



1st QTR 94

ISSUE NO. 5

MARCH 1994

KAPA KOMMENTS

By Jim Alaback

Our club was one year old on January 25, 1994. In the first year, over 360 people joined KAPA. Lou Buffardi and I have received many favorable comments from members concerning the content of the KOLLECTOR and its effectiveness in advertising.

NOW IS THE TIME TO RENEW YOUR MEMBERSHIP. The KAPA membership year runs from April 1 to March 31 of the following year. The top line of your address label indicates the expiration date of your membership. In most cases, that date is shown as "3/94" and this is the last issue of the KOLLECTOR that you will receive if you do not renew. For those who have already renewed, the address label should say "3/95".

If there is ever an error in your address label please write to me (Jim Alaback) for corrections. I supply the address labels for each issue that Lou Buffardi mails.

To renew your membership, please use the membership form included here (or supply the information on a plain sheet of paper if you don't want to cut the newsletter page) and mail it with your dues to Jim Alaback.

As we start another year of operation, Lou Buffardi and I are both willing to carry on in the volunteer duties that we performed in the first year of operation. This amounts to my doing the duties of president, secretary and treasurer, and Lou doing the duties of vice-president and editor and publisher of the KOLLECTOR. In the future, I think it would be a good idea to have more people involved in managing the club, primarily to assure its continuity in the event that either Lou or I were unable to continue with all or some of our present duties. I would like to hear from KAPA members about their thoughts on this, and willingness to assume (now or in the future) any of the club's management functions. Should we set up elections of officers, perhaps toward the end of this year?

This KOLLECTOR issue includes the third and final part of my article on Comet's 1-Star line of kits. The listing of the kits in Part 3 was finally completed in January of this year, thanks to help from three members of pre-war Comet engineering staff, Fred Schlienzy, Robert Reder, and Joseph Konefes.

KAPA MEMBERSHIP RENEWAL FOR 1994-95

Your membership no. (shown on your mailing label): _____

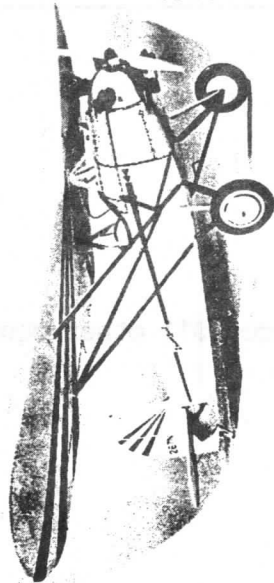
Your name: _____

Give your address only if a change is required:

Enclose payment in US dollars of \$6.00 (\$8 for Canada and Mexico, \$11 other countries), payable to KAPA or to Jim Alaback, and mail to:

Jim Alaback
12366 Nacido Drive
San Diego, CA 92128

"SCHOOLYARD SCALE"



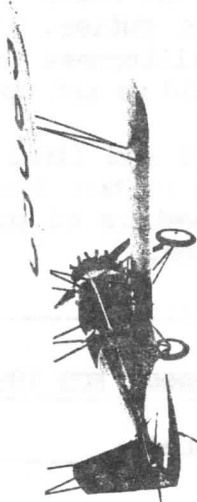
Inland Sport

A 37 1/2" WINGSPAN, HALF A POWERED RADIO CONTROL MODEL IDEAL FOR "SCHOOLYARD SCALE" FLYING. THE INLAND SPORT IS TYPICAL OF THE MANY CLASSIC DESIGNS OF THE AMERICAN "GOLDEN ERA" AND LENDS ITSELF BEAUTIFULLY TO MODELING. IT MAY ALSO BE FLOWN WITH .020 OR ELECTRIC POWER. KIT #113

The

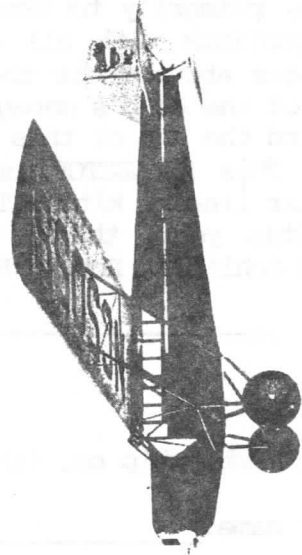
Stearman C3B

35" WINGSPAN, .049 POWER, FOR RADIO CONTROL UP TO THREE CHANNELS. A BIG HISTORY MAKER BEFORE WORLD WAR II. KIT #104



KINNER
"Sportster"

THE KINNER "SPORTSTER" IS TRULY REPRESENTATIVE OF THE "GOLDEN ERA". WHEN IT WAS USED EXTENSIVELY AS A SPORT TRAINER, OUR BEAUTIFUL MODEL HAS A WINGSPAN OF 38 INCHES AND IS ACCURATE IN EVERY DETAIL. IT IS DESIGNED TO BE FLOWN WITH UP TO 3 CHANNELS RADIO CONTROL IN THE .049 POWER RANGE. KIT #106



Quitten
ROBIN

41" WINGSPAN, .049 POWER, FOR RADIO CONTROL UP TO THREE CHANNELS. A MAGNIFICENT REVISION OF AN ALL-TIME FAVORITE AIRCRAFT, RON ROBERTI WON SECOND PLACE AT THE 1976 NATIONALS FREE FLIGHT SCALE COMPETITION WITH A MODEL BUILT FROM THIS KIT. THIS MODEL MAY ALSO BE FLOWN WITH ELECTRIC POWER. KIT #103



FLYLINE MODELS, INC.

RUBBER & CO2

"Seagull"
Curtiss

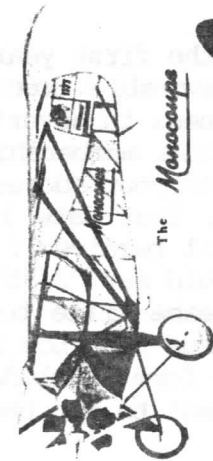
THE CURTISS "SEAGULL" IS ANOTHER FINE DESIGN BY EARL STAHL, DATING FROM 1941. WHEN IT APPEARED IN MODEL AIRPLANE NEWS, IT IS AN EXCELLENT PERFORMER ON BOTH RUBBER AND CO2 POWER. WINNING SECOND PLACE AT THE 1976 NATIONALS, OUR KIT DOES THE DESIGN JUSTICE, AND PROVIDES MANY HOURS OF BUILDING AND FLYING ENJOYMENT. WINGSPAN IS 23 INCHES. KIT #117

by Earl Stahl



A WINNER AT THE 50th NATS

22 1/2" INCH WINGSPAN. DESIGNED FOR RUBBER OR CO2 POWER, BUT BOB FUTO POWERED HIS WITH A COX .010 ENGINE AND WON FIRST IN JUNIOR-SENIOR FREE FLIGHT GAS SCALE. KIT #101

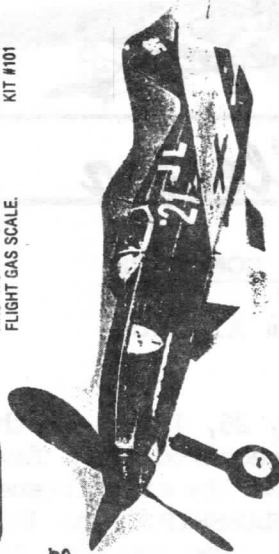


The
Monocoups

1977 Nationals Winning

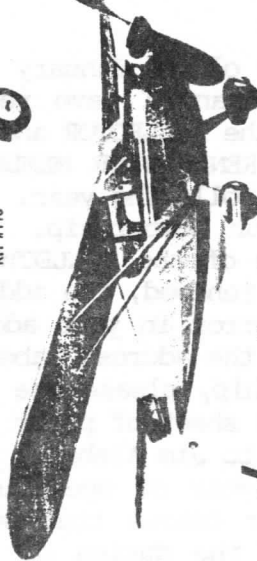
Heinkel He 100D

DOM SRULL'S 1977 NATIONALS WINNING RUBBER POWERED MODEL. A HIGH PERFORMANCE 24" WINGSPAN JOB THAT WILL AMAZE YOU WITH ITS STABILITY AND CONSISTENT FINE FLYING CHARACTERISTICS. KIT CONTAINS FORMED SPINNER AND PLASTIC CANOPY, IN ADDITION TO OTHER REQUIRED MATERIALS AND DECALS. KIT #110



Earl Stahl's
STINSON "Voyager"

THIS REVISION OF THE STINSON VOYAGER IS EXCELLENT FOR RUBBER POWER. ITS BIG 30" WINGSPAN AND GENEROUS PROPORTIONS INSURE A HIGHLY STABLE MODEL OF OUTSTANDING PERFORMANCE. KIT #111



Howard

24 1/2" INCH WINGSPAN MASTERPIECE FROM THE AUGUST 1942 ISSUE OF MODEL AIRPLANE NEWS. A GREAT RUBBER OR CO2 MODEL THEN AND NOW. PRODUCED WITH PERMISSION OF THE DESIGNER AND PUBLISHER. KIT #109

a Stahl design



Earl Stahl's

Rearwin Speedster

28" INCH WINGSPAN RUBBER POWERED DELIGHT WHICH APPEARED IN THE JAN. 1940 ISSUE OF MODEL AIRPLANE NEWS. MAY ALSO USE CO2 POWER. KITTED WITH PERMISSION OF THE DESIGNER AND PUBLISHER. KIT #108



a WINNER
40 years ago

FLYLINE MODELS, INC.

THE FLYLINE STORY

by Hurst Bowers

For many years my old friend, Manley Mills and I had plans and aspirations to produce a line of flying scale model airplane kits second to none in quality, flyability, and subject selection. This business was planned to begin with my retirement from the Air Force and Manley from Lockheed. In the meantime, we both busied ourselves in selecting and testing subjects for development as kits for our firm. Unfortunately, and to my great sorrow, Manley passed away very unexpectedly in 1971. My plans at that point became rather nebulous, and I continued my military career until retirement in 1973, having served for 31 years.

In early 1973, I was reading the classified section in Flying Models Magazine and noted a small ad for a rubber powered kit of the "Velie Monocoupe." The source was listed at an address in Fairfax, Virginia which is only about 12 miles from my home, so one evening after dinner I drove over to pick up the kit and was most impressed with the design and quality of the model. Thus began my association with Herb Clukey, and we promptly established Flyline Models as a partnership venture.

Herb and I discussed our philosophy regarding designs, quality, and finances. At that point, we each invested an equal amount of money and set up a "cottage industry", continuing production of the "Velie Monocoupe" and a new kit of the Bellanca "Skyrocket". We were elated with the success of these two "golden age" designs, and produced other kits from this era such as the Curtiss "Robin", Stearman C3B, Kinner "Sportster," General "Aristocrat," etc. We advertised in all of the model publications and were completely overwhelmed with the responses.

At this point, I must elaborate upon the support and cooperation, not to mention the help that we received from the entire model media, industry, and most of all, many of the other kit manufacturers. I shall never forget the kind assistance and advice rendered to us by Glen Sigafoose, Frank Garcher, and Carl Goldberg, to name but a few. We were never so smug as to consider these greats of the hobby as competitors. We simply wished to complement them in an area which was overwhelmed with nostalgia. Such notable designers as Earl Stahl and Don Srull permitted us to kit their creations, which have always been favorites of scale builders. Thanks to this help, we increased our line to 22 kits, we paid our bills promptly, and had probably one of the best credit ratings and reputations in the industry. We incorporated, moved into an industrial complex in Merrifield, Virginia, and shortly later into an even larger facility.

Business was good, the work was fun, and Herb and I were enjoying our service to a highly elite clientele of modelers, each of whom we shared a love of the hobby with, and whom much motivation and inspiration was the result of nostalgic experiences. Our only problem was success itself and fun was rapidly becoming hard work, administrative burdens and a widening gap in fiscal philosophy between Herb and me. In addition to this, I realized that I was neglecting the managerial responsibilities of my family business in Georgia and Louisiana, as well as some of my holdings, so Herb and I discussed possibly selling Flyline Models, Inc. At this point, Herb agreed to buy my 50% of the Flyline stock so I sold out to him and he reverted to a "cottage industry," entirely by choice, and due to erratic deliveries he basically sold kits on a direct order basis. This situation continued until his untimely death in 1990, which came as a terrible shock to me as well as his family, and to the entire hobby of aeromodelling.

At present, Flyline Models is in a state of "limbo" in that his family is unable to continue producing the high quality kits which gave this wonderful little company its reputation. Numerous attempts have been made to purchase the business but at this time, the Clukey family has not made a decision to sell. Let us hope that soon we shall see a return of these wonderful kits to hobby shop shelves, and modelers will again be able to enjoy the delights of creating the aircraft of our "golden age of aviation" in flyable miniatures.

COMET'S STARS: THE 1-STAR LINE (PART 3: Listing the 25¢, 25" Flying Models)

The dates are of magazine advertising or Comet Catalogs. In each line a ditto (") means the kit no. was continued. A dash means the kit was 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	4-38	11-38	1940	4-41	
Curtiss Robin	Horback, Petrlik/10-24-35	A-130	2A-130	E12	"	"	"	
Taylor Cub	Petrlik, Stainer/12-11-35	A-131	2A-131	E10	"	"	"	
Cessna C-34	Horback, Stainer, Petrlik/1-9-36	A-132	2A-132	E15	"	"	"	
American Eaglet	Stainer, Petrlik/1-3-36	A-134	2A-134	-	-	-	-	
Bellanca Skyrocket	Stainer, Petrlik/1-8-36	A-135	2A-135	-	-	-	-	
Rearwin Speedster	Hank Petrlik/2-28-36	A-143	2A-143	E11	-	-	-	
Kinner Sportplane	Joe Stainer	A-144	2A-144	E6	-	-	-	
Porterfield	Stainer, Petrlik	A-146	2A-146	E2	-	-	-	
Stinson SR-7	Robert Reder	A-147	2A-147	E8	"	"	"	
Fairchild 45	Horback, Petrlik	A-155	2A-155	E13	"	"	"	
Spartan Monoplane	Konefes, Stainer	A-162	2A-162	E16	-	-	-	
Luscombe Phantom	Konefes, Shereiv	A-164	2A-164	E9	"	"	"	
Davis D-1W	Stainer, Shereiv		2A-167	E14	"	"	"	
Fairchild CE-8	Konefes, Pete Giba		2A-170	E7	"	"	"	
Heath Center Wing	Schlienz, Shereiv		2A-171	-	-	-	-	
Aeroneer	Shereiv, Horback		2A-184	E3	"	"	"	
Howard DGA-9	Robert Reder		2A-197	E5	"	"	"	
Waco Coast Guard	Robert Reder		2A-198	E1	"	"	"	
Aeronca K Seaplane	Robert Reder		2A-200	E4	"	"	"	
Senior R.O.G.	Fred Schlienz				E17	"	"	
Stearman Fighter	Robert Reder				E18	"	"	
Ryan S-T	Alexander Horback				E19	"	"	
Seversky Pursuit	Alexander Horback				E20	"	"	
Whippet (18")	Robert Reder				E21	"	"	
Boeing Pursuit	Alexander Horback				E22	"	"	
Brewster Scout (30")	Alexander Horback				E23	"	"	
Phantom Fury (32")	Robert Reder				E24	"	"	
Vega Transport	Joseph Konefes					E2	"	
Piper Cub	Joseph Konefes					E6	"	
Bell Pursuit	Ed Lidgard					E11	"	
Scorpion (20")	Joseph Konefes						E16	
British Defiant	Joseph Konefes						E25	
Junkers Stuka	Fred Schlienz						E26	
Heinkel Fighter	Fred Schlienz						E27	
Blackburn Skua	Joseph Konefes						E28	

The kits in these listings were identified as "1-Star Line" when they were introduced in 1936. Later Comet stopped using that terminology even though the lines were continued and expanded. In addition to the famous 10¢ and 25¢ 1-Star Lines, there were also two more expensive lines that were designated "1-Star" in 1936, some 1" = 1' scale models at 50¢, and some larger ones of various scales, at \$1.00. The 50¢ line started with A- kit nos., later 5A-, and finally "L" nos. (L1 to L10). The larger series started with A- nos., later 10A- nos., and finally "P" nos. (P1 to P10). These lines, because of their higher prices, and perhaps their somewhat unwieldy size, never sold in the huge numbers or yielded the profits of the smaller 10- and 25-cent kits.

COLOR SCHEME

WINGS AND TAIL ASSEMBLY - YELLOW
FUSELAGE - RED

LEADING EDGE ROUNDED AS SHOWN ABOVE

1/16" x 1/8" LEADING EDGE

LEFT WING PANEL

1/16" x 1/8" CENTER SPAR

THREAD IS STUCK TO WING TO SHOW AILERON

TILT TOP OF END RIB SLIGHTLY TOWARD WING TIP TO ALLOW FOR THE DIHEDRAL ANGLE

RIB

TRAILING EDGE TAPERED AS SHOWN

EXHAUST PLACED IN POSITION AS SHOWN HERE

CELLOPHANE FROM GUM WRAPPER MAY BE USED FOR WINDOWS

1/16" x 1/8" TRAILING EDGE

MAKE ELEVATOR IN ONE PIECE OVER PLAN, THEN PLACE ELEVATOR BETWEEN 1/16" SQ. SPACERS AND STRIPS. ELEVATOR IS THEN GUIDED TO CORRECT POSITION.

TOP VIEW OF FUSELAGE

1/16" SQ. BODY SPACERS

BLACK THREAD REPRESENT BRACE WIRES

LICENSE LETTERS PLACED IN POSITION INDICATED WITH DASH LINE

RIGHT WING PANEL

TILT TOP OF END RIB SLIGHTLY TOWARD WING TIP TO ALLOW FOR THE DIHEDRAL ANGLE

1/16" SQ. Balsa

ELEVATOR GLUED BETWEEN THESE 1/16" SQ. STRIPS

1/16" SQ. LONGERON

ELEVATOR BRACE MADE FROM 1/16" Balsa

LICENSE LETTERS CUT FROM PLAN AND THICK TO RIGHT WING PANEL

REAR HOOK DETAIL

PIN PUSHED THROUGH DOTS SHOWN AS REAR HOOK

NC1539

PIN DOTS

SIDE VIEW

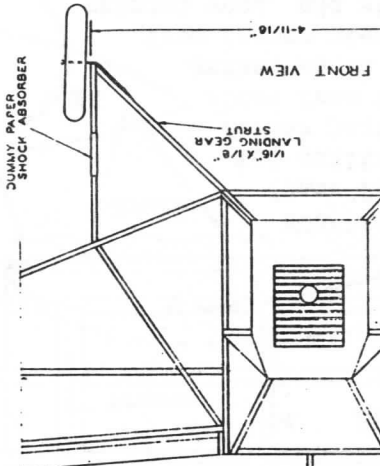
1/16" x 1/8" STRUTS

SHOCK ABSORBER

PAPER IS WRAPPED AROUND STRUT AND GLUED AT POINT OF CONTACT

1/16" IN DIA. WHEELS

3/4" DIHEDRAL



FRONT VIEW

DUMMY PAPER SHOCK ABSORBER

1/16" x 1/8" LANDING GEAR STRUT

PIN ACTS AS AXLE

TABS BENT DOWNWARD AND GLUED TO LONGERON

EXHAUSTS CUT FROM PLAN AND GLUED TO 1/16" SQ. LONGERONS BY MEANS OF THE SMALL TABS

FORMER "A" CUT FROM PRINTED SHEET

THRUST BUTT

INSTRUMENT PANEL CUT FROM PLAN AND CEMENT TO BACK OF FORMER A

PROPELLER

CUT FROM PLAN AND GLUE TO NOSE BLOCK

BANANA OIL OR CEMENT APPLIED TO STRUTS TO STRENGTHEN THEM

1/16" x 1/8" STRUTS STREAMLINED

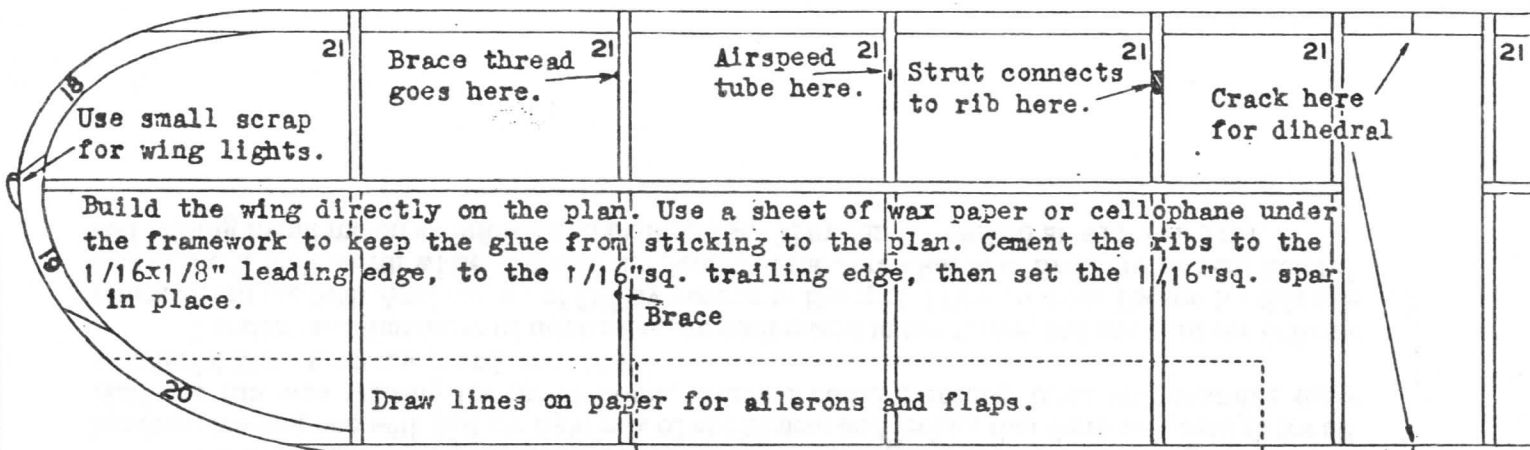
STREAMLINED STRUTS ARE ROUNDED IN FRONT AND TAPERED TO A THIN EDGE AT REAR AS SHOWN HERE

CURTISS ROBIN

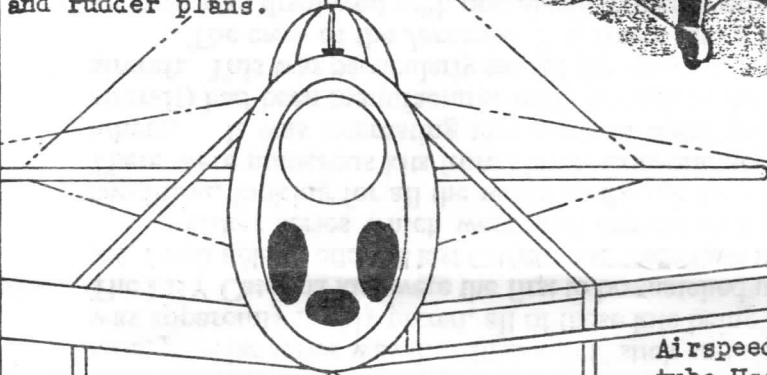
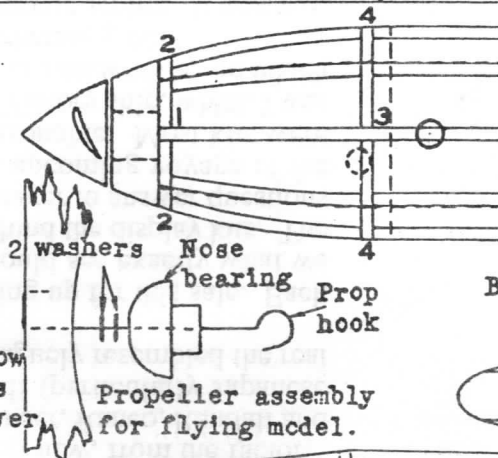
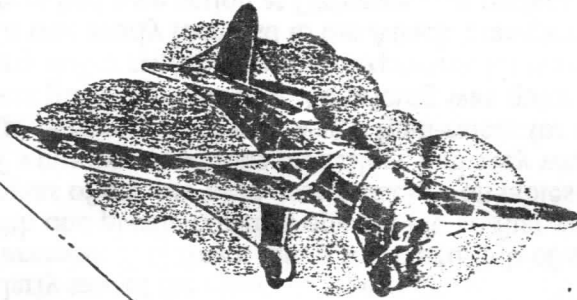
SPAN-25"

LENGTH-15 1/4"

KIT NO. E12



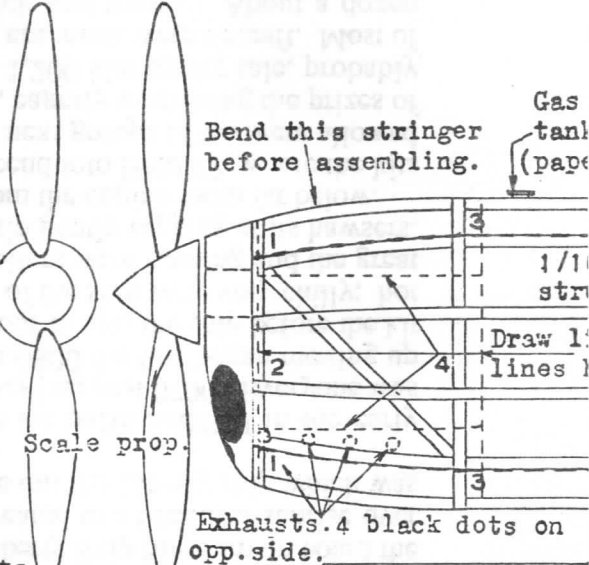
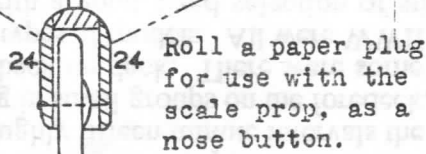
Brace threads. Follow this plan also the side view drawing. Braces at tail go at large black dots on stabilizer and rudder plans.



Use ink or black dope for cooling holes in nose.

Airspeed tube. Use thread dipped in cement.

Wind the model for flying to about 100 turns. Toss gently at a low altitude to test the balance. Correct dive by weight in the tail, stall by nose weights.



Scale prop.

Full size pattern for strut.

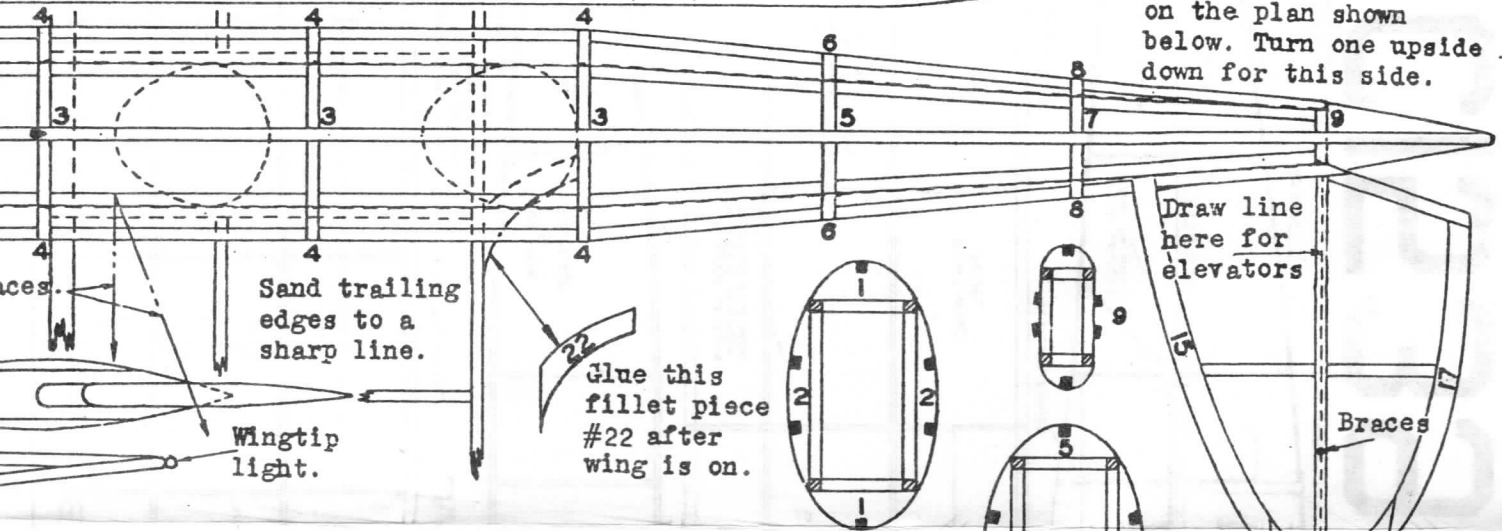
23

GENERAL INSTRUCTIONS. All parts and materials are full size. Follow directions exactly. First sort out all material in the kit and study the plan to determine where each part fits. **BUILD THE FUSELAGE** first. See notes under side view. Make the fuselage sides with care, your model will lock and fly better. When all stringers are added, sandpaper the frame to smooth off protruding edges so that the paper goes on without wrinkles. Build the wing next. Use notes on the wing plan. In setting the dihedral, cut part way thru the spars, at the correct place, and break them so that the wood stays together. Cement the break, with one wing panel flat on the table and the other raised 1/2", with a block. When dry, fit it to the fuselage, (don't glue it in yet). Make the tail parts last, using scrap material, as this is short and will do. Cover the model with white tissue before final assembly. Grain of the paper should run from tip to tip on the wings and from nose to tail on the fuselage. Cover in small sections as between formers on the body, but the wing can be covered between the center rib and the tip rib on both the top and bottom surfaces in one piece. Tips are put on last, separately.

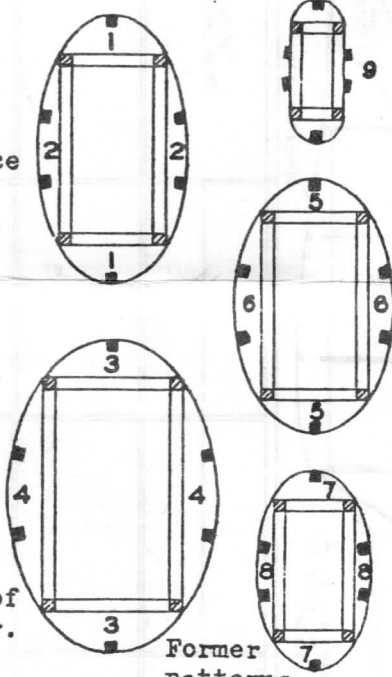
NCI 4224

Make a duplicate set of numbers like these. Cement them to the lower part of the left wing panel. Cut the set shown here from the plan and glue them in the position that they are shown in the drawing.

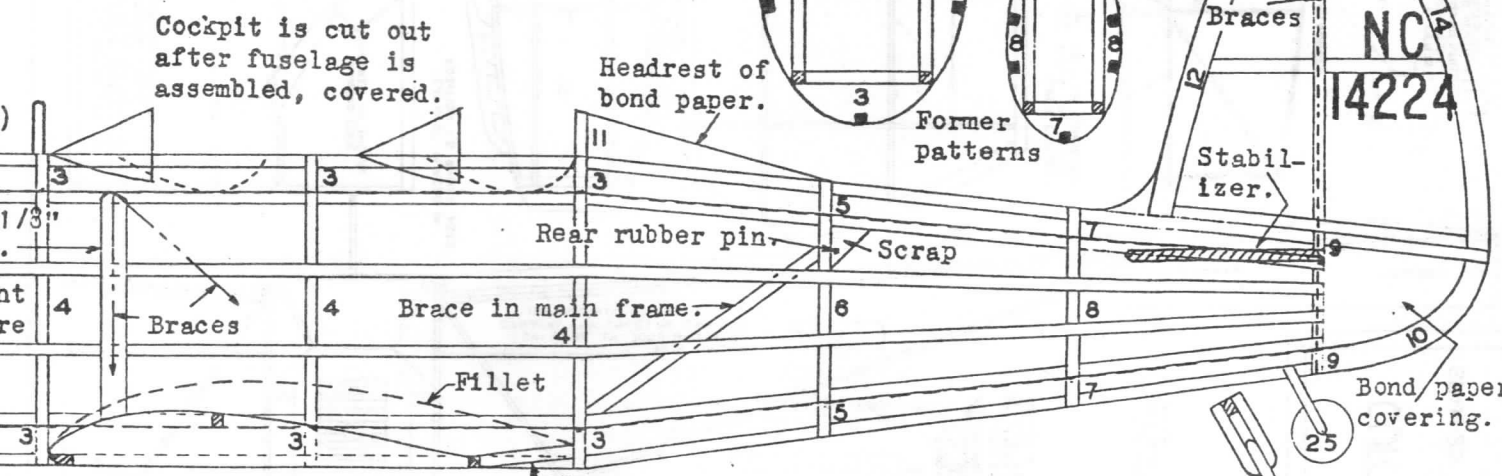
Make two stabilizers on the plan shown below. Turn one upside down for this side.



THE RYAN S-T
 Winner of
 THE AMELIA EARHART MEMORIAL RACE
 National Air Races 1937



Cut out, glue to rudder. → NC 14224
 Tail light



Cockpit is cut out after fuselage is assembled, covered.

Headrest of bond paper.

Former patterns

Rear rubber pin.

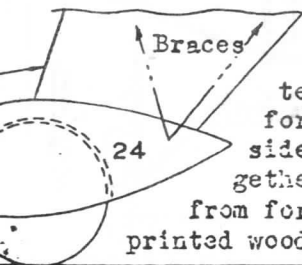
Scrap

Brace in main frame.

Fillet

Stabilizer.

Bond paper covering.



FUSELAGE NOTES. Build a main frame first, following the dotted outline shown above. See the former patterns. Make two flat sides from the side view; join together as in top view. Measure parts from former plan. Add formers cut from printed wood, add stringers to this.

RYAN S-T
 EXACT SCALE FLYING MODEL
 Copyright 1937 by
 THE PEERLESS MODEL AIRPLANE COMPANY
 CLEVELAND, OHIO U.S.A.

The November 20-21, 1993 Antique Kit Sale at the National Liberty Ship Museum

by Eric R. Craine

My Brother, Brian, and I left Marin County in darkness to head down to the Embarcadero area of San Francisco to take in the antique model kit sale at the Liberty Ship Museum on board the *U.S.S. Jeremiah S. O'Brien*. Driving south on US101 we were treated to a beautiful sunrise over the city and the bay; crossing the Golden Gate we could just make out the Liberty ship which was our destination.

After parking on Ft. Mason we joined a line of antique kit buffs huddled in the early morning chill on the wharf alongside the *Jeremiah S. O'Brien*; it was just past 0700. Everyone was assigned a number; Brian and I receiving numbers 46 and 47. At 0800 the line began moving up the narrow, swaying gangway, after which we were allowed an hour to tour the ship before the kit sale would begin. Even with almost no wind the exposed topsides of the ship were very chilly; hot coffee from the galley helped. As this was "steaming day" the boilers were running and the great single screw was turning a slow 10 revolutions per minute, the ship gently tugging at its hawsers. Welcome warmth could be felt rising along the companionways from the engine room far below.

At 0900 the first group of ten buyers was permitted to descend into Hold #2, where the kits to be sold were displayed. At roughly fifteen minute intervals the next groups of ten were allowed in. The rest of us stood shivering in small groups on the foredeck, eagerly examining the prizes of those first buyers now filtering back on deck. There were some 1,200 kits up for sale, probably representing about 300 different types of models. All were WWII era, most were aircraft. Most of the kits were solid balsa, but with a good sized selection of stick and tissue. About a dozen manufacturers were represented in the collection.

Those kits which represented the last of the type in the collection from which these kits had been obtained were red-tagged. Several of these disappeared before we got to the hold. One of the most popular series was the "Bild-a-Set" stick and tissue kits. The B-29 Superfortress in this series was apparently highly prized, all of these kits being sold before the fourth group reached the hold. The PBY Catalina kits were the first to be snatched up. Forewarned by a buyer in a group ahead of me, I was able to add the last Corsair and Dauntless in this series to my collection.

Other series which were well represented were Comet solid kits, in absolutely pristine condition, looking for all the world as though they had just arrived, brand new, from the factory. There were numerous kits from Hawk, Consolidated, Leddy Models, Pioneer, Ranco, Randall and others. It was interesting that some of these solid kits of axis aircraft (particularly Japanese aircraft) had been manufactured early enough in the war that they only vaguely resembled the real aircraft. This was particularly true of the Hawk Japanese Zero.

The crew of the *Jeremiah S. O'Brien* did a wonderful job of setting up for this sale. Each kit type was displayed with one plastic covered opened kit, so that we could see exactly what we were buying. Other examples of the kits were neatly stacked on tables behind the display kits. The staff seemed to consist of a number of serious modellers, and they were eager to answer questions and help the buyers along. Although this sale was a fund-raiser for the upcoming voyage of the *Jeremiah S. O'Brien*, I was pleased to see that the pricing was quite reasonable. Most kits were priced in the fifteen to thirty dollar range. The most expensive kit was a Victory ship, which I was thrilled to buy for \$70 as it was nearly identical to the Attack Transport *USS Lauderdale*, on which one of my son's grandfathers had seen action at Okinawa.....a perfect Christmas gift!

We found this to be a memorable event in an interesting and appropriate setting. It was well handled, leaving one with just the right mix of excitement and feeling that there was enough for all. Half the fun was waiting for me at home, where I could carefully open and examine these wonderful kits - most unopened since 1945!

I understand that more of these sales are anticipated in the future, but not until the *O'Brien* returns from the 50th Anniversary of D-Day voyage to Europe! I flew in from Tucson for this sale and found it well worth while. I found the people at the *Jeremiah S. O'Brien* to be very helpful, and willing to put me on an information mailing list. They can be reached at 415-441-3101.

SPECIAL OFFER...DON'T WAIT (while supply lasts)

- 7... 14" Balsa Machine-cut props..ea. \$2.00 \$14.00
- 6... 1/16" Ball Bearing washers @ .80¢ 4.80
- 6... 5 1/2" formed music wire prop hooks @.25¢.040 1.50
- 1... #7 SABLE HAIR BRUSH (round) GENUINE 9.95

total \$30.25

ALL ITEMS SENT BOXED AND ~~POSTPAID~~ **\$10.00**
(you save \$ 20.25)

Send check, money order etc.

To: EDWARD SCHLOSSER
Box 412
Ridgefield
New Jersey 07657

➔ PLUS \$2.00
MORE SAVED ON SHIPPING!

FOREIGN ADD \$2.00

*NEED: Part for Monogram
Speedee-Bilt B-17. My model
is missing the clear plastic "cabin"
that encloses the pilot figures.
Will pay for salvaged part from
built-up model or vacu-formed
replacement part. John Kuehnert
1863 Rolling Hills, Norman, OK 73072
(405) 360-4872*

**Wanted: 3 Guillow 100 series World War One Kits to complete set--(the same 3 everyone else needs!)
1. Sopwith Snipe, 2. Bristol Bullet, 3. Nieuport 27
I will send full size photocopies of plans for the 9 I have.
David Layton, 2009 Cedarmill Dr., Chesterfield, MO 63017**

WANTED: SPITFIRE KITS AS FOLLOWS:

Mfg.	Kit #	Span	Orig. Price
Megow Consolidated	C-31	24"	25¢
Model Eng		18"	\$2.50
Model Airplane Co. (Brooklyn, N.Y.)		9 1/2"	\$1.50 (Techni-Carved)
Cadet Aeronautics (Trenton, NJ)		6-1/8"	(Mark IX)
Speed-O-Matic		20"	50¢

Send large (#10) SASE for list of over 150 Kits for trade or sale - plus other aviation related items to: Paul H. Comeau
P.O. Box 1363 Leominster, Ma. 01453-8363

"Sniffer"
Original Midwest Kit # FG-1

For: Cox .010, .020, .049
WEN-MAC - .049 Herkimer
Cub & any small engine
with .010 to .060 Displacement

Glide Angle 7 -1
Overall Length 20 in.
Wingspan 29 1/2"
Wing Area 135 Sq. In.

Complete plan set, includes fuselage and L/G templates, materials list. Shipped rolled in mailing tube. \$7.95 Ppd. in U.S.A.

Charles Reich 4165 Riverbanks Road Grants Pass, OR. 97527

Buy/SELL/TRADE: SOLID A/C KITS, INCLUDES MONO 1/4 & 5/8. ALSO BY STROMBECKER, A/C SHIPS, TRAINS & ARMOR. MOST WANTED KITS MAIRCRAFT DC3/C47, DYNAMODLES ME109 & F86. BURKARD; STM2, STUKA & CONSAIR. NEED PLANS OR COPY OF MECOW B-29 (KITS-57). ED MARCINIEC, 25 LORI ST. SPOTSWOOD, N.J. 08884

*MY ACCUMULATION OF XEROX
TRACINGS OF MANY PLANS,
INK TRACINGS AND BLACK LINE
PRINTS - CLEVELAND, PLECAN, WINGS
AND MY OWN DRGS. FORSALE
YOUR OWN PLANS BUSINESS!
I AM DISABLED & MUST SELL.
LIST LARGE SASE*

*J. NOONAN 745 W. TAUBSTON
CIR.
MILWAUKEE 53218 WIS.*

**WANT: TOPPING *100 RACE PLANE
KIT OR PLANS FROM RUBBER POWERED R-5 MADE
IN THE 40's, ANY WOOD HELICOPTER DESK
OR DISPLAY MODELS - ANY CONDITION,
ACTUAL HELICOPTER PARTS SUCH AS STICK GRIPS,
NAME PLATES, ETC, R. DELALIO, 510 MILLICAN
LA, WEST ISLIP, NY 11795**

WANTED

ACE WHITMAN RUBBER KITS: "BOULTON PAUL DEFIANT"
KIT #5377, AND "DOUGLAS TBD-1, KIT #5378

ALSO

KITS MANUFACTURED BY HUNT MODELS, DASSEL, MN.

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

Scientific, Sterling, Top Flite kits for sale. SASE to Bill Newman, P.O. Box 575, Mediapolis, IA. 52637 or call (319) 394-3442.

AIRPLANE AJ AURORA BERKELEY CLEVELAND COMET EAGLE HAWK

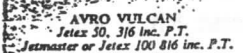
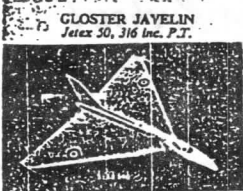
FOR SALE: Liquidating large collection of model kits from 1940-1980. First list to come out 2/28/94. Send large SASE with two postage stamps to get in on the first lot for sale. Don Anderson 1724 S.E. 212th Ave., Gresham, OR 97030

STROMBECKER STERLING SCIENTIFIC RAY RANCO PIONEER MODEL CRAFT

Roger L. Wathen Sr., 3242 N. DeQuincy St., Indpls. Ind. 46218

WANTED: I'm interested in obtaining the following items:

Skyleanda



FLYING SCALE STAR SERIES
Designed for Jetex 50

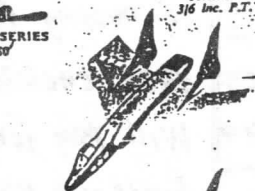
- ✓ AVRO 707A
- ✓ AVRO VULCAN
- ✓ GLOSTER JAVELIN
- N.I.G. 15
- ✓ HAWKER HUNTER
- ✓ SUPERMARINE SWIFT
- ✓ THUNDERJET
- MYSTERE IV
- ✓ SABRE F46
- D.H. 110
- ✓ D.H. VENOM
- ✓ D.H. COMET
- ✓ SUPER SABRE
- ✓ G/A/T
- Rubber Powered
- 24" AUSTER
- 25" GRASSHOPPER
- 20" TIGER MOTH
- 24" LOMPER SWIFT
- 24" PUSS MOTH

All at 3/6 Inc. P.T.

JETMASTER OR JETEX 100 SERIES

- 24" D.H. COMET
- 20" AVRO VULCAN
- 31" CAMBERA
- 17" DOUGLAS SKYRAY

U.S. NAVY CUTLASS: Jetex 50 3/6 Inc. P.T.



PLANS OR KITS!

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

Any of the amazing Ray-Jets - specifically - Ray Racer Ray Jet Wing, Ray Jet Streak, Ray Lockheed Shooting Star and the Ray Swisher.

Ray Jet Wing
The "plane of tomorrow" - jet propelled - conquer Ray Jet - \$1.00

Ray Lockheed Shooting Star
World's first jet propelled flying Scale Model - \$1.20

Ray Swisher
First - jet propelled glider - \$3.50

Ray Jet Streak
Jet propelled, twin tailed - \$7.5

Ray Racer
Beautifully streamlined, jet propelled - \$1.25

RAY-KEEL
means simplified, strong or, construction flying building!

George Richter of "Ric Jet" fame produced catapult Jets that made a swooshing sound. Would love either plans and or kit of same.

Would like information and/or kits by TUTTLE BROS. MODELS of Portland, Oregon.... Want 12" w.s. AIR KING KITS.... Want any kits (or information) by DUNCAN MODEL AIRPLANE CO., by DOUGLAS MODEL AIRPLANE CO. (Seattle, WA), CALIFORNIA MODELS or H & H MODELS.... Want SPEEDEE BILTS and STROMBECKERS.... 30s & 40s M.A.N.

For trade on my wants: GUILLOWS 18" D-8 FOKKER #106 and 18" NIEUPORT 28 #WW2 RUBBER KITS.... RANDLES C-97 STRATOCRUISER SOLID BALSAA.... 16" TERN AERO PORTERFIELD COLLEGIATE.... SUPREME 12" SE-5 RUBBER KIT.... BERKELEY 54" COMMANCHE (repro plan) FF/RC Scale.... JIM WALKER FIREBABY JR.... Original MODEL CRAFT 30" PACIFIC ACE.... BERKELEY 1/2A PAYDIRT FF.... HI-FLIER 16" REARWIN SPORTSTER.... FLYLINE FLYETTE.... JOE OTT 22" CURTISS P-40 (bad box), 16" STERLING HAWK P6E #1-10.
CHARLIE T. GLASSIE, JR., 4622 N. 13th St., Tacoma, WA 98406

FOR SALE: "STRATO-SPEAR" KIT (Intact - Fairly Good)
Consolidated Model Eng. Co. Bronx, N.Y.
"A" or "B"
42" wingspan
\$48.50 (inc. shipping)

← Strato-Spear →

GEORGE ALEXANDER (Refund if not pleased)
10533 BANDERA
CORPUS CHRISTI, TX. 78410

EXCHANGE PLANS
CLEVELAND OR PEERLESS (SCALE MODELS)
OK IF PRINTWOOD MISSING

DONALD F. SANTEE
4510 N. 13th Ave.
Phoenix, AZ 85013

WANTED

MINIATURE AIRCRAFT CORP.
plan of the Curtiss Y1A-18 Army Attack aircraft. Please see the last issue of the 'KAPA Collector' Volume I Number IV, Fourth Quarter 1993. A full page company ad from Popular Aviation was in that issue. It illustrated a kit which included the sought after plan.

THOMAS J. SCHMITT
11014 MARCLIFF ROAD
ROCKVILLE, MARYLAND 20852
(301) 530-0327

FOR SALE: Last few remaining Aurora WW-I plastic kits; black crosses markings sheet from Cleveland kit R-15; instrument panel sheet from Cleveland M102 Gee Bee; GE Model Supply Co. United Air Lines markings sheet for Boeing 247. Kits \$15@, best offer/trade for markings. Lou Buffardi, 400 Windward Passage, Slidell, LA. 70458. (504)649-6502. Call or send SASE for kit list. Also want: buildable remnants of Monogram Speedee-Bilt ERCOUPE to build, not collect. Plan, wings, components, crushed box, no box, whatever. (use to own an Ercoupe). Help! & Thanks.

(Ed. Note: I called Bob's Collector Shop re: a kit in his flyer but it was gone. I asked about a Scientific Piper Tri-Pacer and Bob said yes, he had one--\$15+\$4 psh--and it came in shrink wrap! Call Bob's at (616)463-7452. You never know!)

Wanted; Xeroxes of White (later Wading River, then USModel) plans for the 36" (headless) Wright Biplane and the Wright Flying Boat. Also copies of instruction sheets for any 1910-1930 flying scale models by the above company.
Vern McIntosh
7615 Blackmar Circle, Portage, MI. 49002

Wanted to buy: Monogram Speedee-Bilt kits of Aeronca, Piper Cub and Boeing Kaydet. Please write or call with information.

Eric R. Craine, 4681 N. Cerritos Drive, Tucson, AZ
85745 602-325-4505(w); 602-743-0472 (h)

WANTED: Information regarding Air-King Model Aircraft Co., Inc. Last known address was 5204 S.E. Foster Blvd., Portland, Oregon U.S.A. Contact George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363

HELP! Young guys aged 65 - 70+ (like me) who built 10¢ WWI flying models in the middle/late 30's. There was a 10¢ kit back then marked "Albatros" (D??). Now I would like to obtain a copy of that plan so that I can build it.

ANYBODY out there have the plan (Probably 12" ws)?
ANYBODY out there have the kit?
ANYBODY out there know of this kit and the company that put it out?

I would really appreciate any info you might give me on the above. Thanks! Don Waters, 1529 Oakwood Dr., Norman, OK 73069

WANTED: Berkeley Cloud-Copter "D" or "TR" kit, plans or completed model. Also wanted Scientific Kelllett u/c Autogiro kit, plans or completed model. Wanted any Helicopter or Autogiro kits, plans etc. TRADE: or Sale Comet Official Identification Model kit 1A-8 Bell P-39D, Jetco Thermic "72" Glider kit KG-4, Joe Ott 22" Consolidated Catilina kit 2208. Kits are in excellent condition. Ed Jones, 10405 Button Quail Dr., Austin, TX 78758-5032

Steve Remington, 2555 Robert Fowler Way, San Jose, CA. 95148, has kindly offered to copy plans and printwood patterns to help KAPA members on a "good guy" basis. If there is something you need, Steve will quote you his cost for reproducing. Send him a SASE for his 6-page listing. Thanks, Steve!

KITS WANTED; GUILLOW'S "WW and 100 series" World War I kits; Also interested in Megow, Cleveland, Joe Ott, Berkeley, Ideal, Ace-Whitman, Supreme, or other discontinued World War I and II stick and tissue free-flight scale kits; Monogram; Speedee-Bilt kits and P-51D Phantom Mustang Kit #PA67; Aurora Plastics/Universal Pictures Co. "monster" model kits from early 1960's; Also will consider any collectable wood or plastic model kits from the past. Builder/Collector will pay top prices. George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363

WANTED; HAWK AEROPLANE CO. solid balsa kits; SIERRA NEVADA MODELS kits; Builder/Collector will pay top prices. George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363.

WANTED: I collect older RC kits and am looking for the following:

Kit Boxes * Live Wire 'CHAMPION' by Hal deBolt
OK from 50s and early 60s (have plans)
* JETCO 'PT-19' (72" ws) designed by Chuck Holinger in 50s
* Berkeley 'CUSTOM PRIVATEER' (114'ws) flying boat designed by Don McGovern (have Plans)

Joe Nagy, 5135 W. Mountain View, Glendale,
AZ 85302 Phone: 602-931-6470

FOR SALE: COMET R4 Vought F4U 20" FF..\$10, COMET S6 Stinson 150 8½" solid..\$10, CLEMCRRAFT Okie Bird 45" ½A FF..\$18, STERLING P3 Waco SRE and Interstate Cadet peanuts..\$3, M.A.L. Martin MO-1 peanut..\$6, CONSOLIDATED Spitfire 19" ½A UC partially built..\$15, SCALEMASTER Boeing F4B-4 30" UC..\$40, MODELA M1R1 23" towline glider..\$9. Please add something for postage. Del Marchant, 17110 24th Ave. N., Plymouth, MN 55447. 612-473-5971.

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 Collector, which is published in June, September, December, and March. The Collector 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 Collector. If possible, the text and any illustrations should be submitted ready for publication. See articles already published in the Collector for guidance on content and style.

Advertising in KAPA Collector 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 92128) OF ANY CHANGE OF ADDRESS.



Louis N. Buffardi
400 Windward Passage
Slidell, LA 70458

TO:

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

FIRST CLASS MAIL

