



KAPA KOMMENTS

By Jim Alaback

Welcome to Kits & Plans Antiquitous!

This is the first issue of the KAPA Kollektor, and you are a founding member of what I hope will be a very useful new club for people who are interested in the preservation and exchange of wood model airplane kits and plans and the history of the individuals and companies who created them.

In meeting and corresponding with modelers I have found that many of them have some old kits or plans that they have collected and some of these modelers are interested in adding to their collection. About the only way of doing this on more than an informal, local basis has been to advertise in the commercial model magazines' classified sections, or in the Model Engine Collectors' Association "Swap Sheet". In both of these cases, the advertisement may be somewhat lost among all the other interests that are advertised. As a result I asked readers of my column, "Old Timer Topics", in Flying Models, if they were interested in a club for wood kit and plan collectors (in the December 1992 issue on page 73).

Letters from readers were encouraging. One of the first was from Lou Buffardi. Lou was not only enthusiastic, but offered to edit a club newsletter. That was an offer I could not refuse! Lou was already known to me as the author of the book Ercoupe... (ESSCO, Akron, Ohio, 1980) and the modeling columnist for such magazines as WWI Aero, Skyways, and Air Wars. Lou is a retired Army officer with a long background in modeling and is an active kit collector.

Lou and I have worked together to name the organization ("Antiquitous" was Lou's intriguing idea) and other general plans for launching the club. I did the logo for the club letterhead and the newsletter. The line drawing of a Bellanca on the "kit box" is one that was given to me several years ago by professional artist, and friend, Mik Mikkelson.

As members join the club they are given a membership number (in the postmark date order) followed by the letter "F" which indicates a Founding member.

At Lou Buffardi's suggestion (thanks, Lou!) there are no formal trappings of an "organization" in our club. Just a mailing list and a newsletter, with the chores being handled by Lou and me. If we grow big enough perhaps in the future we'll need bylaws, officers, elections, etc., but let's see how it goes for now without them...

Your comments and suggestions about the club and the newsletter are very welcome! We shall only succeed if the club is responsive to the members' needs and desires.

KOLLEKTOR KOMMENTS

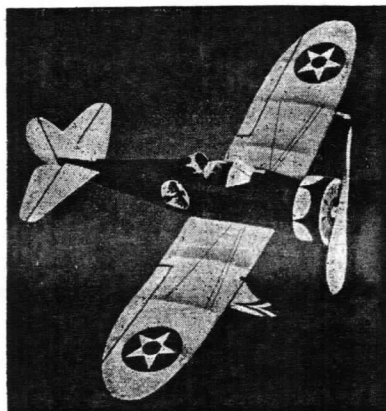
by Lou Buffardi

When Jim Alaback asked me to write a brief column as to my objectives, I was very much honored but felt much as the runner in the mail room being asked to write an executive summary for the Board of Directors. This is in no way intended as false modesty--I am humbled and intimidated by the greats listed among the Founding Members. Frankly, I'd be quite happy to simply sit back and receive this newsletter and let somebody else do the work, but I believed it was something that needed doing and now. The reason is brutally simple: I am only 52 and hope to continue on for quite some time barring a "factory recall". However, should I not be around tomorrow, I do not want my decades of collection to be discarded in the trash. I have taken great pains to list my kits and plans, books, journals, etc., so that my wife knows to whom to mail lists, how to do it, and wait for checks to arrive so she can mail off the items as and when needed. I not only have heard, but in one instance have seen a widow allow such a collection to be picked up by a dealer/collector for fractions of the value just to be "rid of it". My objectives then are to: (1) help preserve the balsa kits for collectors, (2) provide a finders/swappers service to the members towards that end, (3) encourage the members to locate someone they trust and provide a list of kits and plans on hand along with addresses of favorite organizations in which to list them as available when no longer needed, (4) enhance knowledge in the field of kit preservation and enjoyment through sharing of hints and tips among the membership, (5) make known various sources which may have balsa kits from time to time, (6) accomplish all of the above to member's satisfaction via quarterly newsletter. I will mail all the newsletters at the same time and hope they reach all of you simultaneously. I know from past experience with a very good publication that despite their best intentions even if I call someone the moment I receive their newsletter the item is frequently gone. But I also know they are doing the best they can. On another point--I have often discovered some kit in the past that I knew someone else was looking for based on correspondence/past trading. When that happened, I would quickly send them a postcard to let them know the address and price, or sometimes even call them. This desire has been especially strong when I received your ads. My problem is that if it is member-to-member, I think it would be unfair for me to do this as all members should be privy to the same information equally. However, if it is a non-member who writes me in a private matter, I will continue my past practice although I will try to encourage the non-member to become a member. As to the kits themselves--they should be protected from sunlight on the boxes and not exposed to extremes of cold or heat, dampness, etc. I came into kit collecting quite by accident as a result of frequent moves which precluded movement of large built-up models. When I could afford a kit, I would buy it to be built "someday." Now I have a few Cleveland, Berkeley, Eagle, and other rare kits but would consider it an atrocity to cut up the pieces and build from the kit. I can photocopy printwood and plans and build from them, keeping the kit intact as the day it was produced. But with some Berkeley kits I can't do that as they are die cut and I am reluctant to remove the pieces from the sheets. Quandry. I have parted with some of my kits in the past very reluctantly and only if they were going to someone who was going to preserve them in a collection. Some people like to collect all of a manufacturer's product. I tend to collect only the specific kits for aircraft I am interested in. One individual wanted one of my kits a few years back. I asked him what he was going to do with the kit and suggested photocopying the printwood (it was a Cleveland kit). He said no, he wasn't going to photocopy anything--he always wanted to build a Cleveland whatever and was going to cut up the pieces and make the model. I tried to tell him he would be destroying the kit forever but he didn't seem to mind. I didn't sell him the kit. "Sell" bothers me. I would rather trade but sometimes someone else has a kit I need but doesn't need anything I have except cash. That's about the only time it's worth "selling" as I'd much rather trade for something I need or want. I did not intend to take up so much of this Issue Number I with my "Komments." As I said before, since I pay my \$6.00 per year as all of you, I would be happy to allow someone else who could do a more professional job to take over this happy task at any time. It needs doing and I will do it until someone else reaches for the baton. Until that time, keep me posted with your suggestions for improvement or anything else. If you'd like a response, please help by enclosing a postcard or SASE. Enjoy KAPA!

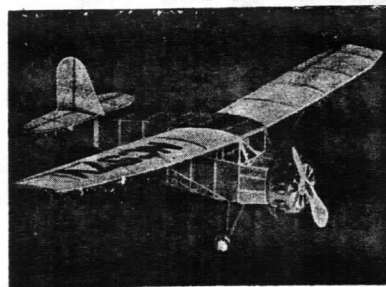
If you have any material you would like to have published in KAPA relating to manufacturers, kits, plans, etc., to include old ads, plans we can reproduce in the newsletter, whatever, we would be happy to receive it. Kindly ensure it is photocopy ready as it saves a lot of time.

The COMET MODEL AIRPLANE and SUPPLY CO. . . . Announces:

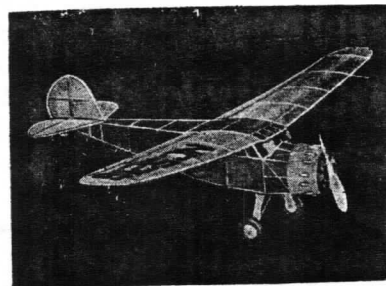
The AMCO LINE of MODEL AIRPLANE KITS



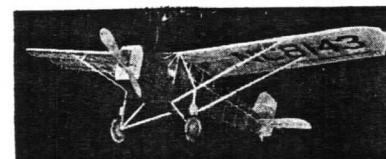
BOEING P-26-A
16" Wingspan Kit No. A-138.....10c



BELLANCA SKYROCKET
25" Wingspan Kit No. A-135.....25c



CESSNA C-34
25" Wingspan Kit No. A-132.....25c



CURTISS ROBIN
Four Ft Wingspan Kit No. A-128.....\$1.00

Offering **BIG WINGSPAN KITS** of **HIGHER QUALITY** at **LOWER PRICES!**

BOY, oh boy—here is **NEWS!**

A sensational new line of model airplane kits—offering you big wingspans at amazingly low prices—and every kit made and backed by the famous COMET organization.

Yessiree—the new AMCO Line is made in the great Comet plant, designed by Comet engineers, backed by Comet's reputation for quality and value! Now, when you buy a big wingspan kit at a low price—you'll **KNOW** that you are getting your money's worth—and more! **YOU CAN BUY ANY AMCO WITH COMPLETE CONFIDENCE—AND WITH THE EXPECTATION OF COMPLETE SATISFACTION!**

On this page we show only a few of the many big values in the AMCO Line. Here are some of the others:

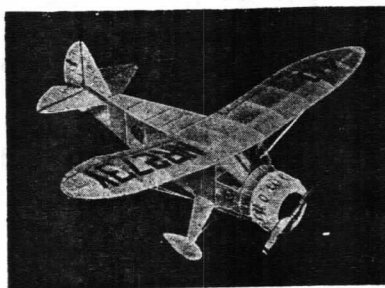
25" CURTISS ROBIN	KIT NO. A-130	25c
25" TAYLOR CUB	KIT NO. A-131	25c
36" WINNIE MAE	KIT NO. A-133	1.00
25" AMERICAN EAGLET	KIT NO. A-134	25c
25" REARWIN SPEEDSTER	KIT NO. A-143	25c
16" GT. LAKES TRAINER	KIT NO. A-137	10c
16" FLEET SPECIAL	KIT NO. A-139	10c
16" CURTISS HAWK P6-E	KIT NO. A-140	10c
16" CURTISS FALCON	KIT NO. A-141	10c
16" CORBEN "SUPER ACE"	KIT NO. A-142	10c

You must see the complete AMCO catalog in order to realize how AMCO has changed the entire big wingspan—low price field! Send for your catalog—at once!

- Use Coupon in Comet Ad—Page 46 For Your Order.
- No Order For Less Than 50c—All Prices Postpaid.



AMCO DIVISION
Comet Model Airplane & Supply Co.
2509 West Cermak Road Chicago, Ill.



MR MULLIGAN
12" Wingspan Kit No. A-129.....50c

DEALERS — THIS NEW LINE OFFERS YOU EXTRA SALES AND PROFITS

Now—present Comet dealers and all other dealers can meet—and beat—any big-wingspan, low-price competition—with this great new AMCO Line, made and backed by Comet! Typical Comet engineering—Comet quality—and values made possible only by Comet's tremendous volume and modern manufacturing facilities! Send for details of the new AMCO Line at once—be the first in your community to stock it! Catalog, window streamer, etc., on request.

COMET'S BRIGHTEST STARS: "THE 1-STAR LINE"

by Jim Alaback

PART ONE

Bill Bishop (1910-1992), Comet's founder, originally favored "scientific" models (the term used in the 1920s for non-scale contest models). However, Comet's salesmen were coming back to the factory with requests for flying scale models. The retail dealers said that's what model builders wanted- models of real planes! In response to this, Bishop designed a number of scale models for the Comet line. The first were probably the Stinson Detroider and the S.E. 5 listed in the 1931 catalog. Over the next few years Comet greatly expanded its line of flying scale models, many designed by Bishop himself. (Incidentally, Bill's family name was spelled Bibichkow originally, so when you see "WB" or "Wm B" or "Wm Bibichkow" on a Comet plan, that is William Bishop.)

During 1933-1934 Comet's new subsidiary, Balsa Products of America (BPA), developed a line of very cheap flying scale kits. Late in 1934 these BPA kits were merged into Comet's own lines. Comet's 1935 catalog #101C lists 14 bare-bones former BPA 10¢ flying models with 12-inch wingspans and six 6-inch span 10¢ solids, along with the already long line of Comet's own earlier more expensive, better detailed flying scale and solid models.

In April 1936, a new Comet division, American Modelcraft Co. (AMCO) was announced, and its introductory line contained several 16" span flying scale models at 10¢ and 25" span for 25¢ each. These were light, simple models that were, for the time, generally well-designed and represented excellent value in the market. They were such a success that within five months they were added to Comet's own catalog as the "Comet 1-Star Line". The existing higher-priced Comet kits were continued as the "Comet 2-Star Line", and the former BPA 12" flying models were discontinued. The AMCO line was continued (offering the same kits as Comet's 1-Star Line, at the same prices) as a means of getting more retail dealers in a market area. This dual-marketing strategy continued until WW II.

Bill Bishop told me that the low-priced Comet 1-Star Line was the financial underpinning of the company's growth and profit. Although they lent prestige, Comet's expensive scale models and the sensationally popular gas models, were not the money-makers despite the large amount of design and tooling talent invested in them.

Such was the success of the 1-Star Line models that they were not only produced into WWII, but some of the kits went back in production after the war- and a few of them are still in production today, unchanged except for their plastic propellers, new kit box art, and the slightly revised title blocks on the plans. These are original pre-war Comet kits you can still buy: Stinson SR-7 (introduced in 1936, now kit #3209), Aeronca K Seaplane (1936/#3208), Phantom Fury (1938/#3207), Piper Cub (1940/#3206), Sparky (1941/#3408), and Taylorcraft (1941/#3505). The 54" Aeronca K of 1938 is also available with a slight revision (showing the engine cowled in) as the Aeronca Chief (#3506).

Have any other kits ever been in production for nearly sixty years? Surely the kits of the "1-Star Line" were Comet's brightest stars!

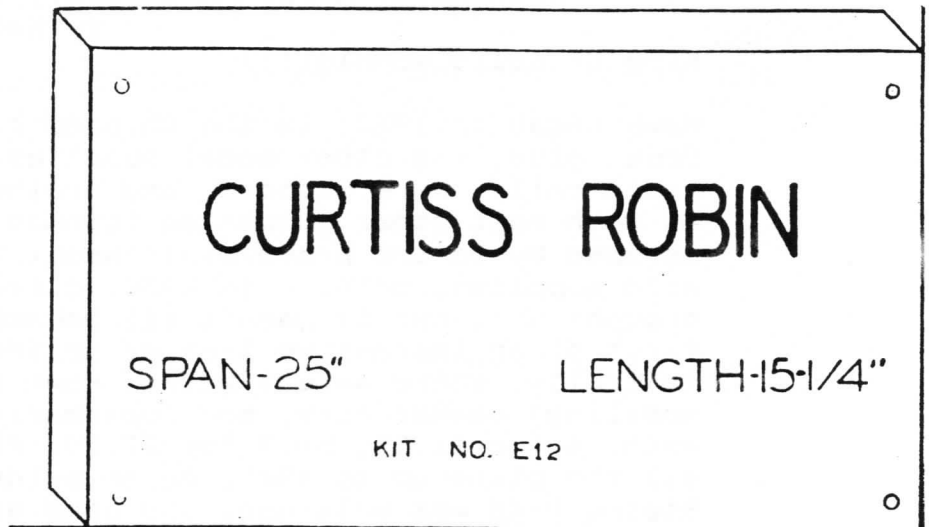
Part Two of this article will list the pre-war 1-Star Line models in the 10¢ series and Part Three will list the 25¢ series kits. The lists will include the original kit numbers, dates of introduction and the names of those who drew, lettered, or traced the plans for these kits. Probably most if not all of these plans are still available through KAPA members or commercial oldtime plan suppliers.

This article and the listings that follow would not have been possible without the help of many people. My thanks to them all, and especially to KAPA members Phil Oestricher, Bill Hannan, Walt Grigg, Don Campbell, and Jack Fike.

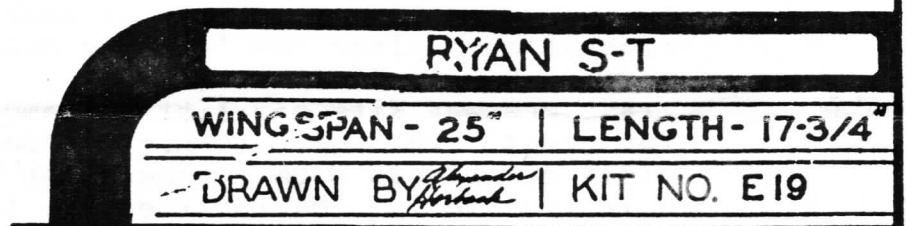
A SAMPLING OF TITLE BLOCKS FROM THE 25" COMET KIT PLANS: 1935-1993

A few of the remarkably successful Comet One-Star Line 25" span flying models are still in production after 57+ years. The kit box is changed, but inside the kits are about the same except for a plastic prop (instead of balsa) and minor changes in the title block on the plans.

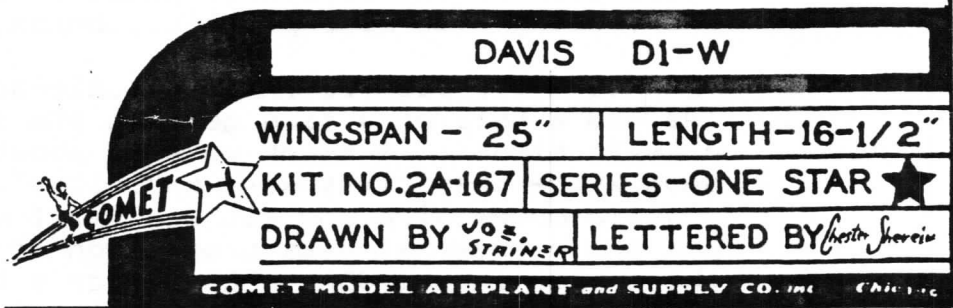
1) This plan was the first in the series. It was completed on 11-29-35. This title block style was used on the about the first eight models in the 25" line, and was used for both AMCO and Comet kits. One of the kits that used this title block, the Stinson SR7, is still in production and continues to use a slightly modernized version of this same title block!



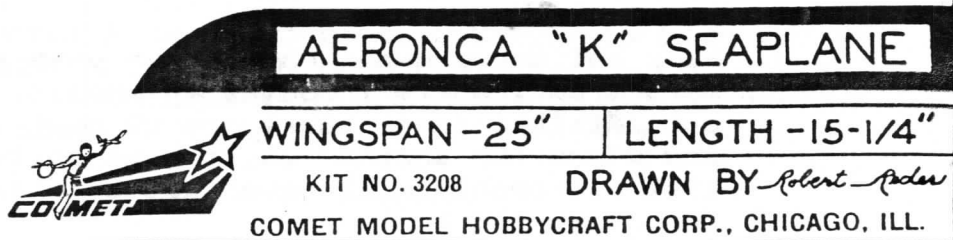
2) Later, during 1936, this new style of title block was introduced to the AMCO kits. It was continued until the AMCO kits were discontinued during the Second World War.



3) The Comet version of the later 1936 style AMCO title block. This title block continued in use until Comet's company name change in 1948 from Comet Model Airplane and Supply Co., Inc., to Comet Model Hobbycraft Corp.



4) The title block in today's carry-over pre-war 25" kits is changed only slightly from the pre-war version, showing the revised company name and a stylized version of the famous Comet boy-on-comet logotype.



HAWK Model Airplane & Supply Co.

By Walt Grigg

King of solid models!!!!

Hawk began in 1928, in the Chicago area, selling balsa, dope, glue, and other model supplies...The parents of this brain-child, were Richard, and brother Phillip, Mates. As with most other companies founded during this time, they scraped by on the proverbial shoestring, and for two years sold supplies, only. In 1930, a few flying scale kits were brought out, but it wasn't til December, 1932, that the first of an impressive line of solids came on the scene. Initially, there were 4 kits; Hawk P-5, Curtis Racer, (their spelling) Hawker Fury, and Supermarine (S6?). Prices, .50 each, 4 for \$1.25, or 9 for \$2.50. Phillip Mates did nearly all the plans up to 1941..As an aside, his drawing of the Boeing P-26 was enlarged, and used as the basis for a flying model done by Miniature Aircraft Corp....True story..I have the original enlargements....

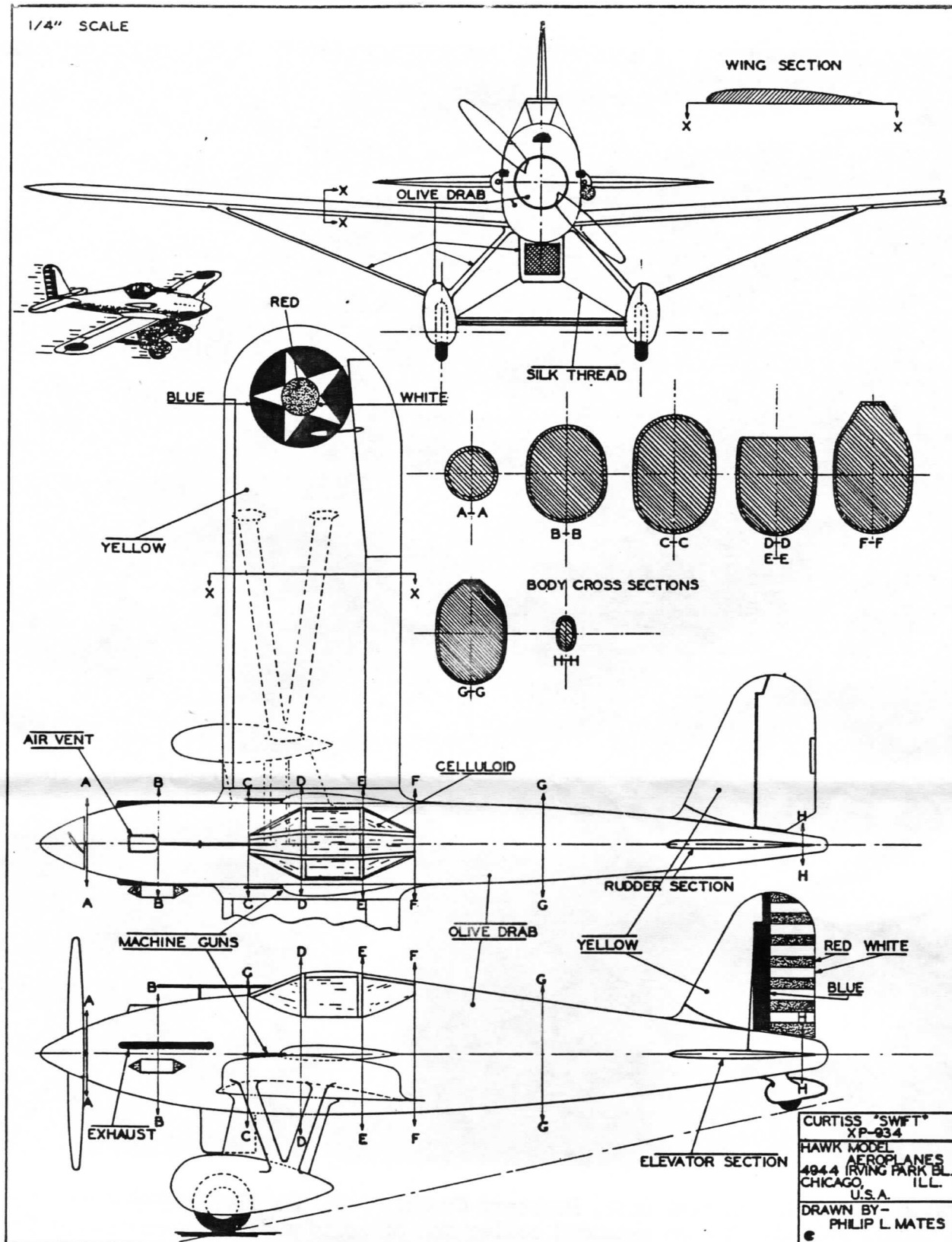
By 1941, the line consisted of nearly 100!!! Geez! Their closest competitor (in '41) was MEGOW, with 59 solids!

Of Hawk's line, 8 only were 1/2" scale..the rest were 1/4". Pre-war kits had little stamped tin seats where called for; cast lead props, turned hardwood cowls, small corked vials of colored dope,...some even had white rubber wheels, a la Tootsietoy. During the War, the cut to shape balsa wing, fuselage, & tail feathers became hardwood. Dope & lead disappeared, becoming cardboard or plastic, and tablets of water color....ugh!! The models were, at this time, all War Two aircraft. Sometime in 1945, balsa came back, along with more plastic...bombs, props, etc...

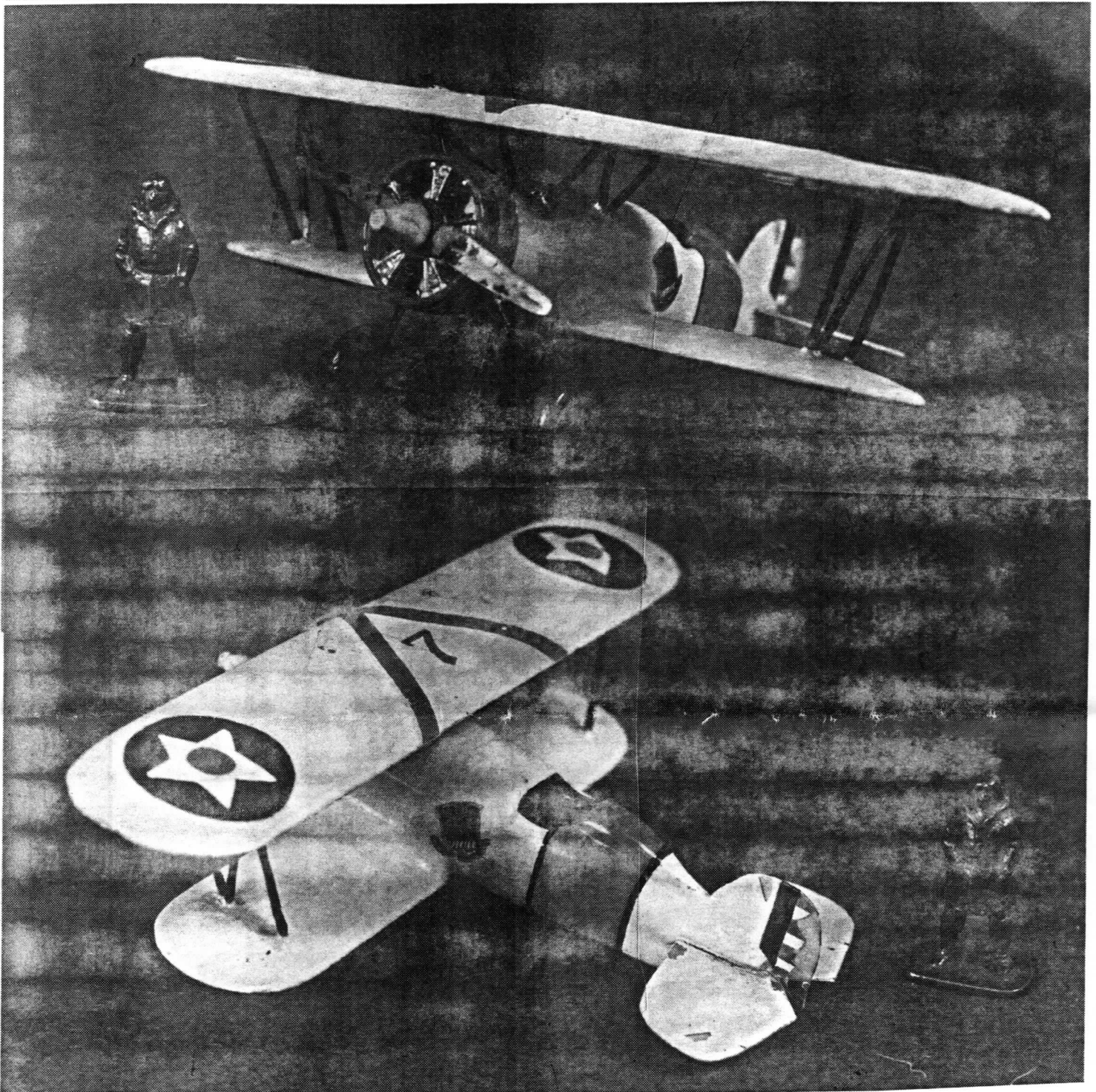
Hawk went all plastic in 1946...Richard Mates told me that, "We had a hell of a time getting the dealers to buy the plastic kits !!! I think we sold about a dozen at the hobby show where they first were exhibited".....Although the plastic model airplane kit was first done in England, Hawk was the pioneer at mass production of injection moulding these kits in the USA.. The Testor's Corp. bought Hawk sometime in the Sixties (I think)...but, plastic ain't our bag..even so, I did build one of their first kits, in 1949...the Laird Solution. Still have most of it.

Hawk solids were not carried in dime stores, or hardwares...where I bought my models, so I never did build one. At this time, there are 29 Hawk kits in my collection, and plans for another 24, the majority being pre-1942...Probably will never get them all, but, most of the fun is in the hunt.

1/4" SCALE



This plan for the Curtiss Swift XP-934 [XP-31], dating from about 1932, is an early example of the fine drawings produced by Philip L. Mates for Hawk solid model kits. This kit came with pine parts, but later Hawk kits were balsa. This was one of 22 Hawk models on display at the Chicago World's Fair in 1933. This reduced-size plan can be copied at 122% to be the original size, which is 8 1/4" across the border.



The Honorable Victor J. Gonzalez Dust, Honorary Consul, P.O. Box 1342, 38080-Santa Cruz De Teneriff, Canary Islands, has an extended collection of solid models predominantly from an English firm. The above model is now in Mr. Dust's collection but is not of English origin--at least of the series he was collecting--and is a puzzle he would like resolved. It is 1/72 scale, made of wood with a cast metal motor and cowling, Boeing F4B-4 type, with empennage in painted celluloid. The model is shown as Mr. Dust found it--seemingly built by a well-intentioned youth. Please forward your helpful comments directly to Mr. Dust. Once it is resolved, we will be happy to publish the identity of the manufacturer and the sleuth who resolved our first "mystery ship." Oh, as Colombo might say, "There's just one more thing," the wheels are turned brass!

KAPA COMMUNIQUE

When space permits, I'll want to pass on some information to the membership that may be helpful whether from other members or not. It is intended to help you.

-Lists of old kits for sale: Send SASE to

- 1) Ed Hilton, 1333 Father Ryan Ave., Biloxi, MS. 39530 tel: 601-374-5170
- 2) Bob's Collector Shop, P.O. Box 796, 115 North Main St., Watervliet, MI. 49098 tel: 616-463-7452

-Reproduction "Old Kits" for sale just announced:

- 1) Megow repro solid kits plus additional stick-and-tissue "Dime Scale" from Scale Flight Model Airplane Co., 1219 S. Washington St., Bloomington, IN. 47401 send SASE for list and prices.
- 2) New Hawker Hurricane and Japanese Kawasaki "Tony" from Golden Age (see ad) 23" ws and 24" ws respectively for \$13.00 plus postage. Send SASE for catalog.
- 3) Earl Stahl Old Time Rubber Scale Taylorcraft 0-57 "Grasshopper" now being kitted at 32½" ws by Aerodyne, 15421 Redhill, Suite A, Tustin, CA. 92680 (714-258-0805) for \$21.95. No info on shipping. Aerodyne picked up the old R/N line.

KAPA KLASSIFIED

Robert Tendick 827 N. Diamond Jacksonville, IL. 62650
217-245-2072

KAPA Member

For Sale: New full size plans for Magician 35,
~~Fireball Bipe~~, Fireball Sportster, & Fireball. \$14 each
Rolled & Shipped.

For Trade or Sale: True Jet Streak, by Victor,
Stanzel Co.

Kits for Sale: Riley Wootens Voodoo, NIB -\$50

Consolidated Model Engineering Co. "twin Terror"
2-29 engines on a 52" Wing-AA Balsa Die Cut Kit,
(NIB) \$50 Includes UPS.

Carl Goldberg Kit - G I8 Jr. Falcon R/c, 37"
Wingspan for .049 engines (NIB) \$35 Includes UPS.
Duralume Silver Streak DGI for .020 engine, by
Top Flite - NIB - \$25 Lew McFarland Shark 45 by Jetco
NIB - \$100 Veco Chief 53" cut from original dies -
NIB - \$70 Sterling F6F Hellcat, Yak-9, P-51 Mustang,
Flying Fool, & S-I Ringmaster - NIB - \$30 Each. Will Hold
Items 8 days. For other listings send a L-SASE.

Bank Cashiers Checks Only

BALL AKERS - 8870 MOSLEY LOOP RD
205 (647-2824) MORRIS, ALA 35116]

- HAVE TO TRADE - GUILLOW SERIES

100 KITS - FOKKER D7, D8, Nieuport 28

SPAD 7.

- (24")
- LOOKING FOR - STERLING SPAD III,
 - FLYING GREAT LAKES, CURTISS ROBIN,
 - JETCO CESSNA 170, PIPER SUPER CRUISER
 - GUILLOW - CESSNA 170 (BIG ONE) PIPER THAWK
 - BELANCA CURTISSMASTER.

FOR SALE OR TRADE:

--SOLIDS: ~~EAGLE STINSON #507~~, TAYLORCRAFT #15, \$10 each.
 HOBBYTIME GHOSTER #100, DEHAVILLAND VENOM, \$10 @
 CLEVELAND IT-77 P-40, \$45; SCIENTIFIC 1/2 PIPER CUB
 CRUISER, TRADE FOR PIPER TRI-PACER: VERON SOPWITH 1 1/2 STRUT-
 TER, \$140; ORLINE SOPWITH PUP, \$140 (67 1/2" ws); GEE BEE
 MALLARD, \$45; ROYAL JU-87 STUKA, \$150; GOLDBERG P6-E, \$75;
 SIG RYAN ST \$100. UNUSED SET OF BILL EFFINGERS "SNOW WHITE"
 (68" ws) FOR .15-.35 R/C--OFFER/TRADE. CLEVELAND PRINTWOOD

FOR SF 2D TRAVEL AIR MYSTERY SHIP (2 of T2 and 2 of T3) &
 FOR SF 105 WESTLAND WHIRLWIND (1@ of T1, T2, & T3)--OFFER?

Unused duplicate model plans for trade. Send SASE for list
 and let me know what you have in trade.

WANTED: OLD FLYING SCALE KITS--BERKELEY, CLEVELAND, SCIENTIFIC,
 STERLING, ETC.. PLANS OR KITS OR PHOTOS OF CURTISS-WRIGHT
 JUNIOR (FIDANCE, LUND), WOODY PUSHER PLANS BY MOES, DUCKLING
 PLANS BY WALKER, CURTISS JUNIOR AMPHIBIAN, VOLMER SPORTSMAN,
 GENERAL AIRCRAFT SKYFARER, ERCOUCPE; HOMEBUILT AIRCRAFT
 PLANS FOR LARKIN SKYLARK, KR-3 AMPHIBIAN, OR OTHER 2-PLACE
 WOOD OR FOAM AMPHIBIAN FOR VW POWER. GUILLOWS, PIPER TOM-
 AHAWK KIT AND PFALZ D-3 KIT WANTED. ADD 10% POSTAGE PLS..

LOU BUFFARDI, 400 WINDWARD PASSAGE, SLIDELL, LA. 70458
 TEL: (504) 649-6502

KITS FOR S&T: MEGOW Taylor Cub #D3, 50", Good cond.;
 MEGOW SLS, #C3, 24", complete, but box end flaps msg;
 Pre-war; Megow X2 Republic Guardsman, 30", some print-
 wood parts msg... ACL WHITMAN Severson, #3971, 16",
 Pre-war ten center... COMET ten-centers, 1942, 11
 Phantom Flash, A30 Allied Sport, A5 Vought Pursuit,
 A36 Hurricane... SOLIDS- STROMBECKER AIR SCOUT #20
 Spotter Model, kit messed with, complete, 1942;
 MEGOW Enemy Aircraft, 6 1/2 models in one kit, 1942;
 AMCO (COMET) #B14 I-39, 1942; AIRWAY (little bitty
 models) I-6L, Spartan 7W, Kellet Autogyro, 31" x 7",
 1939, no boxes. PARTIAL- Flying scale & solids pre-
 1942.. PLANS needed- MEGOW #D9 50" Ryan 3P, ID# 1/4"
 Ryan ST, I will take certain incomplete kits, boxes,
 and so on.....
 Walt Grigg, 1303 Stetson, Orlando, FL. 32804

FOR TRADE OR SALE: photocopies of many
 small model plans, 8 1/2 x 11, mostly
 solids, but some flying models too.
 Send your list for my "List A", or
 send SASE.

 FOR TRADE OR SALE: photocopies of
 pre-World War II model airplane company
 catalogs. Send your list for my "List
 C", or send SASE.

 Jim Alaback, 12366 Nacido Dr., San
 Diego, CA 92128.

WANT - Box & Printwood for COMET 25" Aeronca K Seaplane or
 will trade original plan. WANT ORIGINAL PLAN for H&F Model Kit
 #M-425 (YP-377) or will trade printwood & Box (missing one end
 flap). Looking for CLASSIC MODELS P-NUT KITS...Kits by Duncan
 and any small AIR-KING (Portland, OR) kits...WANT any info, plans,
 kits by Douglas Model Airplane Co. (Seattle, WA) WANT
 MONOGRAM SPEEDEEBILTS & MONOGRAM SUPERKITS...WANT
 wood kits (or plans) of OPEN WHEEL DIRT TRACK TYPE RACE
 CARS. WANT original plan for MEGOW 37" AIRACOBRA #D-11 &
 54" BERKELEY COMMANCHE #3-9. WANT wings, pins, etc. by
 COMET, MEGOW, STROMBECKER & JIMMIE ALLEN & PEP
 SQUADRON buttons. LOOKING for Wooden S&T and Solid Kits... →
 Charlie T. Glassie, Jr., 4622 N. 13th St., Tacoma, WA 98406 → →

Welcome KAPA! Looking forward to corresponding & trading. CTGjr

For Sale: Hasegawa SE5-A scale kit-\$175, Flight Designs Ryan STA-\$20, Flight Designs Vultee V1-A-\$20, Hunt Models Longster, Flybaby Bipe, 1940 Porterfield-\$20ea. Sierra Nevada Models Pussmoth, Fokker D-II, Heinkel 51, American Eagle, American Standard, Pfalz D-XII, Sopwith Baby-\$10 ea. All kits in excellent condition & complete. Prices plus postage

Don Belote
15731 Five Point Rd.
Ferrysburg, Ohio 43551
Ph. 419-878-8144

GOLDEN AGE REPRODUCTIONS, ILLUSTRATED
CATALOG OF 200 PLANS, 22 KITS,
CANOPIES, DECALS, PLASTIC WHEELS,
\$2.50, P.O. Box 1685, ANDOVER,
MA. 01810

Cleveland CONDOR SOARER E-19
Plans and printwood only. No sticks or box.
72" Class D Glider 294 Sq. In. wing area
Copyright 1947.
Would like to trade. John Valls
2502 Montgomery St.
P.O. Box 2241
Laredo, Texas 78044-2241
210-723-9018 (After 4:00 PM)

WANT: WWI Wooden model kits
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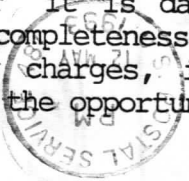
Kits and Plans Antiquitous ("KAPA") is a club for people who are interested in the preservation and exchange of wood model airplane plans and kits and the history of the companies and individuals who created them.

Membership in KAPA includes the club's quarterly newsletter, KAPA Kollector, and such other membership activities as may be undertaken. The KAPA Kollector will include news of the club, and members' stories of the kit manufacturers and the model designers, as well as advertising for kits and plans wanted, for sale, or for trade.

The cost of membership is \$6 per year, payable to Jim Alaback (not KAPA), 12366 Nacido Drive, San Diego, CA 92128.

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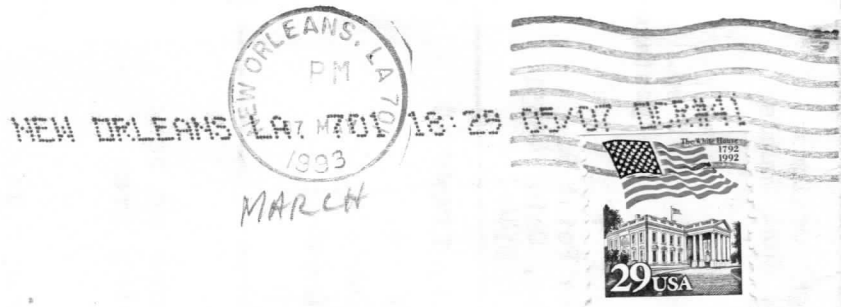
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