with the custom car world or Hot Wheels collectible cars. The Beer Wagon, Red Baron, Paddy Wagon, T'rantula, Garbage Truck, Badman, Rommel's Rod and School Bus are just a few of the popular subjects of the 85 kits made from Tom's creations.

I was genuinely honored when Tom entered into correspondence with me a few years back and agreed to the AVG using his name for a category in our Desert Classic contest. Two years of Covid blight delayed the "Tom Daniel Creations" award, but 2022 will finally see the first winners.

I've built a few Tom Daniel Garbage Trucks since 1968, but this one is a gift for my brother-in-law. He's a Tom Daniel fan and the Garbage Truck is near the top of his favorites list. Having already built a Red Baron and Beer Wagon I thought the Garbage Truck was the next logical choice.

**CONSTRUCTION:** Building the Garbage truck was a dream compared to some of the evil, crappy kits I've gotten involved with lately. Yes, it's a 54+ year old kit, but even back then Monogram got it right. The Tom Daniel subjects are unique, colorful, easy to build and most of all FUN. What a winning combination for hooking a generation of youngsters into a lifelong passion for models.

The kit is chock-full of chrome parts and interesting artifacts. Everything fit well and I encountered no real problems. The only issue I had to deal with is that my particular kit (I bought it at a kit show) had its scuba swim fins broken off and were missing from the

box. Since I had another unbuilt Garbage Truck kit, I made molds of the fins by pressing them into clay, casting copies out of resin and gluing them in place where they belonged. The results were undistinguishable from the original parts.

The overall body was painted with Testors rattle can gloss white, and the frame and undersides in flat black. The cab was painted with a base coat of silver overcoated with Testors Fiery Orange Extreme Lacquer, also in a spray can. There were many fun, colorful details to paint on this model like surf boards, hard hats, swim fins, horn bulbs and the like. I left many of the chrome plated parts as is, but the ones that had seams or parting lines were stripped with Easy-Off oven cleaner, had their seams treated and were then repainted with Alclad Chrome. My kit was a reissue from the 1990s, so the decals with their "1960s Counterculture" messages were easy to work with and stayed where they belonged.

The garbage Truck has a "Faberge Egg" surprise of sorts. If you open the large garbage door on the back instead of some nasty trash or a misplaced corpse from a Mafia hit, you'll find a trio of "Mod Musicians". Two guitar players clad in bellbottoms sporting mutton chops and Fu Man Chu mustaches accompany a mini skirt wearing blonde singer. I'm no figure painter but any stretch of the imagination, but I had to include them as Tom Daniel envisioned. To make up for (or distract from) my lack of figure painting skills I built three amplifiers for the rock trio. I laminated together sheet styrene to make the amp bodies and added some stainless micro screen for the speaker grills. Knobs were punched out of sheet styrene and wires to the amps were fashioned from stretched sprue. The blonde Janis Joplin wannabe sings into a microphone fashioned from a map pin.

Many modelers, including me, consider Tom Daniel to be the Babe Ruth of the model car world. If not, he's certainly nothing less than Joe DiMaggio, for sure. If you're a Tom Daniels fan or are starting to take an interest in his work, you would do well to visit his website and learn all about one of the giants of the custom car and model car world.

<http://www.tomdaniel.com>





**Tom Daniel's Garbage Truck Box Art**













**Builder:** Rich Ribaudó

**Kit:** Fantastic Plastic 1/48 Convair Lifeboat Orbital Re-Entry Craft Concept (1957)

**Construction Time:** 12 hours

**Finish:** Tamiya Pure White and Chrome Yellow rattle can paints. Various Model Master enamels.

**Aftermarket:** None

**From Modelgeek.com Website...**

*"In the mid-1950s, German born aerospace engineer and designer Krafft A. Ehrike, then working for Convair, conceived of an orbital space station made from an expended Atlas rocket booster. (The Atlas was a Convair ICBM later modified to launch American Mercury astronauts.) Attached to the station were to be two wedge-shaped "lifeboats" that the station's astronauts could use to return to earth quickly in case of a major malfunction.*

*These craft would be launched in tandem apart from the main Atlas and be attached as part of the overall assembly process.*

*The "lifeboats" were early precursors of the experimental "lifting bodies" developed by Northrop and Martin-Marietta in the 1960s and 1970s, perhaps most closely resembling Martin-Marietta's X-24B.*

*The "lifeboats" were featured on the classic Atlas Space Station and Atlas MOL model kits released by HAWK in 1958 and 1968.*

*The idea of using an expended booster to create a space station was eventually realized with the launch of Skylab 1 in 1973. (It was a much larger Saturn V upper stage, not an Atlas.) Today, the International Space Station maintains two "lifeboats" for emergency evacuation, these being permanently docked Soyuz spacecraft."*

As a kid in the early 1960s space travel and everything to do with it permeated the psyche of much of the world. Nearly every Sunday night "World of Disney" would have some really cool piece of animation as one of their features. It was always narrated by the heavy hitters of rocketry at the time like Werner Von Braun, Willey Ley or Krafft Ehrike. I can distinctly remember ships like the Convair Lifeboat featured in those animations.

**CONSTRUCTION:**

This is an all-resin kit from Fantastic Plastic consisting of 14 parts and a beautiful decal sheet. There is a rudimentary cabin with seats which, once the model is completed, is completely hidden. If you build one of these kits don't waste your time on the cabin, just paint it all dark gray. I started by cleaning up the few bits of flash on the resin parts. A few of the resin parts suffered from pinholes which were filled with 3M Blue Acryl Body Filler.

The engine bells and landing skid were polished and painted in Alclad Silver and Titanium, respectively. The kit did not include windows, so I made some from clear styrene and cemented them inside the upper fuselage. I then mated the upper and lower fuselage halves. This took some careful trimming and grinding to get a good fit. From there I spent about 3 hours filling the rather large gaps between the upper and lower fuselage halves with 3M Blue Acryl Body Filler, sanding them and polishing to a smooth finish (see my pictures below). After several coats of Tamiya rattle can primer, I touched up some of the less-than-perfect spots and sprayed the entire fuselage with Tamiya White primer.

Since these spacecrafts never existed the modeler is free to indulge their imagination when painting. I chose to go with a scheme of Chrome Yellow and White, somewhat familiar to military hardware schemes of the period. A flat black anti-glare panel and tan radome were painted on the nose. Some detail painting was added to the landing skid bay and then the skid, struts and engine bells were glued into place. The beautiful Alps printed decal sheet came with several numerical and data stencil options. These markings were clean, crisp, legible and extremely thin. A clear coat was applied to the decals before I laid them down. Since the model was so glossy, I needed no setting solutions. An MRP clear gloss coat covered all but the radome and anti-glare panels.

I had fun with this one! A nice break from building old model kits that require lots of TLC, old fashioned model building skills and tons of filler. I recommend this as an excellent choice for modelers tackling their first all-resin kit, or anyone looking for a fun build.







Hawk's kit of the Manned Orbiting Laboratory (M.O.L.) with Convaire Lifeboats attached



Auto Body 101 skills at play!









**Builder:** Rich Ribaudó

**Kit:** AviS 1/72 Leshler Teal (Limited Edition- 500 copies)

**Construction Time:** 20 hours

**Finish:** Alclad Airframe Silver

**Aftermarket:** None; just scrap instrument decals from the spares box and a paper seat harness

Our Club Secretary calls me the “Sage of Superannuated Styrene”. No argument there, I love the Jurassic Plastic stuff. But those who have seen my projects over the years know I also have an affinity for oddball, one-off subjects. The Leshler Teal qualifies as such because the *real article* is an unusual, one-of-a-kind airplane.

**Wikipedia tells us...** The Leshler Teal is a home built experimental aircraft that at one point held seven Federation Aeronautique Internationale (FAI) class C-1.a records for speed and distance. The Teal was designed and built by Edgar Leshler to beat the Federation Aeronautique Internationale (FAI) class C-1.a records for speed and distance. Construction started in 1962. The aircraft was configured as an all-aluminum single-place aircraft with retractable landing gear. By 28 April 1965, the airframe was complete. On that day Leshler made the aircraft's first flight at Willow Run Airport. That August he flew Teal to the 1965 EAA Fly-In in Rockford, Illinois, where he won an award from the EAA for his achievements.

On 22 May 1967, after two years of testing the Teal, Leshler flew the aircraft to a new 500 km closed-course Class C1a speed record of 181.55 mph. On 30 June 1967, he set a new 1,000 km closed-course speed record of 169.20 mph and on 22 October 1967, he set a new 2,000 km closed-course speed record of 141.84 mph. On 6 May 1968, while flying Teal near Ann Arbor, he experienced a loss of power. Not being able to make it to a nearby airport he made an emergency landing in a field. The airplane was badly damaged, but Leshler was unhurt. On 9 September 1970, after rebuilding Teal, he set a new Class C1a closed-circuit distance record of 1554.29 miles. Then on 29 September 1973 he set a new Class C1a 3 km speed record of 173.101 mph and the next day he set a new 15–25 km speed record of 169.134 mph. Finally, on 2 July 1975, he set a new Class C1a record for distance in a straight line by flying 1,835.459 miles from Florida to Arizona. He continued to fly the Teal for many more years but never made any more record attempts. For his record-breaking flights he won the FAI's Louis Bleriot Medal four times and was inducted in the Michigan Aviation Hall of Fame in 1988. The Teal was donated to the EAA AirVenture Museum in 2002

#### **General characteristics**

- Length: 19 ft 3 in
- Wingspan: 23 ft 10 in
- Height: 5 ft 8 in
- Wing area: 60.0 sq ft
- Empty weight: 685 lbs.

- Max takeoff weight: 1,102 lbs.
- Fuel capacity: 60 US gal
- Powerplant: 1 × Continental O-200A-A air-cooled four-cylinder piston engine, 100 hp
- Propellers: 2-bladed Hartzell, 5 ft 4 in diameter ground-adjustable pusher

#### **Performance**

- Cruise speed: 180 mph
- Stall speed: 80 mph
- Range: 1,700 n. miles

**Construction:** Being a limited run kit of only 500 copies I expected there would be some fit issues. An on-line build report said the landing gear were very fragile. That's true; care must be taken in removing them from the sprue and cleaning them up. In fact, all the parts need careful handling and removal from the sprues. This is a tiny kit; the fuselage is only 3" long! Extreme care must be taken handling the parts not only to prevent breakage but to avoid losing them. To their credit AviS has placed some of the sprue attachment points on the part seam lines wherever possible for cleaner removal. A lot of mainstream model companies still don't do that. A build report on-line mentioned the poor fit of the canopy. Knowing this ahead of time I was able to mitigate the problem and reduce the putty and polishing required by carefully sanding the height and length of the canopy to get a better fit; not perfect but better. There are more delicate, fiddly parts on this kit than I care to mention. It was like building a dragonfly; everything I touched either bent or snapped. That made cleaning up all the flash from this limited run kit a nightmare. To further the excitement AviS short-shot several of the more complicated parts to the point they were unusable. I had to make these parts from scratch.

A forward inlet lip on one side and an aft nacelle on the opposite side had to be made from Milliput. One prop blade had to be made from styrene shaved down to paper thinness. Both main wheels were unusable, so I fabricated a new pair from styrene rod inserted into hollow styrene tubing. The edges of the tires were rounded off and hub covers were made from sheet styrene using a Waldron Miniature Punch and Die Set.

There was no cockpit to speak of except a seat and control stick. In fairness, the real airplane was very simple itself. Since the cockpit was visible, I added a 1/72 scale instrument panel decal and seat harness from an old Model Master cockpit decal sheet from the spares box.

Photos reveal the *Teal* had an overall highly polished metal finish with no visible panel shade variations. In fact, being a small plane, there weren't that many panels! But getting an acceptable finish was difficult. I first tried an overall coat of Alclad Polished Aluminum with Tamiya's Gloss Black Synthetic Lacquer as a basecoat. But the damned thing looked like a chrome plated fishing lure...not what I was going for. Next, I tried Alclad Airframe Aluminum. It was also a bit bright so a coat of MRP Semi-Gloss Clear went on top. I still wasn't happy, but this build was turning into long story I wanted over, so in the end I just settled for what you see. Finally, it was time to install the landing gear and gear doors...another nightmare! The parts were so fragile I was afraid of crushing them with my tiniest pair of tweezers. Six simple decals round out the markings.

This kit was neither easy nor enjoyable. The fit left much to be desired, the parts were incredibly fragile and some of the parts had to be made from scratch. This is definitely not a beginner's model, a model for those who don't want to spend time cleaning up parts, or one for those not willing to fabricate some of the basic parts. I really didn't **need** to have a Lesher Teal in my collection, but I fell victim to the siren call of the limited release factor and oddball subject matter. And you know me...I'll do it again.

I got this kit and a few other oddball aircraft from an eBay merchant in the Ukraine named "**starfighterua1971**". His name is Sergey and he's a top-notch trader with a great assortment of unique subject kits. His shipping is Lightning-Fast (my orders arrive weeks ahead of schedule) and his clever, professional packing allows him to combine shipping costs fairly. The war didn't slow him down a bit and it was business as usual from Sergey. I do not hesitate to recommend him, and you can buy with a high level of confidence. He's worthy of your patronage if you're someone who like unusual subjects. I'm a repeat customer and will be in the future.

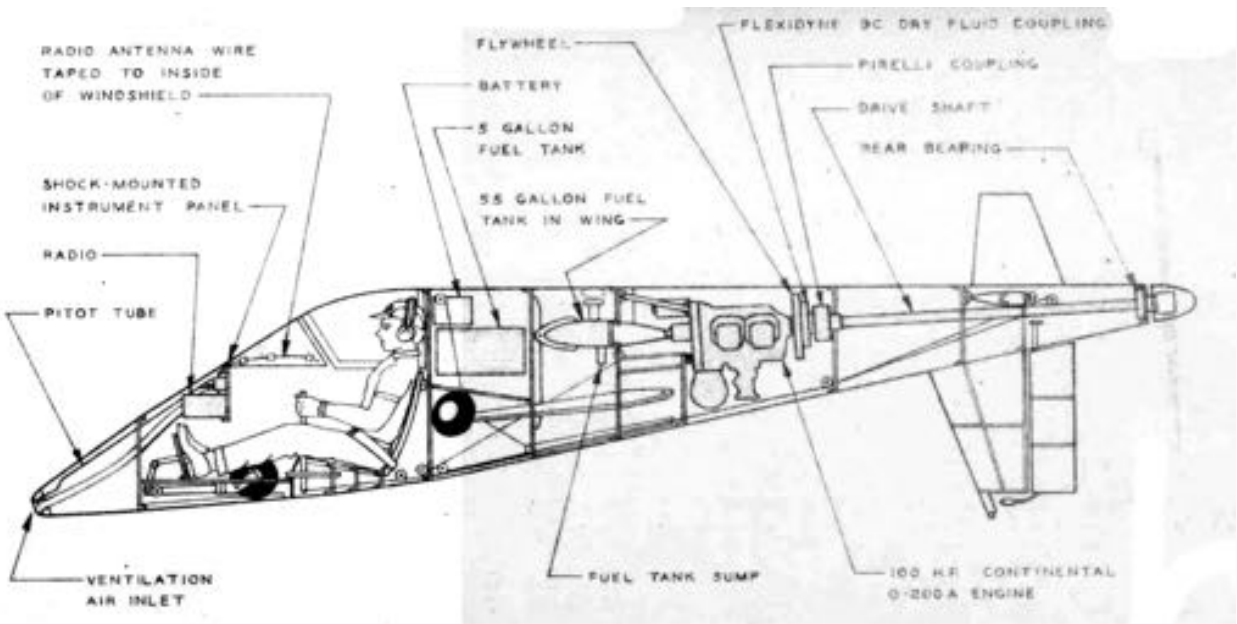


**Edgar Lesher, The Teal (background) and the earlier Lesher Nomad (foreground)**





**The Teal in flight**

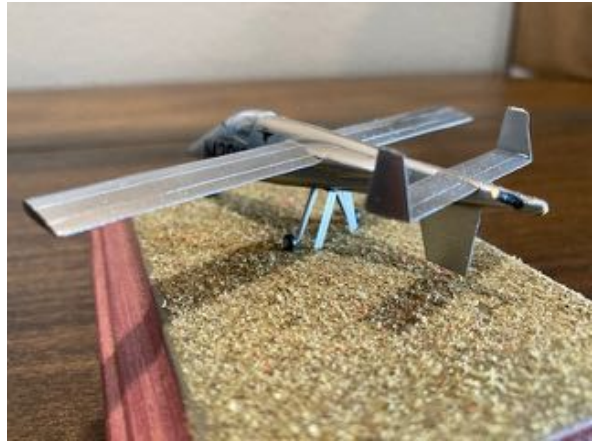


**The Teal: General Arrangement**



**The Leshner Teal Instrument Panel**





## Calendar

7/20-23/2022	IPMS/USA National Convention	La Vista Conference Center 12520 Wesport Parkway La Vista, NE
8/27/2022	Best of the West Region 8 Convention and Contest	Orleans Hotel & Casino 4500 W. Tropicana Ave. Las Vegas, NV
9/10/2022	The Silicon Valley Classic VII	Napredak Hall 770 Montague Expressway San Jose CA
10/8/2022	IPMS Reno "High Rollers" 21 <sup>st</sup> Invitational Contest	Reno Elk's Lodge #597 597 Kumle Ln Reno, NV
10/2/2022	OrangeCon	Double Tree by Hilton 7000 Beach Boulevard Buena Park, CA
10/22/2022	Fresno Scale Modelers Fall Contest	Clovis Memorial District 808 4 <sup>th</sup> 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

## A Visit to the NAS Jacksonville Museum

I recently traveled to Naval Air Station Jacksonville (“NAS Jax”) to attend a Government UAV user’s conference, sponsored by VUP-19, the Navy Triton squadron. Those of you that grew up in the San Francisco Bay Area might remember VP-19, the P-3 squadron at Moffett Field with the big stylized bird painted on the tail. VP-19 was de-commissioned when Moffett was closed, but has been re-commissioned on the East Coast as VUP-19, operating the MQ-4C, a maritime patrol version of the Global Hawk.

NAS Jax is a maritime patrol base. The primary aircraft operated is the P-8 Poseidon, a military derivative of the 737-800, but there are also SH-60’s and the MQ-4C stationed there. I even saw a couple of old special-mission P-3’s (the P-3 is almost completely gone from US Navy service)

Just inside the main gate is a small outdoor museum. Called Heritage Park, it displays many of the type of aircraft that have operated over the years at NAS Jax. The aircraft aren’t especially well maintained, and being exposed to the Florida weather, some are decidedly rough, but are non the less still interesting



3A



The PBY Catalina operated from Jax in WW2.



The lack of ventral fins indicate this is an F-8A



Jax used to host fighter/attack aircraft.  
This is an A-4C



A-7B



EA-6B



F-14A. The Tomcat and VF-84 never operated from Jax. But every Navy museum needs a Jolly Rogers. Tomcat, right?



The P-2 Neptune was the mainstay patrol plane in the 1950's. This is a P2V-5 (P-2E)



"Stoof". An S-2E



S-3 Viking. Jax was the NARF (Naval Air Rework Facility) that overhauled the S-3. I applied for a job there when I graduated from college



Squadrons that operated the S-3



Jax is an antisubmarine helicopter base. This is an SH-3



SH-60B



Across the street is the iconic Jax resident, the P-3. This is a P-3B

## President's Historical Snippets #2

### A Brief History of **RAF Mustang Operations**



Mustang's achievements during WW2 with the USAAF tend to overshadow its work with the RAF, who took the aircraft into combat before the Americans did. The first Mustang I, AG346,

<sup>th</sup> arrived in Liverpool, England on October 24 , 1941. Many more began to arrive in the following

weeks, but some didn't make it across the Atlantic. Roughly 25 Mustangs were lost at sea when their transport ships fell under attack by German submarines, mostly during 1942.

As the Mustang I was designed to British specifications, it was not yet a P-51, but rather more closely related to the original NA-73. The Mustang I was followed by the Mustang IA armed with 20mm cannons, also the initial P-51. Then came the Mustang II, aka P-51A, with armament changed to four Browning machine guns and an improved Allison V-1710 engine that gave it a top speed of 409 mph at 10,000 feet, the fastest of any fighter at that altitude at the time. Merlin powered Mustang III's, aka P-51B/C's, began to arrive in mid 1944, while Mustang IV deliveries, aka P-51D/K's, began in late 1944. It is noteworthy that the RAF continued to take deliveries of Mustang III's long after most USAAF units had reequipped with bubble top Mustangs. This explains why Dallas Mustang production of the high-profile fuselage model continued for a few months after the Inglewood plant



had changed over to the P-51D. Over a third of the total Dallas production was supplied to Britain, mostly Mustang III's, i.e., P-51C's.

Allison engined Mustang 1/1A/II operations included Army co-operation, low level recce, naval strike, and occasional interception of low-level German raiders, while Mustang III's and IV's were used for long range escort during bomber operations, as well as ground attack and general fighter support.

The RAF loved the Allison powered Mustangs and they were very much missed when the production line closed in favor of the Merlin powered models. As a low-level fighter, the P-51A had few equals in speed and range. All in all, Mustangs saw action all across Western Europe, being blessed with flying range well beyond that of the fair-haired Spitfire.

RAF Mustangs initially carried the standard day scheme of Green/Earth uppers and Sky undersides, later replaced by the Green/Ocean Grey/ Medium Sea Grey scheme. About 2500 of all Mustang types served the RAF.

