

Issue No. 10

June 1995

DESIGNED BY HERBERT K. WEISS

by Jim Alaback

(Part 2 - Continued from KAPA Kollector #9)

Scale Modeling, 1930-1935

Model Airplane News ran a contest for scale models of the Curtiss Robin [January, 1930 issue]. Bill Lee built a beautiful model and a magnificent crate to ship it safely. It was the first really professional-class scale model that I had seen.

I admired the "Cleveland Model" design formula innovated by Ed Packard, and I think my models came on as the Cleveland idea of realistic flying scale models was at last taking hold everywhere. If you look at the Ideal scale models or the *American Boy* flying scale models as shown in Frank Zaic's excellent reprint volume, you will note that the Cleveland models, by comparison, were an order of magnitude jump upwards in realism. [Frank Zaic's book, *Model Airplanes and the American Boy*, is available from Hannan's Runway, P.O. Box 210, Magalia, CA 95954, at \$16 plus \$3.50 shipping, and 7¼% tax for Californians.] Balsa made it possible, of course--one writer observed that balsa wasn't even known in England (for example) in 1930, when [Cleveland owner] Packard produced his "Great Lakes Sport Trainer" model (\$4.95). I was converted when I built a 3/4" scale Albatros D-III from Cleveland and it flew all the way across my back yard. My Cleveland Waco took first place in the non-flying scale event at the [1934] Brockton Fair.

[Cleveland Model and Supply Co. published an outstanding bi-monthly magazine for scale modelers in 1933 and 1934, titled *Cleveland Modelmaking News & Practical Hobbies*. The July-August, 1933 issue featured a photo of Herb's splendid Boeing F4B-4 model, which was built from a Cleveland kit, and a letter from Herb, which included a tip on getting good close-up photos of models, along with Herb's praise for Cleveland kits. "In my eight years of model experience, I've never encountered plans and kits the equal of yours."]

First Nationally Published Design - 1936

My first published drawing was a set of 3-views of the Douglas O-38 National Guard type stationed in Boston. It was for a Junior Birdmen contest sponsored by Hearst's Boston newspaper (the *Boston American*, I believe) that published the drawing. [No copy of this drawing is known to exist.] My first submission to a national magazine was a 3-view of a Vought SB2U-1, back about 1935. It was rejected, so I scaled it up to a flying scale model, which was accepted by *Flying Aces*. Six pages of plans and manuscript, and pictures of my model, for which I received (on publication), a check for twenty-five dollars. That was probably the best flying scale model of any I ever built.

[Herb's model was published in the December, 1936

issue of *Flying Aces* magazine. At that time it was the custom to print the plans full size, but piecemeal over several pages of the magazine. The pages had to be cut from the magazine and joined together to build over them. A copy of Herb's plan was included with Part 1 of this article, but with the original four pages of drawings first joined together and then reduced on a photocopier to fit on a single page in the *Kollector*.]

I lettered my first few plans by hand. *Flying Aces* accepted them, but *Model Airplane News* editor Charlie Grant sent them back with a note, "Please paste white paper over the lettering, and I will have them lettered here." That was when I bought some simple lettering guides.

I drew my first plans on the white cardboard that was used to pack shirts. No mistakes allowed with that stuff. One of the magazine editors steered me to Bristol Board--easy to scrape out errors with a razor.

Minute Models - 1938

[Herb may be best remembered today for his unique "Minute Models", which were published in *Model Airplane News* from 1938 through 1947. There were ten of these models, which were small enough to have the plan drawn on a single magazine page. They ranged from about 10" to 14" in wingspan.]

My first small, one-page model plan was the Mauboussin Tandem. I don't remember why I decided to do that article, except that I had been turning out longer articles, each with plans running six pages, and decided to dash that one off before starting a longer job. Charlie Grant [editor] at *Model Airplane News* liked the idea and suggested a series to be called "Minute Models". I don't know why Grant called them "Minute Models". The word "Minute" was apparently much on his mind...you have seen the nicely-proportioned, all-balsa stick tractor model that he designed and called the "Minute Man". And of course the "Minute Men", like C. H. Grant, were Vermonters.

The next three "Minute Models" were a Piper Cub, a Douglas TBD-1, and a Messerschmitt Bf-109. All flew remarkably well, also. I took them over to the Boston Armory and was very gratified to confound skeptics about flying scale models by having several zooming around the rafters at the same time. Later models in the series were heavier, had more paint and detail, and didn't fly as well. At least mine didn't.

Usually I drew those models by eye from photos, sometimes a single picture. I used "dividers" for scaling and rough rule of thumb correction for rotation. They seem to have come out in about the right proportions.

Incidentally, the last three [the "Minute Models" designed after WW II] had wing spars added, by direction of the then editor of *M.A.N.*, who felt that young builders needed more than just the leading and trailing edges. Well, editors have to edit, don't they?

[I built the first of Herb's "Minute Models", the Mauboussin Tandem, from the plan in the May, 1938, issue. It was a fine flyer. I built another one in 1986 that also flies very well. A number of other modelers have told me of their recent successes with "Minute Models" they have built, including the Piper Cub, Douglas TBD-1, Bellanca Cruisair, and Messerschmitt Bf-109. All of these models can be built to 13" wingspan for Peanut Scale events, either in the published size or via minor size changes on a photocopier.]

Mystery of the Missing Plans

C. H. Grant [M.A.N. editor] had three complete articles from me, on (1) Douglas XFD-1, (2) Curtiss CW-21, and (3) Brewster XSBA-1 dive bomber, which were never published. The basis was "accepted, but payment on publication." I don't know what ever happened to them. Maybe the old plans still exist... Oddly enough, the three models of the missing articles flew better than some of mine that were published.

SOURCES FOR HERBERT K. WEISS PLANS

Copies of all ten of the "Minute Model" plans are available from Charles F. Schultz, 910 Broadfields Dr., Louisville, KY 40207-4342. The price is \$2 each, plus postage (15% on orders under \$10, 10% on orders over \$10).

Many of the Herb Weiss larger model plans are available from John Pond Old Time Plan Service, P. O. Box 90310, San Jose, CA 95109-3310. Catalogs *Flying Scale, A-K* and *Flying Scale, L-Z* are \$2 each.

Photocopies of the original magazine pages, including the plans and the associated construction article, are available to Society of Antique Modelers members for \$2 per article, postpaid, from Gene Wallock, 220 Leroy Ave., Arcadia, CA 91007. Photocopies are also available (to all) from Gleason Enterprises, 705-10th Ave. S.W., Austin, MN 55912. Gleason's copying and postage charges are modest, but they vary with the number of pages in the article requested. In either case, when making your request, give the name of the plan wanted and the title and date of the magazine in which it was published, as shown in the listing.

A photocopy of the complete December, 1986 issue of *WW I Aero*, which includes Herb's latest published plan,

is available from the publisher for \$12 (WW I Aeroplanes, 15 Crescent Road, Poughkeepsie, NY 12601-4490).

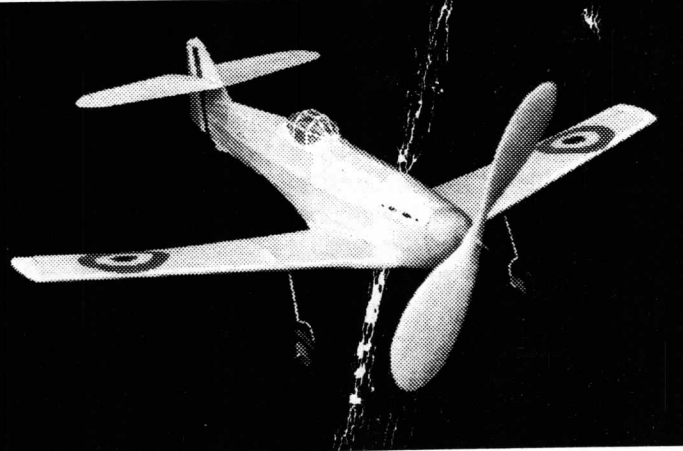
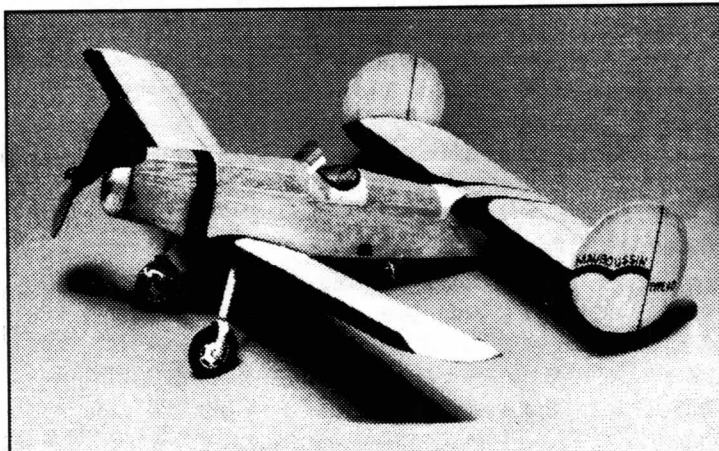
The Aeroneer plan from the *Journal of International Aeromodeling*, July, 1939, may not be available from any of the above-listed sources, but a reduced-size copy of the plan for the 18" wingspan model was included with Part 1 of this article. It could be enlarged to original size by photo-copying enlargement. If you build the Aeroneer, Herb recommends that you skip that automatic flap feature, as his had a tendency to be unreliable.

PUBLISHED FLYING MODELS BY HERBERT K. WEISS (Compiled by Jim Alaback)

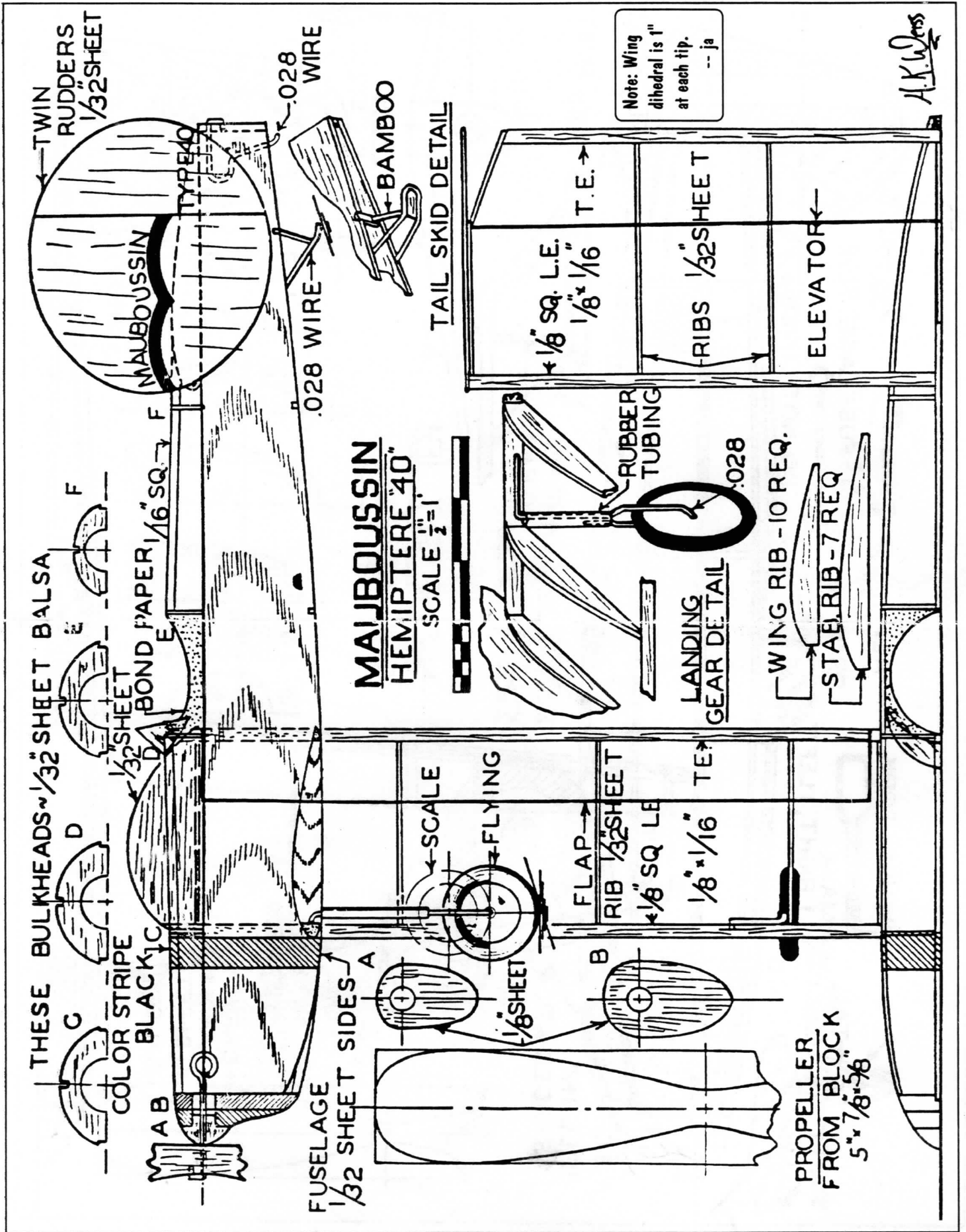
Date	Magazine ⁽¹⁾	Model	Wingspan (in.)
12/36	FA	Vought SB2U-1 [Vindicator]	20
7/37	FA	Vought V-143	25
11/37	MAN	Vought SBU-1	16
2/38	FA	Fokker D-21	23
2/38	MAN	Rearwin Sportster	26
5/38	MAN	Mauboussin Tandem	12½ ⁽²⁾
6/38	FA	Curtiss A-18	24
6/38	MAN	Nieuport 161	11 ⁽²⁾
8/38	MAN	Messerschmitt [Bf 109]	13 ⁽²⁾
10/38	FA	Northrop XBT-1	24
10/38	MAN	Brewster Buffalo	13½ ⁽²⁾
12/38	MAN	Piper Cub [J-2]	13½ ⁽²⁾
3/39	AT	1939 Cub Coupe	13½ ⁽²⁾
4/39	MAN	Douglas TBD-1	13 ⁽²⁾
4/39	JIA	Consolidated PB-2A	21½
6/39	FA	Helicopter (non-scale; twin 10" dia. rotors)	
6/39	MAN	Curtiss XP-40	13
7/39	JIA	Aeroneer	18
8/39	MAN	Seversky Executive	12 ⁽²⁾
12/39	MAN	Vought-Sikorsky OS2U-1	15
12/39	AT	Pick-A-Back (non-scale, ROG & glider)	
1/40	FA	Bell XP-39 (profile fuselage)	12½
4/40	FA	Virginia Champ (gas model; plans and text by H.K. Weiss, design by Robert E. Little)	60
5/40	AT	Helicopter (non-scale; 16" dia. rotor)	
9/40	MAN	Grumman XF4F-2	19
7/46	MAN	No. Amer. P51-D Mustang	10½ ⁽²⁾
8/46	MAN	Douglas XB-42	11 ⁽²⁾
2/47	MAN	Bellanca Cruisair	14 ⁽²⁾
12/86	WWI	Antoinette Monobloc	13½

(1) AT - *Air Trails*; FA - *Flying Aces*; JIA - *Journal of International Aeromodeling*; MAN - *Model Airplane News*; WWI - *WW I Aero*.

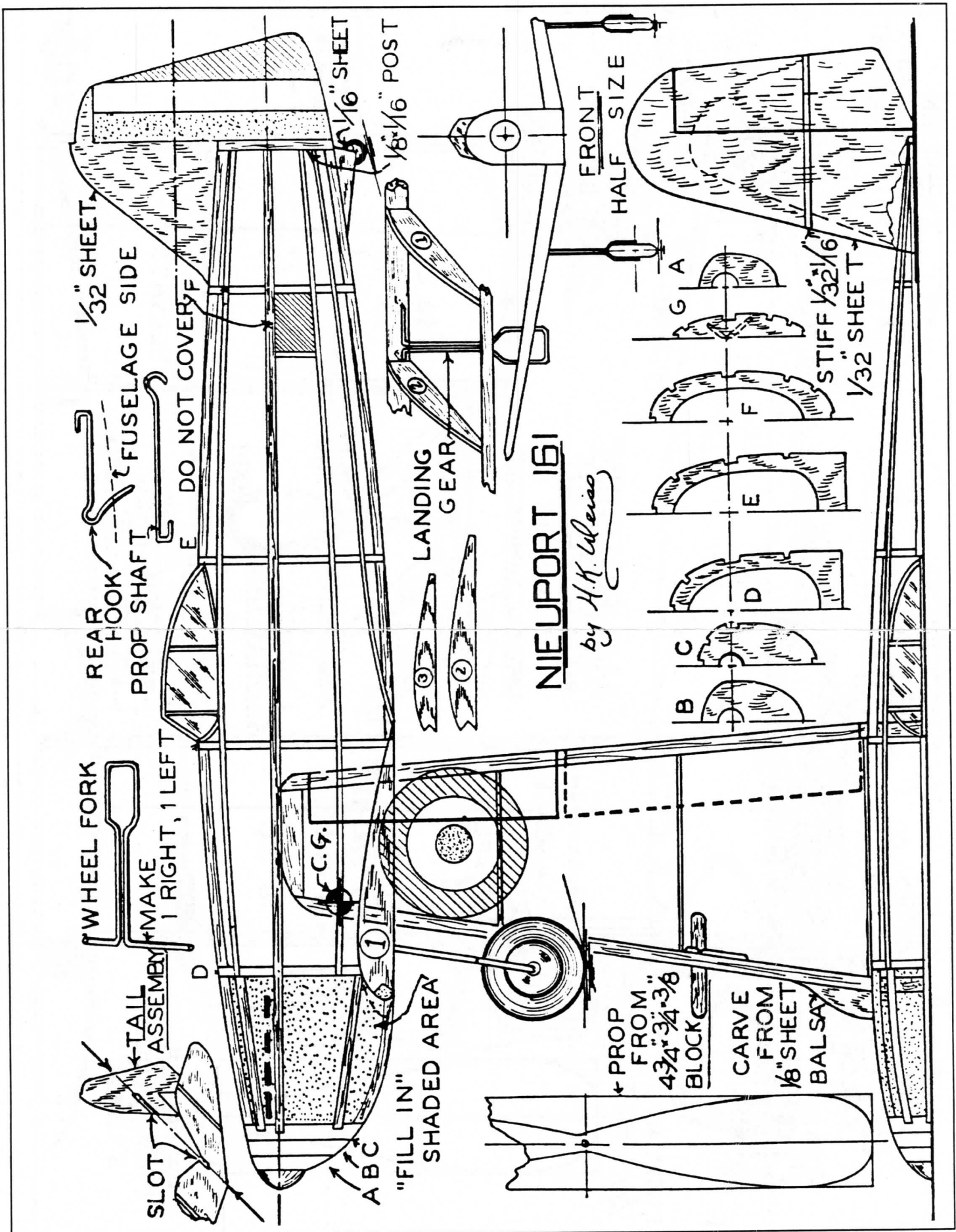
(2) "Minute Model" plan drawn on a single 8½ x 11 page.



Herb Weiss' first Minute Model was a French light plane, the Mauboussin Type 40 (left). With its 12½" wingspan, it would be called a Peanut-Scale model today. Herb's second Minute Model was the French mid-30s Nieuport 161 fighter (right). Minute Models had minimal structure and scale detail, and they were generally good flyers when built lightly. (Models built by Jim Alaback)



Herb's first "Minute Model" was published by M.A.N. (Courtesy Jim Alaback)



Herb's Nieuport 161 was published in the June 1938 Issue of *M.A.N.* (Courtesy Jim Alaback)

■ The only Japanese single seat fighter to be powered with an inline liquid cooled engine during World War II was the Kawasaki Ki-61. This plane was used by the Japanese army virtually throughout the war in New Guinea, Rabaul, China and Philippines and over Japan intercepting B-29 bombers. The Ki-61 is generally considered to be the Japanese Army's counterpart of the Japanese Navy's vaunted "Zero." The U.S. recognition nickname for the Kawasaki Ki-61 was "Tony."

The 3,120 "Tony" fighters that saw service were powered by a twelve cylinder, Vee type engine of 1175 horsepower, designed Ha-40. This was undoubtedly a German design built in Japan under license. In fact, the entire treatment of cowl and exhaust stacks gives "Tony" a typical German rather than a Japanese appearance. Maximum speed was 348 mph with a gross weight of 7650 lbs. The craft could climb to 16,400 feet in seven minutes. Armament consisted of two 20 mm cannon mounted in the wings outside of the propeller arc and two heavy calibre machine guns buried in the cowl. This was one of the few Japanese planes that was well armored.

An air cooled engine version was also produced in limited numbers during the closing years of the war. This was the Ki-100. Reports indicate that the Kawasaki Ki-100 could meet U.S. "Mustangs" on equal terms and the better pilot usually won.

"Tony" is beautifully proportioned for control line sport flying and this $\frac{3}{4}$ " to the foot scale model can be powered by a glow plug or diesel engine from .09 to .19 cubic inch displacement. Standard two line control system is shown; however, the Stanzel Mono-line control system can be installed if desired. The clean, uncluttered lines and absence of struts or rigging makes this "Tony" a pleasure to own and fly.

As is customary with our vertical keel fuselage construction, the wing is built first. Begin by cutting the spar and ribs to shape and cementing these together. The $\frac{3}{32}$ " sheet lower covering should be assembled to form the correct chord distance from standard 3" balsa sheets. When the covering has been assembled and cut to shape it can be cemented to the bottom of the ribs and spar. Start with the spar and work the covering towards the leading and trailing edges of the ribs. Use plenty of cement and hold the covering in place with pins until the cement is dry.

Bend the wire landing gear struts to shape being certain to make one left- and one right-hand strut. Sandwich the upper portion of the struts between two rectangles of plywood. Drill small holes and firmly "sew" this assembly together. Use plenty of cement. When dry, the landing gear is cemented to the wing spar, ribs and lower covering. This is done by passing the strut, from above, through the lower covering in the exact location that the strut emerges at the bottom. Do not spare the cement in installing the landing gear. Several applications are recommended.

The $\frac{3}{32}$ " sheet balsa wing upper covering is installed in the same manner as the lower. Before this is attached, however, be sure to bevel the leading

and trailing edges of the lower covering to match the contour of the ribs' upper camber.

Sheet balsa wing tips are laminated of $\frac{3}{16}$ " sheet balsa and cemented in place. Entire wing should be sanded thoroughly at this time with 3/0 sandpaper.

Cut the body keel to shape and cement it to the wing. Be certain to cut openings in the keel for the fuel tank, and bellcrank movement. Cut the bulkheads and formers to shape and cement these to each side of the keel. Install the engine mounts to the bulkheads using plenty of cement.

The elevator and stabilizer are cut to shape, sanded to a streamline section, and hinged together after the control horn has been firmly installed. Cement the stabilizer into the slot in the keel.

A hardwood block serves as the bellcrank mount. Attach the lead-out lines to the bellcrank and then bolt the bellcrank to the mount. Slip the control rod onto the horn and bellcrank and then



cement the mount very securely to the top of the wing. It will be necessary to make a small hole in the wing covering to accommodate the nut.

Install your "commercial" fuel tank at this time. This must be rigidly wedged in place.

The fuselage is planked with $\frac{3}{32}$ " x $\frac{1}{4}$ " balsa strips. These should be carefully fitted and cemented to the fuselage formers as well as to each other. Hold in place with pins until cement dries. Small hairline spaces between the planking strips caused by improper fitting can be easily filled with "Plastic Balsa." When the planking is complete the nose block should be installed. Install the engine mounting nuts and bolts tightly. Apply plenty of cement around the nuts to hold them in place.

Carve the nose block roughly to shape and then split it apart along the horizon-

tal centerline. Hollow the interior to clear the engine mounts; and then cement the nose to the fuselage. Complete the nose and sand the entire fuselage thoroughly.

Cement the wing fillet sheet balsa foundation to the wing and fuselage. When dry apply several layers of "Plastic Balsa" with the fingers to form the fillet. Make the fillet slightly oversized to allow for sandpapering when the "Plastic Balsa" is dry.

The fin and rudder should be cemented in place.

Carve the radiator from soft balsa and sand smooth. Cement this to the fuselage belly and form fillets with "Plastic Balsa."

The windows forward of the cockpit and the rear vision panels behind the cockpit are cut out and covered with sheet plastic. The planking should be cut away about $\frac{1}{32}$ " all around the opening. This cut must be to a depth equal to the thickness of the plastic sheet. Carefully cut the plastic to $\frac{1}{32}$ " larger than the opening and cement it in place.

Seal any rough edges or imperfections around this installation with "Plastic Balsa." Sand smooth. Those modelers who are not interested in these details can use black or blue decal sheet for the windows and this can be applied after the model has been painted.

At least six coats of Balsa Filler should be liberally applied. Sand each coat when it is thoroughly dry. Up to twenty coats can be applied for a super finish.

The Kawasaki can be colored all light gray with black anti-glare panel forward of the cockpit, or it can be colored all bright green or bright green with splotches of yellow and a hazy blue bottom. The red ball insignia is outlined with a white band only when the plane is camouflaged.

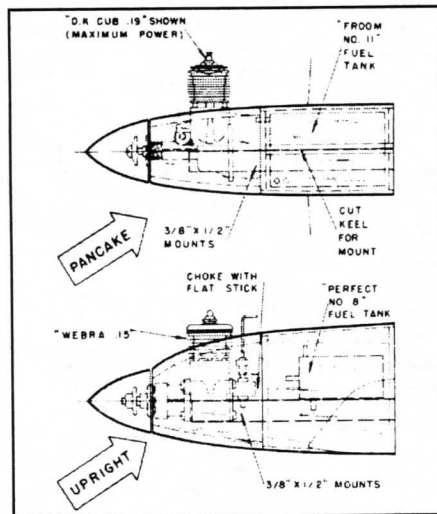
The splotches of yellow on the green are made by cutting yellow "Wondurcal" decals into small irregular pieces and applying them onto the finished model. These will adhere tenaciously and are fuel proof.

The cockpit canopy can be cut from a standard bubble many of which are available at most hobby shops. This should be installed now. Other miscellaneous details such as exhaust stacks, radio mast, tin can metal wheel covers, and wheels are added.

Carefully cut a hatch in the cowl in order to install the engine. Loosen the mounting bolts gently in order not to disturb the nuts that were previously cemented to the mount. Openings for the cylinder and needle valve are cut in the nose. The entire cowl interior should be well protected with several coats of fuel proof dope. Install the engine and attach the cowl hatch with a few drops of fuel proof cement.

The model should balance at the point shown. Lead weights, firmly attached to the inside of the nose or tail, should be used to remedy any unbalanced condition.

In view of the relatively small wheels it is advisable to fly your "Tony" from a paved area or grassless packed earth. Flight lines thirty to fifty feet long can be used for flying this model. The prototype airplane was flown with a three bladed propeller.



Leopard-Moth DH85

Calling all scale fans! An oldie-but-a-goodie is back as a real faithful control line replica

By AUBREY KOCHMAN

■ The *Leopard-Moth*, a hopped-up version of the famous "Puss," was produced in 1933, and on its first public appearance, piloted by its owner, Capt. Geoffrey de Havilland, won the King's Cup Race at an average speed of 139.5 mph. Incorporated in its design are all the lessons learned from the experience of several years' operation in all parts of the world, of the more familiar Puss-Moths.

The model as presented was designed as a Class A control line job, mounting

an inverted Cub .14. Sheet covering of the entire model results in a very rugged ship which more than makes up for the added weight. If care is taken in the selection of wood the additional weight can be held to a very few ounces.

The fuselage is constructed directly over the full-size plans. Pin the 3/16" sq. longerons in place and add the uprights, gussets and hardwood motor mounts. The second side is built in a like manner atop the first. When dry, separate and crack at the rear of the cabin. Cement the cross braces in place. Add the stringers and sand them to shape. Cement the bellcrank mount in place and add the upright braces. Bend the landing gear to shape. Secure the separate legs to the plywood mounts by either binding with Celastic, strong thread or using "J" bolts. With the last two, don't spare the cement when installing the gear. Celastic is a cement unto itself. For scale appearance, slip rubber tubing onto the wire before soldering the legs together.

Cover the fuselage sides with two sheets of 1/16", butting them together along the stringer. Do the same for the top and bottom. Cement the cowl sides, front and bottom pieces in place and sand to proper contour. Tack-cement the top cowl piece in place and sand to shape. Remove it and hollow it out for engine and fuel tank clearance. Cut off the removable portion—this may later be held in place with dress snaps or hinged along one side—and cement the rear portion in place at the windshield. Add the block above the windshield and the windshield dowel pieces. The top cabin window pieces should be cut to shape and cemented to celluloid pieces of the same overall shape before adding to the fuselage.

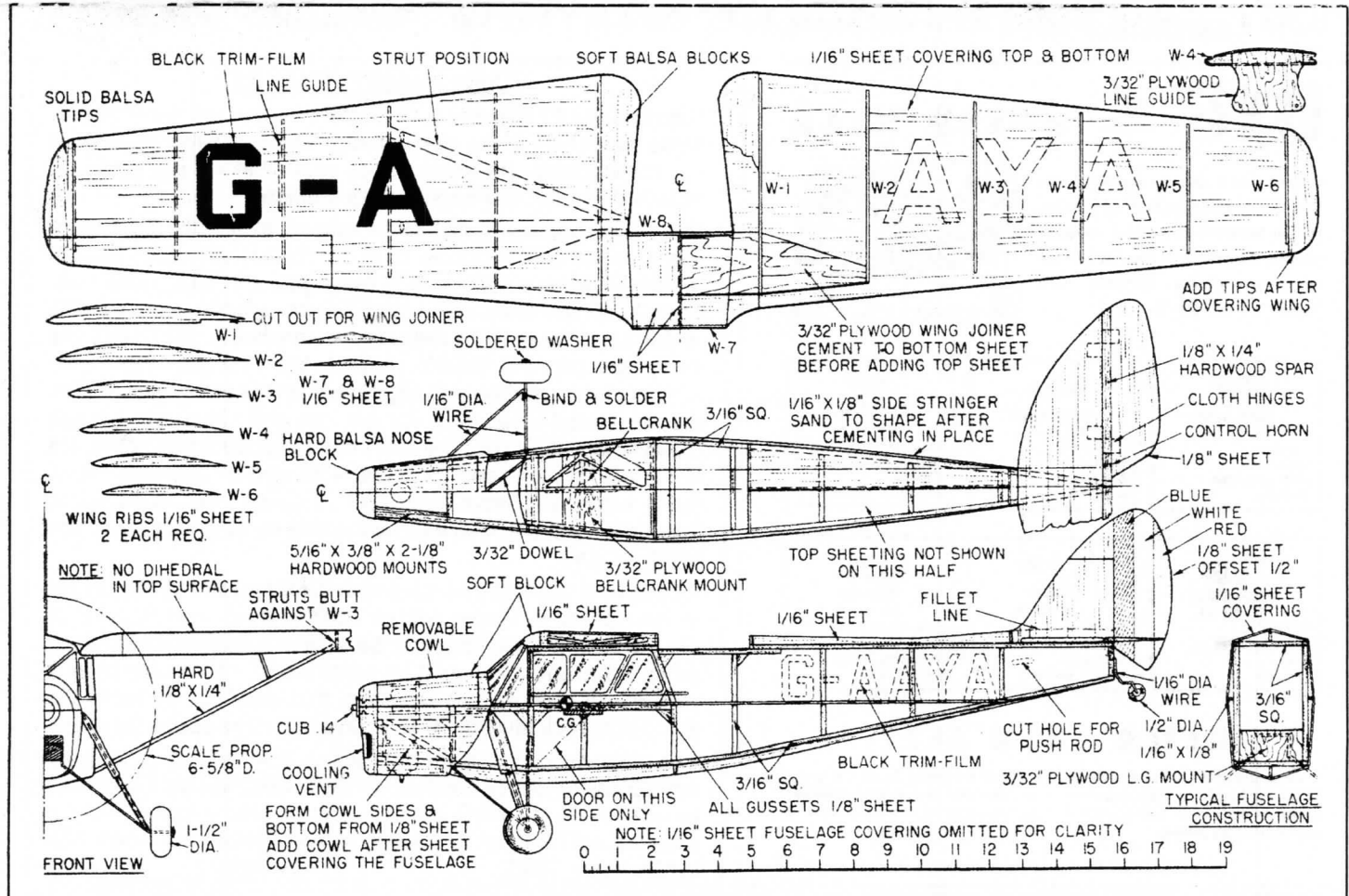
Cut the stabilizer to shape and cement in place. The elevators are cemented to a hardwood spar and hinged to the stabilizer with cloth strips. It will be necessary to angle the end of the fuselage to allow for downward travel of the elevators. Cut out and cement the fin and rudder in place, offsetting the rudder approximately 1/2"

to the outside of the circle. Add the fillet. Install the bellcrank and the control horn and hook up the pushrod.

The decided "gull" of the wing at the fuselage juncture offered the only problem, as a spar of sufficient depth could not be used. The plywood wing joiner, finally decided upon, has proven quite adequate. If possible use six-inch stock for the wing sheets as they will insure a smoother airfoil. Cut the panels to shape, including the portion under the "gull" blocks. Join the bottom sheets with the wing joiner and cement the ribs in place. Block up the tips until the top surface is straight (no dihedral!).

Cement the top sheet in place between W-1 and W-6. Use plenty of cement and pins and check against warps. Cement the gull blocks and tips in place and carve to shape. Add W-7 and W-8 and the 1/16" sheet. Slot the underside of the wing at W-4 and cement in the plywood line guide. Cement the wing in place on the fuselage and add the wing struts. Slot the wing so that the struts butt against W-3.

Apply at least three coats of sanding sealer and then paint the entire model silver. Trim-Film does nicely for all the colored decorations.



FRONT VIEW

TOP VIEW

SIDE VIEW

MONOCOUE
KIT NO. Y2

DIRECTIONS
Trace side view of body onto block and cut to shape. Then curve body as shown in top view.
Next shape the body, using section drawings as a guide. Sandpaper well.
Cut all wing and tail parts from printed balsa sheet. Sandpaper to shape shown in side view and glue to body.
Fasten landing gear to plane. Pins may be used for sides of wheels.
If model has a motor, use woodglue for these. Shape propeller and mount on a straight pin. Cut all landing gear pins and glue to model.
Model may be painted if desired. Obtain colored dyes for this from your local model dealer.

FRONT VIEW

TOP VIEW

SIDE VIEW

FOKKER D-VIII
KIT NO. Y4

DIRECTIONS
Trace side view of body onto block and cut to shape. Then curve body as shown in top view.
Next shape the body, using section drawings as a guide. Sandpaper well.
Cut all wing and tail parts from printed balsa sheet. Sandpaper to shape shown in side view and glue to body.
Fasten landing gear to plane. Pins may be used for sides of wheels.
If model has a motor, use woodglue for these. Shape propeller and mount on a straight pin. Cut all landing gear pins and glue to model.
Model may be painted if desired. Obtain colored dyes for this from your local model dealer.

Two more plans from Comet's "BIG 4 Solid Kits" Y-Series. (See 1941 ad below, left.) Yes, you could build 4 complete models for a whopping 5¢ for the 4-in-1 box kit! (Plans courtesy Jim Alaback)

BIG 4 SOLID KITS

Just think! 4 different models in one kit—at this low price. Each kit contains all the materials to build 4 complete models. Only the most popular types in each class chosen. Compare these values with any others.

4 MODELS for 5c

<p>AIRPLANES KIT No. Y1</p> <p>Aeroneer Ryan Trainer North American Autogiro</p>	<p>AIRPLANES KIT No. Y2</p> <p>Monocoque Stinson Cub Sport Cessna</p>	<p>AIRPLANES KIT No. Y3</p> <p>Vega Transport Abrams Explorer Howard Waterman Arrowbile</p>
<p>AIRPLANES KIT No. Y4</p> <p>Fokker D-8 Sopwith Camel S.E.5 Nieuport</p>	<p>BOATS KIT No. Y5</p> <p>Destroyer Cruiser Submarine Aircraft Carrier</p>	<p>TRAINS KIT No. Y6</p> <p>Rock Island Rocket B & O Capital Limited Burlington Zephyr Union Pacific</p>

BUILD THEM ALL!

Each and every model is easy to build—authentic in appearance—complete in details. Kits contain 4 separate balsa blocks.

You'll be proud to own a group of these models that are a pleasure to assemble and cost so little to make. Dandy little ornaments.

LITTLE COMET MODELS ARE LOTS OF FUN

KAPA SURVEY RESULTS

We received 61 responses back from our survey, which represents about 15% of the membership. That indicates that 85% of our membership are either happy with what we are doing, or satisfied and not interested in any changes.

The clear majority (64%) favor rubber, 82% free flight, 63% flying scale, 50% favoring 1919-39 civilian subjects, 13-32% favoring military subjects, 32% favor gas, and 30% prefer non-scale subjects. More than half (54%) are over 60 years old, 2% under 30. Almost 100% indicated an interest in 1927-1965 kits and plans, only 5% 1966-to present, and 14% pre-1927. Only 13% are interested in restoring old kits and plans, and over 70% are interested in sources for old kits and plans—an obvious expectation. This tells me that I must include some non-scale stuff, less military, and more 1919-39 civilian subjects. Non-flying scale was represented by 21%, so I will continue to include a solid or two in each issue and try to get and give you what you want.

As ads take up more and more space, I may find it difficult to get as many plans in. Please help us: don't be wordy, don't leave spaces between lines in your ads, be sure to include prices in each ad for sale, and use typing on white paper. If you can reduce your ad on a photocopy machine, that will help, as well. I'm trying to reduce all of them so as to allow more space for plans.

The clear majority like the articles on plan and kit producers, more plans, and less ancillary articles. Several said they would be interested in writing articles. I have your names. Please write to me and let me know which dates you would like beginning in 1996.

--Lou Buffardi

RIBS & SPARS: The Readers Write

Ref Jim Alaback's article in KAPA Collector about restoring plans.

I find it better to make the first copy of the original material on tracing paper. Blemishes can be removed easily by carefully scraping with X-Acto knife. An alternative method is to apply acetone with a good watercolour artist's brush. With care you can get quite close to wanted detail and remove unwanted marks. The acetone does not dissolve the ink. It just loosens it and then the brush lifts it off. It does not affect the tracing paper. **WARNING!** Do this in a well ventilated area. If not, you will go to bed feeling happy but will wake up with an elephant sitting on your head! Missing parts of the drawing can be filled in using a draughtsman's pen.

The cleaned up drawing can be used to make Dye-line prints or Xeroxed in the usual way.

Peter Williams
13 Southminster Road
Cardiff, South Glamorgan
CF2 5AT, Wales, UK

Here is a teaser question--Back in the mid 1930's some kit manufacturer produced a static display model of the Boeing 247. Chisel die-cut parts, and I believe it offered a scheme of an interior light bulb. Too much for a kid of 8 or 9.

Ben Wallace
25 Beaver Dam Road
Scituate, MA 02066-3832

From the Editor:

I erred in the last issue when I stated your donation to KAPA would be tax-deductible. I've been informed we do not fall into that category. Sorry about that! But, don't let that stop you.

For our foreign brothers and sisters, how about letting us know about your country's kits and plans of the 30's, 40's, before and after? We'd love to hear from you and have your country featured as well!

Lou Buffardi

Collector Classifieds

IMPORTANT NOTE: This is the last issue that 'For Sale' ads that do not contain prices will be run. In the future, if you send an ad advertising kits or plans for sale and do not list prices along with them, the ad will not be run! If you need help pricing a kit or plan, write to Jim, Morrie, or me. --Inb

WANTED WANTED

XEROX COPIES OF OLD MODEL CATALOGS FROM THE 30'S, 40'S, AND 50'S WILL TRADE FOR XEROX COPIES OF CATALOGS LISTED BELOW ON A PAGE FOR PAGE BASIS

1. WESTERN MODEL DISTRIBUTORS OAKLAND AND LOS ANGELES COMPLETE FROM 1946. THIS IS THE FIRST CATALOG PUBLISHED AFTER WW II (84 PAGES)
2. 1930 SEVEN CHAMPION SCIENTIFIC INDOOR MODEL AIRPLANES (23 PAGES)
3. 1934 SCIENTIFIC CATALOG (7 PAGES)
4. 1932 GUILLOW CATALOG (4 PAGES)
5. 1935 COMET CATALOG (4 PAGES)
6. 1937 COMET CATALOG (8 PAGES)
7. 1943 COMET CATALOG (17 PAGES)
8. 1942 ACE WHITMAN CATALOG (15 PAGES)
9. 1940 BERKELY CATALOG (22 PAGES)
10. 1954 (APRIL) BERKELEY AD FROM AIR TRAILS "HOBBIES FOR YOUNG MEN" (12 PAGES)
11. 1946 (SEPT.) BERKELEY AD FROM MODEL AIRPLANE NEWS (3 PAGES)
12. 1937 IDEAL CATALOG (22 PAGES)
13. 1937 MEGOW "A B C'S OF MODEL BUILDING" (10 PAGES)

MORRIS E. LEVENTHAL, 1788 NIOBE AVENUE, ANAHEIM, CA 92804 (714) 535-6570

PHIL OESTRICH
8524 MARY'S CREEK DRIVE, FT. WORTH, TX 76116 (817) 44-7486 AFTER 6 PM CDT.

FOR SALE (I PAY UPS)

COMET L10 SPARKY, VG \$25, Y14 AERONCA CHIEF, VG, \$25, 3901 F-51, EX, \$15.
MIDWEST MAGICIAN 15, VG, \$25. AIRTRONICS OLYMPIC II, EX \$60.
BALSA USA FORCE ONE W/PUSHER PROP, EX \$45. SIG SKYBOLT, EX \$80, CITABRIA, EX \$70.
STROMBECKER B-47, G (slightly started), \$25. KEIL KRAFT FAIREY JUNIOR, VG, \$20.
FLYING T BLERIOT VII, EX, \$25. MODEL IND STRATO-CAT, G/F, \$25.

MANY THANKS TO ED JOHNSON (KAPA) FOR SUPPLYING A LONG-SOUGHT MODEL PLAN.

Kits For Sale

1. Classic Models Super Parasol	13" WS
2. Classic Models Baby Bullet	13" WS
3. Jetco Dayton Wright Racer	13" WS
4. Old Models Curtiss Fledgling Jr.	13" WS
5. Guillow's Sopwith Camel	13" WS
6. Cleveland Russian Mig-15	18" WS
7. Jetex Scorpion 600 Engine	
8. Augmenter Tube for Jetex 50B Motor	

Mike Repko 140-F
PO Box 644
Vienna, Ohio 44473

WANT: WEN MAC FLYING PLATFORM, TOPPING X-100 RACE PLANE, ANY TOPPING CATALOGS (XEROX OK), ANY DESK MODELS OR KITS BY ALLYN, MODEL AIRPLANE NEWS MAR-SEPT 55, R. DELALIO, SID MILLIGAN LP, WEST ISLIP, NY 11795

TRADE: ACE WHITMAN 2055785 2236
A-25 HELL DIVER, 2943 WESTLAND LYSANDER
BY'S ONLY EX COND. BURKARD FW190, B-25
SB2A-1, B-17, F3F-2, MONOGRAM S/B FCF
F4U, F9F, B-24, EAGLE 3/4 1942 Vought
CORSAIR (30" wings) 20 VICTORY SERIES. COMET
M-S 100 BELLANCA CARRIER. GUILLOWS# 204
FOKKER DR-1, CONTINENTAL A-L AERONCA
CHIEF. ED MARCINIEC, 25 LORI ST.
SPOTSWOOD, N.J. 08884

FREDERICK D WOLFE, 8123 E. MELROSE ST., FORT WORTH, TX 76108, (817) 246-6777

KITS FOR SALE (PRICES INCLUDE UPS)

JETCO IMPERIAL RC-100, VG, \$75 BERKELEY AERONCA C-3, EX/VG, \$40
FLYLINE STINSON VOYAGER, EX, \$25 FLYLINE REARWIN SPEEDSTER, EX, \$25
COMET M2 PIPER CRUISER, EX, \$25 STERLING USS CONSTITUTION, EX, \$25
GEODETIC GALAXY 585, EX/VG, \$35 1/2-A GALAXY, EX/VG, \$25
GUILLOW PAA MITE, EX/VG, \$25 BERKELEY SUPER BUCCANEER, G/F, \$65
SUPREME PEE WEE ROG, VG, \$15. TRADES? SAFE FOR FULL LIST.
WANT PLAN FOR CAPITOL 54" OR 60" STINSON RELIANT.

WANTED - PLANS FOR THE FOLLOWING KITS:

CAPITOL 54" w/s STINSON GULL WING (TAPERWING)
CAPITOL 60" w/s MISTER MULLIGAN (D.G.A.)
CAPITOL 60" w/s MONOCOUE 90A

DENNIS OSBORNE
1892 MARTEN AVENUE. CONOX, BC
CANADA V9M 2K2

WANTED

Berkeley Cessna 195 C/L kit, box, or parts; Berkeley Cloud Copter or Cloud Copter-D kit, box, or parts; Cox Curtis Pusher RTF w/ 049; Albin receiver and Benter actuator for pulse-proportional RC set, any wood or plastic flying/non-flying helicopter or autogyro model kits, plans, etc.

Ed Jones
10405 Button Quail Dr.
Austin, TX 78758-5032, (512) 837-8041

WANTED (DESPERATELY)

Maircraft **DC-3/C-47**

Complete kit with United Airlines and U.S.A.F. decals. Please state price and condition. Direct responses to:

E.M. Cortani
949 Bobolink Drive
Virginia Beach, VA. 23451

WANTED BY COLLECTOR

**MONOGRAM
SPEEDEE BILTS**

STRICTLY NOSTALGIC. TO RELIVE THAT MAGIC AND WONDER

DAVID SCULLY, KAPA 514, SAM 3713
4824 1/2 McCONNELL AVE
LOS ANGELES, CA 90066
(310) 827-2863

Kollektor Classifieds

Roger L. Wathen Sr., 3242 N. DeQuincy St., Indpls, Ind. 46218
WANTED: I'm interested in obtaining the following items:

FLYING SCALE STAR SERIES
 Designed for Jetex 30

- ✓ AVRO VULCAN
- ✓ GLOSTER JAVELIN
- ✓ M.C. 13
- ✓ HAWKER HUNTER
- ✓ SUPERBARRIE SWIFT
- ✓ U.S. NAVY CUTLASS
- ✓ THUNDERJET
- ✓ JETTERS BY SAME FIRM
- ✓ D.M. COMET
- ✓ SUPER BARRIE
- ✓ JETMASTER OR JETEX SERIES
- ✓ D.M. COMET
- ✓ AVRO VULCAN
- ✓ CAMERON
- ✓ DOUGLAS BETAJET

All at 3/16 inc. P.T.

BRITISH MODEL AIRCRAFT MANUFACTURING CO. LTD.
 189 LONDON ROAD, MITCHAM, SURREY

WANTED
 EARLY TO LATE 50s MAGAZINE PLANS AND PATTERNS OR PHOTOSTATS OF ARTICLES FOR SINGLE CHANNEL RADIO CONTROL FLYING WING AND CO₂ POWERED ANOPHOLES
 CHARLES A. GENTILE
 P.O. BOX 040091
 STATEN ISLAND, NY
 01304-0002

I run a WW-I model service, with over 400 plans in stock. I have a catalog for \$3.00 for 14 pages. I am looking for any WW-I and before.
 Clarke Smiley
 23 Riverbend
 Newmarket, NH
 03857

WANTED: Gullow's WW/100 series kits, particularly Bristol Bullet, Sopwith Snipe, and Nieuport 27.
 Also interested in Monogram Speedee-Bilt kits.
FOR SALE: Book - RUBBER POWERED MODEL AIRPLANES by Don Ross. \$17.90 postpaid.
 Mike Markowski, One Oakglade Circle, Hummelstown, PA 17036 (717) 566-6423(fax)

KITS FOR SALE -- Please add \$3.00 per kit for postage.

Hudson Min. Old Timer Car Kit 1903 Ford Perfect	25.00
Revell H-251;89 F-104A Starfighter Perfect	20.00
Revell H-232;89 Douglas A4D Skyhawk Perfect	20.00
Revell H-258;98 Martin PBM5 Sm Dmg on box end	20.00
Enterprise Aqua Speedster #979-139	20.00
Am. Telasco Ltd. Jupiter Jetex 150 FF kit	30.00
Am. Telasco Ltd. The Contender Jetex 50B kit	10.00
Flyline Kinner Sportster 39" WS	20.00
Flyline Luton Minor 34" WS	20.00
Micro Models Peerless Panther 46" Span FF	30.00
Monogram #7501 Twin Mustang F-82 Plastic Kit	8.00
Revell H-201 B-17 Fortress Missing decals only	12.00
Gullow Kit 904-139 A1H Skyraider	17.00

W.C. SCHWAGERMAN
 503 NW ASTOR LEE
 S SUMMIT, MO 64086
 (816) 524-1634

**** FOR SALE ****
SERIES III AVIATION PACKETS

- **A/E ENGINE PACKET 40 PAGES ARE 1931 ENGINES, MARTIN, TIERS, ETC... 8.00**
- **J-VIEWS 80 PAGES WITH PHOTOS OF PWS 1931 CIVIL A/C. GREAT REF.....12.00**
- **CUTAWAY A/C PACKET, 33 PAGES, WWI AND A FEW JETS..... 6.00**
- **SILHOUETTE J-VIEWS WITH PHOTO, 85 PGS IN EA. PACKET OF S. SERIES III A, III B, III C, III D & III E..... 12.00 EA.**

ALL 8 1/2 X 11 PAGES... WILL COPY & MAIL FOR ABOVE PRICES.
 DOUG WORTHY, 1149 PINE, MANHATTAN BCH, CA 90266

FOR SALE
 KITS: AIRWINGS P-51 ALL SHEET PROFILE RUBBER-\$3, BERKELEY "RAMROD 600" BOX AND KIT ARE ABSOLUTELY PRISTINE-\$60, COMET TBF AVENGER-\$20, EAGLE STINSON 125-\$25, EAGLE WARTIME KITS: P40, F4U (KIT CHEWED UP), VULTEE VENGEANCE, boxes are shot, kits are ok-ALL THREE \$20, FALCON RI WESTWIND-\$25, HI FLIER STINSON 105-\$10, GULLOW P38 (NEW)-\$30, JETCO LARK-\$30, JETCO HAWK-\$30, MIDWEST ORIGINAL JABBERWOCK from 1949-\$40, MODEL CRAFT BLACK BULLET-\$40, SCHLUETER PACIFIC ACE 40-\$25, ENGINE MAGNUM GP 25 NEW, NEVER RUN BUT NO BOX-\$30
 PARTIALLY BUILT PLANE: SUPER LOOPER U-CONTROL OLD TIME STUNT FROM 1950'S. NEEDS COVERING-\$25 (PLUS \$10 SHIPPING)
 PLANS: K.I.S.U. U-CONTROL STUNT OR COMBAT FOR .09-19-\$3.50ppd.
 ALSO WANTED: TUBE OR TUBES OF AEROGLOSS C-77 "20% STRONGER" MODEL CEMENT
 Morrie Leventhal
 1788 Niobe Ave
 Anaheim, CA 92804

Wanted: Scientific control line kits from the 50's and 60's. I am particularly interested in the Giant Stuntmaster and Giant Kingpin of the middle 60's, and am particularly interested in a Cutlass and a Douglas B-66 1/2A kits through Scientific. I am looking for plans, boxes, etc. of these kits. I have kits to trade or will buy outright.
 Dick Wolsey
 112 Haverhill St.
 No. Reading, MA 01864

KITS WANTED: Monogram: Speedee-Bilt "G" series and "H" series Bomber kits; also, "T" series Superkits. Gullow: "WW and 100 series" World War I kits with 18" wing span or any spare parts such as cowls, wheels, decals, plans, die-cut sheets, etc. Hawk, Maicraft, or other solid balsa kits. Also interested in Megow, Joe Ott, Comet, Ideal, Berkeley, Ace-Whitman, Air-King, Cleveland, California Models, Sierra Nevada Models, Scientific, Sterling, Gullow, or any other discontinued kits from the past. Newly interested in Roger's Motor Co. military kits (1945); Dirigible Airship kits. George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711. (209) 439-3363. My thanks to all KAPA members who have advised and contacted me!

TRADE-A-PLAN OR I WILL BUY YOUR SCALE PLANS, ALL SIZES & TYPES. R/P, C/L, F/F, R/C, & ELECTRIC TOO. I HAVE A VERY LARGE PLAN LIST, OF ABOUT 25 PAGES OR MORE, OF ALL TYPES AND SIZES. PLEASE SEND YOUR AIRCRAFT PLAN LISTS AND LET ME KNOW WHAT PLAN YOU ARE LOOKING FOR. CALL ME ANYTIME AT: [1-402-332-4303]. LOOKING FOR USED LIKE-NEW MODEL ENGINES: 40ci SIZE, BOTH STUNT C/L, & R/C, WEBRA, ENYA, O.S. MAX ENGINES, SOME OTHERS, TOO. DROP ME A LINE OR CALL! ALL COPIES DONE IN [11" X 17"] SIZE OR IN PIECES IS OK 4 ME.
 DUANE BREHMER
 14720 SOUTH 234th STREET
 GRETN, NEBRASKA
 68028-6416 U.S.A.

WANTED
 Does anyone out there have a 1937 BURD KORDA kit??? Even the box only will do. I have a partial kit (printwood, paper, plan). Need the box. Will buy the whole kit also.
 John Valls, 2502 Montgomery St., P.O. Box 2241
 Laredo, Texas 78044-2241 210-723-9018

WANTED - DYNAMODELS SPITFIRE & ME109
MARACRAFT/AIRCRAFT KITS
 SEND CASE LARGE SIZE FOR SALE/TRADE/WANT LISTS
 ALSO WANT
 KELLOGG'S PED "SQUAWAB PIN"
 V0-3 NAVY

PLANE ART
 MODEL KITS - CUSTOM MADE
 PAINTED TO ORDER

FRANK CRONIN (415) 589-3500
 776 CYPRESS AVE. SAN BRUNO, CA 94066

FOR SALE
 2-TOWER POWER 12V H.D. NY-TORK STARTERS LIST @ \$37.00 @, 1 N.I.B, OTHER AS NEW
 1-12V TOWER BATT. N.I.B. LIST @ \$16.00
 \$9000 VALUE FOR \$9000 - includes shipping
 CALL (619) 440-1331 on WHITE: BOBBY R. SANDERS; 306 HARDY WILFEL CAJON, CA. 92021-7034

WANTED
 The Model Airplane Handbook by William Winter
 Building and Flying Indoor Models by Ron William
 Flying and Improving Scale Model Aircraft (MAN)
 Midwest Gollywock #403 and HAWK solid F4F Wildcat to trade for any of the above or will pay cash....
 Also, anyone have an extra wheel for a Turn Aero Porterfield Collegiate? I have plastic nose block, wheels, and decals from Gullow Fokker-7 WW4 to trade.
 PAUL GRABSKI, 5004 SAUFLEY FIELD ROAD, PENSACOLA, FL 32526

Joel Balsam
 4 Pickwick Hill Dr.
 Huntington Station, NY 11746-1241
 I have a number of plans for 30's & 40's rubber jobs. Some good, some poor. All are useable with care. Also have a number of catalogues from the 30's & 40's. Engine instruction sheets and copies of English Magazines, 1942-70's. They include The Aero-Modeler, Model Aircraft, Model Maker & Model Cars, Model Maker & Model Boats, and Model Ships & Power Boats. Also a list of spark ign. & glo engines for sale. An SASE with 2 stamps gets all the lists.
 Want to call? 516-271-3267. Best time 6-7 p.m., EDT.

Kollector Classifieds

TRADE: Kellogg's PEP Planes No.19 Grumman "Avenger" TBF-1 & No.21 Curtiss Seagull S03C-1 for PEP Planes No.7 Martin Marauder" B-26 & No.7 Republic P-47 "Thunderbolt".

WANT: Strombecker C-33 Solid Wood P-61C Black Widow, price more important than condition, want mainly for sentimental reasons. Price in the \$20 to \$30 range.

Mike Sullivan
4154 Burma Rd.
Mobile, AL 36693

KITS FOR SALE A TO Z
SEND \$1.00 POSTAGE FOR LARGE
LIST WITH MORE THAN FIFTY
ADDITIONAL NEW KITS ADDED
TO ORIGINAL LIST.
PLASTIC, WOOD, R/C, U/C, RUBBER
G.K. CAMPBELL 2355 S.E. 43RD PLD. OR 97215

WANTED -
PLANS FOR WWI TWO-SEATERS,
AND BETWEEN THE WARS SINGLE, AND
TWO-SEATERS.
PLEASE ADVISE COST AND WINGSPAN.

ALSO LOOKING FOR THE 1980 "AVIATION
WEEK AND SPACE TECHNOLOGY" WWI
CALENDAR
TERRY WEBB
190 KENLEY COURT
MARIETTA, GA 30068

KAPA AD'S = RESULTS: THANKS TO ALL
Sellers/made list for SASE or YL FPM
WANT: DH PACHTER KITS B-29,
B-25, P-61, P-38 etc.
MINICRAFT E.T.S OF BALT. MD.
KIT LIST + KITS: MOST: "MARS"
COMET - ORANGE + RED/YELLOW A-26
I HAVE TO TRADE:
GOLDBERG G-27 62"
R/C SKYLANE.
I SHIP PROMPTLY
Bruce E. Conway
3850 Marburg Ave
Cincinnati, OH. 45209-1838
513-321-5182

WANT TO BUY

COX BIPLANE WITH .030 Motor

ANY GAS POWERED CARS AND PARTS

LARRY MILLER PO BOX 1383
PAGE AZ. 86040
520-645-5452

FOR SALE: WWII ERA SOLID Balsa KITS:
BURKHARD, CONSOLIDATED, COMET (P59
+ 1/8 SCALE B29), EAGLE, FALCON, HAWK,
MAIRCRAFT, MODEL CRAFT, STROMBECKER,
ETC. ALSO PLANS + MISC. LSASE FOR
LIST. WILL TRADE FOR OLD AURORA +
REVELL PLASTIC KITS + STROMBECKER
SPOTTER MODELS BOXED OR BUILT.
GREG WESTPHAL 3531 SW ALICEST
PORTLAND, OR 97219, (503) 246-8743

HELP! NOT REALLY HAVING MUCH
LUCK LATELY FINDING WHAT I'M
AFTER @ ANY OF THE LOCAL
Flea Markets & Garage
SALES - INTERESTED IN
BUYING YOUR OLD BUILT-UP,
INCOMPLETE, OR DAM-
AGED SOLID AIRCRAFT
R/C & T/R AIRCRAFTS.
ALSO ENJOY RESTO-
RING OLD DIE-CAST
AIRLINER TOYS.
THANKS!

W. KEE
3653
MARIETTA
DALLAS, TX
75200

INFO WANTED

Does anybody know what happened to A-J Manufacturing, Inc., P.O. Box 68132, Portland, OR 97268? They sold a series of the A-J Walker gliders, and went out of business about 4-5 years ago. Are the gliders still available, as I'm interested in buying. How about METALMASTER, a division of Gilmour Engineering Co., 2216 Colorado Blvd., Los Angeles, 41, CA. They sold a 1172 P-80 in solid aluminum. Plans are copyright 1945, and price was \$3.75--quite a chunk of dough for a 1945 kit. Did they produce any other kits? The P-80 is quite detailed.

Thanks for all your help.

STEVEN R. KRICK
53 TOMLINSON RD.
SEYMOUR, CT. 06483-2245

WANTED

Information about Continental Models of Brooklyn, NY circa 1940-1950.

Who owned them? Where were they located? Are any of the people involved still around? Were they ever sold in hobby shops?

Needed for an article for KAPA.

Harold J. Walters
23 Wyoming Avenue
Tunkhannock, PA 18657

WANTED: 1930's & 1940's LEAD
PARTS FOR SOLID WOOD AIRCRAFT
LEAD PRODS, ENGINES, GUNS,
BOMBS, WHEELS; ALSO OLD DECALS
ANY CONDITION FROM 1930'-40'
NEED SOLID WOOD KITS; STROMBECKER
TESTERS, HAWK, MAIRCRAFT, DYMA, ETC.
ALSO BUILT-UP SOLIDS MINOR MISSILE
PARTS, THANK. JOHN A. REIFENRATH
300 PLEASANT HILL DR. DEORAH, IOWA
1-800-648-0462 52101

JOHN PENHOLLOW, PO BOX 519,
KAMUELA, HI 96743-0519

WANTED

ANY INFORMATION YOU CAN
GIVE ME ON RICKS MFG CO,
INC. WHERE ARE WALTER
RICKS CLARENCE SEARCY AND
DONNY GULLOTTA OR
FAMILIES?

WANTED

Scientific Control-line kits:

- 1) Kit 65, Zig Zag
- 2) Kit 25 Stuntmaster
- 3) Giant Stuntmaster

Also, an Ambroid Whipsaw (31-inch span Profile fuselage)
FRED DUHAN, 1712 - 92 Street
NORTH BATTLEFORD, Sask.
S9A 0B6 Canada
(306) 445 - 6673

Kits and Plans Antiquitous

Kits and Plans Antiquitous (KAPA) membership includes the next four issues of the club's quarterly newsletter, the *KAPA Kollector*, which is published in March, June, September, and December. The *Kollector* offers news of the club, historical information, how-to-do-it articles, plans and photos, and classified advertising.

Officers' Addresses: President: Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128; Vice-President/Editor: Louis Buffardi, 400 Windward Passage, Slidell, LA 70458; Secretary/Treasurer: Morris Leventhal, 1788 Niobe Ave., Anaheim, CA 92804; Kollector Publisher: John Pothier, 223 N. Avenida Cordoba, Anaheim, CA 92808.

Membership Dues are \$6 per year in the US (\$8 in Canada and Mexico, \$11 via air mail in other countries, with payment in US Dollar-denominated funds). Make checks or money orders payable to "KAPA". Send membership applications to the Secretary-Treasurer.

Membership Renewal: Your address label shows your expiration date as a month/year, such as "6/95". Your membership renewal is due upon receipt of that issue of the *Kollector*. Mail your renewal check or money order, payable to "KAPA", to the Secretary/Treasurer.

Member Advertising in the *KAPA Kollector* is free to members. Send advertising (typed or neatly lettered in block letters, using black ink) on a 3" x 5" white file card or postcard to the Editor. [Do not send ads to any other KAPA officer!!] 'For Sale' ads must include asking prices. Each advertisement will be run for one issue. If the same advertisement is to be run again, it should be resubmitted. Advertising must reach the Editor by the 10th of the preceding month (February 10, May 10, August 10, November 10) for each issue. Ads received after these dates cannot be run and will be returned to the sender.

Submitting Articles: Articles are solicited for publication in the *Kollector*. If possible, the text should be typewritten, single-spaced, 10 CPI, with 1" margins. Illustrations such as plans or advertisements that relate to the article are desirable, too. See articles already published in the *Kollector* for guidance on content and style, or send an SASE to the Editor for a "Writer's Guide" of suggestions and guidance. Articles should be submitted to the Editor by the 10th of the preceding month (February 10, May 10, August 10, or November 10) for each issue.

Back Issues of the *Kollector* from Vol.1, No.1 (March '93) onward are available at the postpaid price of \$2 each in the US (\$2.50 in Canada and Mexico, \$3.25 in other countries via air mail. Payment in US Dollar-denominated funds). Send orders for back issues to the Secretary/Treasurer.

Membership List: Copies may be obtained from the Secretary/Treasurer. A plain paper copy costs \$5 postpaid; a copy on pressure-sensitive mailing labels costs \$10 postpaid. Make check or money order payable to "KAPA".

Notify Morris E. Leventhal, 1788 Niobe Ave., Anaheim, CA 92804 of any change of address!!



Morris E. Leventhal
1788 Niobe Ave.
Anaheim, CA 92804



NOTICE: LAST ISSUE
Renew now to continue
receiving the *Kollector*!

FIRST CLASS MAIL

To:

100-F 6/95
Claude H. Powell
P.O. Box 454
Ridge
MD 20680