



The KAPPA Collector

Issue No. 14

June 1996

**THE EARLY DAYS OF  
OLDTIMER MODEL SUPPLY**

by Jim Noonan

During the 1960s my sons were growing up, and eventually I introduced them to simple modeling. My store of materials from the past was soon used up and had to be replenished. Hobby shops did not carry the materials I was familiar with (I began modeling in 1927) and the search for raw materials followed. We proceeded to make what we needed and soon had a surplus, which we easily sold at contests.

I made pencil drawings for all this and used blue line (later, black line) prints for plans. Our first plans as such were from the magazines. An Earl Stahl plan was photo-copied from the magazine, then pasted up on a thin cardboard backing, whitening out unwanted lines and inking in for a complete line drawing. These drawings became a larger demand as time went on, and we had no competition. Later, Lindberg and other plans were made up the same way; also completed full size plans of the twin pushers, and fuselage and scale models were introduced. I made the plans in pencil, printed them at noon (at work) by purchasing my own paper. Never let a day go by when something was not done for the business.

On some days I used my noon hour at work in making tools when I had the privilege of working in the various shop areas of the plant. I also had the Company library to use to find industrial sources for items like condenser paper and gold beaters skin.

Balsa was purchased from a Brooklyn firm owned by a former Brooklyn Skyscraper club member. Used countless planks and large bundles of ready-cut strip and sheet, and cut my own trailing edges and prop blanks. The thought was always in my mind to sell what I would like personally from a model firm. And so each item was carefully arrived at and produced.

All this took place in my basement, which was partitioned off into separate rooms. Also, bulky items (dope, etc.) were stored, and balsa cutting was done in my 3-car garage. All this activity had to be concealed from nosey neighbors. For instance, each night after dark, I loaded up the car with packages and moved anything needed from the garage. I worked full time as a designer; on my way home, filled orders packaged the night before were dispatched by UPS. We had orders from many foreign countries. These had to be mailed.

As many of you already know, Ken Sykora tragically passed away last December. We were very fortunate in having him provide the enclosed update and oldtimer plans featured in this issue. (Inb)

Frank Zaic guided me in ordering Pirelli rubber from Italy; we must have sold a carload of it. It came in large skeins, and we packaged it in much smaller amounts (25-50-100 feet), since very few customers wanted the larger skeins. We had some memorably wonderful rubber (as well as poor stuff, which we sent back to Italy). As Pirelli gradually phased out, we bought American black rubber from FAI and continued to package it.

Tissue was long a problem. Small amounts at a time were purchased (Peck, Frank Zaic, etc.), and once we redeemed our vouchers, won at contests, for several hundred sheets of red Japanese tissue at a Chicago hobby store. The bonanza came one day when I found and purchased 7,000 sheets of Japanese tissue and colored silkspan from a former model manufacturer. We sold all of this for 10¢ a sheet! We continued to sell at contests, and all this rare stuff sold at a fantastic pace. Our low price helped, but much of the stuff was purchased at ridiculously low prices in the first place.

As time went by, a customer, Ichiro Yamada of Osaka, Japan, bought reams (1,000 sheets of one color, minimum) of paper in Japan and shipped it to us. I think that even today he is the only source of Japanese tissue in the US. Ichiro speaks good English and has visited me on two occasions.

Made contact with Bert Pond, an old friend of long ago. He had much to sell: celluloid wheels, dummy celluloid motors, and rare old time com-pressed air motors. We even cut and made special balsa prop blanks for compressed air motors. Needless to say, this stuff sold as fast as Bert could ship it to me. At one time, Bert operated the first good source of special model material, the Peru Model Shop in Peru, Indiana.

Wheels: We became famous for balsa wheels after I learned how to make the tooling and spent countless hours at the drill press cutting out wheels. Many shapes and sizes were made, as well as special wheels for large compressed air models and 3" diameter for the Jimmie Allen Bluebird. Only perfect wheels were ever sent to customers—defective ones were scrapped. Lots of tricks to be learned before all wheels were perfect. Balsa scrap was utilized for wheel stock. If a piece made poor wheels, it was discarded. At one time, we also sold bags of balsa sawdust for use in making balsa paste for fillets.

Cutting balsa: Not new to me, I simply invented a way when needed for trailing edges, tapered spars, and special indoor wood. Wood suitable for indoor models is so rare that I could never make enough of it to sell from the catalog. Instead, I ordered a year's accumulation of light

planks and in 2-3 days of cutting, turned out a quantity of indoor wood that sold rapidly at national indoor contests. The method of cutting gave glass-smooth sheets of .005" and up, as well as saw-cut stripwood. We had 1/32" square and up and I was planning to go to 1/64" square when I had a stroke...which stopped everything.

More on manufacturing. Teflon washers: A set of plier-like punches was purchased. Basic idea was to first punch the inside diameter, then use an outside diameter punch with a tiny guide at its center to center the OD. Very tedious and it takes all evening to cut and package a good quantity. We also purchased tiny 3/32"-OD indoor washers, but when they became outrageous in price, we found a way to make our own. We purchased brass washers, but also found that we could make them ourselves.

Thrust bearings were made from hardware store cotter pins. Prop shafts were bent by hand, as needed, from piano wire. Once we bought a quantity of various sizes of aluminum thrust bearings. The smallest of these went into Pennyplane kits, which we stopped making when we ran out of thrust bearings.

Another innovation was sawn prop blanks--these sold so fast that we never had enough in stock.

Cutting balsa: Methods suggested by Zaic yearbooks. Much experiment required. Will outline methods for anyone interested. Example: how to get all quarter grained sheet stock or how to cut stripwood to any dimension accurately. Always use a micrometer until exact dimension is produced. Takes trial and error to get proper saw settings and saws must always be sharp!

Found a way to get rid of balsa dust: empty a large bag of it in the yard after dark. If a good wind is blowing, every speck of it is gone by morning. (It rides thermals very well in daytime.)

Catalogs: We sent out catalogs at the beginning of each year. At first only Xeroxed sheets, but eventually a nice printed catalog. Besides this, the boys designed an order blank (Ken Sykora still uses it) that was filed by date of filling and contained the return address ticket for the order and all the data. Orders were partially filled by the boys from stock and passed on to me for any special stock and packing. Lacking good cartons, we made a carton to fit each order. Anything not in stock was compensated for by cash in an envelope with the order. All this breezed along merrily from 1969 to 1985, when I found myself alone after the boys left for college. Just too much, and I was very tired.

I sold out to Mike Mulligan, who lived near Los Angeles. Kits were discontinued, and Mike added some new items that were available in California. At first I continued to draw plans for Oldtimer, but was unable to continue after the stroke. Mike worked valiantly, but he probably did not count on the tremendous amount of work involved. He sold out to Jack Richardson, who shortly sold out to Ken Sykora when he could no longer operate the business from his condo.

Ken Sykora is the kind of a person to make a success, and his hard work has made Oldtimer a reliable source of rare material. Today I purchase material from him made on tools that I built. I was in California twice (1980 and 1985)

to help each to get going. Material from Ken is always carefully made and shipped, a thoroughly reliable source for all these somewhat rare items.

*[The handsomely illustrated, 16-page Oldtimer Model Supply catalog is available for \$2.00 from Old Timer Model Supply, 1924 E. Edinger, Santa Ana, CA 92795. (714) 258-0805. Don't build without it!]*

*(Ed's note: Ken sent the following update last year. Al Heinrich of Aero-Dyne is the new owner of what is now called "Old Timer Model Supply." —lnb)*

When I bought the business late in '86, it was with the idea of making it a full time job, rather than the part time "hobby" it had been.

I figured there were still modelers out there who could use the "stuff" real hobby shops used to sell... before every thing went to plastic & foam bubble packs... and, worst of all, "uninformed" (about free flight) people behind the counter.

The game plan had a few basic rules: to offer good stuff (that the average retail shop never heard of!) that would answer most of the needs of the rubber model builder, to ship orders as fast as possible (I hate the term, "allow six to eight weeks for delivery"!), to always answer questions from customers or point them toward a source (just like the ol' guys behind the counter did, remember?), and last but not least, to produce a new catalog every year.

In this last item, I was lucky enough to have an old scale modeling buddy named Otto Kuhni, who is a master at illustrating airplanes. And a major factor in OMS's success has been the covers and inside illustrations that have come from Otto's talented pen. Customers continually give him rave reviews.

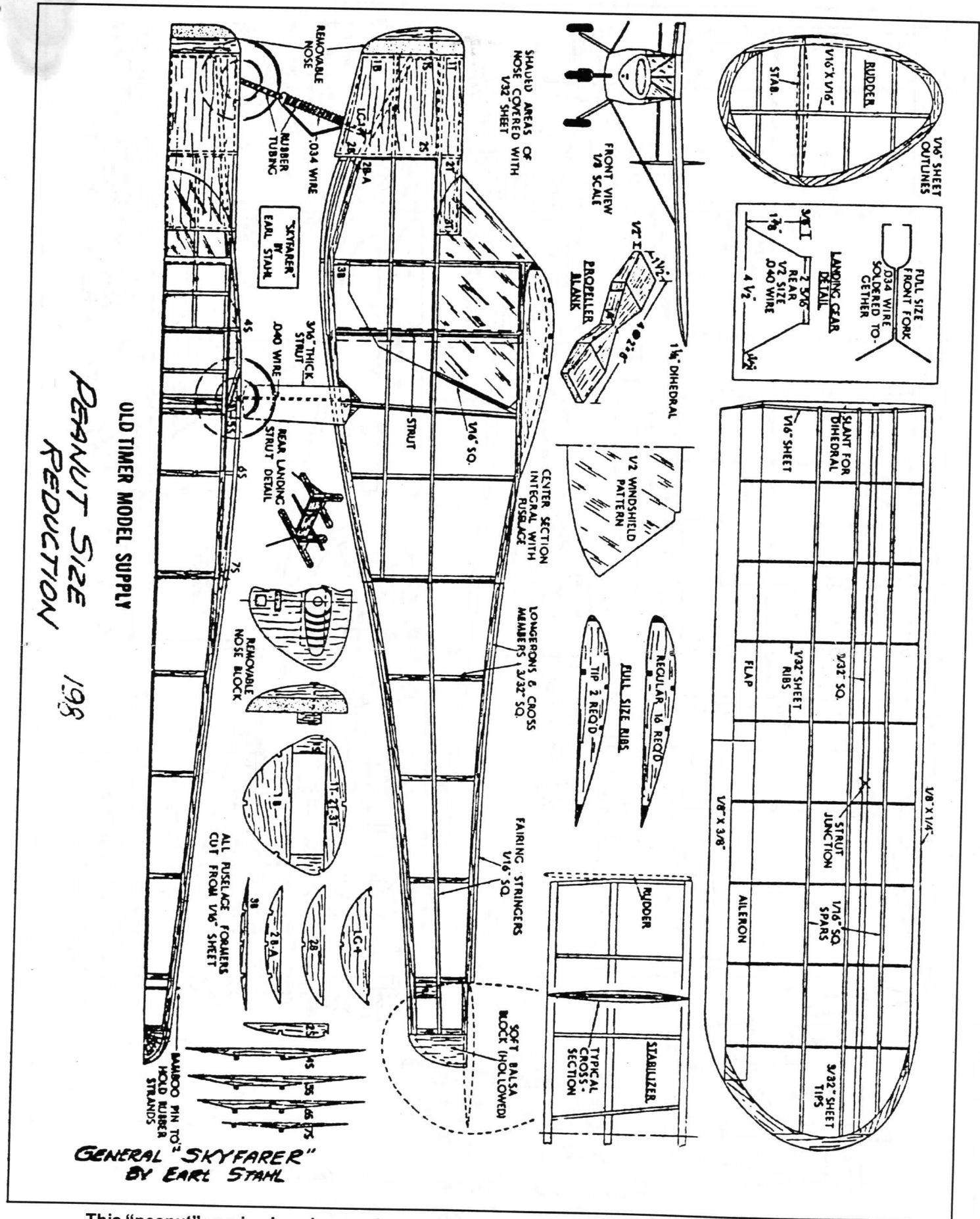
An important part of the business, besides the materials, equipment & tools, has always been the stock of plans we offer. Since I'm an old airplanes nut (WW I Aero & Skyways are among my favorite reading), the emphasis has always been on designs published or kitted prior to WW II, as well as a helping of some of the better known WW II stuff, and a few post-war ships I just couldn't resist. Sizes of our offering range from the popular 13" Peanuts right up to 5-ft. span "floater" giants. Types include sport, scale, and pure contest designs, many of which were innovative and/or winners of major national or international contests...in the "golden age." (I've enclosed some examples to give you a feel for our range.)

Anyhow, I guess we're doing something right. We currently ship to every State, as well as about a dozen foreign countries. So, from our point of view, the old, old hobby of building and flying rubber powered model airplanes is alive & well. And that ain't a statistic... it's a fact.

Thanks again for thinking of us... Keep 'em flying!!

Ken

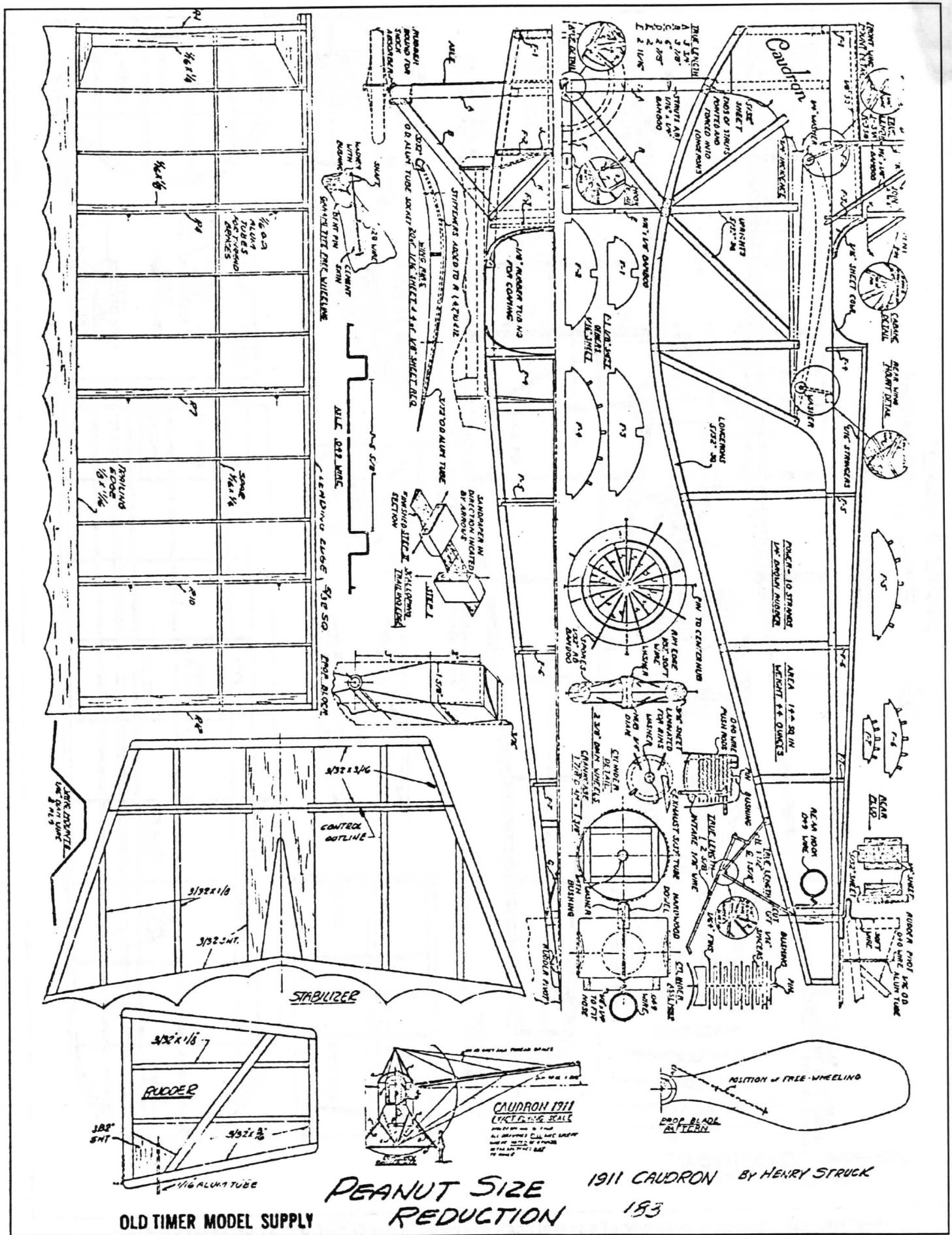
*(Ed's note: "WW I Aero" is at 15 Crescenc Rd., Poughkeepsie, NY 12601. "Skyways (1920-1940)" is at 5411 Masser Lane, Fairfax, VA 22032. Subscriptions are \$25/year for each. —lnb)*



OLD TIMER MODEL SUPPLY  
 PEANUT SIZE  
 REDUCTION  
 198

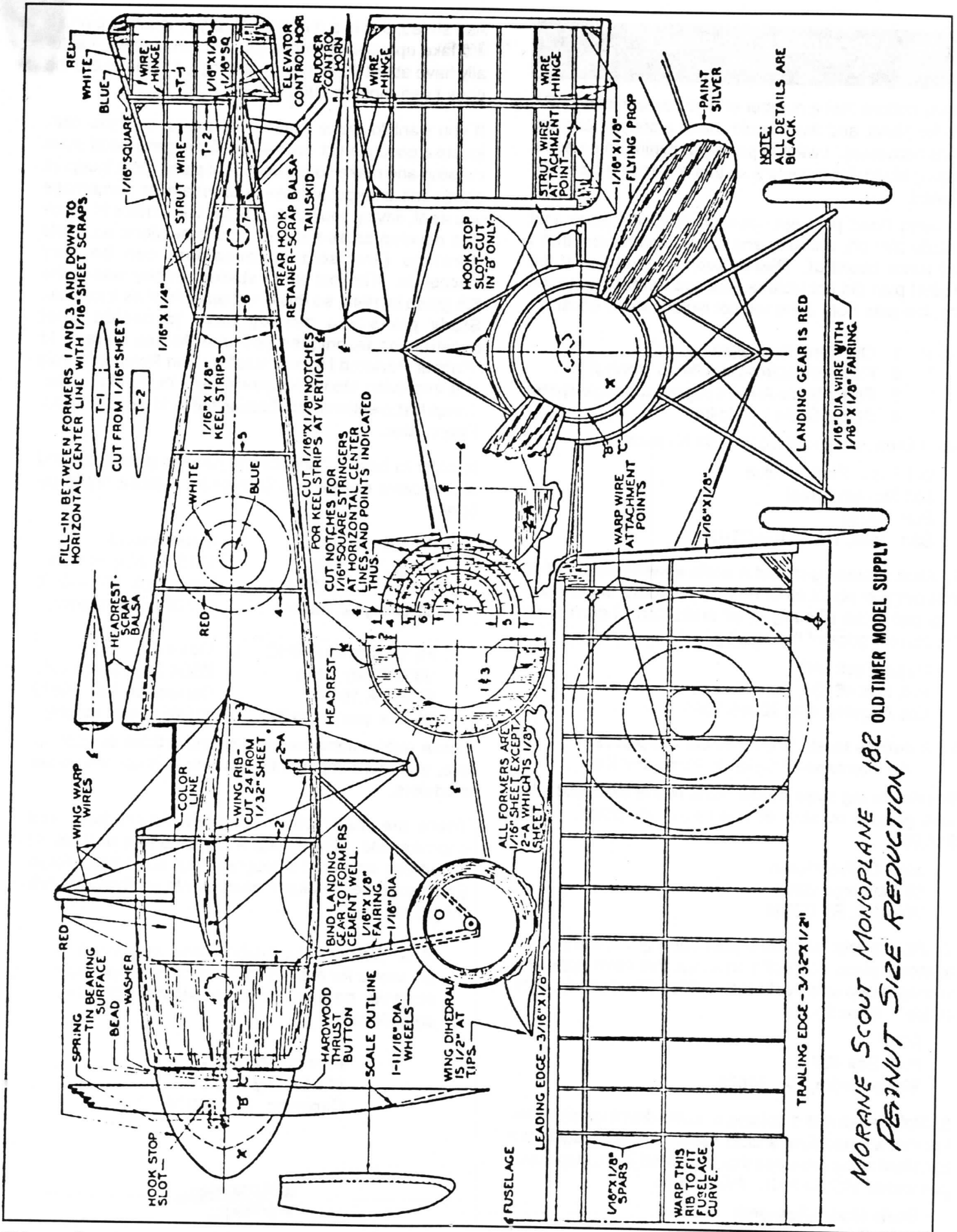
**GENERAL "SKYFARER"  
 BY EARL STAHL**

This "peanut" version is only one of several scales offered in the OMS for the Earl Stahl Skyfarer. A photo of a larger 31"-span version built by Bob Schlosberg appeared in *Kollector* #2 in 1993. The plan originally appeared in the Nov '41 *MAN*, at 28" span. (Plan courtesy Ken Sykora.)



OLD TIMER MODEL SUPPLY

Originally appearing in the Feb '39 issue of MAN as a 31"-span job, this is only one of the Henry Struck designs offered by OMS. (Plan courtesy Ken Sykora.)



This excellent OMS offering from Feb '52 *Flying Models* was originally an 18"-span plan by Ward. (Plan courtesy Ken Sykora.)

KAPA Collector

## SOURCES OF PLANS

by Ken Race

I have noticed that a number of modeler wants in KAPA are for plans, and that I could name a source for most plans requested. I want to present a minimum personal catalog library for modelers so that a plan can be easily located.

1. John Pond puts out catalogs of model plans that include aircraft, models, and model companies that I had never heard of. Please keep in mind that if the original plan did not include fuselage formers and wing ribs, the plan from John will not include them either.

- Cat. 1 Old Timer/Nostalgia
- " 2 Rubber/Control-Line/Radio Control
- " 3 Flying Scale A-K (75 pages typed single-space)
- " 4 Flying Scale L-Z (ditto)

Last I knew, each catalog was \$1.50 each.

Old Timer Plan Service  
253 No. 4th Street  
Box 90310  
San Jose, CA 95109-3310

2. Alain Proteau puts out a scale drawing catalog that includes just about all of Bjorn Karlstrom's scale drawings and those of many other draftsmen. I don't know the current price of the catalog.

Repla-Tech Int'l  
P.O. Box 46100, Cole Branch  
Los Angeles, CA 90046-1000

3. A definite Must! "Flying Model Warplanes - An International Guide to Plans and Kits"

Besides listing scale model plans by the thousands, he also gives a number of references for plans. Price \$14.95.

John C. Fredriksen  
69 Flamingo Drive  
Warwick, RI 02886

4. *RC Modeler Magazine* puts out a good, easy guide to model plans and scale drawings that have appeared in magazines and publications, titled "Scale Reference Guide". Price \$6.50.

RCM  
P.O. Box 487  
Sierra Madre, CA 91025

5. Bob Banka has a catalog of scale drawings and photos that all modelers should have. His specialty is the excellent scale drawings that appeared in the Japanese publication KOKU-FAN. Price \$4.00.

Scale Model Research  
2334 Ticonderoga Way  
Costa Mesa, CA 92626

As I stated, this is a minimum library to locate a plan. It will take up about 3 inches on your book shelf. I actually have about 10 inches of catalogs, but these are the ones I use most frequently.

If you want to make a particular model and you can't locate a good plan or even a plan for it, get a good scale drawing and make your own model plan. Most blueprint shops will enlarge a drawing to whatever percentage you want, saving you hours of time. Use photos to check and develop cross-sections; cross-sections on scale drawings (and some dimensions) can be very inaccurate. The last time I studied drafting was in the 8th grade in 1944, so this is not as difficult as it sounds. Study plans you already have to decide what construction techniques you want to use or refer to "Rubber Powered Model Plans" by Don Ross or "Flying and Improving Model Airplanes" by Wm. F. McCombs. These last mentioned publications should be part of your library, also.

In order to have a living library, join and participate and also receive newsletters from at least these organizations:

- |  |   |
|--|---|
| 1. Cactus Squadron<br>1041 E. Rawhide<br>Gilbert, AZ 85234<br>\$12.00 a year, monthly    | 2. Cloudbusters<br>1318 S. Stephenson<br>Royal Oak, MI 48067<br>\$10.00 a year, monthly |
| 3. Flying Aces Club GHQ<br>3301 Cindy Lane<br>Erie, PA 16506<br>\$9.00 a year, bimonthly | 4. Max-Fax<br>10904 Bellehaven Rd.<br>Damascus, MD 20872<br>\$15.00 a year, monthly     |

These publications have plans and articles in each issue, and more importantly, you are in touch with other modelers.

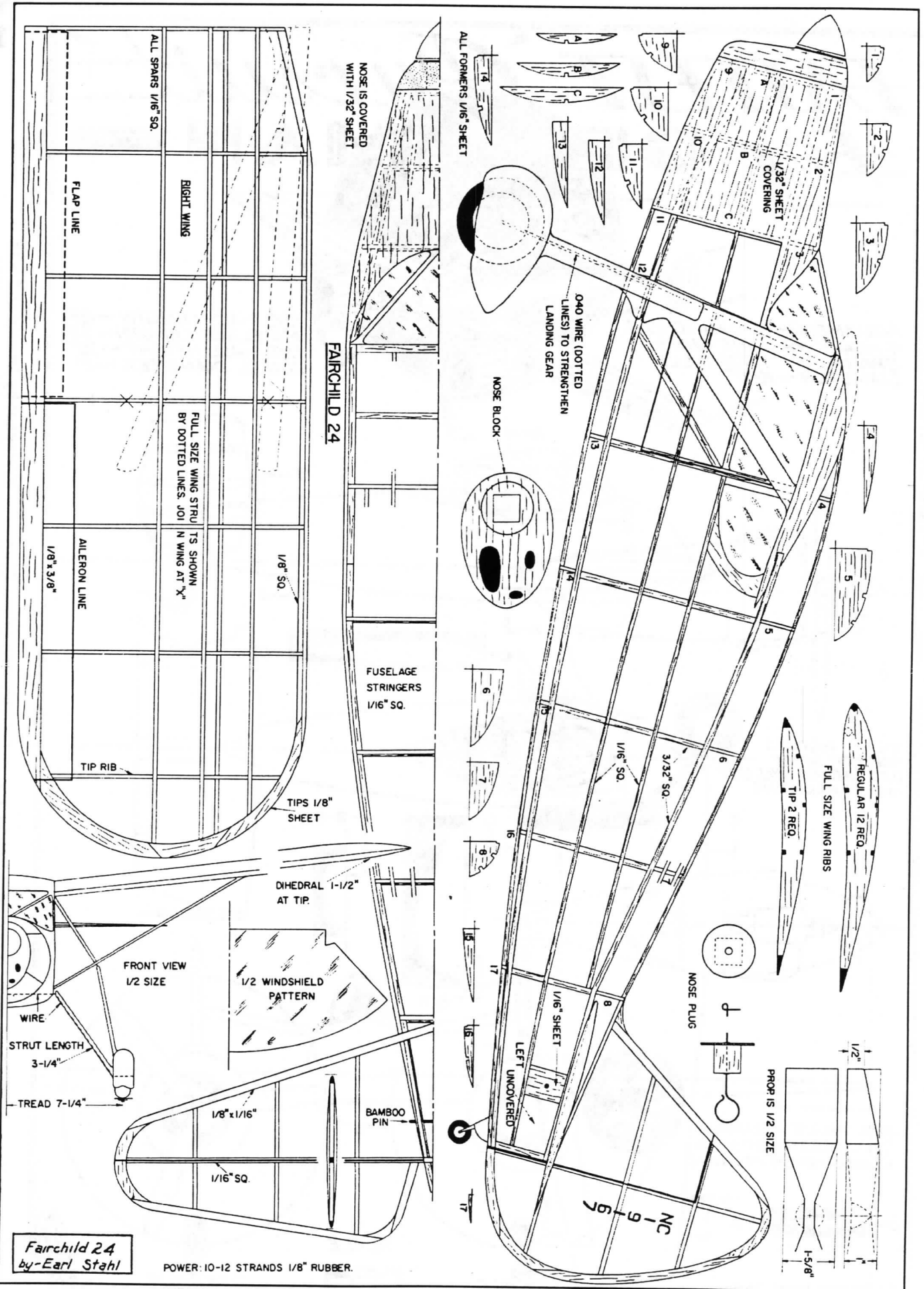
There are many other excellent newsletters and organizations. The Flying Aces Club has at least 30 squadrons scattered throughout our 50 states. Read Earl Vangorder's column each month in *Flying Models* magazine.

*P. S. No one, absolutely no one, responded to my wants for the old studio decals of squadron insignia, particularly for pre-WWII US Navy squadrons.*

Kenneth W. Race  
906 Liberty Court  
Cupertino, CA 95014



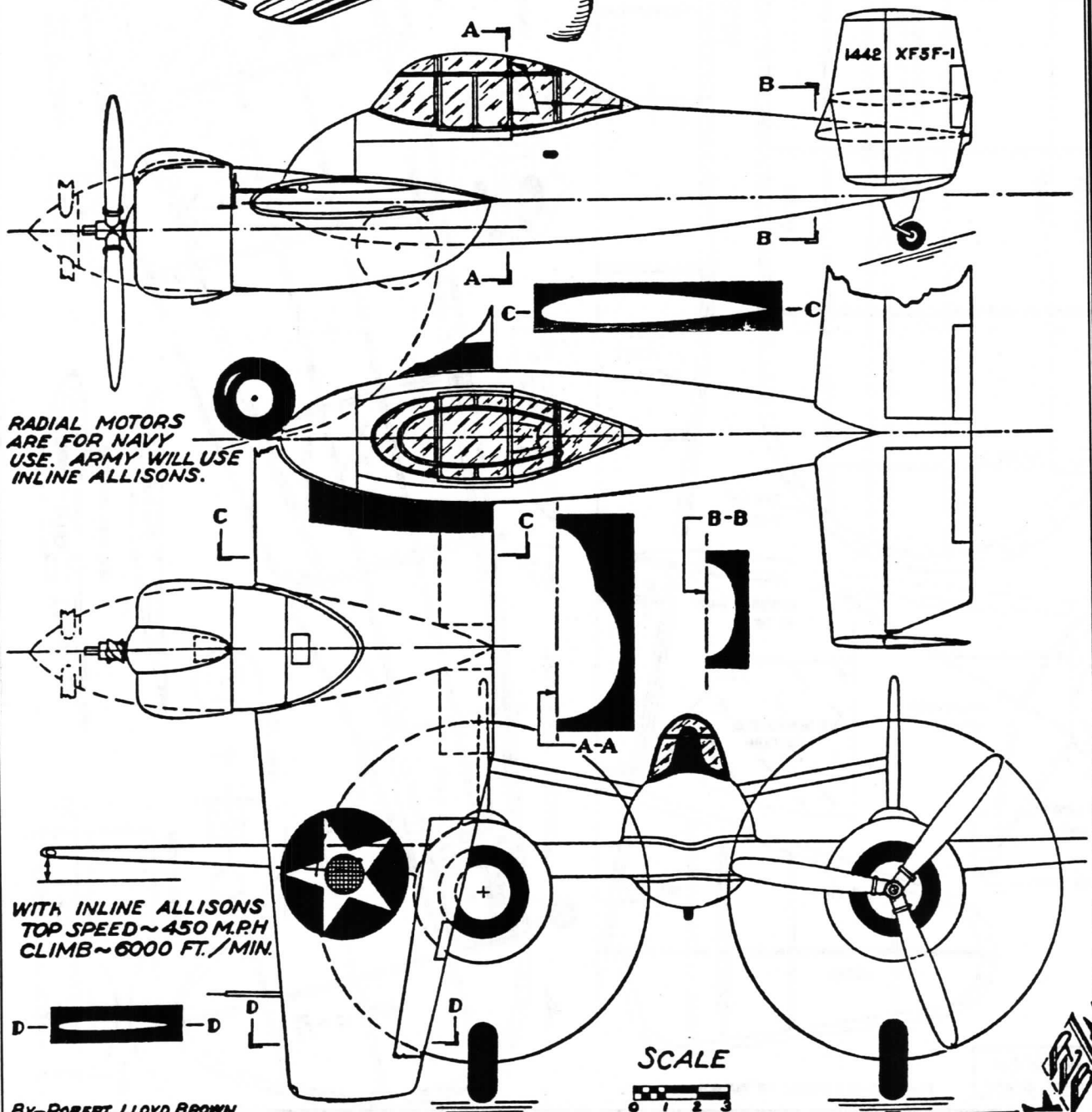
The classic Fairchild 24 for rubber power, as modeled by the world-renowned Earl Stahl.  
 This plan is 50% the original-size model construction drawing. (Plan courtesy Morrie Leventhal.)



# FASTEST Pursuit By GRUMMAN

ARMAMENT ~ 2 CANNONS &  
4 HEAVY MACHINE GUNS  
SPAN ~ 41' PROPELLER  
DIAMETER ~ 10'6"

OVER-ALL LENGTH ~ 28'  
FUSELAGE LENGTH ~ 22'  
OVER-ALL HEIGHT ~ 10'  
WHEEL DIAMETER ~ 2'



RADIAL MOTORS  
ARE FOR NAVY  
USE. ARMY WILL USE  
INLINE ALLISONS.

WITH INLINE ALLISONS  
TOP SPEED ~ 450 M.P.H.  
CLIMB ~ 6000 FT./MIN.

SCALE  
0 1 2 3

By-ROBERT LLOYD BROWN

This plan shows both in-line and radial versions of the Grumman Skyrocket by Brown and was featured in the Aug '40 MAN. A FF/R plan was featured for the Skyrocket in Kollector #4 in 1993.



# Martin P4M-1

## MERCATOR

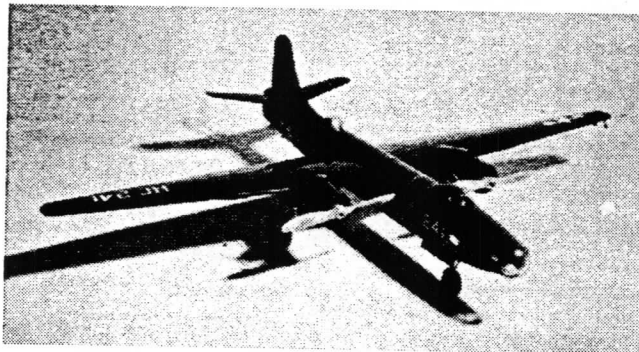
By FRANK LASHEK and CAL SMITH

**This Navy patrol bomber scales down into a fairly simple twin-engine control liner**

■ A little-publicized phase of Naval operations is long-range patrol work. The smaller fighters and anti-submarine attackers may have more roar and zoom, but prominent in the background is the big solid patrol plane. It's not the fastest aircraft in the Navy but it can fly for hours on end through all kinds of weather to seek out and photograph an approaching enemy, sow mines and be a watchdog over the nation's sea approaches.

Martin's P4M-1 fulfills all these functions admirably. Naval aviators who fly it claim it to be more trouble-free than most. It has no bad habits, and although patrol flying can be grueling the P4M makes the job less so.

The Mercator is a big airplane spanning 114 ft. and is 84 ft. long. Though pretty conventional in appearance, there are a few surprises under that blue paint. She's not a twin-engine aircraft. Those big nacelles house both prop and jet engines. Two 3250 hp Wasp Majors turn the props and two Allison J33 turbojets deliver 4000 lbs. thrust each. Able to cruise at a comfortable 200 mph for 3000 miles, the prop and jet combination boosts speed to over 350 mph when additional speed is needed. The jets are also used for take-off when heavily loaded.



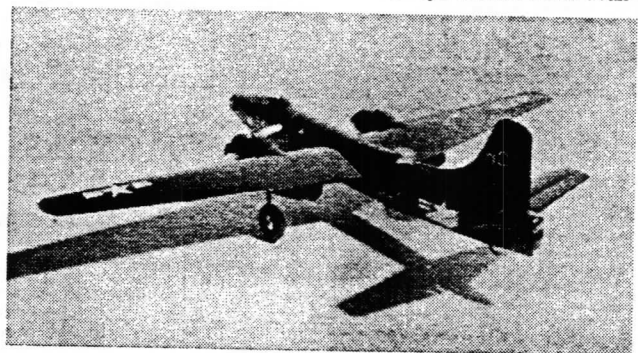
To facilitate good flying with reasonably sized props, nacelles have been moved outboard 5/16 in. to permit prop clearance. Gear was extended.

The Mercator normally carries a crew of nine men. There is ample armament. The nose and tail turrets carry 20-mm guns. The top turret has 50 cal. guns. The large bomb bay is fitted for carrying mines primarily. Search radar and long-range electronic equipment enable the big ship to fulfill its reconnaissance missions.

The twin-engine model fan will find the Mercator a real natural for building and flying. There are lots of straight lines to make the job easier and the size is not unwieldy.

Scaled at 7/16 in. = 1 ft. from factory three-views, the model has a span of 49 7/8 in. and a length of 37 5/8". The original model was patterned after the prototype XP4M-1; however, the plans incorporate a few changes made in production aircraft which won't bother the flying qualities. Changes from prototype are: Fin and rudder are enlarged, tail turret is extended, wing has flat center section with dihedral outboard of nacelles. The original had straight dihedral.

It would be fine if every model could be scaled down exactly with everything a miniature duplicate of the big aircraft. Such is not always the case, however. Props, wheels and other little items don't always match sizes avail-



Although fuselage looks quite streamlined, because of straight top it is constructed with little difficulty. Top half is built first on crutch, planked.

able commercially. So some allowances must be made with some deviation from scale in the interest of better and easier building. The Mercator has a few deviations from scale, which we hope won't make anybody mad: Nacelles are moved outboard 5/16" to permit prop clearance at fuselage. The landing gear is extended 1" to allow more prop clearance above ground. The size of nose wheel is increased from 1 3/8" dia. to 2" dia. for better ground handling.

The original model weighed in at 4 lbs. even, with ignition O&R .23's turning 9/6 Top Flite props. The ignition system weighs 7/8 oz., so flying with glow engines would save some weight. K&B .19's are shown on plans; props should be 9/6 Top Flites cut down to 8 1/2" dia.

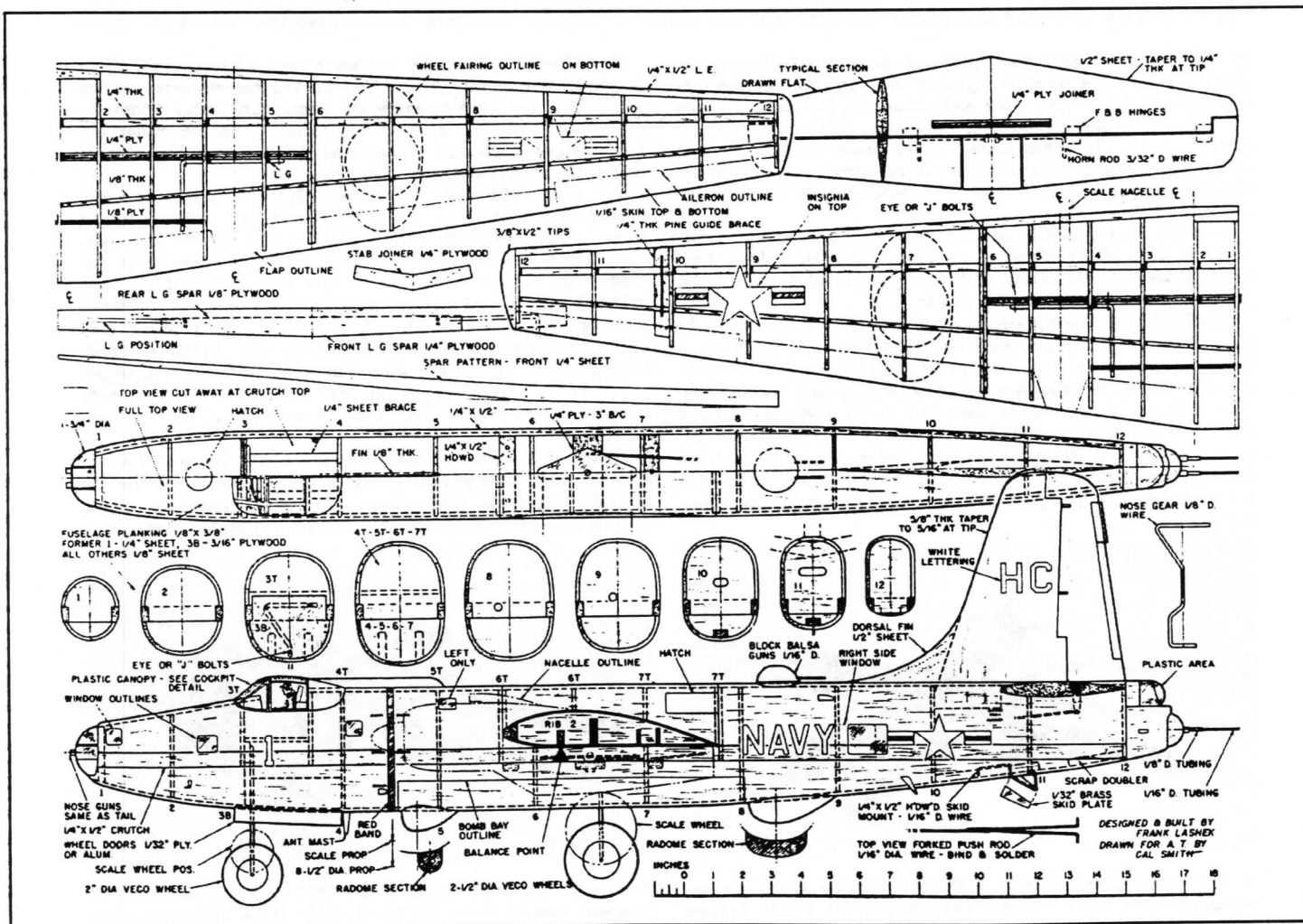
Construction is conventional throughout. Fuselage is crutch and former with strip planking. Wing is built up with sheet planking. Tails are solid sheet and nacelles are hardwood, balsa block combination. The original model had wing removable from fuselage for ease of transportation, but this feature need not be built in if you prefer a one-piece model.

Construction can be started with fuselage. The crutch is laid down over the top view and the top section of the formers are cemented in place. The lower portion of each former can serve as a crosspiece between crutch or 1/8" x 1/2" or 1/4" x 1/2" strips can be used instead. Note that formers 4T-5T-6T-7T are duplicates of each other with minor variations over wing center section. Plank top portion of fuselage with 1/8" x 3/8" strips. Make provision for removable section

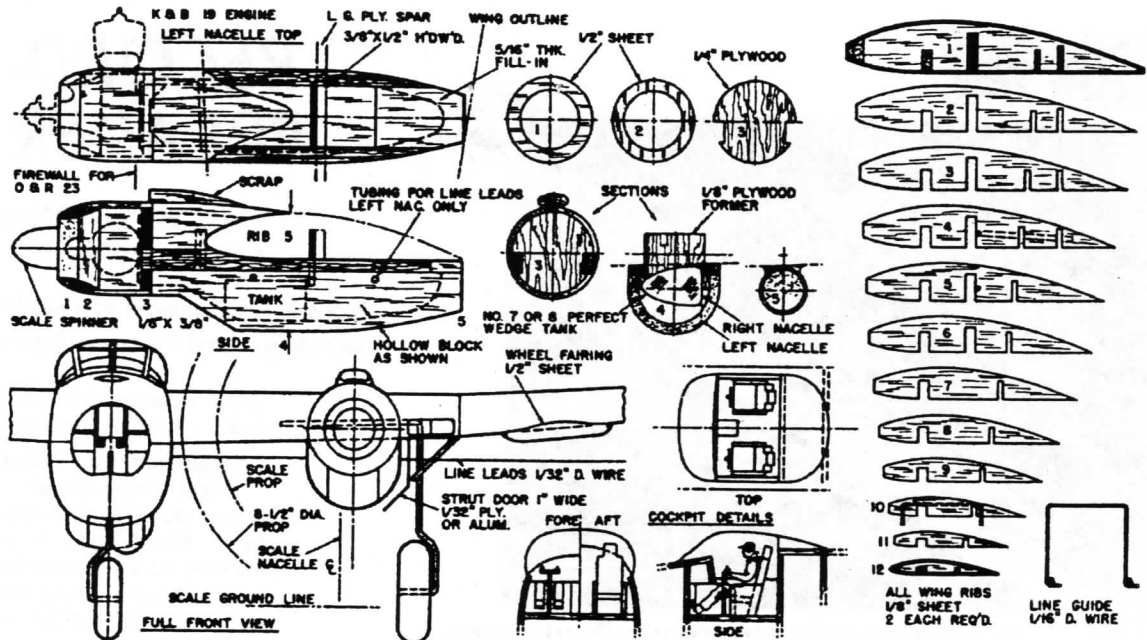
between formers 6T and 7T if wing is to be removable.

When planking is complete, the structure can be taken up from workboard. Make horizontal tail surfaces now. These consist of 1/2" sheet tapering in thickness to 1/4" at tips. Carve symmetrical airfoil section. Note separate control horns on each elevator. Stabilizer and elevators are joined with F&B hinges. Stabilizer halves are joined with 1/4" plywood joiner. Stab should be fitted in place on fuselage, carve planking to match lower curve of stab. Cement 1/4" plywood bellcrank mount to bottom of crutch between formers 6 and 7. Make up forked pushrod and join to bellcrank and elevator horns. Check for good free elevator action before proceeding with fuselage construction. Remedy any trouble now, before fuselage is closed up for good.

Proceed next with bottom portion of fuselage. Install cockpit floor before adding former 3. Add 1/4" x 1/2" hardwood strips across crutch for wing hold-down nuts if desired. Bend nose gear to shape and install on plywood former 3 before putting former in place. Add lower formers along entire fuselage. Don't forget wire skid and 1/4" x 1/2" hardwood mount. Complete planking of lower fuselage. Tail turret is carved from block balsa, nose turret can be carved from block or simulated with clear plastic toy ball or rattle if proper size is obtainable. Cockpit canopy is not available commercially so one of proper shape will have to be made. Dorsal fin, fin and rudder are carved from sheet and cemented in place on fuselage top. Note front part of fin extends down behind former 10. Rudder is offset to right about 1/2".



**MARTIN  
MERCATOR  
P4M-1**



Wing construction can be tackled next. Cut out the ribs from  $\frac{1}{8}$ " sheet. Make balsa spars to pattern shown. Build wing over plan one half at a time. Note dihedral break at rib 6, so build center section flat first, then lift up and build outer panel flat over plan. Plywood landing gear spars serve as wing panel joiners and these can be installed when wing panels are joined. Bend main landing gears to shape and install on plywood before slipping into place in wings. Wings are planked with  $\frac{1}{16}$ " sheet, use 6" wide sheet if obtainable. Wheel fairings are cemented in after planking is done.

Engine nacelles are next. Structure is built up around two  $\frac{3}{8}$ " x  $\frac{1}{2}$ " hardwood strips glued to the bottom wing surfaces. These strips are carved to match bottom wing curve. A  $\frac{1}{4}$ " plywood firewall is glued across the front of the hardwood strips. Plywood formers are glued across bearers at wing leading edge and  $\frac{1}{4}$ " plywood landing gear spar. Vibration is quite a problem with wing mounted engines, so don't spare the glue (Weldwood) and gussets when joining these parts. Top and bottom of cowlings are block balsa carved to shape and cemented in place. The K&B 19 can be radially mounted using K&B radial mount disc. Front portion of cowling is two layers of  $\frac{1}{2}$ " sheet with  $\frac{1}{8}$ " x  $\frac{3}{8}$ " planking. Two lengths of  $\frac{1}{8}$ " aluminum tubing are placed across left nacelle for line lead passage.

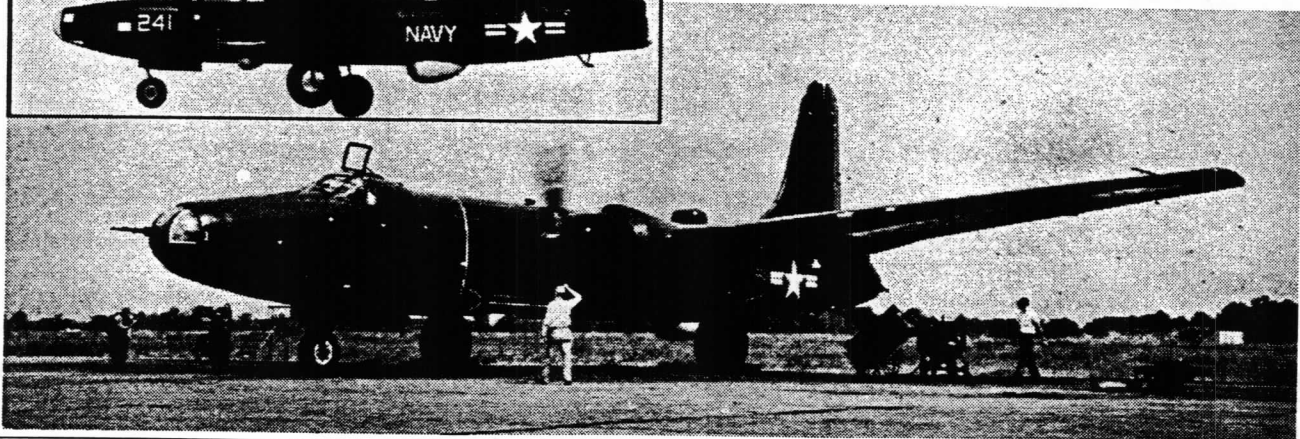
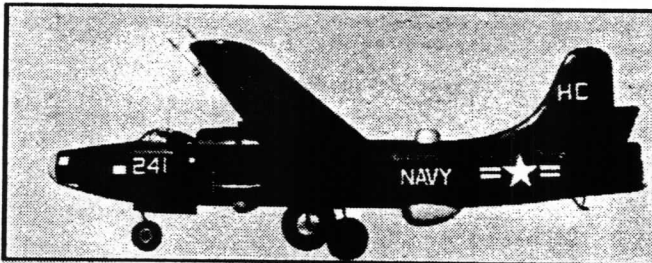
This completes the wood working. Cockpit details are furnished for those interested in dressing up the model inside. There was no accurate information available for the cockpit, but the detail is drawn to proper scale size. Seats can be built up from sheet and throttle console made of block. Instrument faces would be slightly less than  $\frac{1}{8}$ " in dia.

The contest-winning finish on the original model is no accident, because its main ingredient is elbow grease. Finishing procedure is this: Bare wood is sanded smooth and given two coats of clear dope, then lightly sanded. Lightweight tissue is then clear doped over entire model. Give tissue two more coats of clear dope, sand lightly. Duco auto primer is next applied, either sprayed or brushed. Build up about four or five coats, whatever it takes to fill pores and grain marks. Sand with finishing paper dry, then wet finishing with 400 grit. Then spray final color, wet sand between about three coats. Rub down final coat with rubbing compound, follow with Simoniz Kleener. Wax after decals and final details are in place.

Add final details such as wheel doors, radomes, turret and windows. Insignia and lettering can be decals. Windows are simulated with aluminum dope. Guns can be aluminum or brass tubing. Be sure model balances at point shown. Add ballast as needed. Model flies well on 70 ft. wires, and will fly on one engine after becoming airborne.

Some scale fans favor ignition and gas-oil operation to eliminate fuel-proofing problems. The original Mercator used O&R 23's with relay in circuit to cut both engines together; this eliminates single engine problems. Use fiber or plastic bellcrank with line leads insulated to carry juice to relay. Battery for relay power is carried at handle with on-off switch. Use insulated flying wires. Ignition batteries are carried in fuselage between former 5 and 6, four pencils are used. Coil and condensers are in each nacelle behind firewall.

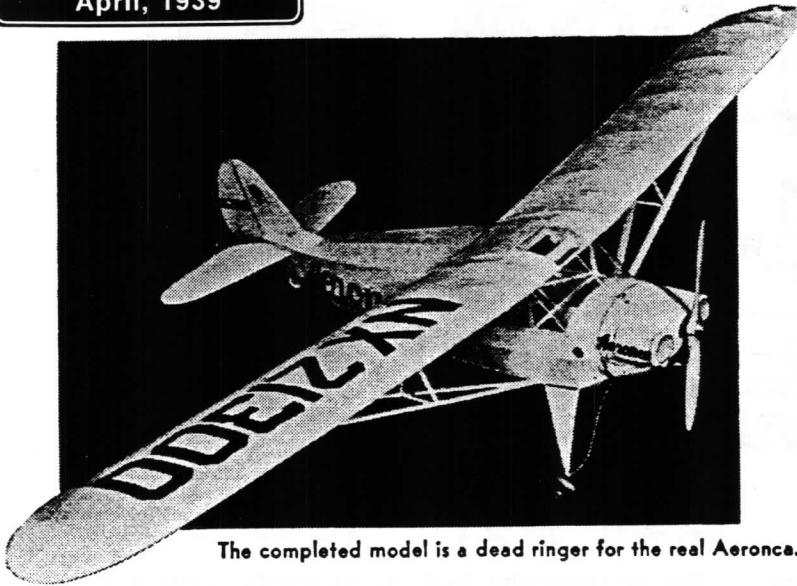
Midnight Blue dope is applied over auto primer to develop prize-winning finish. Full size construction plans are available. Data on these may be obtained from Hobby Helpers or "AT."



# RECORD-BREAKER

by PAUL W. LINDBERG  
Model Editor and Designer.

Here is a gas model of that famous non-stop coast-to-coast lightplane.



The completed model is a dead ringer for the real Aeronca.

**M**OST of you model fans are familiar with this famous little sport plane which made a non-stop coast-to-coast flight recently with amazing results (POPULAR AVIATION for February, 1939). This little ship's proportions are so well suited for a gas model that we set to work immediately in designing it for you model enthusiasts. Not only does it make a very striking model but its flying qualities are something to boast about. Although the model flown cross-country had no streamlined wheel coverings (commonly known as pants) we have made a pair which are shown in framework so that you might add these to your model if you so desire.

### Construction of Fuselage

Select a good grade of balsa wood from which to cut the  $\frac{1}{8}$  inch square balsa longerons; these should be hard. After the rectangular fuselage has been constructed place all the various formers and stringers in position. Cabin part of fuselage has removable hatch in top so

as to install and adjust batteries for balance. Make sure firewall is securely fastened to front as this part of ship receives considerable strain. Front cowl is shown in detail on plan and should cause very little trouble in its construction.

### Construction of Landing Gear

This is constructed from  $\frac{1}{8}$  inch piano wire which is filled in between with sheet balsa wood and bound with thread and cemented for strength. Center strut is supported at center by means of rubber bands to secure proper shock absorbing effects.

### Construction of Wings

Wings are comparatively simple to construct if built upon a flat surface. Adhere strictly to wing section as you will find it very suitable under all conditions. Place ribs carefully over spars in their designated positions. The leading and trailing edges should be carved and sanded to very uniform shapes to secure best results from wing under flying conditions. Aluminum tab in right wing

panel viewing ship from front is to counteract propeller torque (see photograph).

### Construction of Elevator and Rudder

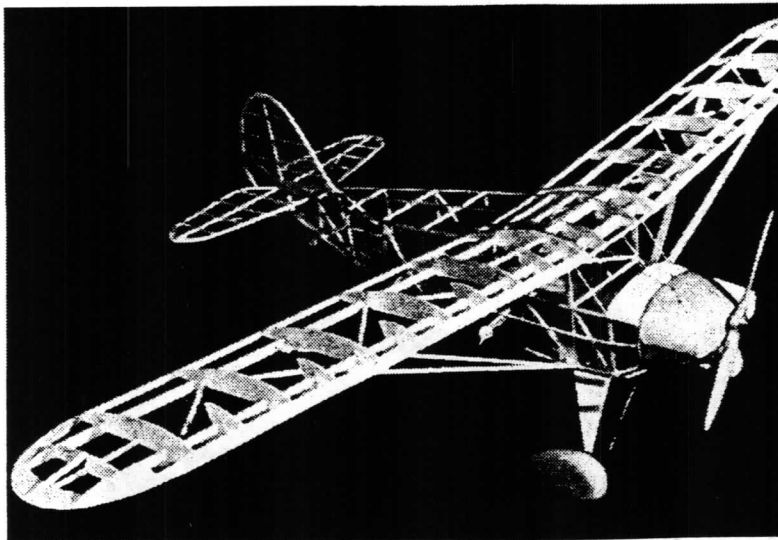
These are so simple to build that there is not much to say about their construction. Place upon a flat surface while making so as to prevent the framework from warping. Both rudder and elevator are of the flat section type.

### Covering the Model

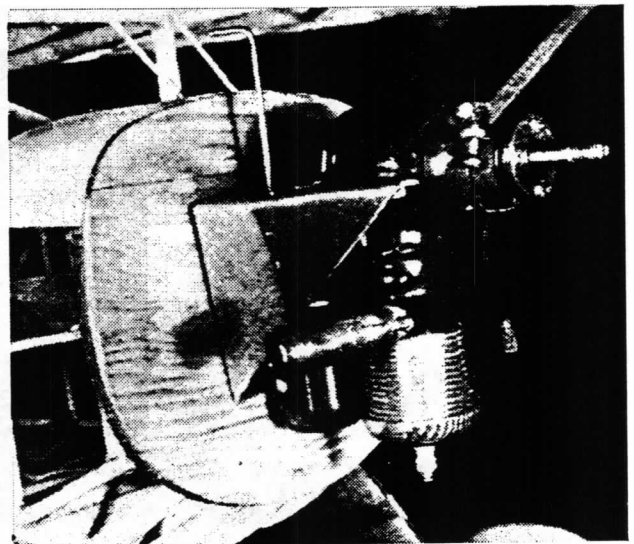
The model is covered with a good grade of bamboo paper. Cover fuselage carefully, making sure all rough edges have been neatly doped down. In covering the wings be sure bamboo paper is attached to every rib on the center side of panel. This is to obtain the proper camber. This operation is not necessary on the top of panel.

In order to secure a neatly covered job, cover all pieces with as few wrinkles as possible. Next spray water on with any cheap garden or household spray gun such as those used for killing insects. If brush is used very special precautions should be taken so as not to tear the bamboo paper when it is wet. After the water has dried out of the various pieces it will become taut as the head of a drum. We might add here that you pin the wings, elevator and rudder upon a flat surface to prevent any warpage.

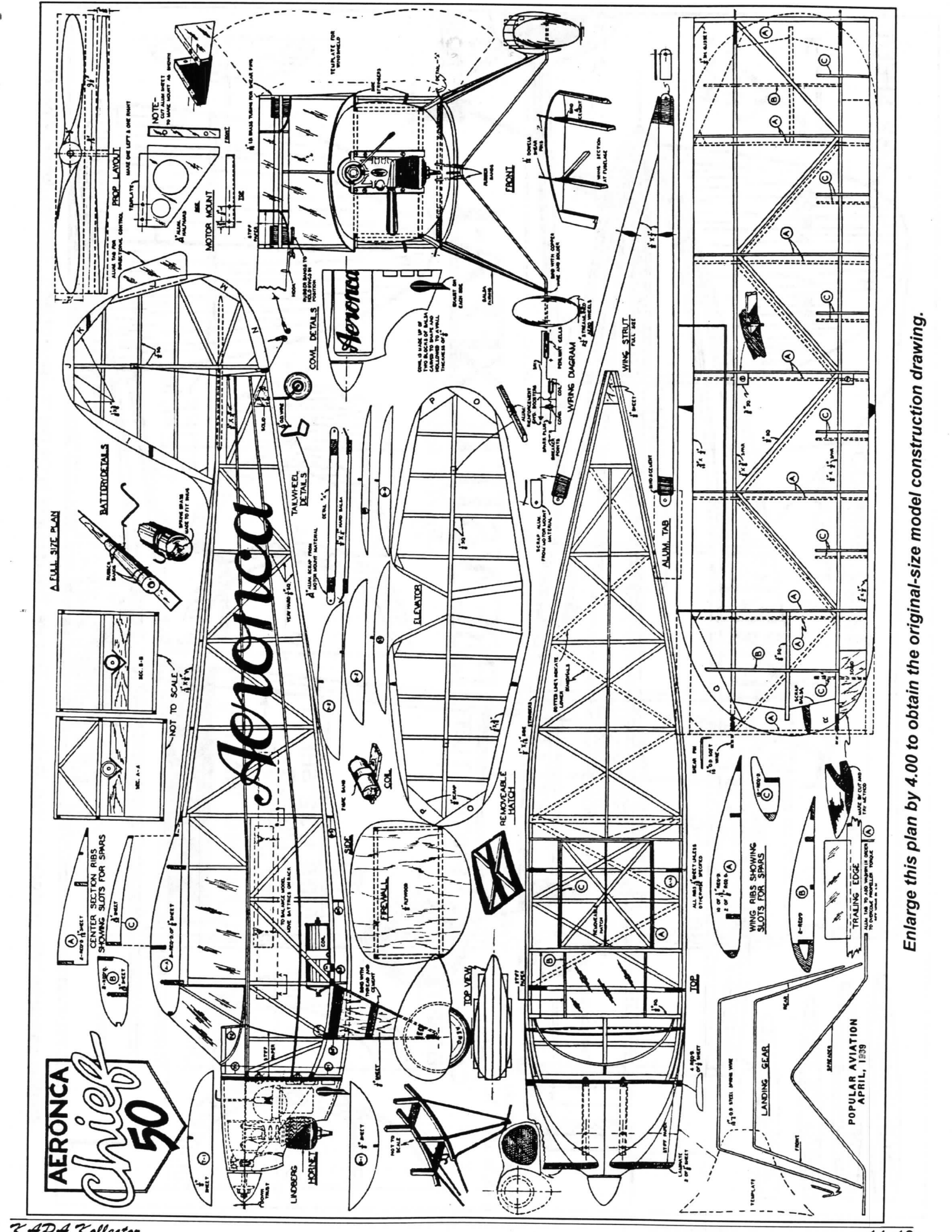
The clear coats of dopes are now applied. After each coat has become thoroughly dry, give it a light sanding so as to obtain a smoother finish. Colored dopes are applied last.



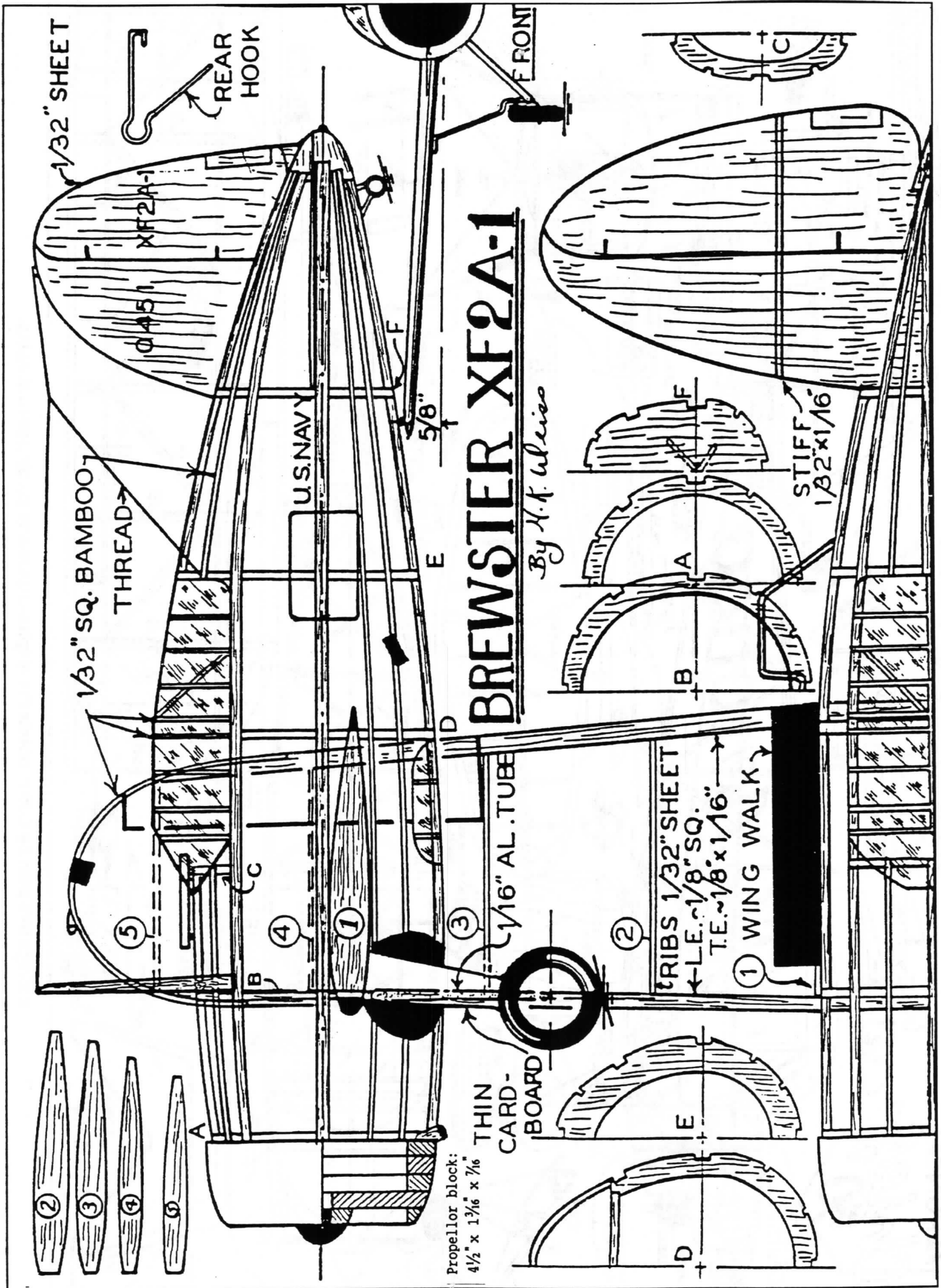
This is the completed model uncovered. Note clean lines of engine mount.



The Hornet motor was inverted for this model.



Enlarge this plan by 4.00 to obtain the original-size model construction drawing.



Another wonderful "Minute Model" by Herb Weiss. This Brewster first appeared in the Oct '38 issue of MAN. (Courtesy John R. Walker.)

## NOMINATIONS DUE FOR 1996 KAPA HALL OF FAME AWARDS

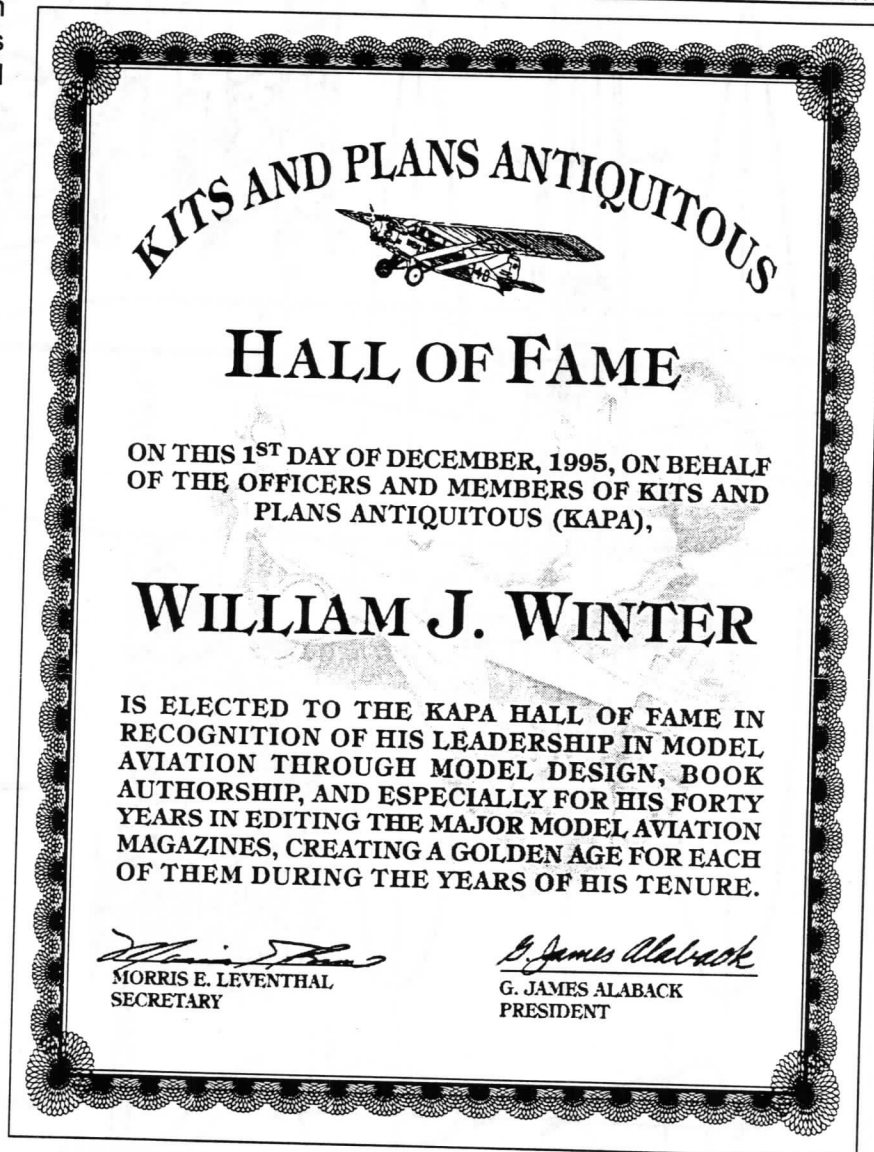
by Jim Alaback

In 1995, KAPA inaugurated its Hall of Fame to honor those who have contributed greatly to the creation of the kits and plans that we admire and collect as KAPA members. KAPA members are now invited to submit their nominations for the 1996 Hall of Fame.

The nominee should be a notable leader in the creation or recreation of model kits or plans (designer, author, illustrator, manufacturer, etc.). To be considered for 1996, please send your nominations before the end of June to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128. Supporting comments for each of your nominations are encouraged but not mandatory.

This reproduction of the certificate commemorating Bill Winter's induction into the KAPA Hall of Fame is shown in reduced size. The certificates given to the inductees were full-page size.

The men inducted in the Hall of Fame in 1995 were Walter A. Musciano, Edward T. Packard, Earl F. Stahl, Herbert K. Weiss, and William J. Winter. Their achievements were briefly summarized in Issue 12, on page 15. These men appreciated the honor accorded them, and you may be interested in these brief excerpts from their letters of acknowledgment.

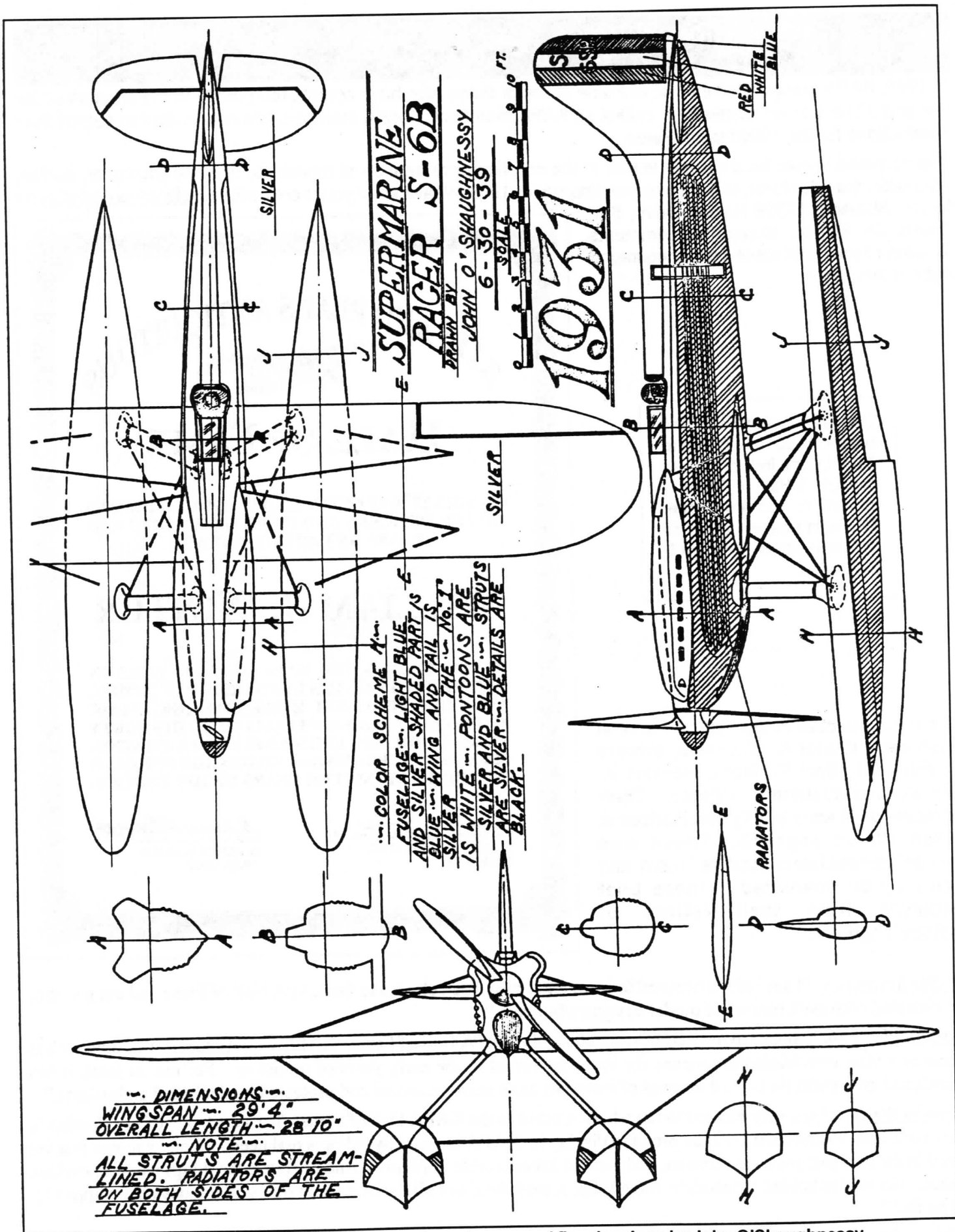


Walter Musciano: "I am indeed honored to learn that I have been elected to the KAPA Hall of Fame and am proud to be included with such renowned model designers/builders."

Earl Stahl: "I am honored to have been selected for the KAPA Hall of Fame. KAPA with its superior newsletter has become a vital communication means for those interested in the early years of modeling. For me, at least, it has broadened awareness that a vast amount of materials have been preserved and protected by dedicated enthusiasts."

Herbert Weiss: "I am very pleased to have been elected to the KAPA Hall of Fame. The certificate of my election is very well done indeed, and I will be proud to display it. KAPA is certainly filling a real need. So many things that we liked in the past that got away from us, and seemed irrecoverable until now. And of course the things we were curious about... the stories behind the models, model shops, modelers, and all the best about the good old days that slipped by us so fast."

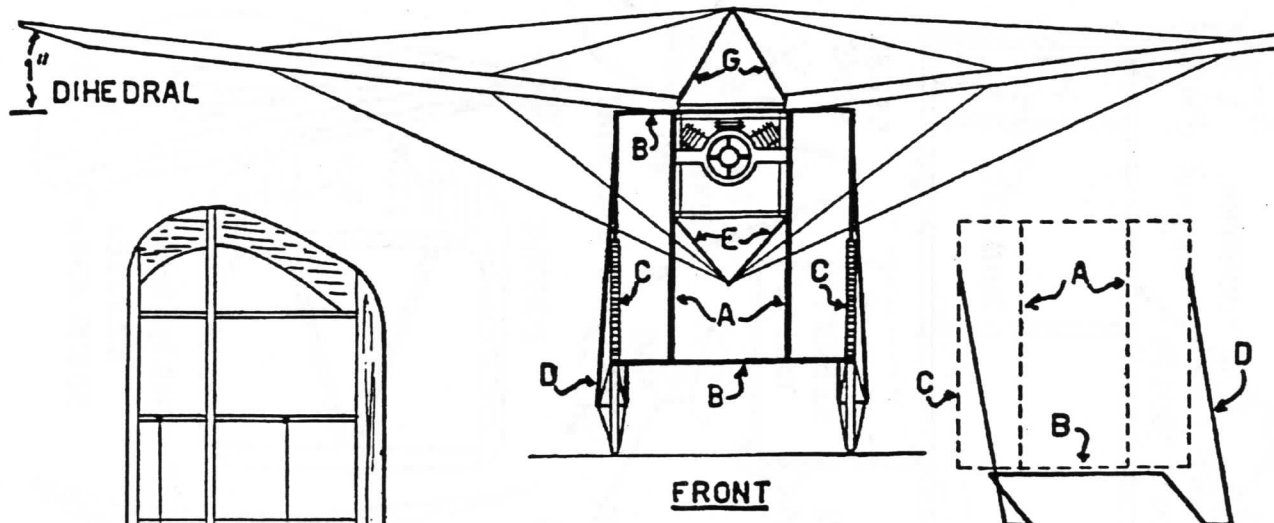
William Winter: "Selection to your Hall of Fame was a big surprise and an appreciated honor. There is just no way to adequately thank you for the nice message that went with my write-up."



Thanks to Gordon Coddling, we will be featuring several fine drawings by John O'Shaughnessy. These may never have been published before, and if not, it's about time! Thanks, Gordon.



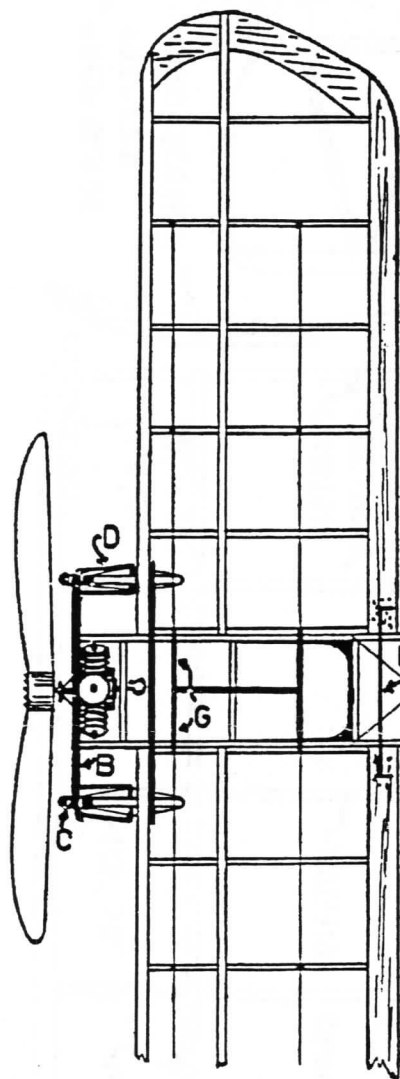
BLERIOT'S CHANNEL CONQUEROR—Plate 1



FRONT

LANDING GEAR  
"D" ONE PIECE  
.020 WIRE

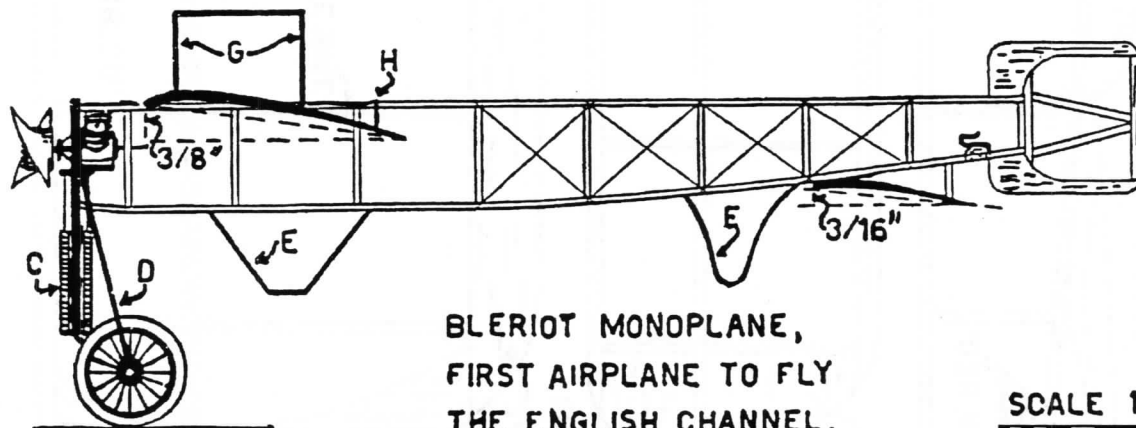
BLERIOT  
SPAN—28'  
LENGTH—25'  
ENGINE—ANZANI  
25 H.P.



TOP

COLOR  
WHITE—ALL SURFACES  
BLACK—MOTOR,  
STRUTS,  
BRACE WIRES  
(THREAD)

WEIGHT  
READY TO  
FLY— .45 OZ.



SIDE

BLERIOT MONOPLANE,  
FIRST AIRPLANE TO FLY  
THE ENGLISH CHANNEL.  
JULY 25, 1909

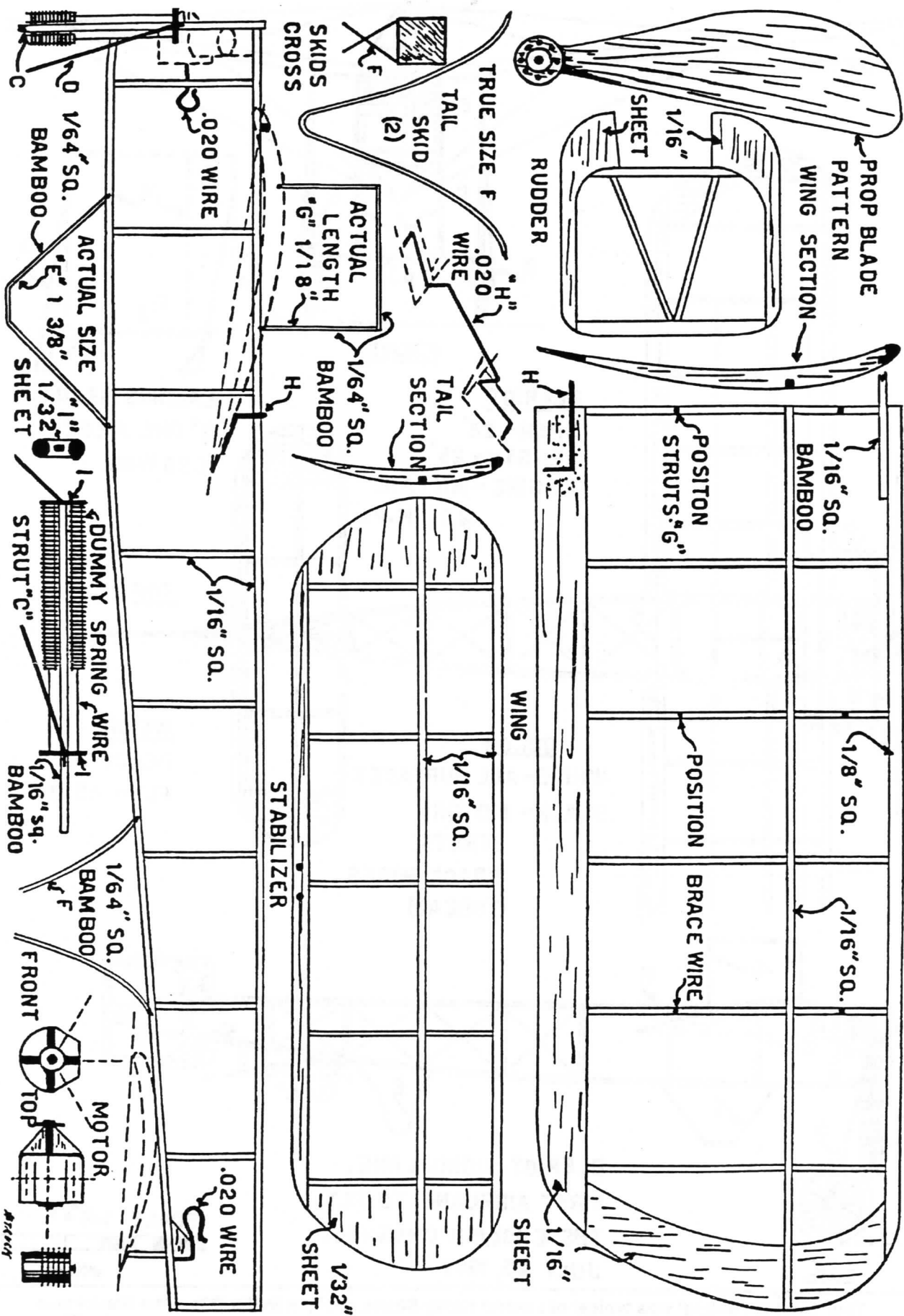
SCALE 1/4" = 1'



#77001

This 'Double Feature' was typical of several Henry Struck designs in the '30s. The Blériot was originally featured at 15" span in the May '37 Flying Aces. (Plan courtesy Doug Worthy Plans Service, 1140 Pine Ave., Manhattan Beach, CA 90266. Send him an SASE for his complete listing.)

BLERIOT'S CHANNEL CONQUEROR—Plate 2



This plan is the same size as the original model construction plan.

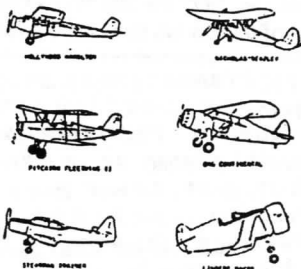
# Collector Classifieds

Member advertising in the KAPA Collector is free to members. Send advertising (typed or neatly lettered in block letters, using black ink) on a 3"x5" 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, or November 10) for each issue. Ads received after these dates cannot be run and will be held for the next issue.

## AIRDEVIL MODEL CO.

Planbook  
SIX FLYERS AND ONE SOLID  
IN THE 10¢ STYLE OF OLD.  
\$10.00 P.P. TO DAVE STOTT,  
4304 MADISON AVENUE,  
TRUMBULL, CT 06611

### MODELS IN THIS SERIES



### FOR SALE

GUILLOW'S KIT 202 S.E.5A (List \$16.79), sell for \$12.  
GUILLOW'S KIT 204 FOKKER Dr.I (List \$16.79), sell for \$12.  
GUILLOW'S KIT 805 N.A. B-25 MITCHELL, (List \$26), sell \$20.  
Sell all three, above, for \$41.

NAVAL HISTORY MAGAZINES: 28 Issues-Summer, 1989 thru Feb., 1996. \$60.

JOHN GASCOYNE, ROUTE 3, BOX 284,  
APPOMATTOX, VA 24522 (804) 352-2290

**KITS WANTED:** COMET STRUCT-O-SPEED ERCOUCPE; SCIENTIFIC 1/2A CONTROL-LINE SBD DAUNTLESS; CAVACRAFT CAVA-KIT 1/2A CONTROL-LINE ERCOUCPE; OTHER CONTROL-LINE OR FF KITS FOR DAUNTLESS OR ERCOUCPE. **ALSO WANTED:** YOUR ARTICLES FOR FUTURE KAPA ISSUES ON YOUR FAVORITE KIT OR PLAN PRODUCERS. ALSO NEED ORIGINAL KIT PLAN FOR ACE WHITMAN BREWSTER BUFFALO FOR A FRIEND. HAVE KITS FOR TRADE OR SALE. YOUR LIST FOR MINE, OR SEND SASE FOR MY LIST.

LOU BUFFARDI  
400 WINDWARD PASSAGE, SLIDELL, LA 70458



THE CLEVELAND FREE FLIGHT SOCIETY  
NEAR QUARTERLY NEWSLETTER FOR  
AERO AND FLYING SCALE ENTHUSIASTS

- FF SCALE MODEL FEATURE PLANS AND DURATION FREE FLIGHT SUBJECTS
- AIRCRAFT 3 VIEWS AND HISTORY
- COLOR AND MARKING DETAIL

FOUR ISSUES ± QUARTERLY FOR \$ 12 USA  
\$ 15 CANADA AND OTHER COUNTRIES,  
TO RUSS BROWN 4909 N. SEDGEWICK  
LYNDHURST, OH 44124 USA

ASSISTANCE NEEDED! I AM PREPARING AN ARTICLE ON CONTINENTAL AND CONSTRUCT-A-PLANE MODEL CO.'S. ANY INFORMATION YOU MAY HAVE ON THESE COMPANIES WOULD BE VERY MUCH APPRECIATED. HAROLD J. WALTERS, 23 WYOMING AVE., TUNKHANNOCK, PA. 18657.

## ★ HISTORIC QUALITY PLANS ★

### ★ WORLD'S GREATEST TRUE SCALE PLANS VARIETY

Since 1919 I am still making my world famous wood and fabric historic Master flying model plans available to all. From 1/32 to 1/4 size for R/C, C/L, F/F, Elec., CO-2, rubber, static. There is nothing else like them anywhere — 1400 plans! Real collector's choice items. Ask any old time modeler. Don't shortchange yourself any longer, but send \$2.00 for the Cleveland-Designed pictorial booklet and catalog list, or get my partially illustrated price list alone. Just send \$1. bill None free. Same day service as we have no dealers. 1-216-961-3600

Edward T. Packard—Aviation's Best Friend

CLEVELAND MODEL & SUPPLY CO.

10307E Detroit Ave., Cleveland, Ohio 44102



FOR SALE: (PRICES INCLUDE POSTAGE) -

AIRLANE #Q3, TAYLORCRAFT, ALL-BALSA, DIE-CUT (LIKE A STRUCT-O-SPEED) - \$20.; BERKELEY #MM-1-195, "X-16" (JETEX-STYLE BALSA MISSILE), MINOR WORK, NO ENGINE, GOOD BOX - \$15.; COMET #1621, "SUPER STARS" FW-190A, S/T, RUBBER - \$15.; COMET #3201, P-40 S/T, "MINT" COND - \$10.; COMET #3302, CESSNA C-37, S/T - \$12.; MOND. SPEEDEE-BILT G6:100, LONG MIDGET (MINOR BOX STAINS, CONTENTS GOOD) - \$65. BOB ANGEL, JR., 6418 PACER TRAIL, SAN ANTONIO, TX 78240. (210) 681-3268.

### WANTED — WANTED

Genie-Tool: Must be new or in excellent condition  
Cox .15 engines and/or parts (except the Conquest)

Any or all of the following kits:

- Ace-Whitman 36" rubber "Boulton Paul Defiant" kit
- Sterling 36" wingspan P-38 U-control kit
- Midwest Sniffer kit
- Midwest Super Sniffer kit

Morris Leventhal, 1788 Niobe Ave. Anaheim, CA  
92804 Phone: (714) 635-6570

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] HAVE LARGE PLAN LIST! MR. DUANE B. BREHMER, 14720 SOUTH 234th STREET, GRETNA, NEBRASKA. 68028-6416 U.S.A.

# Kollector Klassifieds

## KAPA-MECA Combined Swapmeets

...will be a continuing function of KAPA. The swapmeets will be approximately every two or three months, starting Aug 17, 1996.

For future dates and a 'next swapmeet' flyer, call or write to the Treasurer, Morrie Leventhal, 1788 Niobe Ave., Anaheim, CA 92804.  
Phone: (714) 535-6570.

**Wanted:** Goldberg FAI Viking circa 1962 contest free flight; also DeBolt Livewire kit.

Mike Shoen, 8202 N.W. 16th. Ave.,  
Vancouver, WA 98665 USA  
360-574-3673

## KITS FOR SALE

SCALEMASTER MODELS: Curtiss JN-4D "Jenny", 44" ws, .19-.35 Engs., U/C Scale - \$75.00  
EUREKA: F-4U Corsair, 31" ws, 19-.35 Engs. U/C Scale - \$55.00  
SCIENTIFIC: Stunt Ace, 40" ws, U/C Stunt - \$65.00  
STERLING: Flying Fool, 34" ws, Biplane, .19-.35, U/C Stunt - \$45.00  
**Burt Brokaw, 3977 So. 700 W., Ogden, UT 84405 801-621-4605**  
(I am out of town a lot, so leave a message or write, and be patient.)

**SELL/TRADE: LARGE SELECTION OF "AVIATION WEEK" 1951-1963, "THE AEROPLANE" 1951-1960 - SEND NEEDS**  
WANT: AURORA HC-1B CHINOOK, STRONBECKER B-17, B-29, COMET B-29 BUILT UP OK, AVIATION WEEK FEB 12, 1951, AIR PROGRESS NOV. 1968. BOB DELALID, SID MILLISAN LA, WEST ISLIP, NY 11795. 516-669-5056

## 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 and mailed the first week 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: Morrie 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.

**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 see the "Writer's Guide" article in *KAPA Kollector* #12. 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 Issue 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 Morrie E. Leventhal, 1788 Niobe Ave., Anaheim, CA 92804 of any change of address!!**

**KITS FOR SALE:** Berkeley scale: 'AERONCA SEDAN R/C or FF, 35 1/2"; w/float option \$35; 'AERONCA C-3' R/C 54", \$50; Buhi 'SULL PUP' R/C, 1/8", \$32; Guinan FBF 'BEARCAT' 1/8", 35 1/2", \$25 (box part); Forney 'EAGLE' R/C, 45", \$42; OT.RC 'SEACAT' flying boat. (Strook) complete, \$52; Berkeley FF sport "mighty Midget" series, 16", 21, 26, 'BRANDIT' Hum, 'V-16' vee tail, 'DARON' biplane, a.k.a. for \$50 - Berkeley jet models: 'CAT-O-JET' C2 (vair, a.k.a. sht) \$20; '3 FLYING MISSILES' (Requires, Co. Marc, X-16, all sht, base PSI-50 jetex-type engine) \$34; JETCO kits: 52" R/C 'NAVIGATOR' (McGowan) flying boat, \$60; JET 50" 18" sht. jetex \$18; 'EAGLE' (Strook) embryo FF, \$15; Electronics 'CANARD' OT. 1/8", for escape, 46" Hum, \$40; HFF Model Aircraft Co. 'STIFFY' 1/8" OT. 1/8", 1948 (Strook) \$30; Compl. Models 'STRADUSTAR' (Gill) FFs cont'd, \$30 - Comet FF kits (scale): Ryan 'NAVION' 4" N-11, \$20; Vulture 'VENGEANCE' 4" R-6 'ZK. Reikroff (Dyk) Jetex models: 'MIG' scale, 14" \$20; 'SKYJET 50' 20"; endurance \$18. Sterling R/C scale 'FORD TEENOTOP', 34", complete, \$40. WANT: TERN R/C kit. POSTAGE: \$3/kit over 30" kits, \$2/kit under.  
ALAN LUEHRMANN 05T-F (301) 929-2400 PARKER AVENUE 8975 SILVER SPRING, MD 20902

## WANTED WANTED

I am in the process of finalizing the Berkeley Story article for the December 1996 issue. I would appreciate any information, catalog sheets, ad sheets, plans, or whatever you have regarding Berkeley and/or Bill Effinger. All material will be appreciated and returned.

Contact: **Morrie Leventhal, 1788 Niobe Ave, Anaheim, CA 92804, or by phone (714) 535-6570**

## WANTED

ANY MINIATURE  
AIRCRAFT BI-PLANE KIT

SEND DESCRIPTION + PRICE TO

LEONARD SCHWALL  
29 VRECLAND AVE  
HACKENSACK, NJ-07601

## For Sale

Aviation Pulp, magazines, books.  
Model airplane kits: plastic, solid wood, and stick & tissue. SASE.  
W. Winicki, 29 Church Road, Great River, NY 11739-0417

# Collector Classifieds

**WANTED: PLANS OR COPIES (WILL PAY FULL COST) SOLID KITS, CONSOLIDATED TAYLORCRAFT CONTINENTAL, E-7 F4U E-9 SPITFIRE, FALCON D-2B-24 F-5 B-26 B-31 P-51. MASTER MODEL CRAFT SKYROCKET 18" OR 9" W.S. MODERN HOBBY CRAFT 1/48 SCALE B-29. ALSO BUY-SELL-TRADE SOLID A/C KITS BY ALL COMPANIES. LOOKING FOR TRAINS-SHIP ARMOR BY ST. ROM BECKER ED MARCINIEC, 25 LORI ST. SPOTSWOOD, N.J. 08884 (908) 251-7042**

FOR SALE

MATTEL VAC-U-FORM	\$ 50.00
BERKELEYS T2J1 JET TRAINER	\$ 40.00
SIERRA-NAVADA HEINKEL 51	\$ 25.00
SIERRA-NAVADA DOUGLAS M2	\$ 25.00
CLEVELAND MIG	\$ 25.00

ALL IN EXCELLENT CONDITION

PRICES INCLUDE POSTAGE Mike Repko 140-F  
P.O. Box 644  
Vienna, OH 44473

**KITS WANTED:** Interested in Ideal, especially early Ideal kits, Miniature Aircraft Corp. and National Model Aircraft kits; Monogram "G & H Series" Speedee-Bilt kits; Guillow's "WW & 100 series" World War I kits with 18" wing span; Other discontinued kits by Madison, Comet, Joe Ott, Cleveland, Berkeley, Scientific, Peerless, Air King, Megow, California, Maircraft, Hawk, Duncan, Modern by H & F, Guillow, Sterling or other rare collectible kits from the past.  
**PLANS WANTED:** Early 1913-1930's Ideal full-size layouts, working plans, or other documentation. George J. Santikian, 7285 N. Channing, Fresno, CA 93711. (209) 439-3363. My thanks to all KAPA members who have contacted me!

**Joel Balsam 4 Pickwick Hill Dr., Huntington Station, NY 11746-1241 516-271-3267 6-7 p.m., 11-12 p.m. E.D.T.**  
Plans for sale: Continental Fokker D-7 18" span. Plan cut, no ribs or formers \$2 - Capt Page's Navy Racer. U/C by Aircraft Plan Co. Usable, shows ribs & formers, Bantam .19 on plan. \$5 - Boeing F4B4 U/C A.P.C. Bantam .19. Torn on folds. Useable with care. \$5 - Taylor Craft 28" rubber by Capital. Plan cut, Usable \$3 - Curtiss P-40, 15" by Continental, plan very poor \$2 - Col. Rickenbacker's Spad by Continental. 15", no ribs or formers \$2 - Have other plans, kits & magazines; SASE for 3-page list. Please include postage; \$1 for first plan, 50¢ each additional.

*WANTED: anyone got IDEAL Ship kits - warships - or a catalog to copy? ANYTHING on FERN DAY of NY solid kits. Also need plans to their B-25 and P-39 TRADE for solids: flying boats and bombers*

Mr. Bruce E. Conway  
3850 Marburg Av.  
Cincinnati, OH 45209-1838

**WANTED:**  
Strombecker F-94 Starfighter  
Monogram Speedi-Bilt:  
G-16 F9F Panther                      G-12 F6F Hellcat  
G-10 F-84 Thunderjet                H-2 B-26 Invader

**Parts and Pieces:**  
Joe Ott Martin Maryland - copy of printwood  
Comet X-12 (1937) G-22 Gulfhawk - copy of printwood  
Chevland D-2D Travel Air Mystery Ship - copy of printwood  
Monogram:  
G-8 Spad - decals                      G-13 F-86 - rockets and wheels  
G-10 F-84 - canopy                    Monogram stripwood

Will purchase or trade Strombecker, Speedi-Bilt, or Chevland

**Loren T. Sisley**  
19909 4th. Ave. So., Seattle WA 98166 206-824-2723

**KITS FOR SALE**  
16 - JASCO  
29 - JESCO  
23 - MISC.  
SEND SASE FOR LIST  
BOB CARTWRIGHT, 18 SOUTH MOUNT DR.  
LITTLE ROCK AR 72209 501-565-2905

----- WANTED -----

## SUPERMARINE SPITFIRES

I am looking for the following SPITFIRE kits - State condition and price.....

<p><b>ACE MOTION</b>                      SKT <b>AIRFIX</b> 1722 Plastic Blister Pack <b>ARISTO-CRAFT</b> <b>BUILD-A-SET</b> D.A. Patcher Co. (original price \$1.19) <b>CADET AERONAUTICS</b> 6-1/8" Span Kit P-5 <b>COMET</b> Kit Q-12 (original price 2.99) <b>COMET</b> Rocket-Speed (circa 1945 orig price 50¢) <b>CONSOLIDATED</b> 18" Span Solid (original price \$2.50) <b>CONSOLIDATED</b> 1/4 Scale (original price \$3.50) <b>CIX</b> 23" Span Plastic w/ 1949 <b>DYNAMODEL PRODUCTS</b> Solid (original price \$2.75) <b>ENTERPRISE</b> 18" Span U-C (original price \$1.95) <b>Fox</b> 27" Span Kit S-8 U-C <b>MILICRAFT</b> P-8</p>	<p><b>FALCON</b> 3/8" Scale (original price \$1.00) <b>GUILLOW</b> Kit S-27 Solid (circa 1940) <b>HE-FLYER</b> 18" Span KIT (Old series) <b>MODEL AIRPLANE CO.</b> 24" Span Solid <b>MONARCH</b> 20" Span U-C w/ wings (original price \$9.95) <b>MONOGRAM</b> Kit P8-79 1/48 Scale Plastic <b>PLASTA-PLANE</b> (Circa 1944 - original price \$1.25) <b>SCIENTIFIC</b> 77" Span <b>SCIENTIFIC</b> "Little Spit" 18" Span U-C (orig price \$1.50) <b>STD</b> 18" Span Kit F6C-1 U-C <b>STD</b> 27 1/2" Span Kit C-1 U-C <b>SPEED-G-MATIC</b> 20" Span <b>STERLING</b> 64" Span Kit P8-14 B-C <b>STERLING</b> Kit S-19 5 1/4" Span</p>
---	--

If you are selling, I will pay any reasonable price - If you prefer to trade and do not have my list of kits for sale/trade, send a \$10 SASE (64¢ postage), maybe we can trade.

P.H. Comeau - P.O. Box 1363 - Leominster, MA 01453  
Phone: (508) 534-8981

**W.W. I German Lozenge Fabric Samples**

Actual samples of museum restoration 5-color lozenge fabric colors (upper & lower surfaces) as produced by Silberstreif GmbH, Berlin. This is the most accurate representation of actual fabric colors available. Total of 10 fabric samples, approx. 1" sq. ea. plus placement diagrams for upper & lower patterns. \$9.95 ppd. 48 states.

Dynamodels  
F9F Panther, Cougar, F-80, F-84, P-40, P-47, P-51, Bearcat.  
\$50 ea. ppd. 48 states or all 8 for \$360.

Monogram Superkits  
F-86, MiG-15 \$55 ea. ppd. 48 states or both for \$100.

**JOHN KUEHNERT** (405) 325-6052 DAYS  
**1863 ROLLING HILLS** (405) 360-4872 EVNS  
**NORMAN, OK 73072-6707**

WANTED

*AIRCRAFT IN PROFILE, COMPLETE SET HARD COVER, ANY EDITION, EXCELLENT CONDITION*

*HAROLD E. LAMPTON KAPA 126-F  
314 Red OAK LANE  
LUGAN TX 78025-3615 (210) 367-2709*

## KAPA MEMBERSHIP INFORMATION AND APPLICATION

Kits and Plans Antiquitous (KAPA) is a club for modelers who enjoy collecting, preserving, restoring, and exchanging wood model airplane kits and plans that are no longer available, as well as learning more about the companies and people who originally created them, or who are recreating them today.

A one-year KAPA membership includes four issues of the club's quarterly newsletter, the *KAPA Kollector*, which is published quarterly in June, September, December, and March. The *Kollector* includes news of the club, historical information, how-to-do-it articles, plans and photos, and classified advertising. Membership dues are \$6.00 per year in the USA and possessions (\$8.00 in Canada and Mexico, and \$11.00 via air mail in other countries, payable by International Money Order, in US Dollars). Checks and money orders should be made payable to "KAPA". The mailing address is on the application blank below.

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" file card or a postcard to the editor, Lou Buffardi, 400 Windward Passage, Slidell, LA 70458. Each advertisement will be run for one issue. If the same advertisement is to be run again, it should be resubmitted. Advertising deadlines are February 10, May 10, August 10, and November 10. Please don't send an ad to any other KAPA officer, as it will only have to be re-mailed to Lou, causing a delay. In advertising or describing items for sale or trade, club members should fully describe the condition of items offered, including any kit box wear, damage, or repairs and any known parts missing or not original. Plans should be stated to be originals, photocopies, blue-line prints, etc.. If shipping charges are extra, they should be specified. "For Sale" ads must include prices.

Members' stories and articles are solicited for publication in the *Kollector*. All text should be typewritten on 8½" x 11" paper, single-spaced, 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. Submit all articles to the editor, Lou Buffardi, 400 Windward Passage, Slidell, LA 70458.

*Kollector* back issues from Issue No. 1 (March '93) onward are available at the postpaid price of \$2 each postpaid in the US (\$2.50 in Canada and Mexico, \$3.25 via air mail in other countries—payment in US Dollar-denominated funds). Send orders for back issues to Morris Leventhal, 1788 Niobe Avenue, Anaheim, CA 92804.

**Membership Application    Send To: Morris E. Leventhal, 1788 Niobe Avenue, Anaheim, CA 92804**

The enclosed payment is for one year's membership in KAPA. Make checks and money orders payable to "KAPA". \$6.00 in the USA and possessions (\$8.00 in Canada and Mexico, and \$11.00 via air mail in other countries. Foreign subscriptions should be by International Money Order, in US Dollars).

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_



MORRIS E. LEVENTHAL  
1788 NIOBE AVENUE  
ANAHEIM, CA 92804

**SUBSCRIPTION  
EXPIRED**



**FIRST CLASS MAIL**

To:

100-F 6/96  
Claude H. Powell  
P.O. Box 454  
Ridge  
MD 20680