



Issue No. 11

September 1995

## SPLINTER SCALE REVISITED

by Don Campbell

*Author's note: Our article on miniature solid models first appeared locally in the Clodbusters MAC Newsletter. Since then, much has been learned regarding the history of '4 to a box' solid model kits that flourished in the late 1930 to 1940 period.*

*Jim Alaback encouraged us to expand the original story for presentation to members of KAPA and has acted as our critical counsel in its development. So here it is, the finished, collaborative product. We hope you find it both entertaining and informative.*

### The Reunion

Late last spring, wife Shirley and I dropped in on a local flea market to eyeball some of the good ol' junk. After a bit of wandering around, I happened to spot a cardboard box containing a quantity of tiny, solid balsa model airplanes. A few were without wings, tails, propellers, etc., but none of this mattered, as they were recognized as having been built from kits available during the 1930s. Our guess would be 1937 or later.

The kits, as I recalled, consisted of a balsa fuselage block and a small square of sheet balsa on which part outlines were printed. Balsa stock was wrapped in a 3-view drawing of the subject airplane, and the works were secured with a rubber band. Kits were designed to produce solid models with 3-inch wingspans, and scale value increased or decreased according to the dimensions of the airplane being modeled.

Now, get this! The kits familiar to me sold for two cents each -- no, I don't jest! Many two-cent bottle deposits were traded at Mr. Herman's grocery store for those little solid model kits. A WWI German Albatros was the first of many models built from this series. Mom's kitchen table served as airport and battle zone for the various fighter planes that grew steadily in number.

But let's get back to the present. The flea market dealer was getting a laugh out of my reaction to the box of broken airplanes, and after a brief period of haggling, we agreed on a price. Shirley and I left the premises with my new found treasure tucked safely under my arm.

Later examination of the box and contents revealed that many of the missing airplane parts were hidden in corners and creases. A careful inventory was made, and parts were mated with the correct model. The next couple of hours were spent in reattaching all of the loose material in position on the models.

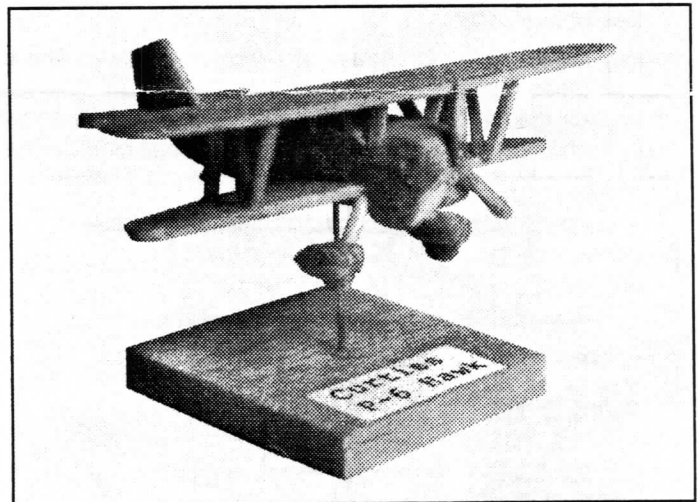
Balsa sheet was cut into squares and became display bases, while large dressmaker's straight pins served as mounting pylons. Identification tags were made to add a final touch to the project.

No attempt has been made to correct any of the perceived flaws in the builders craftsmanship, and all printed outlines are left intact to preserve the integrity and character of the models.

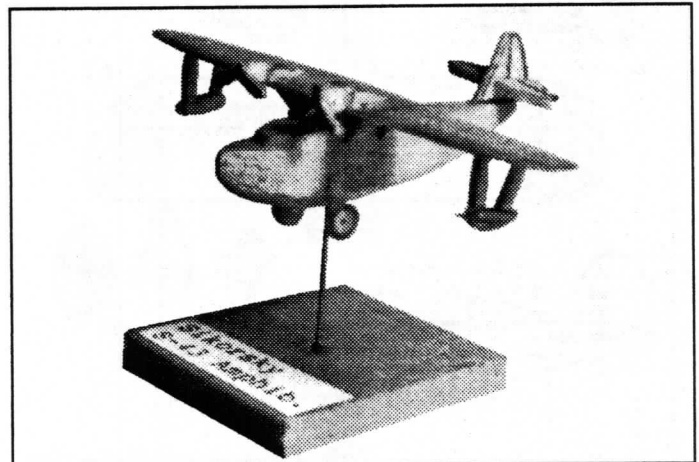
Think of it! This gaggle of model airplanes (14 in all) is at least 56 years old. Each had been lovingly fashioned by some unidentified youngster (probably in his early teens) who would be amazed to learn that his creations have made it, unscathed, to the 1990s.

### Afterthoughts

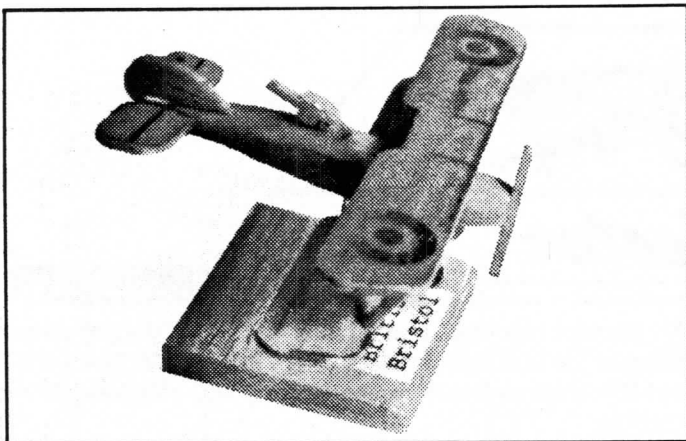
The events just described prompted the questions, "How many kits were in the original series, when had they been produced, and by whom?" The response was immediate and overwhelming. Jim Alaback, Bill Hannan, Dave Stott, Walt Grigg, and Charlie Glassie all pulled information from their personal files and kept our mailbox bulging for the next several weeks. Their enthusiastic sharing of plans, kits, kit box pictures, and catalogs has made your reporter an



Curtiss P-6 Hawk, Airway Series 1-B



Sikorsky Amphibian, Airway series 1-D



British Bristol, Airway series 6-A

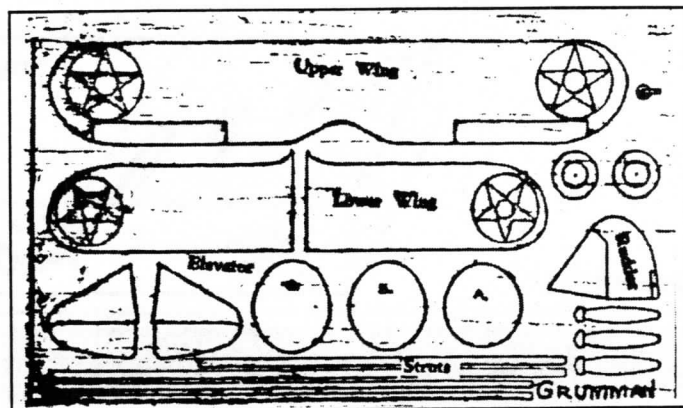
instant subject matter master. By definition, we now know more about nothing than anyone else.

**Only the Facts, Please!**

Our first surprise came with the discovery that several firms had produced 3-inch solid balsa models, beginning in 1937. The second was our new-found ability to identify the origin of our previously mentioned WW-I German Albatros model. It came from series number 5 of Airway Model Plane Company. We were struck by the fact that no less than 108 assorted model airplanes had been kitted by the various manufacturers.

Just for fun, we'll refer to these little models as Splinter Scale, after being re-introduced to the Fly Speck parts used in their construction.

Airway Model Plane Company of Brooklyn, NY was first to market these miniature solid scale models in 1937. The kits were packaged 4 models to a box and retailed for 5 cents per box. Each kit contained printwood parts fuselage block, three-



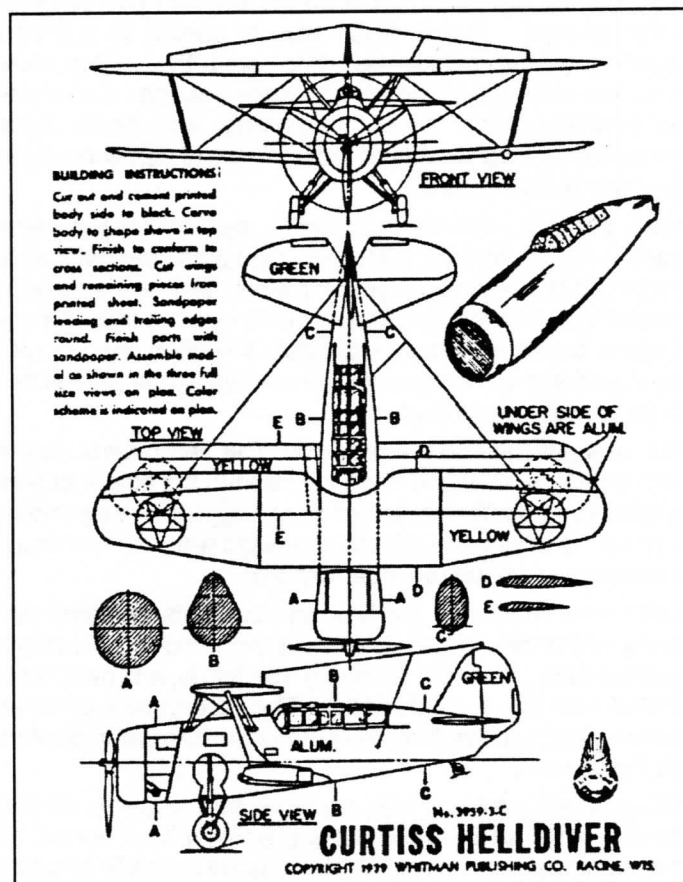
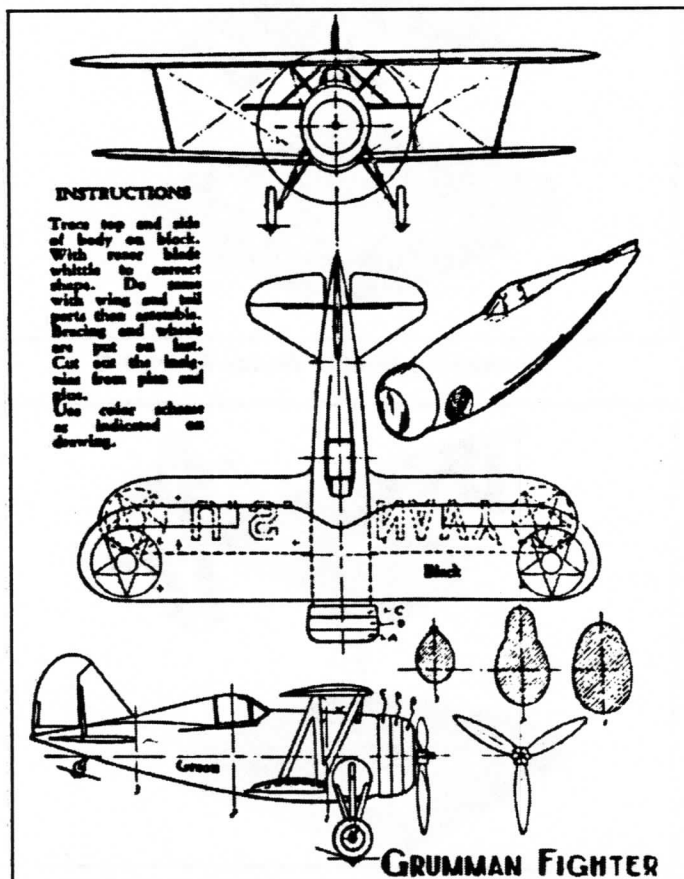
Printwood Patterns ( full size )  
Grumman F-3-F Airway 1937 ser. 4.Avp

view drawings, glue, and sandpaper. That was a real bargain, even in post-Depression times.

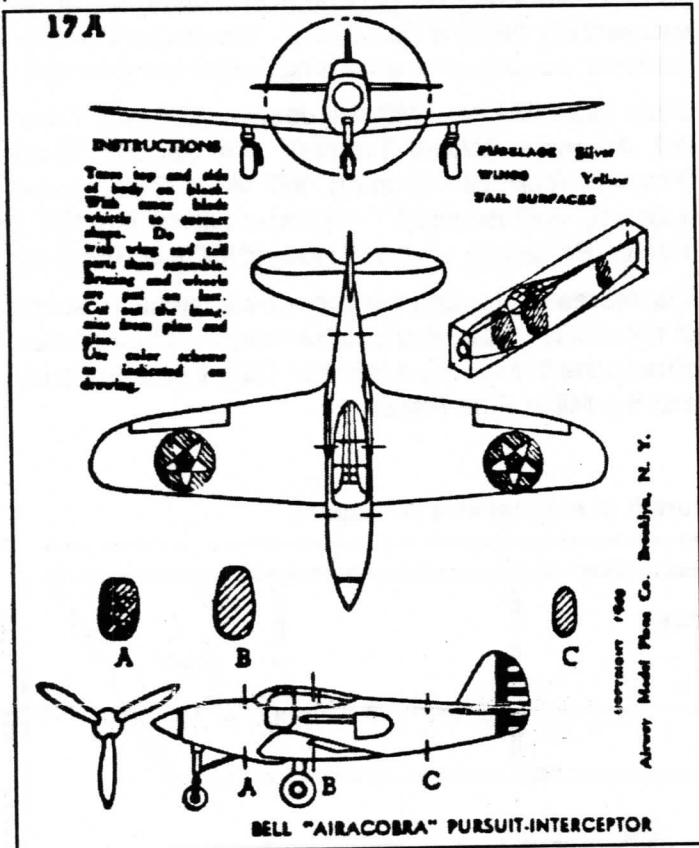
Airway had set a goal of eventually offering 360 model airplane designs; however, their 1937-1939 production was limited to 48 models in 12 series.

In 1939, Ace Whitman (a.k.a. Whitman Publishing Company of Racine, Wisconsin) came out with their own version of '4 to a box' models in the 3-inch format, and offered 20 model airplanes in a 5-kit series. Whitman models had an innovative feature not offered by Airway. The airplane fuselage was duplicated in profile on the printwood as a separate part and offered the builder a choice of a fully-carved or simple outline model.

Airway Model Plane Company became Model Airplane Company in 1940 and produced additional 3-inch solids as Small Fry Models. These were also packaged 4 to a box, but the price jumped to 10 cents per box. There were 24 model selections in this newer series of 6 kits.



Comet Model Airplane and Supply Company entered the market in 1941 with '4 to a box' kits and named them Big-4. Comet added trains and ships to their line of Splinters and used series Y1 through Y4 for airplane models. Series Y5 and Y6 accounted for the trains and ships. The line of Splinters was also distributed by their affiliate American Modelcraft Company (AMCO) and their Big-4 series retailed at 5 cents per kit. A total of 16 airplanes was offered.

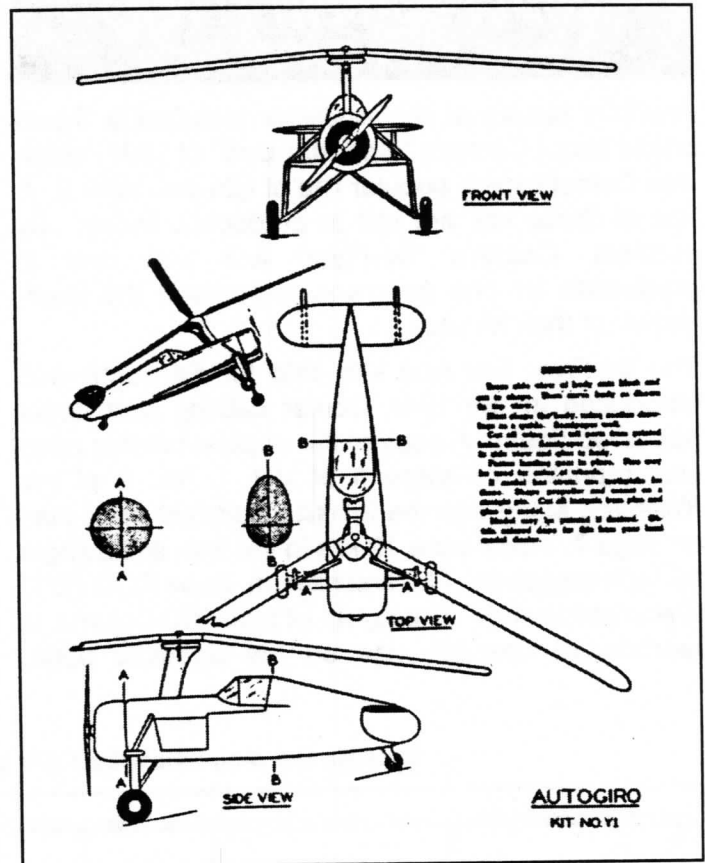


We honestly don't know how far into the 1940s the '4 to a box' kits advanced. However, Airway published a booklet in 1943 with the title "Planes, Plans, and Practical Hints" and included all 24 of the Small Fry models they had come out with in 1940. This comes to us by way of Bill Hannan, who has shared his copy of Airway's book with us and has enabled us to identify all of Airway's models.

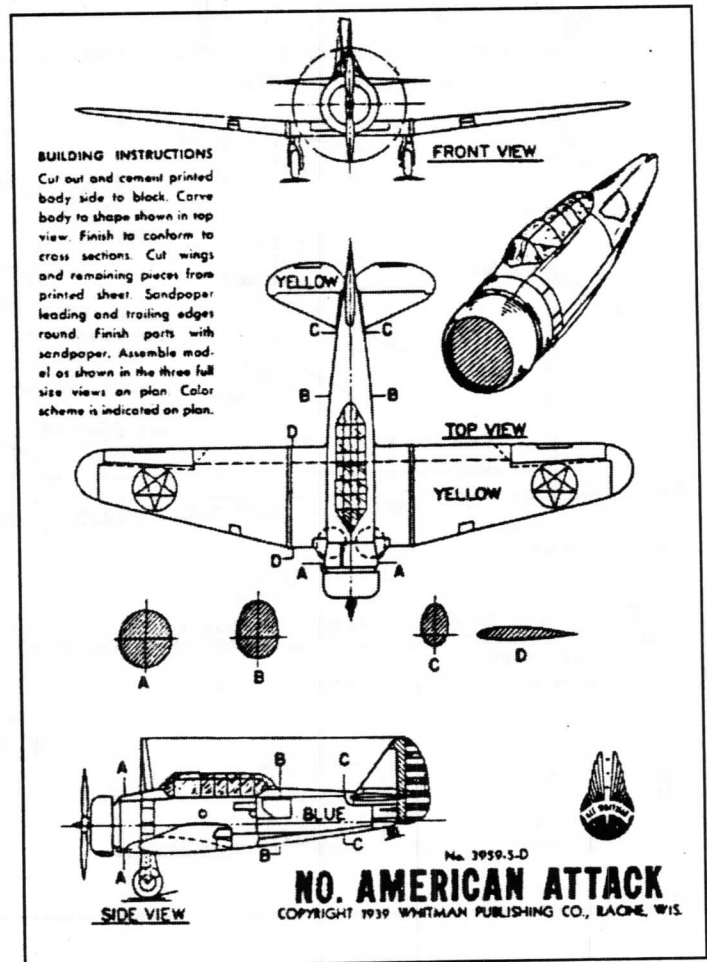
All of this is too much! Your reporter didn't have a clue that Splinter Scale models ever existed as '4 to a box' kits. I clearly recall purchasing my kits in single form at 2 cents each at the corner Mom and Pop store. Stick with me a minute, and we might come up with a plausible explanation:

Our corner M&P Store was owned by Mr. Herman, who must have been a clever Depression era businessman in order to survive. Perhaps he purchased his '4 to a box' kits at 2 or 3 cents wholesale and separated them into single units for retail at 2 cents each. In that manner, Mr. Herman could have increased his profits considerably. What a guy!

It should be noted that builders of Splinter Scale models were treated to some pretty fair drawings from which to work. Most could pass muster for scale documentation purposes. Airway might suffer a bit in the quality of their outlines, but Comet and Whitman get high marks for their presentations. Those who purchased and built Splinters certainly got their nickel's worth!



**Kellett Autogiro Comet/Amco 1941 ser. Y1.D**



# COMET's 5-CENT FLYERS

by Jim Alaback

Previous issues of the *Kollector* included a 3-part article about Comet's "One Star Line" of 1936, which was Comet's most popular line of kits until WW II. A few of those kits are still in production today. By contrast, Comet's "5¢-Flyer" line was only in production for one year and is perhaps the least-known of their kit lines.

The 5¢-Flyer line (the kits sold for 5¢ each) was introduced in the 1941 Comet catalog and never appeared again. A copy of the original catalog page was reprinted on page 6 of Vol. 1, No. 2 of the *Kollector*, along with the full-size Fairchild (W8) plan on page 7. There were 12 kits in the line, all having a 10-inch wingspan. The first kit plan, Baby ROG (W1) is reprinted below. The rarest kit plan, W5 Cessna, is reproduced near-full size on the opposite page.

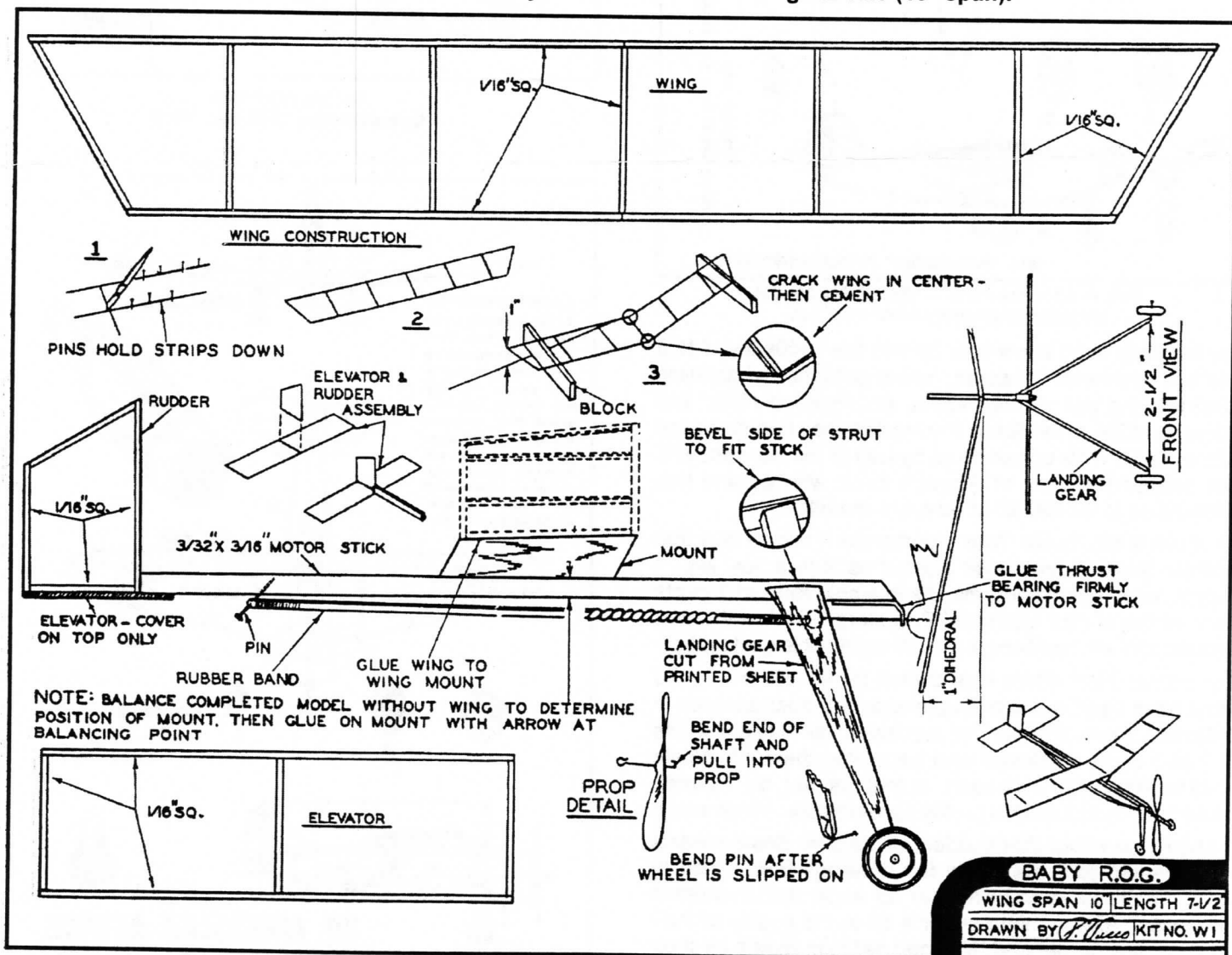
Thanks to KAPA member and former Comet designer Fred Schlien for providing both of these plans.

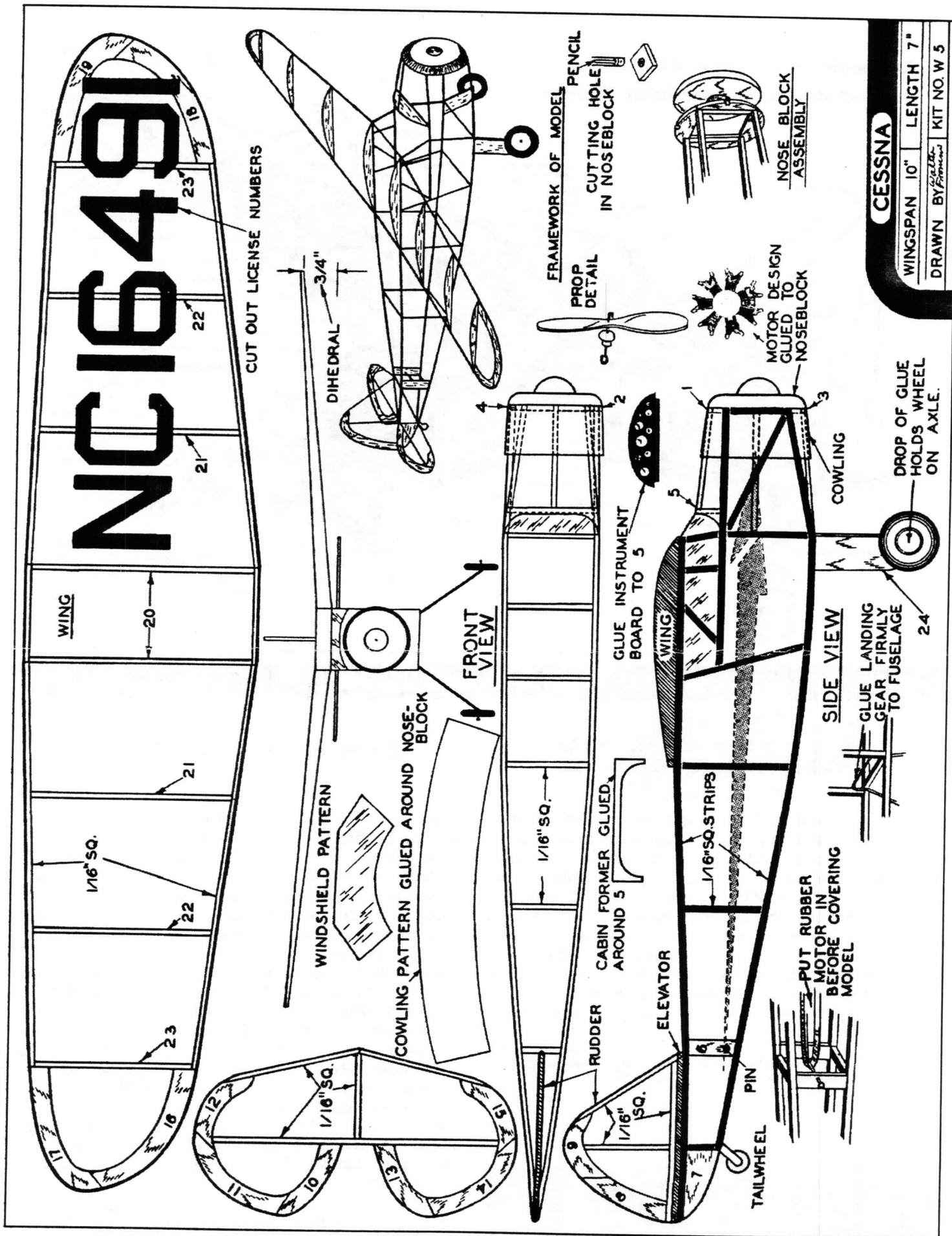
The 5¢ Flyer plans build up into surprisingly attractive little models. I have seen the Bellanca (W9, designed by Ed Lidgard) as built by Bill Haman and pictures of Allan Schanzle's Dart (W3, also designed by Ed Lidgard) and Soichi Uchida's Dart and Monocoupe (W11, designed by Harold Benjamin). Allan Schanzle successfully flew his Dart at D.C.'Maxecuters' indoor contests, but only after enlarging the tail considerably!

Other kits in the line, with the designer's name, were: W2 Aeroner (Walter Fromm); W4 Security Sport (Fromm); Ryan SC (Fromm); W7 Miller [Zeta] Racer (Lidgard); W8 Fairchild [PT-19] (Peter Vacco); Ryan [ST] Trainer (Benjamin); and W12 Howard [DGA-9] (Fromm).

It is interesting to note the very rare subjects of some of these kits. Few, if any, other major kit companies offered the likes of the Aeroner, Dart, Security Sport, and the Miller Zeta Racer!

Enlarge the plan below by 1.377 to return it to original size (10" span).





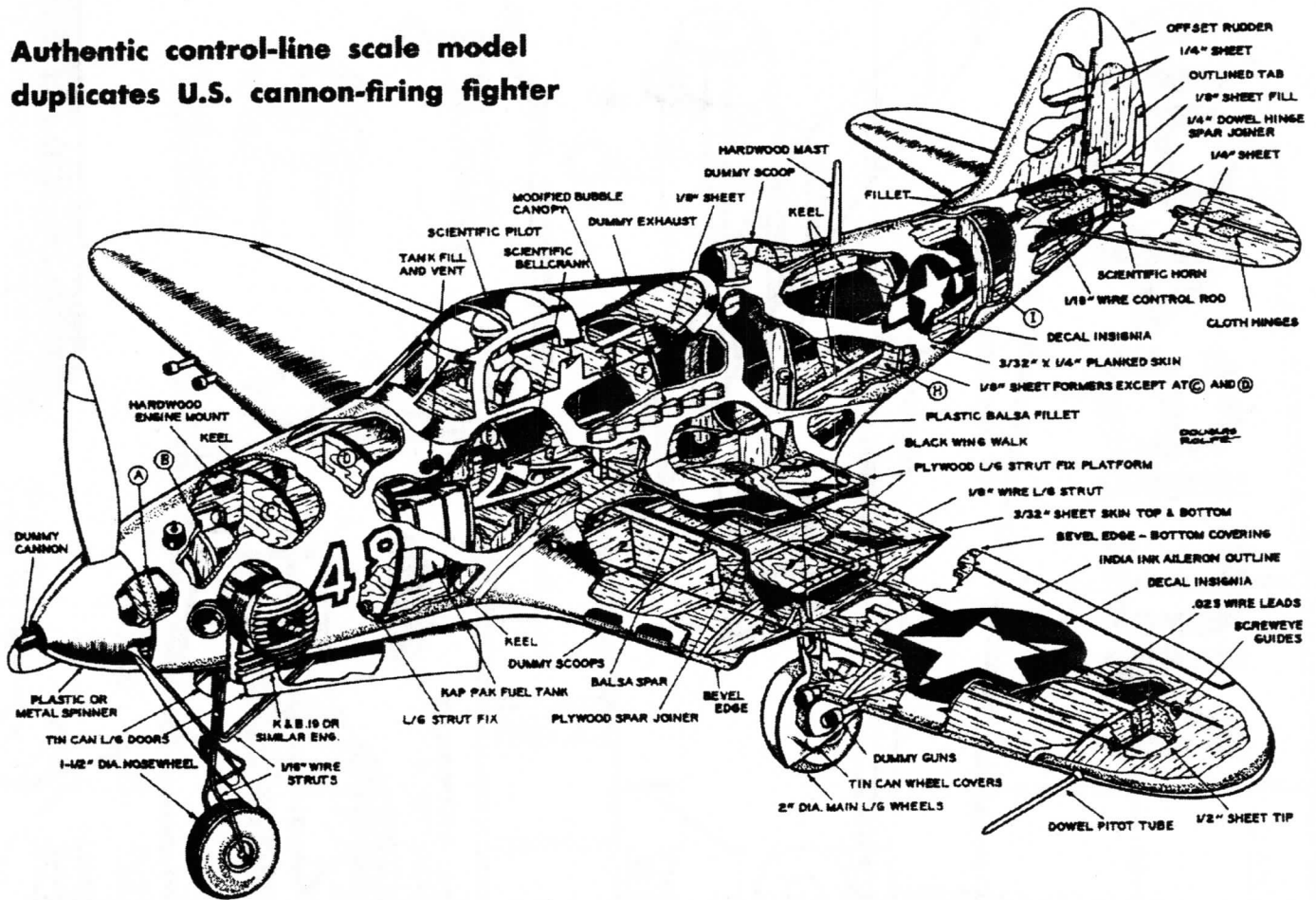
Enlarge the plan above by 1.075 to return it to original size (10" span).

**CESSNA**

WINGSPAN 10" LENGTH 7"

DRAWN BY *W. J. ...* KIT NO. W 5

**Authentic control-line scale model  
duplicates U.S. cannon-firing fighter**



**BELL'S FAMOUS WORLD WAR II TANK-BUSTING**

# Airacobra

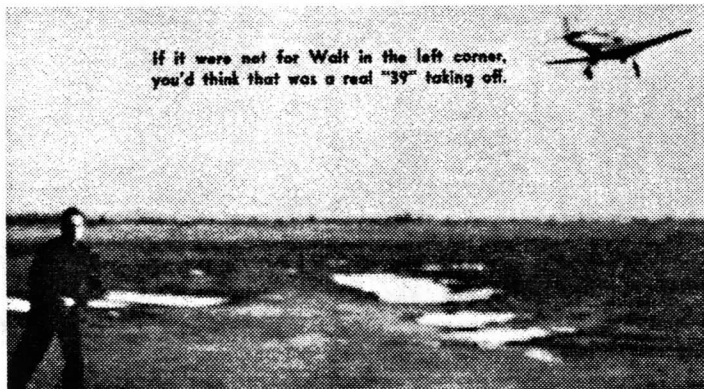
By **WALTER A. MUSCIANO**

■ One of the cleanest-looking fighters of World War II, the Bell Airacobra was considered an aerodynamic streamline marvel with a design far ahead of its time. Originally evolved in 1938 as a high-altitude cannon fighter, the 6204-lb. XP-39 attained close to 400 mph and was powered by the then-new 1,150 hp Allison engine. By the time leakproof tanks, armor, wing guns and other miscellaneous items were added, and due to certain deficiencies in the new powerplant, the high altitude fighter became a deadly 8500-lb. tank buster that was used with success against Axis armor.

Because of the fact that an aerial rapid-fire cannon was to be fired through the propeller hub, the engineers decided to mount the engine behind the pilot in order to provide the necessary space in the nose. This also aided maneuverability by centering the massive engine weight near the CG. The engine location moved the wing back and the pilot forward, thereby creating magnificent visibility.

Over 9000 Airacobra fighters were built. These ranged in designation from the XP-39 of 1938 to the P-39Q of 1944. Variations existed in armament which could consist of either a 20-mm or 37-mm cannon in the nose plus two .50 caliber machine guns in the upper cowl. Wing guns varied from two .30 cal. or .50 cal. machine guns in each wing to one 20-mm cannon slung under each wing. Numerous P-39 fighters saw service with the Royal Air Force. About 5000 P-39N and P-39Q models were delivered to Russia and were considered among the finest fighting planes on the Eastern Front.

Virtually any glow plug or diesel engine of from .14 to .29 cubic inch displacement can power this 3/4" to the foot scale control line replica. Since the majority of Airacobra fighters mounted three-bladed



propellers, we duplicated this feature; however, the late models used a four-bladed propeller, so take your choice. The model can be flown successfully on either scale type propeller and, what is more important, broken propellers and nose-overs are avoided because of the tricycle landing gears.

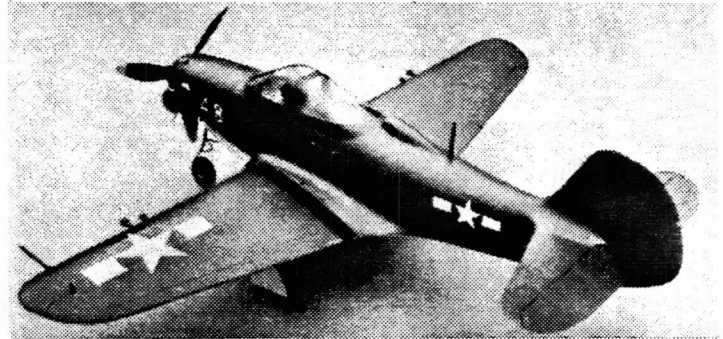
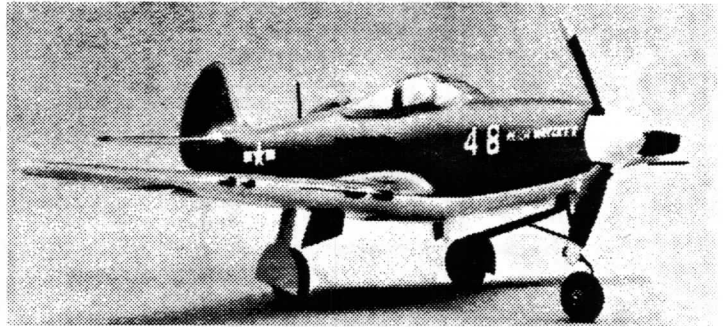
Construction can begin with the wing. Cut the plywood joiner to shape in one piece and taper the wing spar as the plans indicate. Firmly cement the two spar halves to the joiner, thereby automatically forming the correct amount of dihedral. Trace the wing ribs onto rather hard sheet balsa and cut to the required shape. These are now cemented to the spar assembly.

While this is drying the wing covering is cut to outline shape. It will be necessary to butt cement balsa sheets together in order to obtain the correct chord width. This should be done before the covering is cut to shape. Mark off the spar location on the lower covering and cement this to the underside of the spar. Hold in place with pins until dry. Apply cement to the underside of the ribs now and also hold the covering to them with pins until dry.

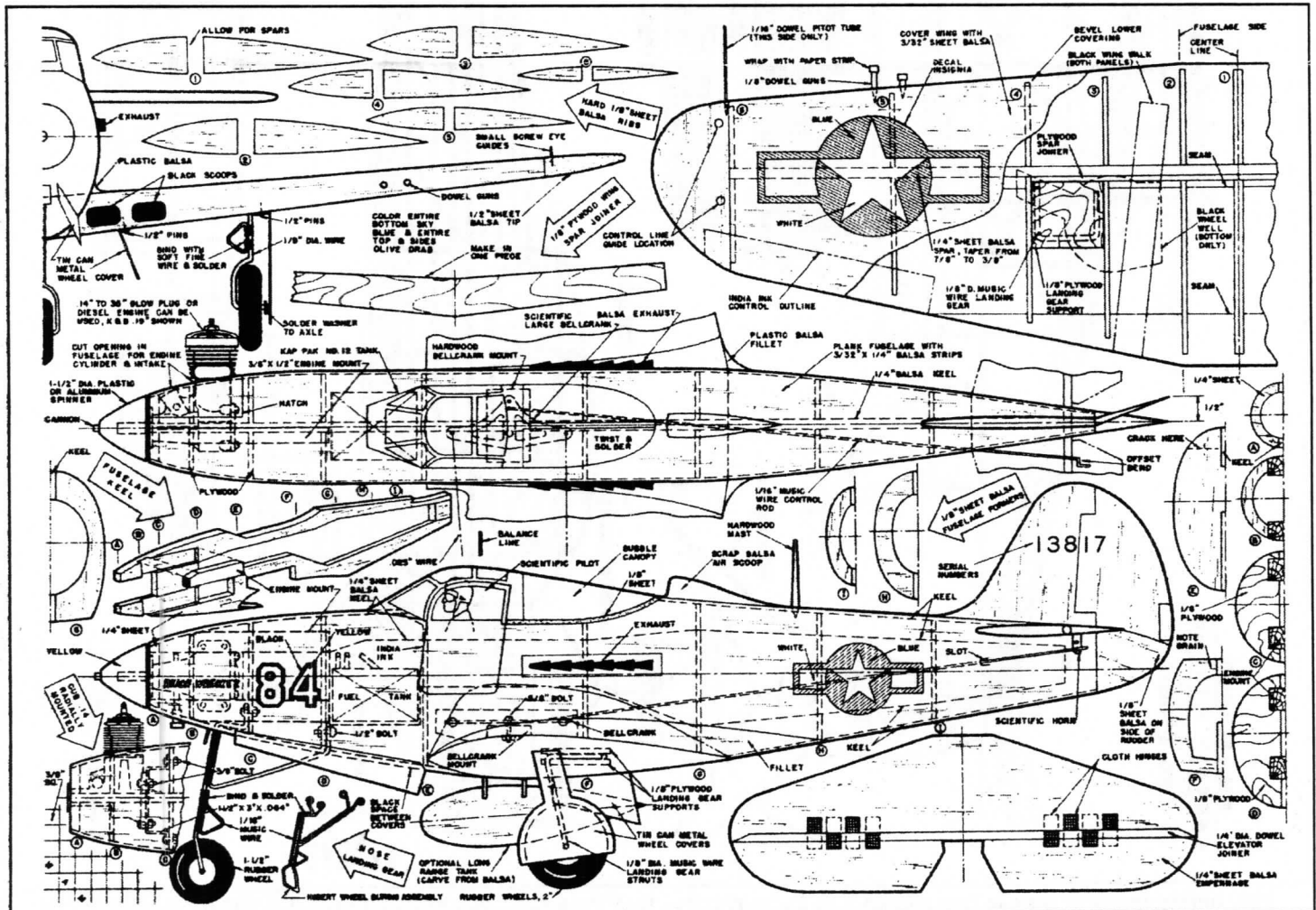
Bend the main landing gear struts to shape. These should be then sandwiched between 1/8" plywood supports, using plenty of cement. When this is dry the wire strut can be pushed through the lower covering, axle first from the top, and the plywood supports firmly cemented to the covering, ribs and spar. Apply several coats of cement to this installation.

Full construction details are available on the full-size plans.

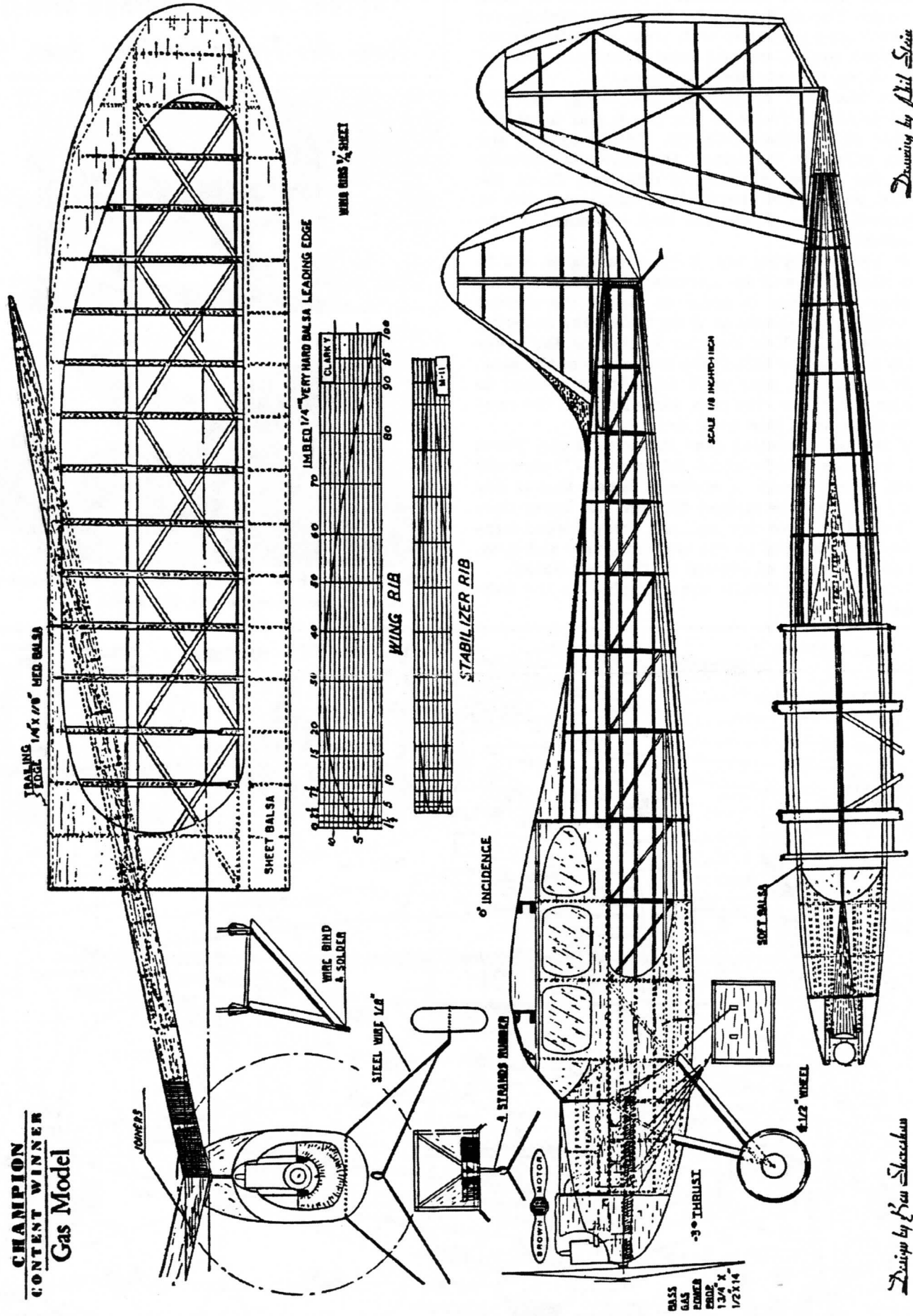
## Another Walt Musciano classic, from *Air Trails Hobbies*, June '54



Three-quarter front and rear views of the Airacobra show sleek finish possible with this model.



**CHAMPION  
CONTENT WINNER  
Gas Model**

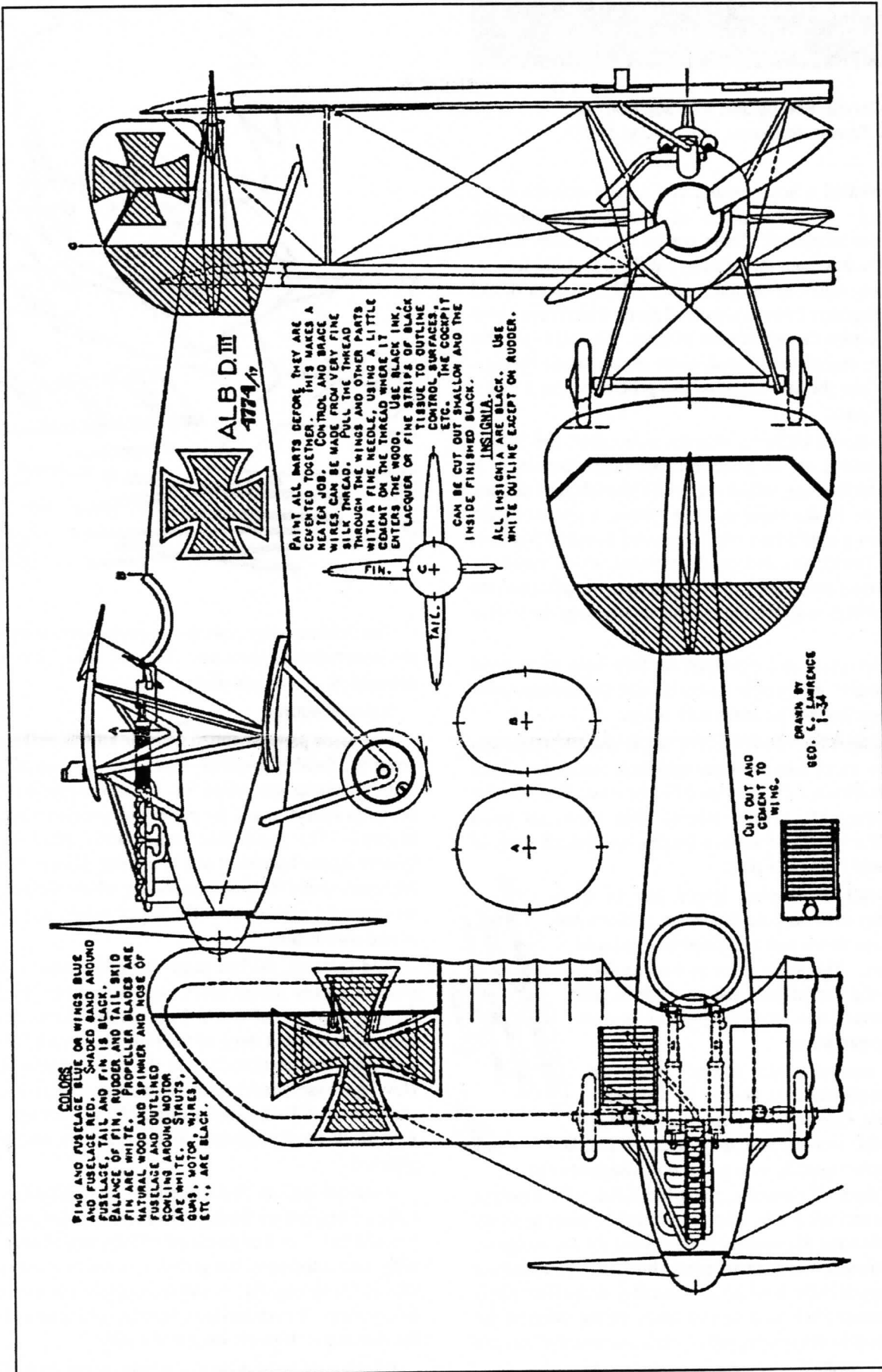


*Designed by Phil Stone*

*Designed by Rex Sheehan*

This highly-reduced plan is compliments of Doug Worthy, 1149 Pine Ave., Manhattan Beach, CA 90266. An SASE will get you a listing of his extensive plan packets. (Note main wheel diameter is 4½", making the figure scale 1:8.44.)





Albatros D.III Scale: 1/4" = 1'

1934 solid model kit plan by Lawrence Airplane Models, Chicago. Reprinted in *Flying Aces* in 1934.

## RHAPSODY IN GLUE

by Daniel Pinkwater

(Condensed by Jim Alaback from *Air & Space* magazine, June/July, 1987)

I recently visited a hobby shop, and what I saw made me profoundly sad. All the boxes of unassembled wonders contained pieces of plastic! There were a few wooden models suspended on wires from the ceiling, but these had the look of museum pieces, relics of decades past. The modern model builder snaps together injection-molded parts, which sometimes do not even require the application of glue. The skill is in the painting of the assembled project--mere occupational therapy. Painting was just the last stage of the process when I was a Neanderthal nipper.

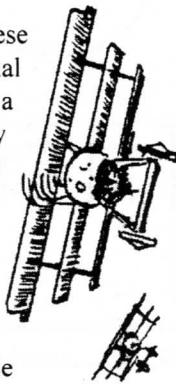
The plastic model kit had a wooden antecedent: the "solid" model. Depending on its price, this kit might consist of a partially formed fuselage, which required a good deal of sanding and shaping, or, in the super-economy class, a simple block, which the young craftsman was supposed to carve with his X-acto knife. The kit included paper templates, which were to be glued to cardboard and cut out, then used at specific places on the fuselage and wings to guide the builder in attaining the proper contours.

Looked down upon as a diversion for little kids, these solid jobs were actually impossible to build, and the results never looked like anything but potatoes with wings.

Craftsmanship was embodied in the "stick" model. These kits came in boxes much like the ones spaghetti comes in. They contained a multitude of thin strips of balsa wood that actually looked like spaghetti, several equally thin sheets of balsa imprinted with a variety of curious shapes, one folded sheet of tissue paper, and a sheet of plans.

I don't recall ever being taught any of these techniques--that is to say, no kindly or professional adult ever sat me down and explained how to build a model airplane. The skills were picked up partly from reading the instructions and partly from trial and error, conversation, and glimpses of another kid's model-in-progress.

My own unsurpassable ultimate was the creditable completion of a Fokker Dr I triplane from a 25-cent Comet kit. These kits were the cheapest on the market, and they were execrable things. For your quarter you got a tiny spaghetti box containing a sheet of splintery, frangible balsa, with fuselage cross-sections and wing ribs murkily printed in blue, and tiny blue blobs indicating the notches to be cut out for the stringers. The stringers themselves were not pre-cut but had to be sliced out of another sheet of balsa as tricky and crumbly as the first. Only a brand-new razor blade and careful study of the grain of the wood would permit the cutting out of parts without the horrible material disintegrating.



The delicate wings, tail, and fuselage were constructed. Then the undercarriage went on. The tail skid. The skeleton was assembled. It was complete.

It was beautiful.

The tissue paper supplied with the kit was precisely enough to cover the finished airplane--there wasn't a square inch to spare. Careful cutting was called for. Glue was applied at intervals to the balsa skeleton, and the paper was smoothed out, tucked, and trimmed. The paper skin sagged and bulged--the old potato spectre again--but this was a temporary phase. After the paper was applied and the glue was dry, the whole surface of the model was sprayed with water. The water would dry, and the paper would shrink taut.

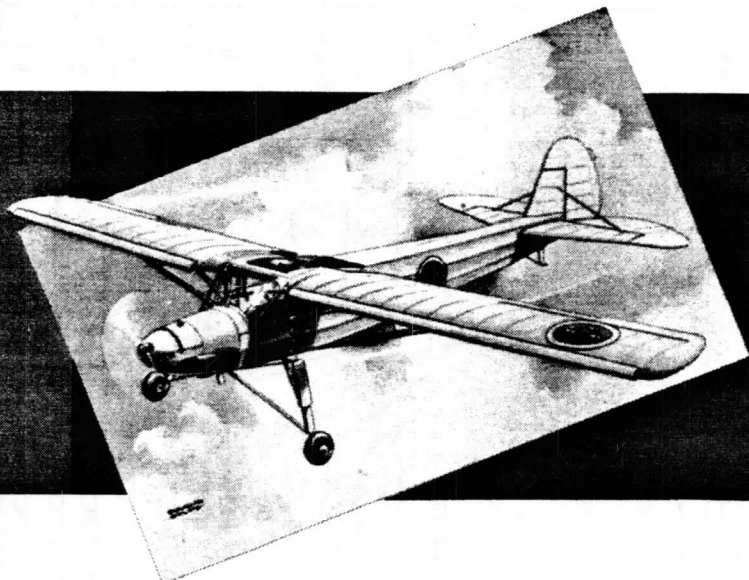
And painting, the last stage--the *only* stage for the wretched modern plastic model assembler--was sheer joy for me. The German airplanes of World War I displayed a lot of style when it came to color, and most of the Fokkers were bright red--which was what had interested me in the little triplane to begin with. Now I got to smooth the rich, red paint onto the tissue, which had shrunken to follow every contour of the structure. Two coats! And black for the details. When the dope was dry, the thing gleamed.

It looked--and no doubt smelled--not much different from the full-size original on the day it had rolled out of the factory. And it could *fly!* Not that much of a flight would ever be ventured with such a treasure, but give it a tentative shove and it would take to the air eagerly. A single test glide was undertaken in the living room. It even landed properly, rolling to a stop as though the Red Baron himself were at the stick.

I knew--or sensed--that I would never experience such a feeling of triumph again. I had earned my wings--three of them.

# Fieseler Storch Fi 156

By **CARL G. AHREMARK**

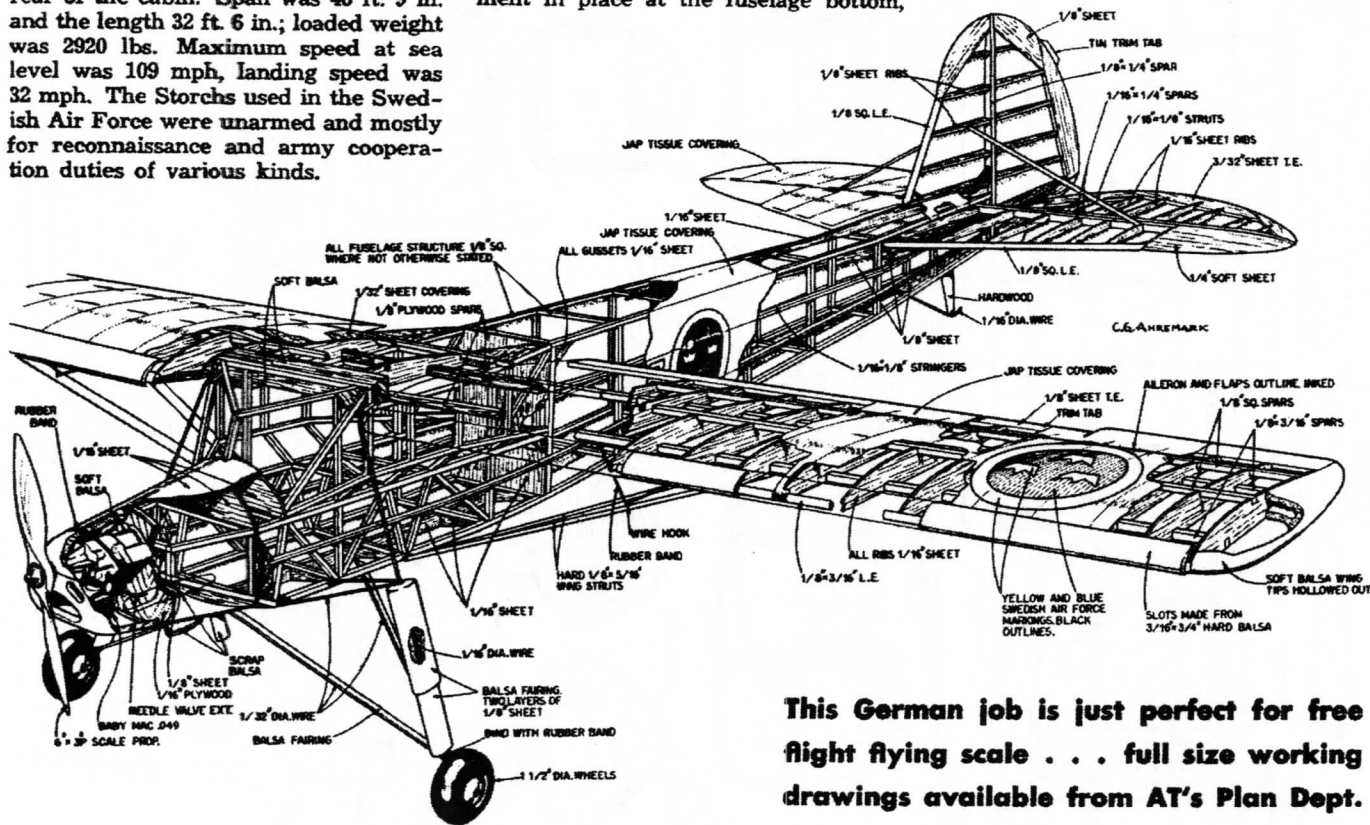


■ The Fieseler Fi 156 "Storch" was developed before the war by the Gerhard Fieseler Werke S.M.B.H. of Kassel, Germany. It was designed specifically for slow-speed flight and for take-off from and landing in restricted areas. The Fi 156 was exclusively used throughout the war on various duties, as a staff transport plane, for short-range reconnaissance and army cooperation, and as an ambulance.

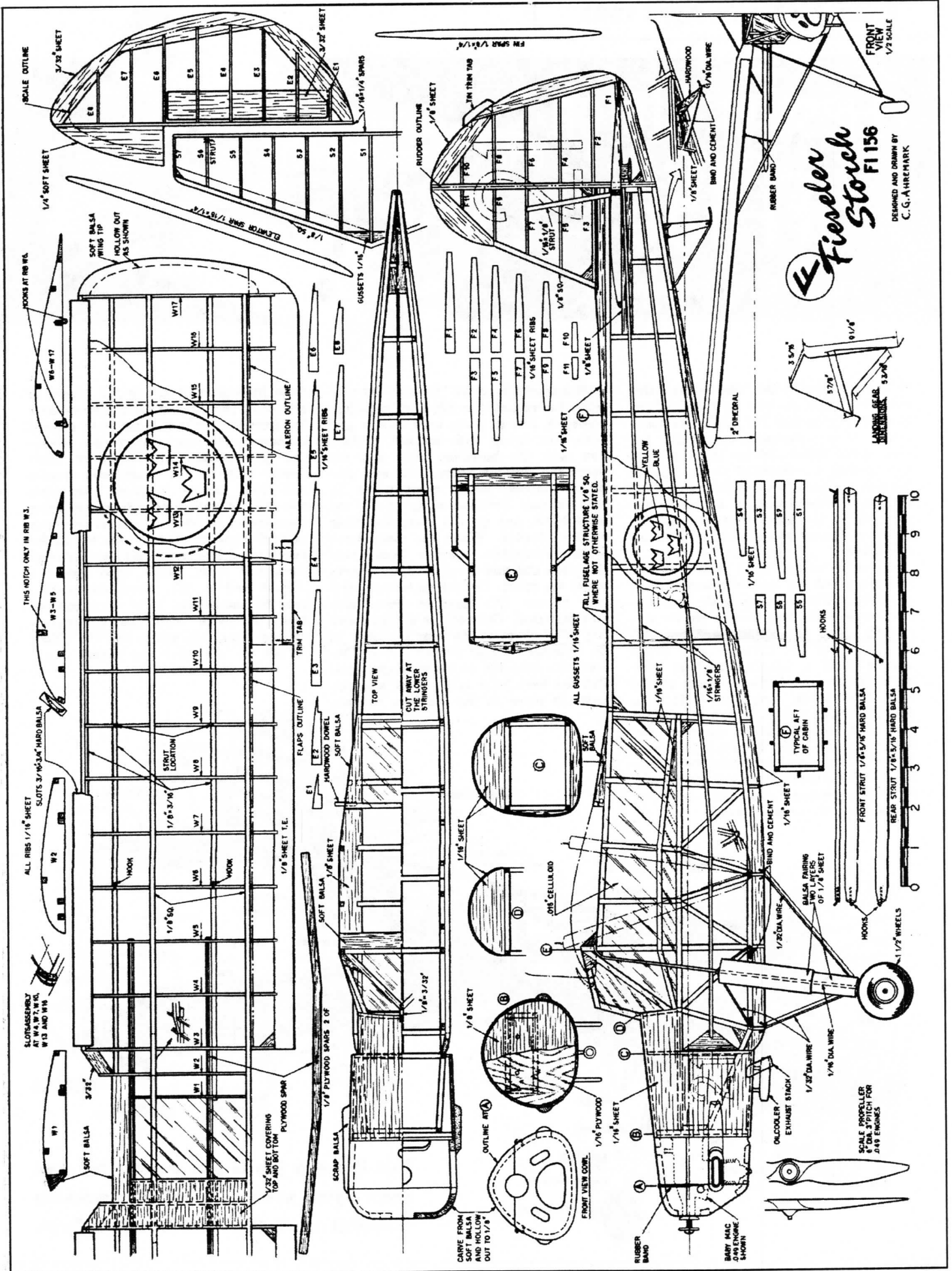
It had a welded steel tube fuselage and wing and tail unit of wooden construction. The landing gear was the split type with long-stroke shock absorbers. The powerplant was one 240 hp Argus AS 10C inverted V-8. Some models had a single machine gun mounted on top of the fuselage at the rear of the cabin. Span was 46 ft. 9 in. and the length 32 ft. 6 in.; loaded weight was 2920 lbs. Maximum speed at sea level was 109 mph, landing speed was 32 mph. The Storchs used in the Swedish Air Force were unarmed and mostly for reconnaissance and army cooperation duties of various kinds.

This model is of the "English School," fairly heavy and possibly a trifle underpowered, but it gives very steady and scale-like flying with an .049. Before you start the building, trace and reverse the fuselage sides, wing and stabilizer halves. Begin construction by making two fuselage sides of 1/8" sq. hard balsa, one on the plan, the other on the tracing. When the sides have dried thoroughly, remove them from the plans and add all cross-pieces starting at the cabin. Cut out all formers and glue former (B) together from balsa and plywood. Cement the formers and the 1/16" sheet at the rear of cabin to the fuselage at their proper places. Cement the stringers on the fuselage sides. Cut the keel from 1/16" sheet and cement in place at the fuselage bottom,

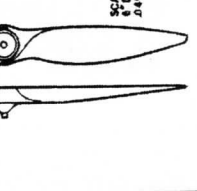
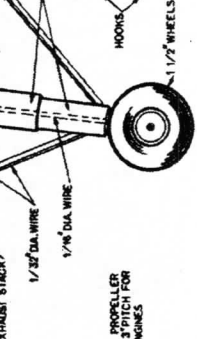
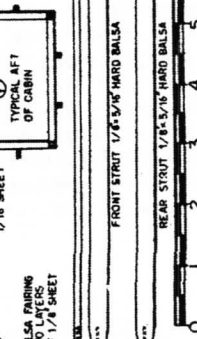
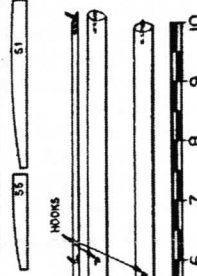
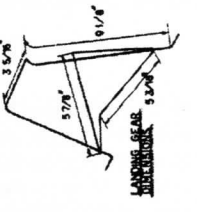
then fill out with triangular pieces as shown at (E). Solder the engine mounting nuts to a strip of brass, then cement or sew to the rear side of (B). Cover the nose section with strips of 1/16" sheet. Cement the windshield frames and their gussets in place. Assemble the tailskid and cement in place, using the cement liberally. Cement the strip of 1/16" sheet in place on the top of the rear end of fuselage. Build up the cowl from soft balsa, carve, then glue the bottom half to (B). Bend the landing gear to shape from 1/16" wire and cement in place with the triangular-shaped wing rest at top of (E). (More details on "AT" full-size plans.)



**This German job is just perfect for free flight flying scale . . . full size working drawings available from AT's Plan Dept.**



**Fieseler Storch F1156**  
 DESIGNED AND DRAWN BY  
 C.G. AIREMARK



## Collecting Modeling History

by George J. Santikian

Hello KAPA members: As a recent new member of this organization, I can already proudly state that KAPA is destined to be a very well-respected and quality organization. After speaking frequently with Editor and founding member Lou Buffardi, I immediately realized that he and co-founder Jim Alaback have the outstanding personal qualities, knowledge, and enthusiasm that is essential to provide a solid foundation for a successful organization. Additionally, after speaking with a number of KAPA members recently, I'm convinced that we also have a very fine group of dedicated members who thoroughly enjoy building and collecting wooden model airplanes.

Lou and Jim, you are to be commended for your efforts in establishing this collectors club. Lou, thank you again for locating one of my 'wants' recently: a Guillow Bell P-39D Airacobra, Kit #806 (which was discontinued about 4 years ago), which was still in its original plastic shrink wrap!

Due to my recent discovery of the collecting of wooden model airplanes, I have certainly found the hobby to be both exciting and rewarding. I began my modeling career at approximately the age of 7, and while I enjoyed constructing many varieties of plastic model kits (cars, planes, ships, etc.), my first love was always those balsa wood model kits. There was no greater thrill than to have earned enough money performing my weekly household chores and running to the local hobby shop to purchase a 'stick and tissue' free-flight scale kit. I always preferred the World War I and II kits, although I built civilian and other aircraft, too.

As I recall, in the early 1960s, the prices were anywhere from \$0.69 to \$2.00, depending on the manufacturer and the size of the kit. Evidently not fearing inflationary price increases, most manufacturers printed the price on the box end! I'm sure that most of us have some of those very same kits in our collections today, with the price prominently displayed in black ink! It was truly exciting to remove the tape or plastic shrink wrap seal, lift the box top, and, surrounded by the typical yet unmistakable scent of a balsa kit, inspect the contents of a new adventure in model building. I still have the same feelings today as I continue to enjoy the hobby, as I'm sure many of you do.

I actually embarked upon collecting by accident, which should have been very uncharacteristic of me, since I always feel that the past has a special relevance in our lives. Even my wife, Debra, found it odd that I hadn't inquired, researched, or otherwise involved myself in collecting, because balsa wood model airplanes have always been my 'therapeutic escape' from the daily

rigors of life. My interest in collecting began when a good friend of mine gave me a Guillow French SPAD, Kit # WW-3 (later to be Kit #102) with the 18" wing span, as a gift. He purchased it at a garage sale (in very good condition!) for \$2.00 and knowing how much I enjoy these types of kits, presented me with a part of modeling history. At that time, I either had forgotten or didn't know that Guillow once manufactured this and other kits from the same series (originally the 'WW' series with 12 kits, later to be the '100' series with 6 kits), although I distinctly began to remember that green and brown camouflaged French World War I fighter after viewing the box.

Then it struck me..... I built this kit as a young man! Wouldn't it be exciting to collect the kits that I built at that very happy time! I was now hooked on collecting, and to make a long story short, I have never had such fun collecting, speaking with other collectors and modelers across the country, joining KAPA, and reading the *KAPA Collector*. This is a great hobby, everyone! I especially enjoy cleaning and restoring kit boxes (a little Elmer's glue, matching paint, and a thorough cleaning can really improve the appearance of a box), inventorying and inspecting the contents, and studying the plans. After all, we, as collectors, have a duty to preserve the historical foundation of our hobby! Just knowing that these discontinued, rare kits and plans will generally never be manufactured again is impetus enough for each of us to do all we can to preserve, protect, and perpetuate these fine relics from the past.

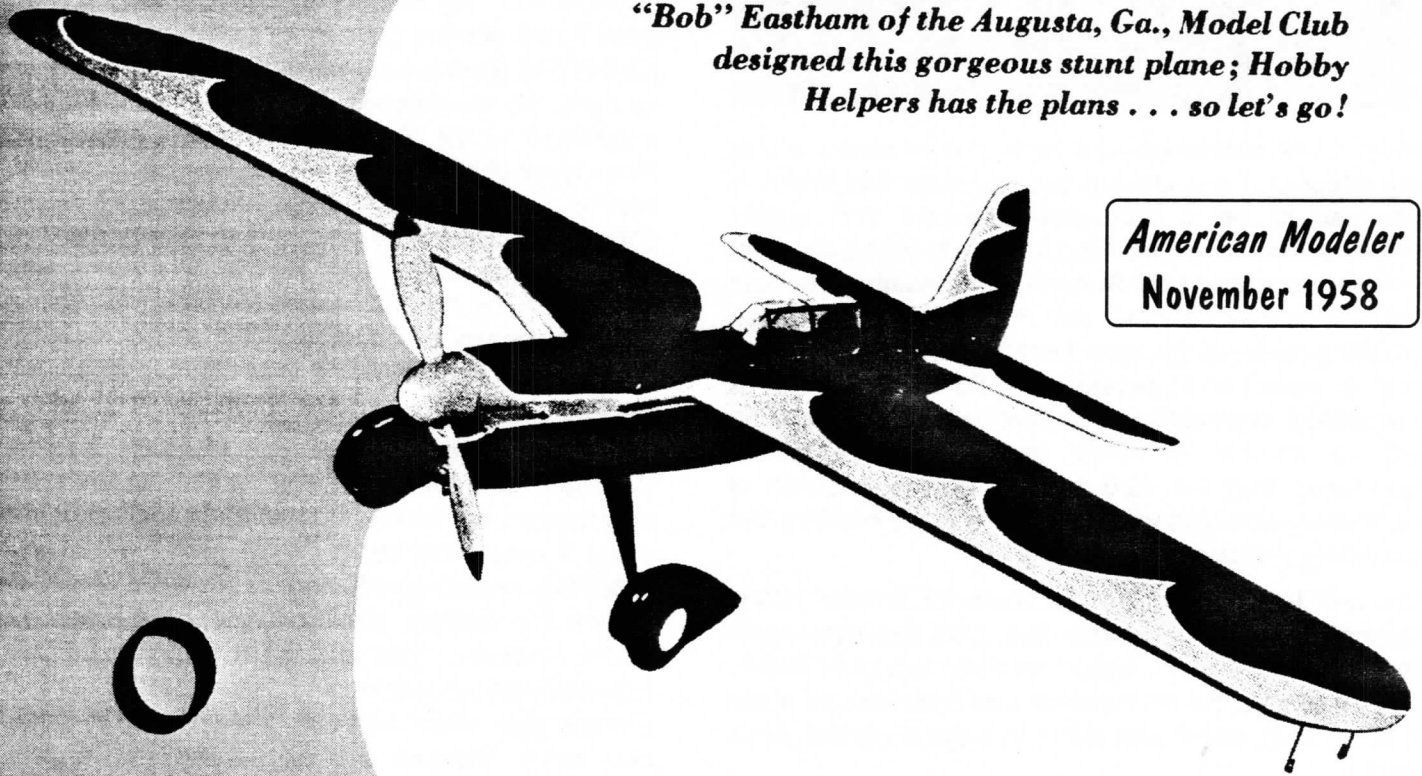
Just a reminder that, although the *KAPA Collector* is an outstanding source for information on trades, purchases, want ads, and other helpful information, I would also strongly suggest that if you are really interested in obtaining that special plan or kit that you have been searching for, be sure to place an ad in one or more of the major modeling magazines. It may cost you a few dollars, but it will be well worth the expense if you find what you are looking for.

My initial assumption when recently placing my ads was that someone, somewhere, must have what I want just sitting there on a garage shelf, a closet, or another location, probably 'lost in time'. My assumption turned out to be a fact, because I have been able to locate a virtual treasure trove of rare kits, plans, and other helpful information from contacts across the country. Here the theory is that if you dig deep enough, you just may find what you're looking for. Contact or visit hobby shops whenever possible, attend auctions, garage sales, and modeling shows, all of which are excellent sources for collectors.

Well, enough said for now, friends. Best of luck to us all in our pursuit to recapture modeling history! Take care, everyone.

*"Bob" Eastham of the Augusta, Ga., Model Club designed this gorgeous stunt plane; Hobby Helpers has the plans . . . so let's go!*

*American Modeler*  
November 1958



# OSPREY

**By Capt. Cowan C. Eastham, U.S. Army**

■ Osprey was designed to combine realistic scale appearance with high stunt performance. Outstanding features are the gull-type wings and an oval-shaped fuselage which, along with the open face wheel pants, make a plane that is thrilling to fly and truly fascinating to watch.

She is a very smooth performer on 60-foot lines with a .35 engine. Flight, relatively slow, allows the maximum reaction time which I consider necessary to properly execute the maneuvers in the new pattern. Performance may further be increased by adding  $\frac{3}{4}$ " flaps on the wings. Push rods for the flaps may be installed by using a series of small bell-cranks.

**Begin with the wing.** Both halves of the wing should be built directly over the plan. All ribs are cut out of 1/16" hard sheet balsa with the exception of Rib C which is made from  $\frac{1}{8}$ " sheet. First pin the  $\frac{1}{4}$ " square spar to the plan and cement the proper number of Ribs A in place. Add the top  $\frac{1}{4}$ " square spar, the  $\frac{1}{4}$ " square leading and  $\frac{1}{4}$ " x  $\frac{1}{2}$ " notched trailing edges. Wing tips are made from  $\frac{1}{4}$ " scrap sheet and may be added at this time.

When both wing halves are dry, remove from the plan and insert the two 1/16" plywood wing braces "R" in Slots R on the top of the wings. Do not cement at this time. Turn wing upside down and once again pin to plans with the braces "R" in place and cement securely. Cement Ribs 1 and 2 in their indicated positions. Be certain the angle of attack of the center section is parallel to the angle of attack of the wing.

Install the  $\frac{1}{4}$ " square balsa braces against braces "R"; add leading and trailing edges to center section. Allow the entire structure to dry thoroughly. Before removing from plan, sheet the center section (underside) and from posi-

tion 1-3 with 1/16" sheet. After the cement has dried, the entire wing may be removed from the plan. Install the  $\frac{1}{8}$ " plywood control platform to the underside of Braces R. (A small hole may be cut in the underside center section sheeting for access to the control installation).

Sheet the upper surface of the gull from Position 1 to 3. Do not sheet the center section, upper side, until wing has been mounted on fuselage and controls installed. The leading edge sheeting of 1/16" balsa, upper and lower, is cemented on at this point. Add the  $\frac{1}{4}$ " x 1/16" cap strips and the supplementary trailing edge. Cement the 1/16" scrap balsa bracers, with the grain running vertically between each rib, on the rear of the wing spars. After weighting the outside wing tip with 1½-ounces, the wing may be sanded.

**Construction of the fuselage** is in the usual manner. Start by cutting the two sides from  $\frac{1}{8}$ " hard sheet balsa. Cut out the 1/16" plywood fuselage doublers (stiffeners) and cement them in place on the sides. At this time, cement the conventional size hardwood motor mounts to the doublers. Allow to dry. Attach both sides of the fuselage at the rear by cementing to the tailpost. Cement  $\frac{1}{8}$ " plywood Formers B and C in position. At this point, I have found it easy to hold the structure in place by rubber bands.

Add the lower half of Former D and the remaining Formers E, F, and G, all of which are made from  $\frac{1}{8}$ " sheet balsa. Install the  $\frac{1}{8}$ " landing gear wire with J Bolts on Former C. The stabilizer and elevators are constructed of  $\frac{1}{4}$ " square balsa in conventional manner over the plans. When dry, install a large control horn on the two elevator halves and cement. The elevators may now be attached to the stabilizer with cloth hinges and sanded to shape.

Align wing and cement securely in place on the fuselage. The wing center section should fit exactly in the space provided. Cement stabilizer and elevator assembly to the fuselage as indicated on plan. Locate and hook up controls. Use 1/16" wire leadouts from bellcrank. Leadouts should come from bellcrank directly out of wing root in such a manner that they are parallel to the lower surface of the wing. Use oblong brass eyelets in root sheeting to guide the leadouts. Sheet center section of wing and add upper half of Former D. Install fuel tank. Bend tail skid from 1/16" wire and install at Former G.

The fuselage may now be finished by adding 1/16" soft balsa sheeting to the top and bottom. After temporarily installing the engine, place but do not cement Former A in position. Using a 2" spinner as a guide mounted on the engine, cement Former A in position. Carve the upper nose block from soft balsa and cement in place. The removable cowling may be made from scrap 1/4" sheet.

Vertical tail surfaces are cut from 1/4" sheet and sanded to shape. The rudder should have approximately 1/2" offset to the outside of the circle. Make canopy

from sheet acetate and add details made from 1/8" masking tape strips.

I prefer the "open face" type wheel pants as they are practically trouble-free when flying off of grass or sand. The pants are cut from 7/8" block balsa to the outline shown on the plan. Cut wheel wells 1/4" larger than the diameter of the wheels that you intend to use. From 1/8" sheet cut the pants facers and cement directly to the inside surface of the main section. Sand to shape.

An easy and practical method of mounting the pants to the landing gear is the following: Using soft wire such as is found in paper clips, solder about 1/2" of the ends of two wires, pointing down, to the landing gear near the wheel bend. Bend the wires in such a manner so that they will follow, toward the front and rear, the contour of the wheel pants. Groove out on the pants at the locations that the wire will be installed. Insert the wire in the grooves, cement and cover with light cloth. This system will permit accurate aligning of the pants. I have found it to be more trouble-free than the conventional installations because they are independent of the wheels. The landing gear skirts are formed from 1/8" sheet balsa and attached to the landing gear

wire after the pants have been installed.

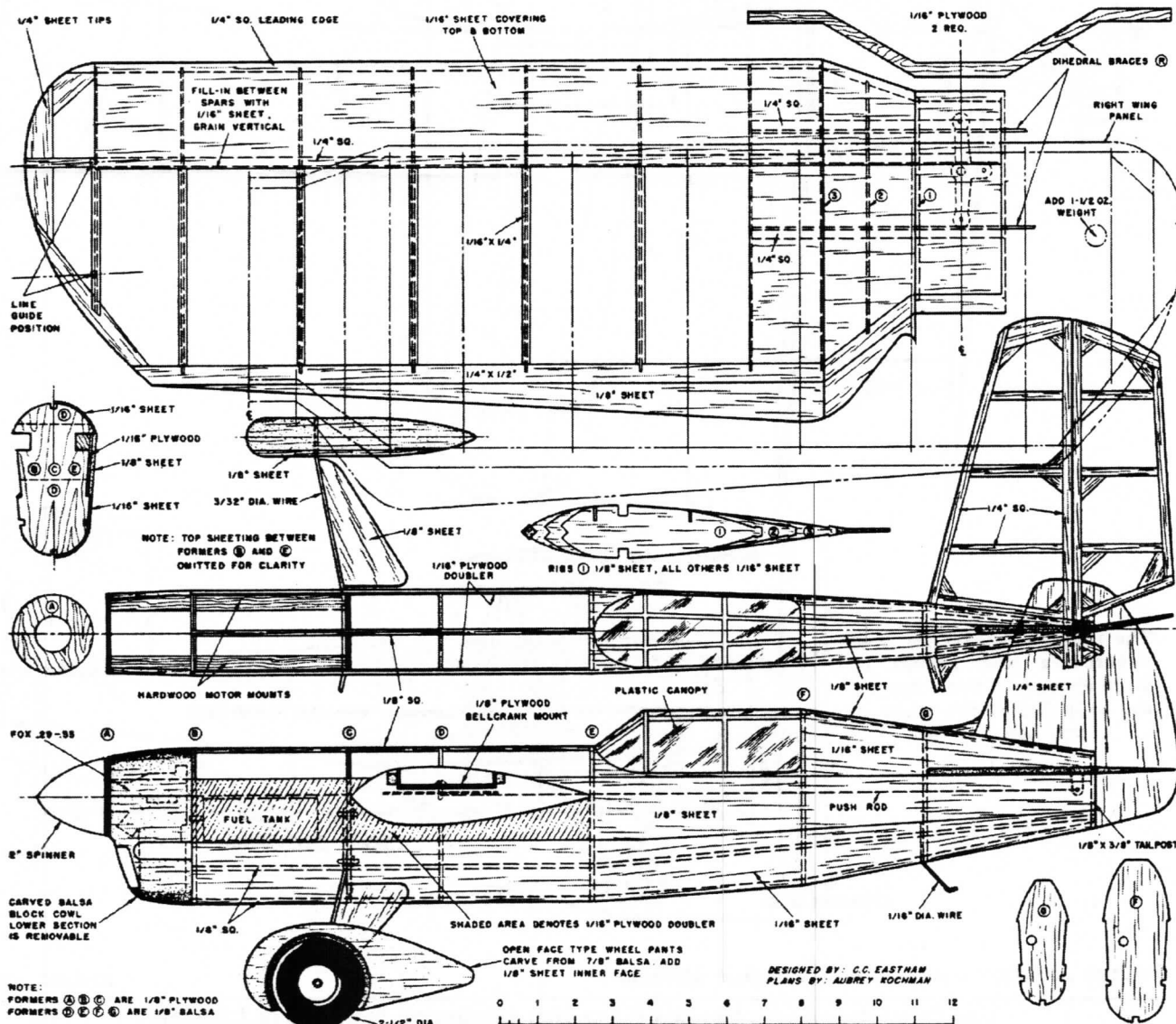
On the end rib of the inside wing, mount two 1/16" wire control line guides. The guides should be 1 1/4" below the underside of the wing. Install the guides so that there is 1" sweepback at the wing tip.

Sand the entire plane so that all surfaces are smooth. Cover the wings and stabilizer with either Silkspan or preferably, silk. Apply one coat of fuel-proof clear dope to all surfaces. Plastic Balsa should be used at this time to make fillets at the wing and tail surfaces. The Osprey is now ready for painting.

For proper flight, the plane should balance true at the wing spars.

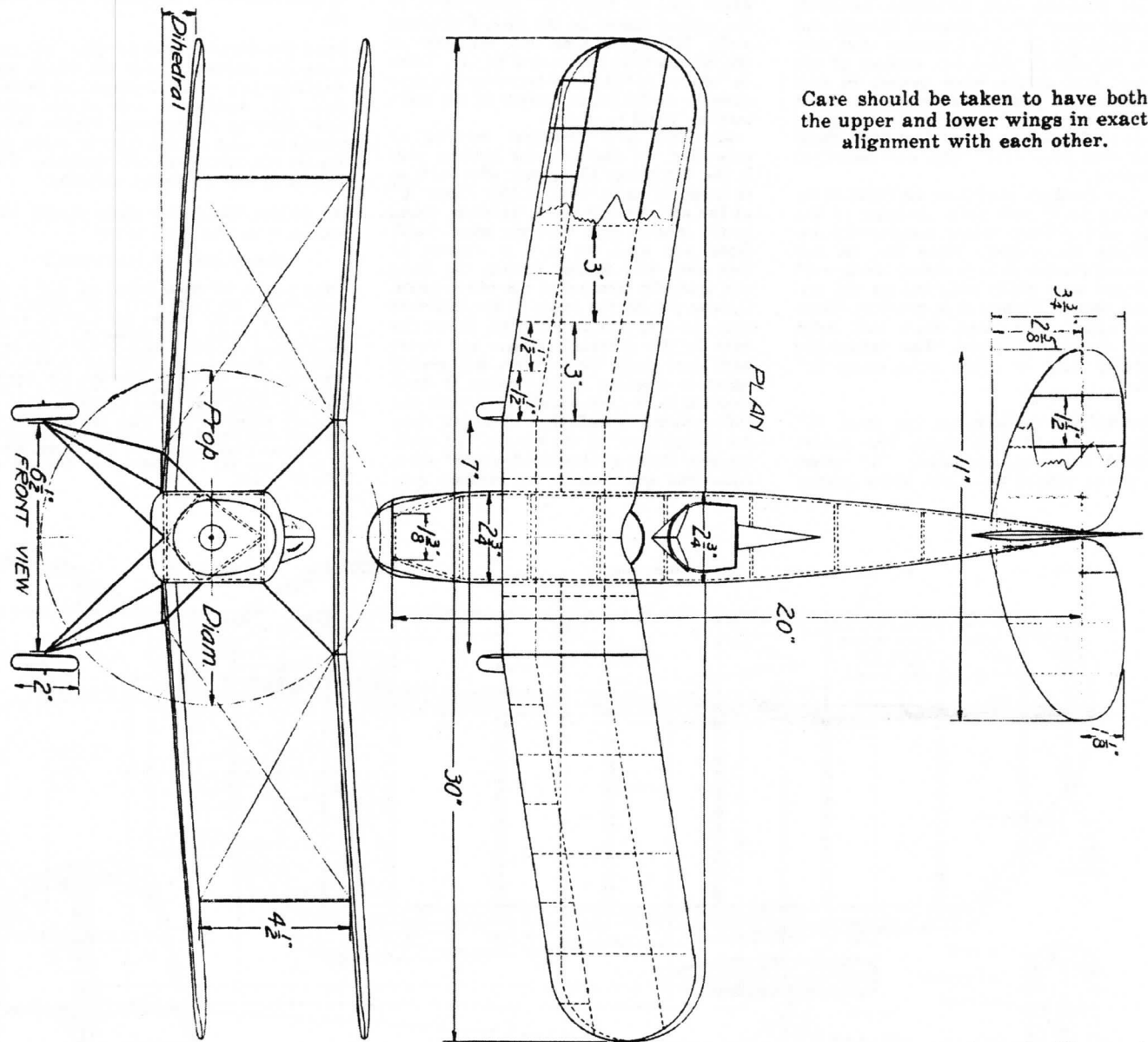
#### OSPREY BILL OF MATERIALS

Ten 1/16" x 36" Sheet Balsa; (3) 1/8" x 36" Sheet Balsa; (4) 1/16" x 1/4" x 36" Balsa; (2) 1/4" x 1/2" x 36" Balsa; (3) 1/8" Sq x 36" Balsa; (7) 1/4" Sq x 36" Balsa; (1) 1/4" x 36" Sheet Balsa; (1) Block Balsa 2-1/2" x 2-1/2" x 7/8"; (1) Block Balsa 6 1/2" x 3" x 13"; (1) Plywood, 1/16" Sheet; (1) Plywood, 1/8" Sheet; (2) Motor mounts, hardwood, 6-1/2" x 7/16" 1/2"; (1) Wire, 1/8" x 15"; (1) Wire, 1/16" x 22"; (2) Wheels, 2-1/2" Dia; (1) Spinner, 2" Dia; (1) Bell Crank and Control Horn, Large; (1) Acetate sheet 6" x 6"; (1) Fuel Tank, Stunt 2-1/4-1/2 oz; (3) "J" Bolts; (1) Silkspan or Silk, 36" x 36".



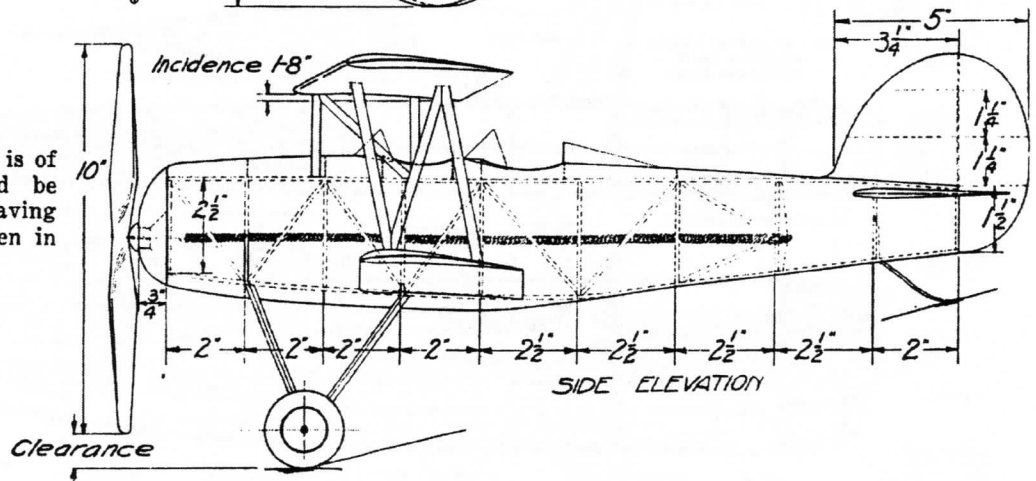
# Great Lakes Trainer Biplane

## A Flying Model

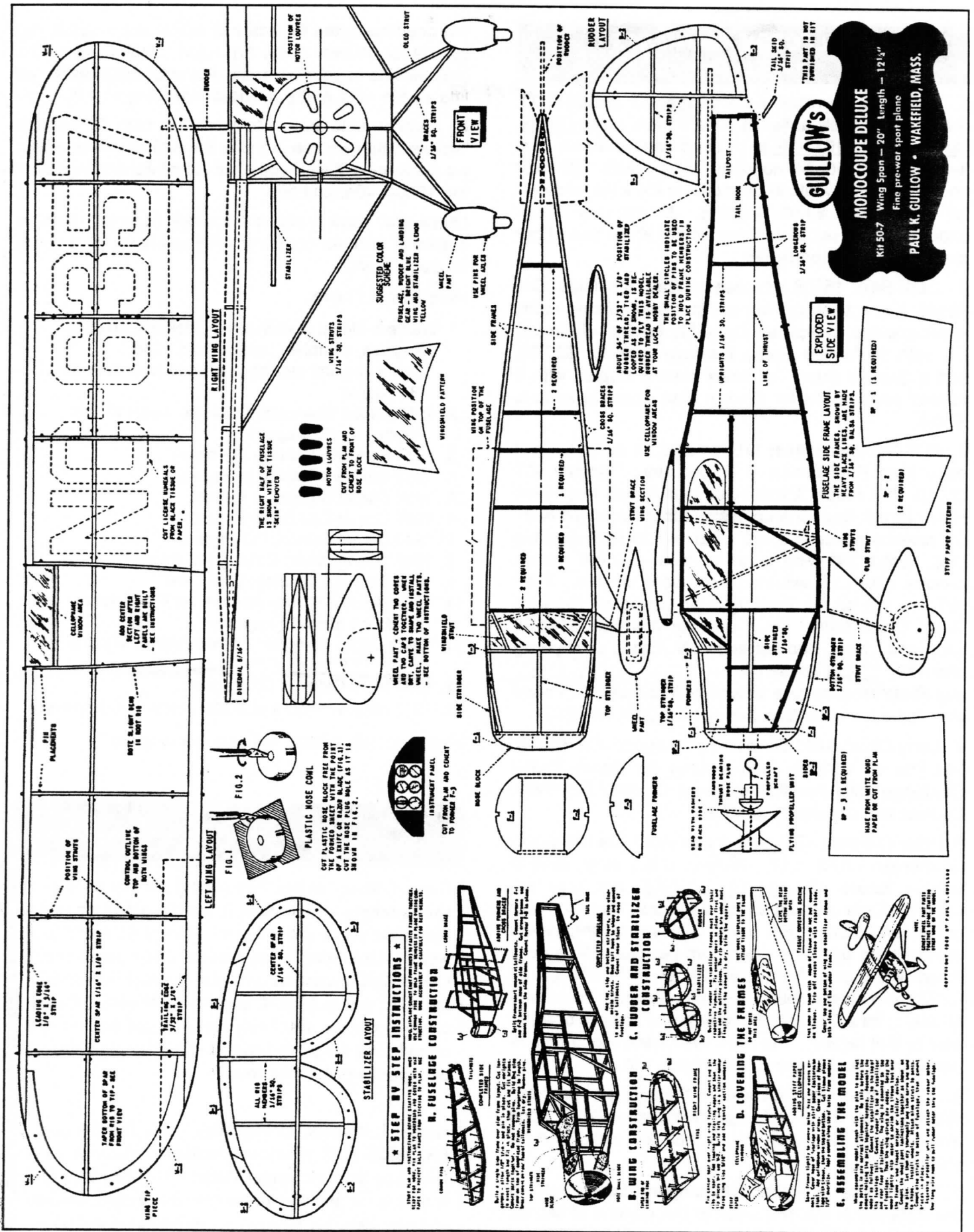


Care should be taken to have both the upper and lower wings in exact alignment with each other.

The propeller clearance is of importance and should be large enough to avoid having the propeller strike when in position shown.







This reduced-size plan of a 20" wingspan Monocoupe is from a kit of about 1950. It had a molded prop and wheels, plus a vacuum-formed nose cowling. Figure on this page is in 1:2.21 scale. (Courtesy Jim Alaback)

## KOLLECTOR KOMMENTS

by Lou Buffardi

1. Edward R. Hamilton, Falls Village, CT. 06031-5000, discount booksellers, lists a superb book about FROG: Model Aircraft, 1932-1976, by Lines and Hellstrom. It is item number 356824, contains 271 pp. with 190 color and 720 black & white illustrations, is 8¼ x 11¾, and lists for \$24.95 plus \$3.00 shipping. Maybe one of our experts will put out something similar about one of our great US model companies.

2. Jack Bale, 15608 Winchester Way, Riverside, CA. 92508, has a thick catalog out that lists, among many super goodies, a replica kit/plan M2 for the AJ Fireball C/L with 10 formed plastic fuselage parts for \$20.00, and a Stanzel Super 'V' Shark replica kit/plan with 5 formed plastic parts for \$20.00. Plan alone for each is \$7.50.

3. M.E.C.A. Swapsheet 175 featured an ad on the last page from Paul Leone, 2 Roger Ave., Danbury, CT 06810, that reads "Exceptional warehouse find: 1946 Henry Struck Nats Champ design rubber-powered RTF. 21" aluminum fuselage, 9½" D. aluminum free-wheeling prop., balsa 24" wing & tail surface, celluloid bubble canopy, wire L.G. w/turned hard wood wheels. Total WT. =s 4/3 oz. (4.3). Mfg'd by Ludington Griswold Glider Corp. 1946. Limit: one per member. \$134.95 each ppd." Now, I do not know Mr. Leone or anything about this kit, but am simply passing on this info should any of our readers care to explore it further. Mr. Leone also listed his telephone number as (203) 743-5151.

4. Larry Oliver, 1011 Olive Ave., Coronado, CA 92118, has info on a 1995 Jimmie Allen Air Races Postal Challenge with deadline of times October 23, 1995. Contact him directly if interested.

5. Peter Williams, 13 Southminster Road, Cardiff, South Glamorgan, CF2 5AT, Wales, U.K., sent several sample issues of SAM 35 SPEAKS, and they are superb! Each is about 60 pp. with gloss front and rear covers and loaded with plans! These monthly jewels are available by subscription from Les Duffy, 9 Queens Road, Wellington, Somerset, TA 21.9AW, ENGLAND for £21 and must be paid in Pounds Sterling. Peter, who is looking for a Cox .020 TD New In Box, may be of some help in that regard. The April 1995 issue alone had 14 plans plus photos, sketches, articles, etc.!

6. Errata from Jim Alaback: "In the listing of the Herb Weiss Plans, the Cub Coupe is shown as 13½" span and footnote (2). Actually, it was 27" span and no footnote (2)."

7. From Morrie Leventhal: "The targeted date for mailing the *Kollector* is the first week in the months of March, June, September, and December. The dates of February 10, May 10, August 10, and November 10, as shown on the back or address page of the *Kollector*, are

the deadline dates for ads and article submission, *not* targets for delivery of the *Kollector*! Depending on the mail service in your area, the *Kollector* could arrive as late as the 15th of the publication/ mailing month."

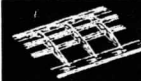
8. Another note from Morrie: "To help fill out the 'archives' that we use to make the *Kollector* interesting, we really need 'Xerox' copies of old model catalogs from the 1930s, 40s, and 50s.

I have a fair stack of old catalogs, and I'd be glad to trade copies of mine for copies of what you have, on a page-for-page basis:

Here's what I have:

1. Western Model Distributors of Oakland and Los Angeles, complete catalog 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 Guillows 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 Berkeley 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 "ABC's of Model Building" (10 pages)

If you can help, please call or drop me a line."



### RIBS & SPARS: The Readers Write

Bruce Conway writes "We should tell our people to ship promptly. First class is usually not much more than stage coach and is faster. Some guys take 2 to 3 weeks! Also noted: Many members lists have current Comet, Guillow and etc. priced at or above the prices in the AHC ads in M.A.N. and Flying Models. Canon color copies are absolutely great for old box art and reproducing old paper insignia and color parts sheets, even print wood, looks good."

Harold J. Walters, 23 Wyoming Ave., Tunkhannock, PA. 18657-1208, is putting together an article for us in KAPA on the Continental Model Co. of Brooklyn and is asking for any and all help on the company--when and who started it, who ran it, kits produced and when, sample kit plans, etc. Please help if you can.

# Kollektor Klassifieds

Member Advertising in the KAPA Kollektor 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.

## KITS WANTED

FLYLINE -- FAIRCHILD 22, GREAT LAKES TRAINER,  
KINNER SPORTSTER, FARMAN MOUSTIQUE.  
JETCO -- NAVIGATOR  
HOUSE OF Balsa -- 1/2A PIETENPOL  
BERKELEY -- 1/2A PRIVATEER, PRIVATEER SUPER 15,  
SWEITZER 1-30, AERONCA C-3 (both sizes),  
CESSNA 170  
ART POWELL, P.O. BOX 1138. TOOELE, UT 84074  
(801) 882-0029

**GoldenAge**  
REPRODUCTIONS



ILLUSTRATED CATALOG OF 31 KITS AND 212 PLANS. ALSO, CANOPIES, DECALS, PLASTIC WHEELS AND ESAKI TISSUE \$3.00. P.O. BOX 1685, ANDOVER, MA 01810.

## WANTED

Berkeley Navion, or drawings/  
copies of parts (I already have a  
copy of the kit plans).

Sig P-47N Thunderbolt (Kit #CL 7)  
or drawings/copies of parts (I have  
the original kit plans).

Contact: Susan Calvin  
207 Green Street  
Daleville, AL. 36322  
(334) 598-4965

## WANTED

ACE-WHITMAN 36"  
RUBBER SERIES  
"AIRABONITA" OR "HEINKEL"

STEVE SHOTTHAFER  
324 E. 2ND ST.  
BENICTA, CA 94510  
(707) 746-6149

HELP! Need fuselage, wing & plans for MONOGRAM  
SpeedeeBilt B-24 #H-4. Any portion of wreck, buildup or zerox  
of printwood will help, I have all other parts. I really want to  
build this great kit! Any help out there?  
Also, looking for Cleveland F9F Panther Jet to build.  
Lou Somontes, 1358 Oakland Rd #114, San Jose, CA 95112  
(408) 453-2004 Eve.

## WANTED:

Any kits from the "CLASSIC MODELS" series of Melville N.Y.  
large or small, plans, boxes, partials.

Any size of Hungerford silk spoke wheels.

Chris Starleaf  
936 Lafayette  
Sandwich IL 60548  
(815) 786-6490

## WANTED

AN ORIGINAL PLAN FOR THE  
MEGOW QUAKER FLASH. ANY  
CONDITION. OR ZEROX COPY  
OF THE FUSELAGE FROM BEHIND  
CABIN WINDOWS FORWARD.  
THE PLAN I HAVE WAS TORN  
AND REPRINTED WITH MUCH DISTORTION.  
ARTHUR H. RYAN 31770 JUNCTION  
FARMINGTON HILLS, MI 48336

I have the following duplicate kits which I would like to trade for  
kits which I don't have:

Madison, Dewoitine D-33 20" ws  
Madison Junkers D-1 15" ws  
Megow (red box) C-4 Nieuport 24" ws  
Megow (red box) X8 Grumman Skyrocket 30" ws  
Hobby Model D-29 North American P-51 Apache 36" ws  
Hobby Model WACO CG-4A Glider 50" ws (D-30)  
C&S Los Angeles ZRS Dirigible 24"  
C&S Baby Blimp 24"  
C&S Graf Zeppelin 38" ws  
Cleveland M-52 Howard Mr. Mulligan 23" ws

Alan Mironer; 269 Concord Road; Bedford, MA 01730  
(617) 275-0962 evenings

## SERIES II AVIATION PACKETS FOR SALE

- PLANS PACKET... \$16.00  
112 PAGES, 100 A/C.  
MOST FROM AIR TRAILS  
& FLYING ACES
- CUTAWAY PACKET... 9.00  
44 PAGES WWII, CIVIL,  
AIRLINERS, FEW JETS
- DWIG'S PACKET... 13.00  
91 PAGES 130 A/C  
MOST FROM PULPS &  
FLYING ACES. INK  
DWIG'S BY: BLAKESLEE,  
COLBY, WHITEHOUSE, ETC.
- 3-VIEW PACKET... \$21.00  
186 PAGES. WWII & II  
CIVIL, ETC. MANY FROM  
FLYING ACES.
- HISTORICAL PKT... \$7.00  
44 PAGES. SOME  
FLYING ACES COVERS.  
RARE BERLIN AIRLIFT  
PICTURES & MORE

Douglas H. Worthy  
1149 Pine Ave.  
Manhattan Beach, CA 90266

MORE INFO? SEND SASE TO ↗

WANTED!!! Roger L. Wathen of P.O. Box 18251 Indpls, IN46218  
[Phone: 1-317-726-9244] is looking for the following items:

1. Jet Propulsion Lab by Jetex, produced by American Telasco Limited.
2. Soft backed book entitled - "Model Jet Engines". Authored by J. Lemelson.
3. George Richter of "Ric Jet" fame produced catapult jets that made a 'swooshing' sound when catapulted. Would love either plans or copy of the kit.
4. Skyleeda of Britain produced kits designed by a Bill or Ray Booth. I am trying to obtain the 50-size plans of the MiG-15, Hawker Hunter, Mystere IV, Sabre F-86, DR 110 DH Venom, & the Super Sabre. Would like to obtain the 100-size plans/kit of the Provost, and most importantly the Canberra!
5. Does anyone know where the old aluminum and steel 50-size mounts for the Jetex 50-size engines were made at? State and/or Company.

## \*\*\*\*\* FOR SALE \*\*\*\*\*

MAIRCRAFT 1/4" solid kits  
2 (H-1) IL-2 Stormovik  
1 (S-21) Sopwith Camel  
1 (S-24) Se5

\$40.00 plus \$4.00 postage gets all 4!!!

BILL COOK KAPA#404  
8832 MARTY, OVERLAND PARK, KS 66212

# Collector Classifieds

TRADE-A-PLAN; OR I WILL BUY YOUR SCALE PLANS, ALL SIZES R/P C/L R/C F/F & ELECTRIC TOO. I HAVE MANY EXTRAS TO TRADE FOR OTHERS. PLEASE SEND ME YOUR LISTS AND WHAT PLAN YOU ARE LOOKING FOR. I AM LOOKING FOR NIB AND LNIB ENYA, WEBRA, AND O. S. MAX ENGINES. I CAN MAKE COPIES OF ALL MY PLANS, UP TO 11" X 17", BUT IN CITY OF OMAHA, 36" X ANY LENGTH. BUT IT GETS TO ABOUT \$8.00, IF REAL LARGE. BLACK ON WHITE. I ALSO COLLECT SOME DIESEL ENGINES & GLOWS. PLEASE CALL ME ANYTIME, I'M RETIRED! [1-402-332-4303]  
MR. DUANE B. BREHMER, 14720 SOUTH 234th STREET, GRETNA, NEBRASKA. 68028-6416 U.S.A.

Mark Levinson (206) 776-3624  
630 Giltner Lane, Edmonds, WA 98020-3001

Take all the following "peanut scale" kits for \$25 pp.

Peck: P-51 Mustang (n.i.b.), Gannagobe (n.i.b.), D.H. Gypsy Moth (excellent but few parts cut out), Andreason BA4-B (excellent box, wood, and plans only).

Lee Hobbies: Dornier DI (n.i.b.)

Sterling: SE-5a/Fokker D8 combo (n.i.b.).

TRADES CONSIDERED

KEN WILSON 2324 E. Fla. St. Evansville, IN, 47711  
PH. NO. 1-812-477-7176/8am-9pm CDST

KITS FOR SALE; Cert. Check or M.O. ONLY.

America Hobby kit no. G-4 GLO-BUG, C/L, (1949) .19-.35 Eng., 27½" w.s., NIB - \$40.00

Great Northern Model Co. kit no. G-110, Frank Zaic's designed FLOATER glider, 110" w.s., NIB - \$45.00

Master Modelcraft (1955) Fokker D-VII, super pre-fab 1/2A C/L, all balsa, MINT-NIB - \$40.00

MERCO Battle tanks, (Mercury Model Co.) (1949)

1 ea. Gen. Sherman, 2 ea. Gen. Patton, all Balsa, EX-MINT - \$65.00 takes all three kits.

Sterling kit no. C-10, Nieuport "28" C/L scale, 33" w.s., metal cowl, have two, one is cello wrapped, other contents NIB, box top is faded, \$110.00 takes both kits.

(ALL KITS ARE SHIPPED UPS ONLY)

KITS WANTED

Early 1940s Berkeley Vultee Vanguard kit or copy of plans/print wood. Berkeley Cessna Bird Dog, 67½" w.s., kitted by Fox, Ft. Smith, Ark., or copy of printwood. Airplane 1/2A C/L Pitts Spec.

WANTED

I am looking for Plans for  
Wright Flyers (any),  
Gee Bees R-1, R-2 & Z,  
Mitsubishi ASM Claude  
All rubber powered!

H.W. Gilmore  
827 Hele Mauna St.,  
Hilo, HI 96720-1786

SELL IN FACTORY SHIPPING CARTON: SET OF HOBBYTIME Balsa DISPLAY MODEL KITS (WITH PLASTIC STANDS): XB-51, XB-47, F-89, F-86, DH VENOM, GLOSTER METEOR. \$70 FOR ALL.

DYNA-MODEL KITS: P-40, MIG-15, F-84, F9F PANTHER. \$40 EACH.

WANT: OLDER STROMBECKER WOOD PLANE KITS, BUILT-UPS, PARTS. BERKELEY GRUMMAN GUARDIAN STUNT UKIE. ANY WOOD GRUMMAN GULFHAWK BIPLANE OR F3 F KITS.

PLEASE ADD SOMETHING FOR SHIPPING ANY KITS.

DAVE KINGMAN  
608 MAYFLOWER AVE, FT. WALTON BCH., FL 32547

KITS FOR SALE: SNAFU ERCOUE, 48" WS, \$65; STROMBECKER F7U CUTLASS, \$35; CLEVELAND E-Z FOKKER D-7, 20" WS, \$30; GUILLOWS NIEUPORT 28, FAIR, \$15; ORLINE SOPWITH PUP, 67½" WS, \$140; VERON SOPWITH 1½ STRUTTER, \$140; GOLDBERG P6-E, 41½" WS, \$100.

FOLLOWING KITS FOR SALE AT \$25.00 EACH: ENTERPRISE ½A C/L CHIPMUNK; ENTERPRISE ½A C/L F-51 MUSTANG; ENTERPRISE ½A C/L SE-5A; ENTERPRISE .020 FF/GLIDER SUPER-LINER, 24" WS; SCIENTIFIC ½A C/L CESSNA BIRD DOG, CARVED FUSELAGE, 18" WS; GUILLOWS RUMPLER C5, KIT 206, 24" WS; DYNA MODELS F6F HELLCAT; DYNA MODELS F9F PANTHER.

ALSO FOR SALE: AIR FORCE COLORS, VOL. 1, 1926-1942, BELL, \$15; SANDERSON, PRIVATE PILOT COURSE, 1975, \$15.

WANTED: CAVACRAFT U/C ½A ERCOUE; SCIENTIFIC ½A U/C SBD DAUNTLESS; OTHER U/C SBD, ERCOUE, SPITFIRE BY CONSOLIDATED, MONARCH, ETC; MODELHOB DEWOITINE D-520; BALSA SCALE KITS BY CLEVELAND, STERLING, MINIATURE, CONSOLIDATED, MONARCH, ETC.

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

FOR SALE

KITS: AIRWINGS P-51 ALL SHEET PROFILE RUBBER-\$3, BERKELEY "SUPER CLOUD"-\$30, BERKELEY "RAMROD 600"-\$60, COMET TBF AVENGER-\$20, EAGLE STINSON 125-\$25, FALCON R1 WESTWIND-\$25, HI FLIER STINSON 105-\$10, JETCO LARK-\$30, JETCO HAWK-\$30, MIDWEST ORIGINAL JABBERWOCK from 1949-\$40, MIDWEST "GOLLYWOCK"-\$20, MODEL CRAFT BLACK BULLET-\$40

U/C KITS: VECO SMOOTHIE-\$125; VECO MUSTANG STUNTER-\$150; VECO CHIEF-\$100; VECO THUNDER-BIRD II-\$150; KENHI BOBCAT-\$75; TOP FLITE HURRICANE STUNTER-\$65; STERLING YAK-3 (ORIGINAL KIT)-\$50; BERKELEY PEE-WEE ZILCH-\$30

PLANS: K.I.S.S. U/C STUNT OR COMBAT FOR .09-.19, \$3.50 ppd

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TUBE OR TUBES OF AEROGLOSS C-77 "20% STRONGER" MODEL CEMENT. XEROX COPIES OF OLD MODEL CATALOGS FROM THE 1930'S, 1940'S, AND 1950'S. WILL TRADE FOR XEROX COPIES OF CATALOGS I HAVE ON A PAGE FOR PAGE BASIS. SEND YOUR LIST OR REQUEST MY LIST. SASE NOT REQUIRED

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

ATTENTION JETCO KIT KOLLECTORS!

Here is an opportunity to own the ENTIRE SET of the 14 SUPERFLITE JETCO models--these were the 14 pictured on the back of the Superflite boxes in the 50's. As follows:

SG-1 Thm. Dart 10.00	R-1 ROG 12.00	G-7 Thermic 36 32.00
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SG-3 Thermic 20 12.00	R-3 Lark 32.00	J-2 Cutlass 18.00
SG-4 Thermic B 18.00	G-1 Thm. C 20.00	J-3 Jet 50 18.00
SG-5 Thm. Trio 18.00	G-5 Trooper 25.00	

Buy all 14 and I'll take \$7.00 off and pay USA postage!

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G-3 Thermic 50-X 40.00	G-4 Thermic 72 42.00
R/CG-2 Thermic 50-R/C 45.00	S-4 Rearwin Speedster R/C 48.00

All kits are in excellent condition. Buy all 18 kits and I'll take \$14.00 off and pay postage anywhere USA. Otherwise include for UPS 1 kit \$4, 2 to 6 kits \$7, 7 or more kits \$11

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CAVACRAFT: J1 F86 SABRE 1/2 PRE-CARVED HARDWOOD \$25  
EAGLE: TBF AVENGER 1/48 SOLID Balsa \$15  
ENTERPRISE: F86 SABRE 1/48 PRE-CARVED Balsa \$30  
MAIRCRAFT: H6 FW 198 1/48 SOLID Balsa \$25  
MODELCRAFT: ME109, PA7, JU87, ZERO: \$18, DB7 \$20.  
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John Campbell 054-F, 3875 Fenton Rd, Hamilton, OH 45013  
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## KITS WANTED

Comet AYA-5 32" Outdoor Model. I've seen this one in Comet's 1940 catalog. But I bought one in the Summer of '49 at a local hobby shop. Megow SX-1 Flying Wing. Couldn't come up with the \$1.25 48 years ago (I was 8 years old).

Will settle for copies of plan & printwood for the above.

JASCO (NOT JETCO) Early version of Thermic Dart glider. Thermic 30 (later version with removable wing). JASCO Junior & JASCO Special. Will also settle for copies of plans & printwood/patterns

JACK RAY, 261-F, 1728 CORTEZ AVENUE, STOCKTON, CA 25209 209/477-0739 E-MAIL: FAMFEMI@AOL.COM

## WANTED:

BERKELEY U/C KITS: PITTS SPCL 25 1/2" W.S.; CURTISS P6-E 23 3/4" W.S.; B-26 MITCHELL 42" W.S.; SBC-3 HELLDVR 25 1/2" W.S.  
STERLING U/C KITS: HOWARD "PETE" KIT C-2; POLISH FIGHTER KIT C-5; RYAN ST KIT C-7  
STANZEL: TIGER SHARK; SUPER V SHARK  
PLANS: M.A.N. #34 CESSNA 310; POLK'S PLAN PACKET #13 WWI & #15 AIR RACERS

Joel Balsam, 4 Pickwick Hill Dr., Huntington Station, NY 11746

Catalogues for sale How to build an Ideal Curtis Trng. Plane (JN4D-2). By Ideal Aeroplane & Supply Co. 22-28 West 19th St. New York City. Copyright 1920. 6 pages, 6"x9". Includes full size plan. Plan has wear on folds & a small hole. \$30 for both. Another Ideal cat. copyright 1928. Blue cover, 64 5"x7" pages. Some wear on corners, minor rips. \$50. Cleveland Modelmaking News & Practical Hobbies, Vol 1 #1 Jan-Feb. 1933. 24 8 1/2"x 11" pages. Includes supplemental plans. \$50. Have a number of other plans and catalogues, SASE for list. Want to call: 516 271-3267 6-7p.m. 11-12p.m. eastern time.

## WANTED (DESPERATELY)

 Maircraft<sup>INC.</sup> DC-3/C-47

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

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

FOR SALE: SOLID WOOD, STICK & TISSUE AND PLASTIC AIRPLANE KITS. BOOKS, MAGAZINES AND PULPS. WANT SOME FLYING ACES 1934-1938, MEGOW CONTINENTAL KITS. SASE FOR LIST. W. WINICKI 29 CHURCH RD. GREAT RIVER N.Y. 11739-0417.

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F9F Panther, F-80, F9F Cougar, F-84 Thunderjet  
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## SUPERKITS (Monogram)

F-84, F-86, MIG-15 \$55 ea ppd or all 3 \$150 =  
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KITS WANTED: Monogram: Speedee-Bilt "G" and "H" series Bomber kits; Also, "T" series; Superkits; Guillow: "WW and 100 series" World War I kits with 18" wing span (For Dad to collect this series) or any spare parts such as cowls, wheels, decals, plans, die-cut sheets, tissue, etc.; Hawk, Maircraft, or other solid balsa kits; Also interested in Megow, Joe Ott, Comet, Ideal, Berkeley, Ace-Whitman, Guillow, Air-King, Cleveland, California Models, Sterling, Scientific, Peerless, Duncan, or any other discontinued kits from modeling's past; Roger's Motor Co. military kits (1945) and Hudson Miniatures wooden car kits (1949).

George J. Santikian, 7285 N. Channing Ave.  
Fresno, CA 93711 (209) 439-3363.

My thanks to all KAPA members who have contacted me!

Guillow Kit 805 (3/8" scale, B-25 Mitchell Bomber, 26 1/2" w.s.), \$18.  
Guillow Kits #202 (S.E. 5A), and #204 (Fokker Dr-1), \$12 each kit.  
Guillow Kit #406 (Focke-Wulf 190), \$16.  
Two Sterling Kits #A-1 (Fokker D-7), \$15 each.  
Sterling kit A-16 (Fk D-8), \$12.  
R/N Double kit # CG 504 (S.E. 5 and Fokker D-8), 3/4" scale, \$20.

Please add \$3 postage for one kit or \$5 for two or more kits. Will sell all kits in one lot for \$90 and I will pay UPS shipping.

John Gascoyne  
Route 3, Box 284, Appomattox, Virginia 24522  
(804) 352-2290

# Kits and Plans Antiquitous

**Kits and Plans Antiquitous (KAPA) Membership** includes the next four issues of the club's quarterly newsletter, the *KAPA Collector*, which is published and mailed the first week in March, June, September, and December. The *Collector* 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; *Collector* 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.

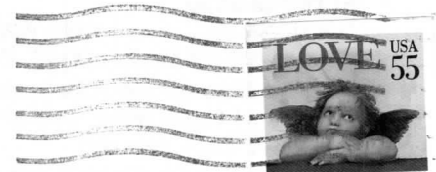
**Membership Renewal:** Your address label shows your expiration date as a month/year, such as "6/95". Your membership renewal is due upon receipt of that issue of the *Collector*. Mail your renewal check or money order, payable to "KAPA", to the Secretary/Treasurer.

**Submitting Articles:** Articles are solicited for publication in the *Collector*. 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 *Collector* 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 *Collector* 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

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