



KAPA KOMMENTS

By Jim Alaback

Let me start with a correction of one item which appeared in my last "KAPA Komments" column. Due to an error in my own record-keeping, I attributed the beautiful Bellanca drawing in our KAPA logo to Mik Mikkelson. Actually, it was done by fellow artist Otto Kuhni. Both Mik and Otto are outstanding artists and model builders, and both have done pen-and-ink drawings for Ken Sykora's Oldtimer Model Supply catalogs. My appologies to Otto Kuhni and Ken Sykora for the error. (Ken is a KAPA member, and if you don't have his brand new 1993 catalog, you should! It's \$2 from Oldtimer Model Supply, P.O. Box 7334, Van Nuys, CA 91409. Ken offers just about all the model supplies you would have found in a model shop in the 1930s, and a huge selection of pre-war model plans at very fair prices. Its also a catalog that's fun to read with all its drawings and humorous modeling quotations scattered throughout.

One of the rewards of my work for KAPA has been receiving the enthusiastic comments with many of the membership applications. A few of the most recent ones: "It sounds like a great idea." (Al Backstrom); "Oh, KAPA is going to be so much fun!" (John Campbell); "I've built models since 1934 and never quit, so am quite interested in the history. Thanks!" (Dean Swift); "Seems like a good idea for those of us who cannot get much building accomplished. I have become more of a daydreamer in the past year or so." (Tom Schmitt); "I have many old Comet plans. They are like keys to the past. I remember where and when I bought them... Would hope that some rules would apply, à la MECA, so no one's feelings are hurt and no one loses his 'treasures'" (Roy Oberg).

As I write this in early May, it has been a few weeks since several national magazine columnists have given publicity to the formation of KAPA. Larry Kruse, in Flying Models, scooped the field with his May column. We must also thank KAPA member Bill Hannan for the boost he gave us in his widely-read column in Model Builder, and Earl Van Gorder for his influential words in Flying Models. Lou Buffardi also is telling about KAPA in his modeling columns in WW I Aero and Skyways, 1920-1940 and I included a paragraph in my June column in Flying Models and in the upcoming SAM Speaks #111. The response to these announcements has resulted in daily membership applications, with the total now over 100. Our 100th member was Claude Powell of Ridge, MD.

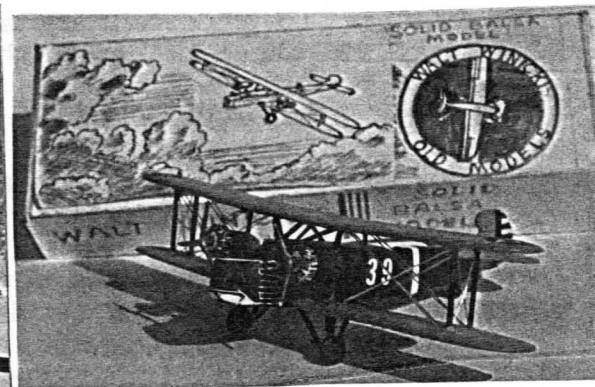
As applications come in, membership numbers are assigned in the sequence of receipt. All members so far are founding members. Also all present members will receive the first issue of the KAPA Kollektor and each following issue through March, 1994 (or March, 1995, for two-year memberships).

Our fiscal year will be from April 1 of one year until March 30 of the following year. All membership renewals will thus fall due in March of 1994, except for those members who joined for two years. The mailing label on your Kollektor shows your membership number and expiration date on the line above your name. If there is any error on your mailing label, or for a change of address, please advise Jim Alaback.

Due to the fiscal year of the club, half-price dues for half-year membership will be optional after September 15 of each year. Those who pay half-dues will not receive that year's previous issues of the Kollektor, just the two remaining issues. Since we started the Kollektor with the March issue this year, first-year members will actually receive five issues: March, June, September, December (1993) and March, 1994. For more details on the club operations, information on how to submit advertising, etc., see the back page of the current issue of the Kollektor.

by Lou Buffardi

I have to begin by thanking all of you for your great interest in this endeavor of ours. Your letters and calls have been most impressive and welcome. I can't tell you what it means to know somehow we have helped somebody in this grand hobby/obsession of ours. The comments in the various magazines and newsletters proved tremendously responsive with subscriptions rolling in. I was surprised that Larry Kruse's interpretation of our being "armchair builders" caused such a flurry of new members. Actually, I've not met one of you who isn't a builder as well as collector, but I can understand why Larry thought we just dreamt of building because we sought to preserve our kits. This prompted Jim Alaback to ask me to describe how I build from old kits without destroying them. I describe my methods later in this issue, but none of those ideas are really mine or new as I "steal" every great tip I find. Very helpful in this regard is Don Ross's Rubber Powered Model Airplanes book sold by Mike Markowski (see his ad) as 90% of the models I build are stick-and-tissue. I build about 4-5 models per year from plastic to R/C, as, apparently, some of the collectors I've visited such as Walt Grigg in Orlando, Steve Remington's Collect-Air in San Jose, and Comstock's Bindery & bookshop in Auburn, WA. These collections had me borderline emotional! And talking of Solid Scale Super Sleuth Walt Grigg, we are closer than ever on our Mystery Model Number One. Walt finds the materials used to be similar to the English SKYBIRDS solid kits of the 30's. The problem is, Walt's SKYBIRDS catalogs do not reflect any such kit being produced through 1935! If any more clues come to your minds, please write Walt or Victor Dust, owner of the Mystery Model. Whether you are an "armchair builder" or not, the enclosed Comet 5¢ Flyer plan from Jim Alaback can provide all of you with some fun. Simply take the plan to your local photocopy shop and scale up or down from solid to R/C and have some fun. "Speed" Morgan of Pensacola, FL. chose to build from a Cleveland plan using bass and other woods for a gorgeous static display model. Others use light balsa for flying performance. still others scale down for a neat solid. But none have ripped into or destroyed the original kit. Way to go, guys and gals! If you have any tips to send in, please do so ready to print, neatly typed, such as your ads. Now, I had to re-do some ads for this issue, but I won't in future, so please follow the 5" wide format or less. It can be longer than 3" if you wish, but I'd like to get two ads side-by-side. I selected 3x5 so you could use a postcard rather than spend 10¢ more to send something in an envelope. Whatever you use, send them to me no later than the 15th of Feb, May, Aug, and Nov, so I can run off your issues for you and mail them to you on or about the 1st of Mar, Jun, Sep, and Dec to make them truly "quarterlies". A shared roster of our over 130 members would take up too much space and may be run later as a separate issue. Try the tips in my article and try the enclosed plan for starters if you've never tried scratch-building before. You might surprise yourself with what you can build for about 25¢ in scrap materials! Happy modelling til next time!



Two master models from two master builders. The elegant 31" ws Skyfarer is the second one built by Bob Schlosberg and is a consistent 1-minute-plus flyer (left). The dynamite mini-model of the Keystone B6A is yet another scratch-built, this one a solid of 8" ws by Walt Winicki. Simulated fabric wings and detailed engine work are superb. Kit box is a dummy, so don't get excited, gang!

COMET'S STARS: THE 1-STAR LINE (PART 2: Listing the 10¢, 16" Flying Models)

The dates are of magazine advertising or Comet catalogs. In each line a ditto (") means the kit no. is continued. A dash means the kit is no longer listed. To correct errors or omissions, please advise: Jim Alaback, 12366 Nacido Dr., San Diego, CA 92128.

MODEL NAME	PLAN DRAWN BY/DATE	KIT NO., AS OF DATE					
		4-36	12-36	3-38	11/38	1940	4-41
Great Lakes Trainer	Horback, Stainer/1-29-36	A-137		A22	"	"	"
Boeing P-26A	Joe Stainer/1-21-36	A-138		A16	"	"	"
Fleet Special	Hank Petrlik/1-31-36	A-139		-	-	-	-
Curtiss Falcon	Hank Petrlik/1-31-36	A-141		A2	-	-	-
Aeronca Low Wing	Petrlik, Stainer	145		A14	"	"	"
Curtiss Hawk P6-E	Horback, Stainer/2-7-36	A-14(6)?		A9	"	"	"
Curtiss-Wright Coupe	Joe Stainer	A-148		A12	"	"	"
Art Chester Racer	Hank Petrlik	A-149		A17	"	"	"
Consolidated BT-7	Petrlik, Konefes/12-5-36	A-150		A7	"	"	"
Kitty Hawk B-8	Petrlik, Konefes/9-5-36	A-151		-	-	-	-
Spartan Biplane	Petrlik, Konefes/5-14-36	A-152		-	-	-	-
Wiley Post Model A	Petrlik, Wm B./5-11-36	A-156		A8	"	"	"
Tiger Moth	Joe Konefes, Joe Stainer	A-157		-	-	-	-
Winnie Mae	Fred Schlien, Shenk(?)	A-165		A18	"	"	"
Fairchild 24	Fred Schlien, V. Vana	A-166		A3	"	"	"
Heath LNB-4	C. Strnew(?), V. Vana		1A-173	A23	-	-	-
Phantom Flash	Joe Konefes			A1	"	"	"
Farman Stratoplane				A4	-	-	-
Vought Pursuit				A5	"	"	"
Aeronca Seaplane	Joe Konefes			A6	"	-	"
Puss Moth	A. Shereiv (?)			A10	"	"	"
Stearman "76"	Joseph Konefes			A11	"	-	"
Ryan Cabin	Horback, Robt. Reder			A13	"	"	"
New Taylor Cub				A15	"	"	"
Corben Super Ace	Joe Stainer/ ?-?-36			A19	"	"	"
Howard's Mr Mulligan				A20	"	"	"
Curtiss Hawk P-36	Alex Horback, Reder			A21	"	"	"
Curtiss Robin	Konefes, Petrlik			A24	"	"	"
Spad						A25	"
Fokker D-7	Alexander Horback					A26	"
Monocoupe	Alexander Horback					A27	"
Luscombe 50							A2
Aeroneer							A4
Rearwin Speedster	Edward Lidgard						A28
Harlow							A29
Allied Sport (20")	Edward Lidgard						A30
Akron Funk (20")	Sidney Axelrod						A31
North American (20")	Walter Fromm						
Taylorcraft (20")							A32
Spartan Fighter (20")							A33
Vultee Attack (20")	Sylvester Wisniewski						A34
Hawker Hurricane							A35
Messerschmitt							A36
Supermarine Spitfire	Fred Schlien						A37
Arado	Alexander Horback						A38
							A39

EARL STAHL- WIZARD OF FLYING SCALE

By Jim Alaback

When it comes to flying scale models, Earl Stahl's designs are not only well remembered, they are still being built in large numbers more than 50 years later. They are, in fact, a staple of vintage and modern flying scale contest events all over the world.

Earl, not quite nine years old, was already hooked on model building when Lindbergh made his non-stop, solo flight from New York to Paris in May, 1927. It was to be a lifetime hobby for him, as it has been for so many of us. Today he may be seen at Society of Antique Modelers and Flying Aces Club contests, and we are proud to say that he is a Founding Member of Kits and Plans Antiquitous.

Growing up in Johnstown, Pennsylvania, Earl became an avid contest flyer in the 1930s. As a teenager, Earl participated in the regional events sponsored by the newspapers, such as Junior Birdmen (Hearst) and Junior Aviator (Scripps Howard) as well as national contests and the Wakefield.

Getting to out-of-town contests was a challenge. Earl's family did not have an automobile so he rode Greyhound from Johnstown to places like Detroit, Chicago, Akron, and Cleveland. Safely transporting eight or ten models was a problem. Storage for big items of baggage on those old busses was under canvas on the roof. To protect his models, in their homemade cases, he would insist on climbing the chromed ladder at the back to assure their proper placement and retrieval. No transportation casualties ever occurred!

In Johnstown at this time there were a dozen or so extremely active modelers. This little group included two others who would rise to national prominence as contestants and designers- Ted Just and Alfred Cleave. Earl and his house were the center of their activities which, except in the bitter winters, included model flying almost every day in a nearby park or at a small, grassy airport.

Earl's first published plan was for his "Weight Rule Contest Model", in the June, 1938, issue of Model Airplane News. This was followed, in August, 1939, by his "Hi-Climber" in Flying Aces.

The DeHavilland Leopard Moth was the first scale model that Earl built. It was from a George D. Wanner Co. kit that he won as a contest prize. It was a good flyer and its nice appearance stimulated a new interest for him- flying scale models!

He obtained a 3-view outline drawing of the Rearwin Speedster. He designed a model of the Speedster, using the experience he obtained in designing his earlier contest models. It turned out to be a superb flyer. He sent a picture of his model to C. H. Grant, then the editor of Model Airplane News. Grant invited Earl to prepare the plan and article which appeared in the January, 1940 issue. I well remember receiving that issue and the immediate appeal of the design. Like all of Earl's scale models it had a great beauty of line. In fact, I have often thought that his model designs, like Varga's paintings of girls, were even sleeker than the originals!

Following the success of the Rearwin, Earl produced a long series of his splendid scale designs for publication in all three of the leading model publications of the day- Flying Aces, Model Airplane News, and Air Trails.

Despite his tremendous success with flying scale rubber powered model designs, Earl continued to design contest models. His "Hurricane" and (Wakefield) "Gypsy" designs were published in Flying Aces in July, 1940, and September, 1942, respectively. In February, 1944, his "Class D Contest Model" was published in

M.A.N. This model had actually been designed and built in 1938, but publication in the magazine was delayed. This design has recently been recognized as "legal" for competition in Society of Antique Modelers' competition even though the design's publication had been delayed past SAM's December, 1942, cut-off date.

Earl also moved on to other types of model designs for publication. These included his free-flight gas Fokker D-8 (M.A.N., June and July, 1941), a couple of scale towline gliders, and three solid scale models for Air Trails in 1943.

After the war, Earl designed two control line scale models, a Vought F4U Corsair and a Cessna 140. The latter was published in Mechanix Illustrated instead of one of the model magazines, and probably had a larger circulation than any of his other plans. He had another design, a Piel Emeraude free flight for .020 engine, published in 1960, and a rubber-powered General Skyfarer (his second) published in Model Builder, June 1975.

Recently Earl commented on the accuracy of his scale designs with these words: "...a few have questioned the authenticity of those old designs. The information explosion upon us has made available much more data on most any aircraft than was obtainable, at least to me, in those earlier days. The point to be made is that a sincere effort was made to be as accurate as material at hand permitted."

For scale documentation, Earl relied heavily on Aero Digest magazine. Their "annual" issue, each March, cost the then-precise sum of 50¢ but it contained tiny 3-views of all the current airplanes, along with specifications and a picture of each. Fortunately, a friend of his had access to a photostat machine and could enlarge the 3-views to ease Earl's drafting burden. Earl says those enlargements had big, fuzzy lines that looked like they had been drawn with the wet end of a cigar butt! Later, Earl became a private pilot and was actually flying some of these planes at the time he modeled them. The Taylorcraft Tandem ("O-57") was one example and the Cessna 140 was another.

When he is asked which of his models was his own favorite, Earl says there was no single one, but he does cite the Waco E and the Hawker Hurricane for beauty and the Interstate Cadet and General Skyfarer for their flying ability. For a combination of appearance and performance he remembers the North American Apache, a semi-scale model published in Air Trails, March, 1942.

In retrospect, Earl says that he could have done more work on optimizing propellers. Once he settled on a length, width, and pitch, that was it. On the subject of props he also says, "Incidentally, I do not admire the use of the manufactured, plastic propellers which is common today. They are probably better than our handcarved ones of days gone by but I do believe skillful fashioning of a prop presents the greatest challenge in the construction of a rubber powered model, so I like to see that effort on the part of the builder."

Earl's first employment was with All American Aviation (which later became Allegheny and is now U.S.Air). He then went on to a productive 40-year career at NACA/NASA, from which he is now retired.

Earl wrote recently, "Doing those articles was genuine fun. Unfortunately, I had the feeling that the construction articles were being received with indifference by the readers. Oh, I got letters from Europe, Africa, South America, and Australia but the editors, aside from never rejecting an article, made few comments or recommendations... For several decades after I stopped submitting the articles I supposed the various models had been forgotten. Then, in recent years, letters, phone calls, and visitors... have made me aware that many folks had built and enjoyed the models. It is a source of pleasure to be aware that some of the designs are still being built and flown."

(A list of Earl Stahl's published model designs will appear next issue--ed.)

First let me say that the ideas which follow are not my own, but stolen from everything I've read over the years in some wonderful newsletters and magazine articles. I'm still learning! But if these ideas help you enjoy building the old masters while still retaining them in their integrity, wonderful! So here goes:

a) Building from a collector kit with printwood--I first decide whether I want to vary the scale or build at 100% as is. I then determine the percentage enlargement or reduction needed, take the plan and printwood sheets to my local print shop, and set the machine to the size I want. As I can make up to 17" long sheet patterns on 11" x 17" paper at 20¢ per copy, I find I can get three 3" x 17" and one 2" x 17" long sheets of printwood reproduced for 20¢. Depending upon the plan and size I want, I can get the whole plan on 11" x 17" for 20¢ or segments (entire fuselage, empennage, wing panels) on smaller or other sheets. I take it all home and cut the printwood copy paper into strips along their borders, spray the back of each sheet with a spray cement from the hobby shop--outside the house as it's powerful--and then quickly stick the paper to a sheet of required balsa of 1/16", 1/32" or 1/8" thick. If it's for display, you may want to use some exotic woods. For flying, you may want to use 6-lb or less balsa by mail order or take a scale with you such as Bill Hannan's Pelouze scale to the hobby shop and select your balsa carefully. Now you can put the original plan and printwood back in the kit and in a safe place, cut out all your made-up printwood, and build on your photocopy plan. Some of the old kits used poor hardwood or even cardboard, so you're really one-up by your choice of woods. Stripwood, wheels, rubber, props, etc., are all commercially available so you don't have to use the kit materials. You can make your own wheels by laminating 1/16" sheet circles, and your nose cowls/blocks the same way. Make them slightly oversize so they may be sanded down to proper contours later. I buy colored tissue to cover my models as it is lighter and I usually can keep weight down for my 20" scale models to between 3/4-1 oz ready to fly. I can also peel away the paper patterns from the wood just before gluing so no one can see I cheated--and it also saves a little weight. I often use a paper punch for lightening holes in the ribs and rear bulkheads aft of the cockpit to save weight.

b) Building from an old plan and printwood patterns--same as above. Make a photocopy of everything at the scale you choose. See the Comet 5¢ flyer in this issue. You can make it a peanut by setting the machine to 130% and change everything to a 13" ws model. Make two copies, use one for building and the other to cut up and glue to 1/16" or 1/32" scrap balsa for patterns. Cut the sections out to fit the patterns on available balsa and cut away! Place waxpaper over your plan copy and build on that. Now most of these 5¢ flyers had separate printwood--remember this when you see subsequent plans in here and have to "create" some patterns. You'll see how easy it is to do. You solid guys out there, scale the plan down to whatever you want, make your copy, trace the outlines onto your choice of wood, and cut away. Make your contour patterns out of 3x5 card traced on the outside of the curved top deck, carve, sand, and check. Good luck!

c) Building a larger R/C, U/C model--I usually cheat here as I send plans for my U/C Musciano scale model plans to Repli-Kit, P.O. Box 1412, Inverness, FL. 34451-1412 for a quote. The quote has always been fair and reasonable and I ask him to cut a kit for me. What I get is a box with all ribs cut out and sanded, wrapped in paper separately, all bulkheads the same way, all plywood cut to fit, motor mounts, carved or shaped blocks, wire formed, and my plan neatly folded on top. I provide my own wheels, tank, controls, and covering material later.

d) Building a solid model from 3-view drawings--I did this with a CW-21 Demon and had a ball! I made a copy of the plan for about 10¢ and traced the side view onto a piece of construction 2x2--sacrilege, right? Then I cut out the side view with my Sears Craftsman Scroll Saw, traced the top view, cut it the same way, and then began carving to shape using 3x5 card half-templates. The wing was cut from sheet balsa as was the empennage and carved and sanded to shape. The original plan was untouched. If you have a kit, you can use a photocopy of whatever printwood is in there and a spare block of wood for the fuselage, attach the copy of the printwood to some hobby shop balsa, and make up your own model.

e) Building from a kit with no printwood and no patterns shown--such as a Berkeley kit. Beats the heck out of me, guys! One builder says he removes all the wood from the sheet, traces it on white bond paper, and then replaces all the parts back in the die-cut sheet. For me, this risk is too great. Any of you with ideas as to how to do this, send them in typed and ready to reproduce and we'll run it. Meanwhile, I hope all of this has been helpful!

I am currently looking for a copy of the printwood (an accurate photocopy would be just fine) for Hi-Flier kit #206-2, 30" Curtiss Robin.
 John Campbell, 3875 Fenton Rd., Hamilton, OH 45013.

WANT: 10 CENT MODEL KITS, SOLID Balsa AND FLYING MODELS, PLANS, BOXES. MEGOW, CONTINENTAL, PAUL JONES AND GUILLOWS FLY-A-WAY 6" SOLIDS. HAVE TO MANY MAIR CRAFT SOLIDS TO SELL OR TRADE. WALT WINICKI 29 CHURCH RD. GREAT RIVER N.Y. 11739

KITS WANTED KITS WANTED KITS WANTED KITS WANTED
 WANTED WANTED WANTED WANTED WANTED

FORTRESS FLYERS INC. FLYING FLEA R/C OR FREE FLIGHT KIT. SCIENTIFIC MISS AMERICA R/C. ACE R/C GUPPY. TOP FLITE ROARING 20. GUILLOWS EXPLORER R/C AIRTRONICS CADET GLIDER

KITS FOR SALE OR TRADE:

TOP FLITE TAURI COMPETITION MODELS TAUBE STERLING LIL ROUGHNECK GOLDBERG JR. FALCON DSC CALIPH TOP FLITE HOT CANARY FLYLINE QUAKER JR ACE AERO COMMANDER 200 SURE FLITE AERONCA C-3 HOBBY SHACK LIL GASSER MIDWEST AERONCA SEDAN

L.D. FLORES 1601 ORCHARD DR SANTA ANA HTS CA 92707

Monogram Speedee-Bilt Boeing PT-17 Kaydet in first issue, long, red/white/blue box. Very rare. \$125pp.

RUBBER POWERED MODEL AIRPLANES by Don Ross. 168 pages 130 illustrations. Drawings by Jim Kaman. This book "tells-it-all" and is a must for all wood model enthusiasts. \$17pp. Mike Markowski, One Oakglade Circle, Hummelstown, PA 17036. (717) 564-0468

FOR SALE: FLYLINE INLAND SPORT 37½ WS \$25.00 inc. postage. mint condition.

PEERLESS BIRD BIPLANE-contents mint-box in fair condition. \$35.00 + 10% postage.

WANT: 3/4" scale (35½ ws) plans for Vought SB2H-1, or 3 VINDICATOR

SAMUEL C. MORGAN KAPA MEMBER
 715 COLBERT AVE. #1
 PENSACOLA, FL 32507

F O R S A L E

ORIGINAL SCIENTIFIC "ALL AMERICAN" RUBBER FROM 1940-BIG 45" W/S-KIT EXCELLENT-BOX ROUGH-\$25, CONSOLIDATED "TWIN TERROR" TWIN ENGINE COMBAT TYPE SPORT U/C, 52" W/S-\$20, TOP FLIGHT "FLIGHT STREAK"-\$25, **BOATS**SCIENTIFIC WOOD SHIP MODEL KIT "CUTTY SARK"-12" LONG-BOX VERY GOOD, KIT IS COMPLETE AND EXCELLENT-\$20, DUMAS 1930 CHRIS CRAFT STARTED, WITH TWO ROBBE DRIVE/MOTOR UNITS, ROBBE ELECTRONIC SPEED CONTROL, AND A NIB AIRTRONICS VT2P RADIO-SOLD AS UNIT ONLY-\$250

W A N T E D

ACE WHITMAN "BOULTON PAUL DEFIANT" KIT. 36" W/S-RUBBER-WILL TRADE

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

Ed. Note: You might gather from this that space is becoming a premium. Glad to see so many ads! Should this continue, we may go to a smaller format next time to give you all the material you should expect, and to try to keep weight down for our overseas members. Sending such an issue as this to Canada, Mexico, and other foreign locations now requires insertion in an envelope thus increasing weight, and postage to .63¢, 55¢, and a whopping \$1.34 alone not counting the envelope cost! Several issues returned by the post office had to be remailed within envelopes and at the higher postage, so rates will go up for our overseas friends unfortunately. U.S. rates will remain the same provided I can keep the issue to 1 oz. or less.)

FOR TRADE OR SALE: copies of model plans.

Send SASE or your list for mine:

"List A", plans on A-size paper, 8½ x 11 inches, mostly solid model kit plans or small flying scale models such as Comet's "5¢-Fliers".

"List B", plans on B-size paper, 11 x 17 inches, mostly 10¢ flying scale models and some larger solid model plans.

WANTED: Original plan (not a copy) for Megow #J-17, 30" span Stuka kit.

Pre-war Comet 10¢ or 25¢ flying scale or solid model kit.

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

WANTED:

STERLING KIT # M-7 DOUGLAS
C-47

CHARLES BURKA

8787 LOCUST #102
FONTANA, CA 92335

FR: Joseph Dudzik #093F, 301 Stonehaven Dr.
Norman, OK 73072. 405 364 8035

Berkeley Model Supplies "Folkert's Special" Rubber Powered kit.

I would like to build this model.

I have the plans from John Pond but no formers or wing ribs on the plans.

I would at least like to get a copy of the kits formers and wing ribs or the kit itself. Have written Effinger and Sig but no luck. Will reimburse you for telephone call or letter.

Wanted: jet plans and kits, Cleveland, Berkeley, jetex, free-flight, etc.

John C. Fredriksen, 69 Flamingo Dr.
Warwick, RI 02886

ANTIQUUE RUBBER POWER PLANS AND ACCESSORIES

Some plans with print-wood duplicates

ALTIMETER 36" STRATOMETER 36"
ENDURO 44" SENSATHERM 44"
SUPER-SOARER 44" AIRFLOW 40"
ULD 50"

All above were produced by BEST by TEST Model Co. 1935 - 1940

FLEA 36" Scientific Model Co. plus many more.
FAIRCHILD "24" - 38" span (scale).
Send SASE with 3 - 29¢ stamps for 12 sheet price list.

Edward Schlosser, P.O.Box 412, Ridgefield, N.J. 07657

WALT GRIGG, 1303 STETSON, ORLANDO, FL 32804
FOR TRADE. Want pre-war flying scale & solids..
COMET P10 TAYLORCRAFT, 54" pre-war. Cond. G-
COMET A30 ALLIED SPORT, 16". 1942 HARDWOOD, VG
MEGOW D3 TAYLOR CUB, 50", 1942 BALSAL, G-VG
MEGOW C3 SE5, 24" 1939. Complete, box end flaps msg.
MEGOW X2 GUARDSMAN, 30" Incomp. Better than nothing.
BURD- all VG. .10, 16", 1940; #10 P6E, #13 F4B4,
#28 FOKKER D7, #29 HAWKER FURY, #30 SEVERSKY...
CZ GUARDSMAN, 1942, Box VG, Kit has been started.
ACE WHITMAN B29 solid, 1944, BALSAL. VG

Last ad I didn't get dark enough..Perhaps this one will be readable....

CLEVELAND SF83, WILDCAT, PARTS CUT OUT, COMP; BOX POOR
CLEVELAND SF100, B-17, PARTS CUT OUT, COMP; WRONG BOX
CLEVELAND SF145, MOSQUITO, KIT VG, BUT WRONG BOX
CLEVELAND GP114 STINSON, PARTS CUT OUT, COMP; WRONG BOX
WILL ALSO TRADE FOR OLD AVIATION PULP
MAGAZINES

WANTED: Kits, plans, printwood (copies O.K.) for Comet E23 Brewster Scout, 30" ws, and Scientific Brewster "340", 30" ws also. Please list type, condition, price. All replies acknowledged. Any info appreciated.
Bill Reckert, P.O. Box 346, Etiwanda, CA. 91739

ED TONER KAPA #115F 52 NEWBURY RD HOWELL NJ 07731 908-363-0845

SEND LARGE SASE FOR LIST OF 140 KITS, ALL FF, MIXTURE OF RUBBER, GAS, SCALE AND NON-SCALE, OT AND NOSTALGIA.

SKYBIRDS

MADE IN ENGLAND
WANTED

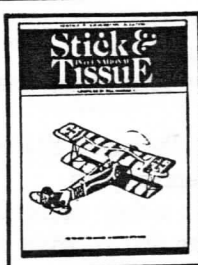
KITS, MODELS IN COMPLETE OR DERELICT CONDITION
EXCHANGE OF NEWS

IF INTERESTED WRITE TO :

P.O. BOX 1342
38080 - SANTA CRUZ DE TENERIFE
(Canary Islands) Spain

OR FAX 34 19 280109
Victor J. Gonzalez Dust--

BRUCE E CONWAY
3850 MARBURG
CINCINNATI OH 45209
WOOD KITS PLANES-SHIPS-ETC
YLFM + SASE - LIST WANTS
ANY LEADS on:
- 44" YB17 BY MINIATURE AIRCRAFT
CORP
- B-19 BY MASTER MODEL CRAFT
I think a 1/4" 1" SOLID MODEL



- Stick & Tissue • Peanuts & Pistachios
- Frank Zaic Publications • Datafiles
- Peanut Scale Plans • Pistachios Plans
- Scale Documentation • Peanut Power!
- Bill Warner's beginner books
- Flying and Glider Manuals
- A.C. Anson Aero Plans
- And much more!

MODEL AEROPLANE PUBLICATIONS

HANNAN'S RUNWAY where FUN takes off! COMPLETE CATALOG \$1 (REFUNDABLE)
BOX 210, MAGALIA, CA 95954, USA

WANTED: MINIATURE AIRCRAFT CORP. KITS

Will pay cash or trade the following kits:
TRIXTER JUNIOR, BABY TRIXTOR (Andrews Models 1947),
COMET WILDFIRE T5 (1947), GIRARD G-13 biplane
EAGLE RUNT G10, DRONE SECRET WEAPON, EAGLE DREAMER,
PDQ SENIOR, PDQ ANSWER, MONOGRAM WHIRLWING G1 (1946)
CONSOLIDATED AERO PUPPET, SCIENTIFIC TRAILBLAZER,
BERKELEY BUCCANEER (48"), BERKELEY BRIGADIER (58"),
AMCRAFT WOODCHOPPER, COMET ROOKIE TRAINER (1947),
ALL METAL SKYVAHL (59") Cost \$23.75 in 1946.
Alan Mironer, 269 Concord Road, Bedford, MA 01730

WANTED: Scientific kit #24--American Boy and
AJ Firebaby with metal firewall and
large bubble canopy. Dallas Wilhelm,
835 Turner Ave., Hastings, NE, 68901.
(402) 463-5937

FOR SALE OR TRADE:

SOLID KITS - Eagle Taylorcraft 1S \$10
Falcon Super Cub \$10
+ 5.00 PAW/KIT
FLYING KITS - TOP FLITE SILVER STREAK
.020 U/C Duralume \$10
TOP FLITE SILVER DART
Rubber Power Duralume \$10
+ 5.00 PAW/KIT
WANTS: SPRINGFIELD MODELS - ALL SHEET
BI-PLANES from '50s
STEVE POLLES 90 EL Reno Ave Nazareth PA 18064
(215) 759-7955

Buy/SELL/TRADE: WOOD A/C KITS.
INCLUDES MONO 5/K & 5/B. ALSO BY
STROMBECKER, A/C, SHIPS, TRAINS
& ARMOR. MOST WANTED, MAIRCRAFT
DC3/C47 AND DYNA MODEL P-38. ALSO
BURKARD, STM2, STUKA, CORSAIR
AND P-51. ED MARCINIEC, 25 LORI ST,
SPOTSWOOD, N.J. 08884

FOR SALE

RAY MODELS - JET RACER C-2 POWER	18.75
CAPITOL - SPIRITFIRE 46" RUBBER POWER	28.50
COMPETITION MODEL - EINDECKER .010 F/P	30.00
FALCON - COMBAT - RUBBER POWER	15.00
FALCON - WESTWIND - RUBBER POWER	15.00
MASTER MODEL CRAFT - RYAN FIREBALL U/C	51.00
BERKELEY BUSTER - R/C - U/C	78.50
CONSOLIDATED - BANDIT U/C	32.00
CONSOLIDATED - MANX CAT	42.00
CAVACRAFT - DIRT TRACK RACE CAR	21.00

WANTED - DOUGLAS G1 E McCoy 60

I ALSO MAKE REISSUE MCCOY RACE CARS
LARRY SMITH 909-9499538

Also have enough parts to possibly put together
two CASLE AIR PLANES - but would have to be
picked up as fuselages are assembled - \$175.00

Want MONOGRAM P-51 MUSTANG and F-4U CORSAIR Superkits....
Have MIG-15 and F-86 Superkits to trade.... Have SPEEED BILT
LONG MIDGET to trade for other SPEEED BILT kit.... Want CLASSIC
MODELS P-NUT kits.... Have JIMMIE ALLEN RICHFIELD wings &
"LANGENDORF PILOT PHANTOM PATROL" pin to trade for other
pins or buttons.... Need original plan for BERKELEY 54"
COMMANCHE #3-9.... Want any kits by DUNCAN or by DOUGLAS
and any small kits by AIRKING.... Want old small HI-FLIER kits....
Have DUMAS 24", DAKOTA, CLEVELAND F7U CUTLASS S-123
and MIG-15 S-124, SUPREME 12" SE-5, SCIENTIFIC 1/2 A CL BONZO
AND BERKELEY 1/2 A PAYDIRT FF to trade on my wants.... Also want
ACE solid balsa car kits and any open wheel dirt track type wooden
RACE CAR KITS....

CHARLIE T. GLASSIE, JR., 4622 N. 13th St., Tacoma, WA 98406

WANTED: KITS OF AIR RACING PLANES; O.T.-C.L.
STUNT KITS; SOME STANZEL SHARK KITS.
PHOTO-COPY OF HAWK SOLID AIR RACERS. I HAVE
GEE BEE AND IKE. COPY OF COMET BEECH 17 SOLID
PLAN. I HAVE SOME TRADERS FOR THE ABOVE.
DOUGLAS WENDT, 910 KUHNS ROAD, WHITEFISH, MT
59937-8340. PHONE 1-406-755-1820.

KITS AND PLANS ANTIQUITOUS ("KAPA") INFORMATION

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

KAPA annual membership is from April 1 to March 31. It includes the club's quarterly newsletter, KAPA Kollector, which is published 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 which is free to members.

Members' stories or articles are solicited for publication in the Kollector. If possible, the text and any illustrations should be submitted ready for publication. See articles already published in the Kollector for guidance on content and style.

Advertising in 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. Each advertisement will be run for one month. If the same advertisement is to be run again it should be resubmitted.

In advertising or describing items for sale or trade, club members should fully describe the condition of items offered. Describe 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.

Advertising or editorial material must reach the editor, Louis N. Buffardi, 400 Windward Passage, Slidell, LA 70458, by the 15th of the preceding month for each issue: May 15, August 15, November 15, February 15.

Membership dues are \$6 per year in the U.S. (\$8 in Canada and Mexico, \$11 via air mail in other countries, all payable in U.S. Dollars). After September 15th, new members may pay half the regular dues and receive only the two remaining issues of that year's membership or may pay full membership and receive that year's prior issues as well. Individual back issues are available at \$2 each in the US (\$2.50 in Canada and Mexico, \$3.25 in other countries, via air mail, all payable in U.S. Dollars). Send payments to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128-3108 U.S.A.

NOTIFY JIM ALABACK (12366 NACIDO DR, SAN DIEGO, CA 921128) OF ANY CHANGE OF ADDRESS.



JUN 1993



Louis N. Buffardi
400 Windward Passage
Slidell, LA 704

TO:

100 F 3/94
Claude H. Powell
P.O. Box 454
Ridge, MD 20680

FIRST CLASS MAIL

