

KAPA KOMMENTS by Jim Alaback

I don't like to take too much valuable space in the newsletter to talk about our club operation, but once in a while it seems appropriate to bring you up to date on how and what we are doing.

KAPA continues to grow. Nearly 500 people have joined since KAPA's founding in January, 1993, and new memberships continue to come in as a result of magazine "plugs" and word of mouth through present members.

The *KAPA Kollector* is highly praised by our members and is clearly the key to KAPA success. Editing the *Kollector* calls for a lot of time, enthusiasm, and a talent which is very special. Vice-President Lou Buffardi continues to contribute all these as our Editor.

Our operation this year has benefited greatly by the addition of Morris Leventhal and John Pothier as club officers. As Secretary/Treasurer, Morris is maintaining our membership and mailing lists, using his own computer and the program he has developed. He also handles our finances and does the very big job of getting the *Kollector* printed and personally mailing it out.

John Pothier as Publisher is using his computer skills to lay out the pages of the *Kollector* and set them in type. We have had many compliments on the improved appearance, and we find that we can provide you with many more words per page while maintaining or improving legibility.

Thanks to Morris and John, we are not paying commercial typesetters or mailers as most national clubs do, and that is keeping our expenses low. KAPA is doing well on the present dues of \$6.00 per year. We should still be all right with the coming postage increase, and even hope to afford future jumbo-sized "bonus" issues like this one, perhaps annually. John and Morris are working together to try to improve the reproduction of photos in the *Kollector* at affordable cost.

How fortunate we are to have this fine team of volunteer officers!

PHILLY'S BEST by Morrie Leventhal

With Christmas a few weeks away, some of you might be considering visiting family or friends for the Holidays. If you are going to be in the Southern California area, there are several things I can absolutely guarantee. First, there will be no snow or frost to contend with, except maybe in the mountains above about 5000 feet, and the daytime high temperature will peak out in the low 70s...unless it rains. Second, there may or may not be rain on Christmas day. Third, Disneyland will be operating in the city of Anaheim and in full holiday array, and fourth, great Philadelphia food at two super good restaurants in Orange County, California, about 45 minutes south of downtown Los Angeles. One is in Fountain Valley, and one is in Irvine. These restaurants are called "*Philly's Best*". The owners, Bob and Andrea Levey, both Philadelphians, say "All ingredients imported directly from Philadelphia—even the bread." The head cook at the Fountain Valley location is also "imported from Philadelphia". If you are from Philadelphia or near-

by, or have been there and experienced the great food in and around Philadelphia, you will know what this article is all about. If not...please read on. Great food doesn't happen by accident—it takes one helluva lot of work to create a legend! In the 1930's, a few Italian immigrants got together on Hoag Island, PA (near Philadelphia) and conjured up a great sandwich called a "Hoagie". Hoagies are sometimes referred to as "hero" or "submarine" sandwiches. These in *no way* are anything similar or comparable to the one and only, genuine, original Philadelphia Hoagie. Some say that the Hoagie was originally created in Atlantic City, NJ, because on any given weekend in the summer, an inordinate number of Philadelphians "move" to Atlantic City to escape the 90-90 weather—that is, 90° temperature, and 90% humidity. Hoagies are as Philadelphia as the Liberty Bell, Independence Hall, and Benjamin Franklin. The Hoagie starts with a soft Italian roll dressed with mayonnaise or salad oil and filled with such things as ham, salami, bologna, cheese, capicola, mortadella, and much more, and, of course, finished off with lettuce and tomatoes.

The original steak sandwich was invented, again around the 1930s, by Pat and Frank Olivieri from, of course, Philadelphia. The first steak sandwich consisted of the steak, mushrooms, hot sweet peppers, and pizza sauce. All of this was on an Italian roll. The Philadelphia cheesesteak now consists of the steak, mixed and cooked with either Provolone or American cheese, or both, onions if you wish, mushrooms, sweet peppers, and may be ordered with a side dish of the ever present pizza sauce. Bob and Andrea Levey prepare these sandwiches perfectly, and as if this were not enough, "*Philly's Best*" also serves authentic Philadelphia chicken sandwiches with cheese, peppers, mushrooms and sauce. They also have great, good old American hamburgers, and such Philadelphia goodies as Tastykake, Frank's soft drinks, and side orders of french fries, cheese fries, or pizza fries.

If you leave Southern California without trying "*Philly's Best*" you are truly missing something. No matter where you go, whether it be Disneyland, Universal Studios, Medieval Times, or nearby Las Vegas, there is one thing people "gotta"...and that's eat. Give "*Philly's Best*" a visit—you won't be disappointed. The Fountain Valley location is 18691 Brookhurst Street, between Ellis and Garfield Avenues. The phone number is (714) 968-2448. In Irvine, "*Philly's Best*" is located at 4250 Barranca Parkway, in Stonecreek Plaza, between Lake Rd. and Yale Loop. Phone number is (714) 857-2448. Both locations are open from 11:00 AM to 9:00 PM, Monday through Saturday, and 12:00 Noon to 6:00 PM on Sunday. When you visit "*Philly's Best*", tell them you saw the article in the *KAPA Kollector*.

If you want instructions on how to get there from anywhere in Southern California, call me, Morrie, at (714) 535-6570. I am generally home evenings after about 8:00 PM, and hit or miss on weekends. Leave a message on the machine, and I'll get back to you.

BATTLE PLANE SERIES



No. 3872—BELL XT-1 FIGHTER

10c FLYING MODEL CONSTRUCTION KITS



No. 3871—HAWKER HURRICANE
Wing Span, 18"
English Fighter



No. 3872—BELL XT-1 FIGHTER
Wing Span, 18"
U.S. Navy Fighter



No. 3873—FAIRCHILD TRAINER
Wing Span, 20"
U.S. Army



No. 3874—JUNKERS "STUKA"
Wing Span, 20"
German Dive Bomber



No. 3875—VULTEE VALLIANT
Wing Span, 18"
U.S. Army Dive Bomber



No. 3876—BLACBURN "SKUA"
Wing Span, 18"
English Dive Bomber

- Four-Color Cartons
- 18-, 19-, 20-inch Wing Spans
- Exact Scale Models
- Bundled Stripwood
- Printed Rib Sheets

- Three View Perspective Sketches
- Sav-A-Plan Blueprints
- Machine Cut Propellers
- Authentic Military Insignia
- Formed Wire Propeller Shafts

No. 3870—Assortment of Nos. 3871, 3872, 3873, 3874, 3875, 3876.
Packed 3 dozen assorted.

Carton size 12 1/2 x 4 1/2 x 1 1/4". Packing 1 dozen.
Approximate shipping weight per dozen, 3 lbs.



No. 3995—LOCKHEED P-38

10c SOLID MODEL AIRPLANES



No. 3991—LOCKHEED 14
8-inch Wing Span—Scale 1" = 3' 2"
Army Stratosphere



No. 3992—BELL AIRACUDA
10-inch Wing Span—Scale 1" = 6"
Army Fighter



No. 3993—DOUGLAS DC-3
9-inch Wing Span—Scale 1" = 8"
Commercial Transport



No. 3994—DOUGLAS DB-7B3
8-inch Wing Span—Scale 1" = 7' 8"
Attack Bomber



No. 3995—LOCKHEED P-38
9-inch Wing Span—Scale 1" = 5' 3"
Army Pursuit



No. 3996—MARTIN B-26
10-inch Wing Span—Scale 1" = 1 1/4"
Attack Bomber

- Partly Shaped Body and Wings
- 3-Blade Metal Propellers
- Two-Color Plans
- Snap Gauge Templates

- Authentic Colored Emblems
- Turned Hardwood Cows
- Sav-A-Plan System
- Exact Scale Models

No. 3990—Assortment of Nos. 3991, 3992, 3993, 3994, 3995, 3996.
Packed 3 dot. assrt. Approximate shipping weight per dozen, 2 1/2 lbs.

Carton size 8 1/2 x 4 1/2 x 1 1/4". Packing 1 dozen.
Approximate shipping weight per dozen, 2 1/2 lbs.

THE WHITMAN KIT STORY

by Jim Noonan, as told to Bob Lonseth

Ace Whitman kits were sold by the Western Printing Company's "Whitman Publishing" division in Racine, Wisconsin through dime store chains, but the kits were actually manufactured by the Western Coil & Electric Co., which was also located in Racine. Jim Noonan, a KAPA member, is a former designer of Ace Whitman kits. He prepared this information for KAPA member Bob Lonseth, who has organized it for presentation here.

While searching for a firm to make his kits in the 1930s, Joe Ott came upon the Western Coil & Electric Co. in Racine, Wisconsin. In the depth of the depression, their console radios had just stopped selling and their large factory, set up for woodworking, was available. It was owned by Mr. W.T. Lewis, son of the manufacturer of the Mitchell Lewis automobile (built until 1926). Joe Ott made a deal with W.T. Lewis to use the factory. The proximity of a superb printing source, Western Printing, helped the operation.

In 1935, Joe Ott started up his kit operation in the Western Coil & Electric factory. From this date on, each year, a whole new line of kits was designed, manufactured, distributed, and then sold in the Five and Ten Cent stores of that era.

Old lines from the previous year were dropped! This went on until 1942. This procedure was also followed in 1945 and 1946. Then a slow-down in sales brought about some changes. From 1946 until 1951, the kit line did not change from year to year as in the past. The last year a series of balsa stick and tissue models was made was 1951. After 1951, the company started making plastic castings and moldings for others.

Marketing. Marketing was done entirely by Western Printing of Racine, Wisconsin. Western Printing sold their countless books, games, model kits, and eventually model supply packages under the name of Whitman Publishing Co. These items were made available to the dime stores of that time. There was a catalog, but it is a scarce item now. No advertising was ever done, and none was needed. Western Printing put the kits in the dime stores, and they were sold as fast as they were delivered.

PRODUCTION. It was Western Printing that decided how many of each kit Western Coil was to make. Some kits were ordered in 100,000 lots--such as the Kingfisher, a 25¢ kit. A good many times Western Printing would cancel a 100,000 or 200,000 second kit run without notice. This would leave the factory with a boxcar-load of wheels and several boxcars of balsa wood, props, mountains of Japanese tissue, etc., as surplus material.

Printed balsa sheets were made at Western Coil on hand-fed printing presses. These presses were operated by girls who were paid 30¢ an hour. The men who drew the plans were paid 35¢ an hour. About 70 girls did the packing of the kits on two assembly lines. At the peak in 1940-41, about 20 men wrestled the balsa off boxcars and worked the gangsaws used to saw the rough balsa into usable material. Girls worked the bandsaws, 24 hours a day, in three shifts, cutting out the balsa props.

The drafting department had five draftsmen and one model builder. It was the place to work if you were a modeler. Perks included the opportunity to purchase a new model gas engine at 50% discount, and other supplies were free. About 5 million Whitman kits were produced in 1940. The 1941 production was about 77 million kits. Mr. Lewis said \$11,000 profit was made. (Note that Comet made about 90 million kits in 1941 and probably about the same number of kits in 1940.)

Design. Joe Ott remained in Racine until about 1938, when he and Lewis dissolved the association. Paul Lindberg became a sort of advisor as to what to produce. He came to the factory about once a month. Before the new series began in the Fall, the boss, Mr. Lewis, and the drafts-men combined to begin collecting lists and data for the coming year. These had to pass Western Printing scouting. We mocked-up kits in boxes done in crayon and pasted up for this purpose. These were also shown to buyers for Woolworth, etc., and from them the orders were placed.

Each draftsman was assigned a given model to draw from a collection of pictures and 3-views, using proportional dividers to bring the outline up to size. I remember doing a Focke-Wulf Fw. 198 from only a tiny artist's sketch. Imagination went into its many details. Actually, no such real plane ever existed.

Begun in the Fall, our yearly output was usually done by Summer, and we were laid off for a couple of months until the new series started again in the Fall.

Prototypes of all models in a new series were made up as perfectly as possible, using materials in the kit. These were never flown, only photographed for pictures on the box and in catalogs.

Making the drawings was a long and tedious job, with utter perfection required. The plans were edited, set-up, and printed by Western Printing.

Western Coil did the pre-liminary design of the boxes and other printed items in the kits. Western Printing did the final design and artwork, plus the printing of the boxes. The boxes and plans came on skids to the factory from Western Printing, which was about a mile away from the Western Coil factory.

Ott originated the overall concept of the Whitman kits, and this was carried on long after he left the organization.

Several things made Whitman kits superior and a good value:

Plans. Front side: blueprint, white lines and solid blue background. Back side: black lines and white background with perspective drawings of the model's framework. Later kits had blue line prints, but were a work of art. This quality format makes them a collectors' item.

Box. Multicolor artwork, so attractive that Woolworth, Grant, and Kresge stores sold out of kits in a few days. (In 1935, 16" kits were 10¢, 24" kits were 20¢.)

Balsa. Good quality, but necessarily skimpy in quantity. Semi-cut strip sheets, good printed sheets. Special bandsaw-cut balsa props that only needed sanding. The balsa strips were not loose in the kits. A balsa sheet was cut into the required size strips, but the ends of the sheet were left intact so as to keep the strips together in a sheet or the so-called semi-cut strip sheets.



Hardwood. Specially designed for each series. Included wheels, spinners, nose buttons, and other wood parts. These were turned in New England on automatic lathes.

Wire. Included formed prop shafts, tail hooks, landing gears, etc. Also, straight wire and brass washers. Some were purchased, and other parts were made in-house.

Tissue. Top-grade Japanese white and colored tissue. In 1940, Japanese tissue became scarce, and white and colored silkspan took its place. Later kits used white silkspan and domestic colored tissue.

Rubber. Bands of good quality were used until they became unavailable during World War II. All that was available during wartime was bands cut from the red inner tubes of automobile tires.

In 1940, a 36" span Airacobra kit included a selection of the above-listed items. The price of the kit? It was 39¢.

Whitman kit series for an average year prior to World War II:

- Six 5¢ solid models. Called 'five for five', they were tiny.
- Six to eight printed-sheet hand launched gliders, 10¢-25¢.
- Six 10¢ flyers, 16" wingspan stick and tissue kits.
- Six 25¢ flyers, 24" wingspan.
- Four 39¢ flyers, 36" wingspan.
- One special large kit, 36" wingspan at 25¢; example, the Kingfisher kit. In 1942, I drew the Grumman torpedo plane. It eventually was done in hardwood and cardboard (when balsa was no longer available).
- Three ship models, hulls constructed from balsa sticks and formers, then covered with tissue like the model airplane kits. Also there was an Army tank.
- Six to eight supply packages. For example, assorted balsa sheets, assorted semi-sheet balsa sticks, wheels, tissue, props, bottled cement and dope, rubber bands, etc.

During the heyday of the Whitman kits, drafting was done on tracing cloth in ink. Equipment and lighting was somewhat primitive. As time went by, the employees purchased a few more instruments with the help of our employer.

One of the rooms in the factory was used as a Sample Room. Not only were there examples of the Whitman kits, but there were also examples of competitors' model kits. The kits were there to be studied and compared. It was a modeler's heaven to be able to examine all the kits. Eventually, the contents went into the furnace. The factory was partially heated by all the balsa dust and other waste, which was carried into the furnace by a blower system.

The drafting skills of the following had much to do with the quality of the Whitman kits:

Dan Kilgore (now over 80 and living in Florida) was the Chief Draftsman. He was the only married draftsman in the group and came from Chicago. His extremely fine skill seemed to rub off on the other draftsmen.

Gordon Jensen (last heard from was living in the Pacific Northwest) was a superb draftsman. He was often assigned to do special jobs, such as the odd extra-large kit.

Al Casciero was a local Racine modeler who did good work on the board. He eventually left to go to an aviation School in St. Louis, Missouri.

Gordon Hansen was the model maker. He left for California in 1940.

Bill Mikkelson was hired as the model maker to replace Gordon Hansen. Later, he did drafting. He eventually graduated from college and became an engineer.

Jim Noonan. I was one of the last to be hired in the Design Group. This was in 1940. My home was about 25 miles from the Western Coil factory. I commuted to Racine from Milwaukee by North Shore Electric Railroad. I stayed with a relative during the week and went home on weekends.

Each of us developed something for Whitman. I developed and did the perspectives by photographing the model framework, and then tracing the enlarged photo for perfect proportions in my inked line drawing.

Herb Markwiese of Milwaukee worked for Whitman one summer; he was a superb modeler and draftsman. He died a couple of years ago.

Bob Wischer (world champ R/C scale some years ago; his RC models are nearly perfect scale) worked with Herb Markwiese at Whitman. These two developed a geometric system of drawing perfect cross sections.

Copyright dates can be found on all of the drawings. Very few, if any, model drawings were actually copyrighted, however--the fee was too high.

Several of the Design Group competed at the Chicago Nationals in 1940 and 1941. Their employment let most of them accumulate enough cash to buy a used car (a good used car could be had for \$75). No more riding the train, plus public transportation to the contest flying sites, were some of the benefits of owning a car.

THE LAST YEARS... World War II scattered the Design Group. It disrupted the model industry, as well. Somehow, the Whitman kits were continued, using substitute materials. The drafting was done by high school students too young to be drafted into service. Thus, the drawings of the WW II era are poor.

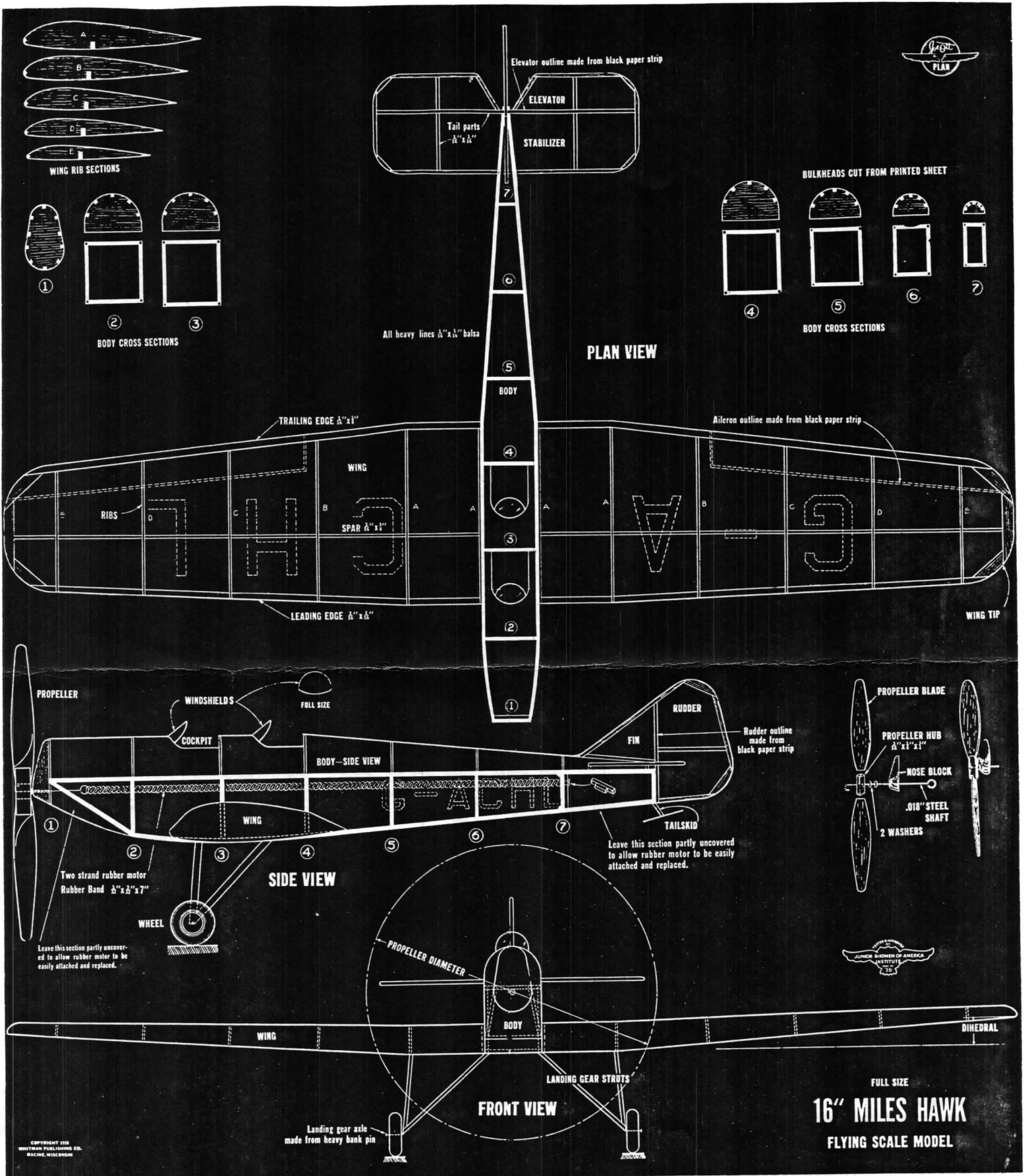
Sometime in 1941-42, I left Western Coil to work for NACA at Langley Field, Virginia. By late 1942, I was in the Army and over in Europe for the duration.

After World War II, I returned to Milwaukee. I worked for Western Coil for a while before the Whitman kits became history. I drew the plans for and developed the kits of six 16" wingspan models of the popular private planes of the late 1940s. The kits were models of the Stinson Voyager, Ercoupe, Aeronca Champion, Cessna 140, Piper Super Cruiser, and Beechcraft Bonanza.

(Copies of these kit plans are available from Oldtimer Model Supply, P.O. Box 7334, Van Nuys, CA 91409; their catalog is \$2.)

After Western Coil discontinued the Whitman kits in 1951, the modeling material was stored for a while. Some time later, this large residue of materials and left-overs was sold. As of 1993, the old Western Coil factory was still standing. It is owned by a plastics company.

A comprehensive list of Ace Whitman plans appears on page 8-13. The list was compiled by Dick Gleason (Gleason Enterprises).



This plan of the Miles M.2 Hawk is from Whitman kit #3901, the first of the 1935 16" plans by Joe Ott. This is the front "blue print" side of the plan. Enlarge by 1.41 twice for full size. (Courtesy Jim Alaback)

TRUE FLYING SCALE MODEL
16" MILES HAWK

Detailed instructions by Joe Ott

Study plans and perspective sketches before starting any of the actual model work. As only one part of the plan will be used at a time, the remaining portion can be folded over for reference and study during the process of assembly. A small drawing board will be suitable upon which to assemble the model airplane.

STEP No. 1
Body Sides Material: Balsa 1/16"x1/16".
 All construction work is done directly over or on paper plan. To prevent wood pieces from sticking to plan, obtain a piece of waxed paper, place it over the plan, and then pin the wooden strips directly over the lines which show through waxed paper. The heavy outlines represent the main part of the body. This part should be constructed first. A side view of the body is illustrated in the sketches. Make both sides exactly alike by placing another piece of waxed paper directly over the first set of wooden parts and building the other body side directly on top of the first.

STEP No. 2
Body Top Material: Balsa 1/16"x1/16".
 After the cement has thoroughly dried, separate the two sides. The two sides are then assembled on the Plan View to the correct widths as shown in the view of body sections. The method of doing this is also illustrated in the perspective sketches.

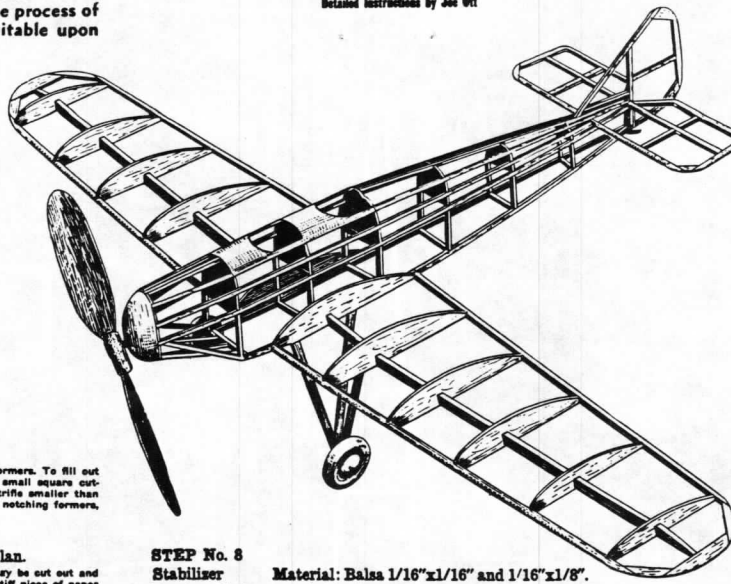
STEP No. 3
Formers Material: Printed balsa rib sheet.
 The few body formers are illustrated in full size on the plan and are also printed in outline on the rib sheet. With a razor blade, cut out body formers and fit them to the top part of the body. Check their correct positions by referring to the Body Cross Sections.

STEP No. 4
Stringers Material: Balsa 1/16"x1/16".
 The semi-circular shape on the top of the body is secured by the formers. To fill out the roundness of the body, longitudinal stringers are placed in the small square cut sections of the formers. The stringers, as a rule, are always a trifle smaller than the main body longitudinal members. Sandpaper the stringers before notching formers, and then make notches fit pieces.

STEP No. 5
Cockpits Material: Printed paper outline on plan.
 The two cockpits are illustrated in full size on back of plan. They may be cut out and used as shown, or, if plan is to be preserved, trace the outline on a stiff piece of paper to use as a guide for cutting.

STEP No. 6
Windshields Material: Transparent material.
 A full size layout of windshield is illustrated on front of plan. The transparent material should be cut to size and then formed. Then cement them to front of cockpit as shown.

STEP No. 7
Wing—Ribs Material: Printed balsa rib sheet.
 Cut out all ribs as illustrated. Notch them for assembly to leading edge, spar and trailing edge. The wing should be assembled and cemented in one piece across the Plan View, then cut in two. Use waxed paper underneath wooden parts. The incline of the wing toward the tip is called dihedral. It helps to give the model airplane inherent stability.



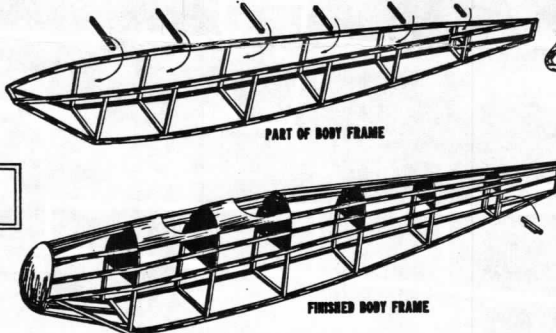
STEP No. 8
Stabilizer Material: Balsa 1/16"x1/16" and 1/16"x1/8".
 Two sizes of balsa are required for the stabilizer. The wider pieces are used for the curved parts. Assemble to outline illustrated in Plan View.

STEP No. 9
Rudder Material: Balsa 1/16"x1/16" and 1/16"x1/8".
 Material and construction are the same as used for stabilizer. Make part over side view as illustrated on Plan and in sketches on back of Plan.

STEP No. 10
Propeller Material: Printed balsa rib sheet.
 Hub 3/16"x1/4".

The blades of propellers are cut from the printed rib sheet. Outlines only are shown. Corners only should be sandedpaper lightly to a rounded shape. Make hub from a 3/16"x1/4"x3/4" piece of balsa. Be sure that material furnished is cut down to the exact hub size. This size will give the correct thickness for proper propeller blade angle. The propeller blade BLOTS, in opposite ends of hub, should be at nearly right angles when viewed from end of hub. Cement blades into place. It may be advisable to use a thin coping saw blade to cut the slots.

STEP No. 11
Nose Block Material: Balsa 1/4"x3/4"x1-1/8".
 Cut nose block to shape illustrated in front views of plan. Then shape it as shown in



side view. The general appearance of nose block is semi-circular as viewed from both top and front. Its outside dimensions should conform to the front shape of the body. Study sketches for final assembly.

STEP No. 12
Shaft Material: Steel wire—.018".
 After propeller has been assembled and nose block carved to fit front of body, insert propeller shaft through nose block, slip 2 washers over shaft and then push shaft through propeller hub. (Before pushing shaft through hub, make a small hole with a pin or needle slightly thinner than the shaft diameter.) After assembly has been completed, push shaft farther through hub and bend protruding end over as illustrated in propeller sketch. Pull hook back into the hub, cement securely and ALLOW TO DRY. This completes nose block unit should later be cemented to front of body.

STEP No. 13
Landing Gear Material: Balsa 1/16"x1/8" strip.
 The landing gear design is very simple. Its construction should be studied from side and front plan views and also from sketches. Correct lengths should be copied from the plan views. Finish this assembly only after body has been completely covered with tissue.

STEP No. 14
Tail Skid Material: 1/16"x1/8" strip.
 Cut a small piece of balsa to correct shape and length, and cement it at rear underside of body. See drawing in side view of plan.

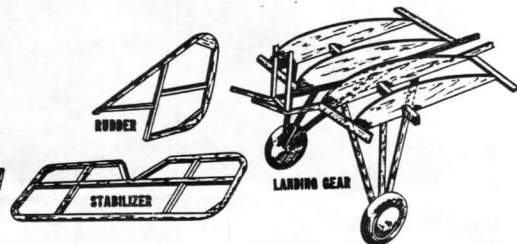
STEP No. 15
Covering Material: Tissue.
 Cover body first. Fit tissue over a section before cementing down. Be economical with tissue as only enough is supplied to cover model. For sticking tissue to framework, use a VERY THIN solution of flour or library paste, or ordinary glue thinned with water. Apply paste to a small portion of the framework and then place tissue on same. Be careful not to tear tissue when damp or wet with paste. The covering procedure is the same for both wing and tail units. (In some cases only small portions of the body or other parts can be covered at a time without wrinkling.) Tissue joints can be readily made without making the plane look rough. If the covering is sprayed very lightly with an atomizer containing clear water, the tissue, after drying, will shrink smoothly over the entire framework. It is not necessary to soak the tissue. Practice on the rubber. Note results before spraying entire model.

STEP No. 16
General Assembly Material: Various finished parts.
 Cement stabilizer in place on top of longerons at rear. Cement rudder in place over and on top of stabilizer. Rudder is then to be cemented in place. Landing gear and wing struts can now be attached in their proper places over covered tissue sections. The most important point to keep in mind when assembling, is the relation of the leading edge to the trailing edge of the wing. In any event, the under surface of the wing should be nearly parallel to the center line of the body. The position of the wing can be checked best by sighting the entire model from the side during the assembly process. It is safe to place the trailing edge of the wing 1/16 of an inch lower than the leading edge. This is done by slightly shortening the rear wing struts.

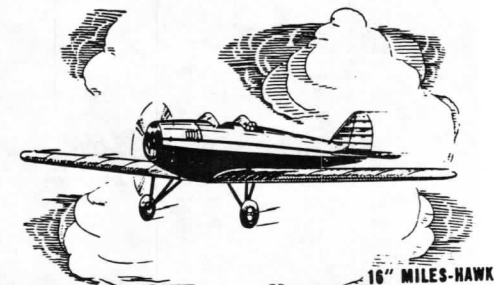
STEP No. 17
Pilot Material: Sketches on Plan.
 Printed pilot's heads are furnished on back of Plan. Cut them out and paste a left and right side together. Then cement to a small balsa cross brace and cement in position in cockpit. The instrument panel should also be cut out and cemented in place in front of the cockpit on the former provided for it.

STEP No. 18
Motor Material: Rubber Band 1/32"x3/32"x1".
 The rubber band is held in front by hook in shaft and at rear by hard balsa cross piece. Band can be easily inserted by threading or pulling into position with a piece of string. A small opening in the side at front and at rear of body should be left uncovered for inserting rubber. DO NOT crush plane while affixing rubber.

STEP No. 19
Decorations Material: Numbers and black lines on Plan.
 All commercial ships are licensed by their governments. This model is a copy of an English lightplane. In order to identify them, the government issues numbers or letters which are known to everyone at all times. Letters to fit this plane are provided on the plan. Cut them out and paste on plane as shown. (Or trace them and make copies if plan is not to be cut.) Near the edge of the plan is printed a set of small black lines. Cut them out and use them for outlining ailerons, elevators, and rudder.



STEP No. 20—Flying.
 When model has been completely assembled, it should be checked for center of gravity balance before any trial flight is attempted. Place the forefingers at the midpoint of the wing tips and lift the model to see whether it balances. If the tail has a tendency to drop, it denotes tail heaviness, which may be overcome by adding a small buckshot or a few heavy pins or light-weight nails to the nose block on the lower side. If the nose has a tendency to point downward, the procedure for balancing is reversed (that is, the tail should be slightly weighted.) When the plane remains horizontal while suspended on the fingertips, it may be considered balanced. A few small trial glides should be made AFTER the model has been balanced, and not before. In gliding, if the nose of the ship has a tendency to climb, and if it does not make a gradual glide to the floor or to the ground, the tail is still a little heavy. This must be offset by additional weight at the front part of the ship. To be certain that the model is balanced correctly, hold it ready for launching un wound, and when the glide after leaving the hand is steady and consistent, and goes forward 10 to 15 feet, it may be considered a normal glide. The model is then ready for its first trial flight. When gliding a model do not launch it upward and forward. Instead, launch it with the nose pointed slightly downward, permitting gravity to take effect. Before trying a powered flight, it is advisable to test the motor and trimness of propeller and shaft by turning the propeller with the right forefinger and permitting the rubber to be unwound two or three times. While winding the propeller be sure to hold the model firmly directly behind the nose block. Always grasp the model at a point where there are cross braces. The proper number of turns for the rubber may be checked by looking through the space in the cockpit. When you see that the coils or twists are fairly small and tight, after approximately 100 to 150 turns, the motor is wound up enough for flying.

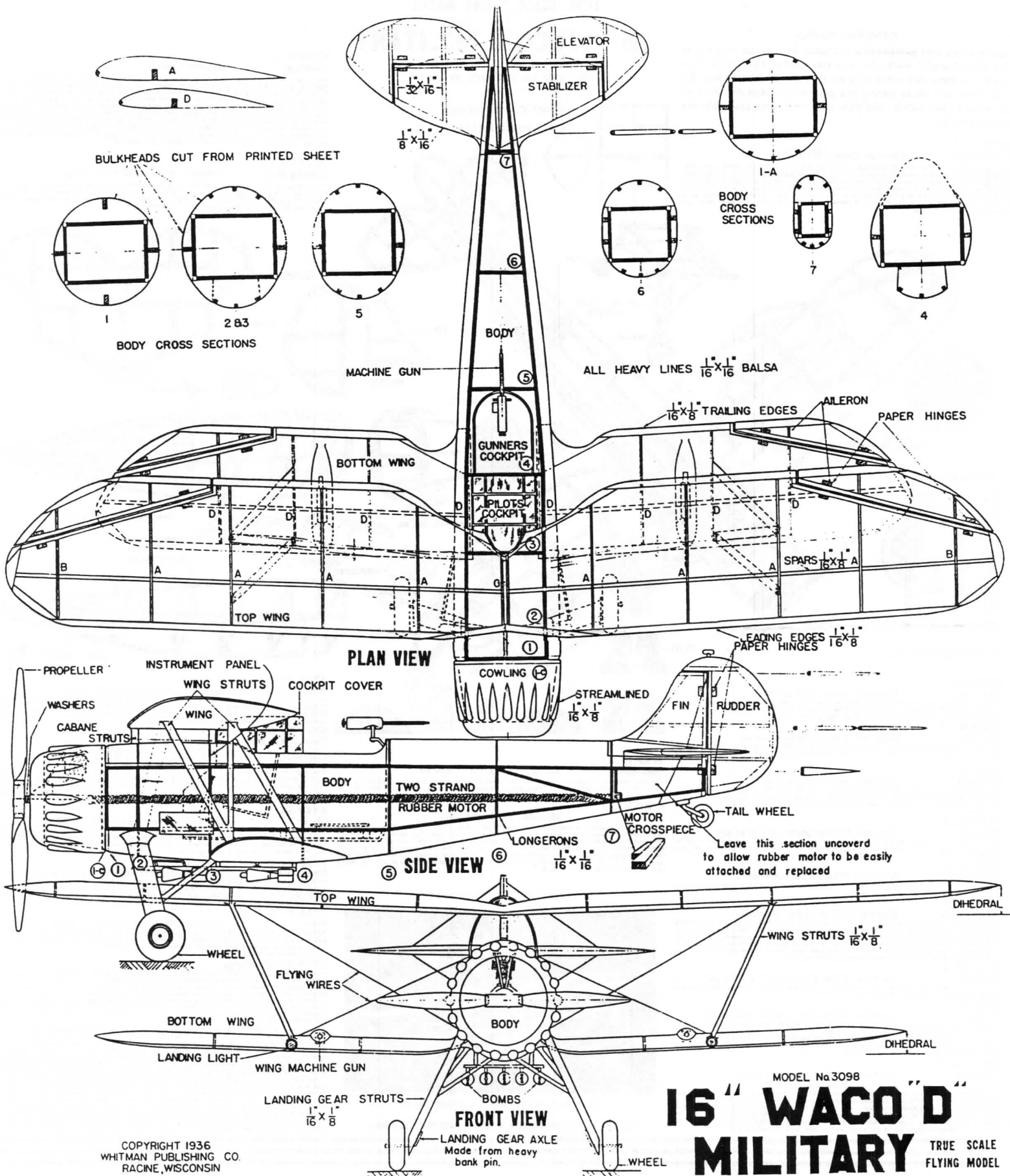


16" MILES-HAWK
 THREE-QUARTER REAR VIEW

CUT OUT BLACK LINES BELOW TO USE IN OUTLINING CONTROLS

No. 3099
 Copyright 1935 by Whitman Publishing Co., Boston, Wisconsin
 Made in U. S. A.
 16" MILES-HAWK
 THREE-QUARTER FRONT VIEW

This is the back side of the Miles M.2 Hawk plan by Joe Ott from the 1935 Whitman kit #3901. It was printed black on white. Enlarge by 1.41 twice for full size.



COPYRIGHT 1936
WHITMAN PUBLISHING CO.
RACINE, WISCONSIN

MODEL No 3098
16" WACO "D"
MILITARY TRUE SCALE
FLYING MODEL

(Courtesy Gleason Enterprises)

TRUE SCALE FLYING MODEL

16" WACO "D" MILITARY

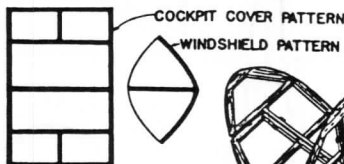
GENERAL NOTES

Study plans and perspective sketches before starting any of the actual model work. As only one part of the plan will be used at a time, the remaining portion can be folded over for reference and study during the process of assembly. A small drawing board will be suitable upon which to assemble the model airplane.

DETAILED INSTRUCTIONS BY Joe OH

STEP No. 1
Body Sides
Material: Balsa 1/16"x1/16".

All construction work is done directly over or on paper plan. To prevent wood pieces from sticking to plan, obtain a piece of waxed paper, place it over the plan, and then pin the wooden strips directly over the lines which show through waxed paper. The heavy outlines represent the main part of the body. This part should be constructed first. A side view of the body is illustrated in the sketches. Make both sides exactly alike by placing another piece of waxed paper directly over the first set of wooden parts and building the other body side directly on top of the first.

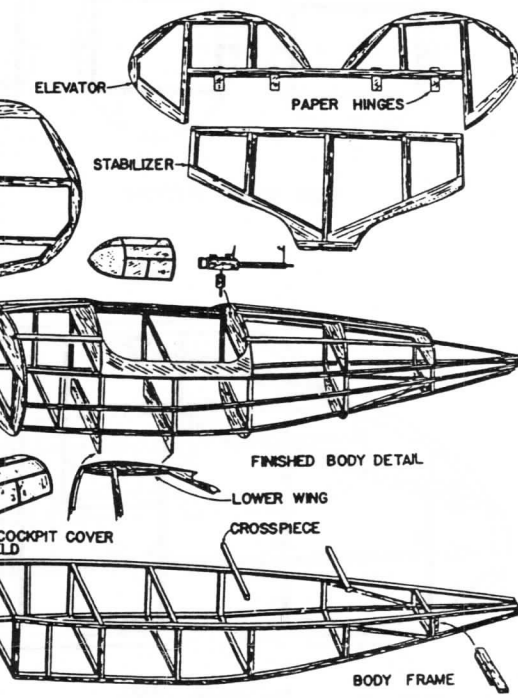
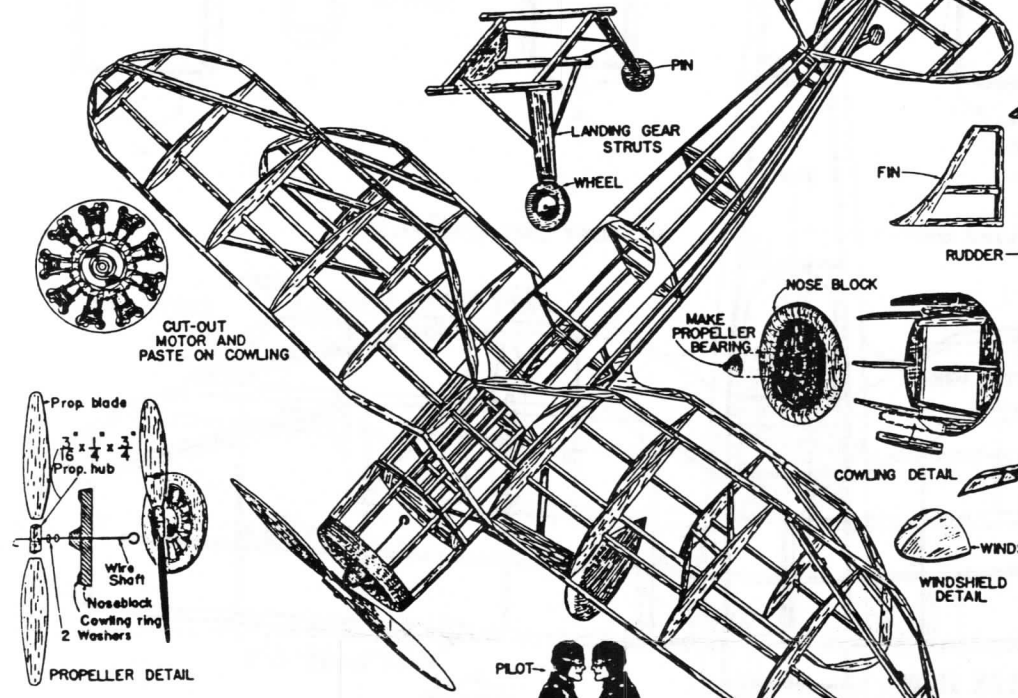


STEP No. 13
Covering
Material: Tissue.

Cover body first. Fit tissue over all sections before cementing down. Be economical with tissue as only enough is supplied to cover model. For sticking tissue to framework, use a VERY THIN solution of flour or library paste, or ordinary glue thinned with water. Apply tissue to a small portion of the framework and then place tissue on same. Be careful not to leave tissue when damp or wet from paste. The covering procedure is the same for both wings and tail units. (In some cases only small portions of the body or other parts can be covered without wrinkling.) Details can be readily made without spoiling the appearance of plane. If covering is sprayed lightly with an atomizer containing clear water, the tissue, after drying will shrink smoothly over the entire framework. It is not necessary to soak the tissue. Practice on the rubber. Note results before spraying entire model.

STEP No. 14
Landing Gear
Material: Balsa 1/16"x1/8" strip.

The landing gear design is very simple, its construction should be studied from side and front plan views and size from sketches. Correct lengths should be copied from the plan view. Finish this assembly only after body has been completely covered with tissue. Wheel parts can be added but this material is not furnished.



STEP No. 2
Body Top
Material: Balsa 1/16"x1/16".

After the cement has thoroughly dried, separate the two sides. The two sides are then assembled on the Plan View to the correct widths as shown in the view of body sections. The method of doing this is also illustrated in the perspective sketches.

STEP No. 3
Formers
Material: Printed balsa rib sheet.

The body formers are illustrated in full size on the plan and are also printed in outline on the rib sheet. With a razor blade, cut out body formers and fit them to the top part of the body.

STEP No. 4
Stringers
Material: Balsa 1/16"x1/16".

The semi-circular shape of the body is secured by the formers. To fill out the roundness of the body, longitudinal stringers are placed in the small square cut-out sections of the formers. The stringers, as a rule, are always a trifle smaller than the main body longitudinal members.

STEP No. 5
Cockpit
Material: Printed paper outline on plan.

The cockpit is illustrated in full size on back of plan. This may be cut out and used as shown, or, if plan is to be preserved, trace the outline on a stiff piece of paper to use as a guide for cutting.

STEP No. 6
Windshield
Material: Transparent material.

A layout of windshield is illustrated on plan. The transparent material should be cut to size and cemented to front of cockpit as shown.

STEP No. 7
Wing-Ribs
Material: Printed balsa rib sheet.

Cut out all ribs as illustrated. Notch them for assembly to leading edge, spar and trailing edge. The top wing should be assembled and cemented in one piece across the Plan View. Use waxed paper underneath wooden parts. After wing is completely assembled and thoroughly dry, crack it at the middle. Place blocks near wing tips to raise ends. Pin down firmly, cement cracked joints and allow to dry in this position. The incline of the wing is called dihedral. It helps to give the model airplane inherent stability.

STEP No. 8
Stabilizer
Material: Balsa 1/16"x1/16" 1/16"x1/8".

Two sizes of balsa are required for the stabilizer. The wider pieces are used for the curved parts. Assemble in outline illustrated in plan view.

STEP No. 9
Rudder
Material: Balsa 1/16"x1/16" 1/16"x1/8".

Material and construction are the same as used for stabilizer. Mark part over side view as illustrated on plan. Set aside until final assembly.

Controls are added just as on the full sized machine except for the operating method. Stiff paper is used for hinges and the controls can then be moved up and down or back and forth. Check on plan and sketches for details.

STEP No. 10
Propeller
Material: Printed balsa rib sheet.
Hub 3/16"x1/4".

The blades of propellers are cut from the printed rib sheet. Outlines are shown. Corners only should be sanded lightly to a rounded shape. Make hub from a 3/16"x1/4"x3/4" piece of balsa. Be sure that material furnished is cut down to the exact hub size. This size will give the correct thickness for propeller blade angle. The propeller blade BLOTS, in opposite ends of hub, should be at nearly right angles when viewed from end of hub. Cement blades into place. It may be advisable to use a thin coping saw blade to cut the slots.

STEP No. 11
Nose Block
Material: Balsa 1/4"x1-5/8"x2".

Cut nose block to shape illustrated in front view of plan. Then shape it as shown in side view. The general appearance of nose block is circular as viewed from the front. Its outside dimensions should conform to the front shape of the body.

STEP No. 12
Shaft
Material: Steel wire—.018".

After propeller has been assembled and nose block carved to fit front of body, insert propeller shaft through nose block, slip 2 washers over shaft and then push shaft through propeller hub. (Before pushing shaft through hub, make a small hole with a pin or needle slightly thinner than the shaft diameter.) After assembly has been completed, push shaft further through hub and bend protruding end as illustrated in propeller sketch. Pull hub back into the hub, cement securely and allow to dry. This complete nose block unit should now be cemented to front of body.

STEP No. 15
Wing Struts
Material: Balsa 1/16"x1/8" strip.

All wing struts should be roundly sanded on both leading and trailing edges. Wings should be cemented together before they are attached to body by means of struts. As the cement dries smoothly, struts will soon become secure. All corners and edges on entire model should be gently smoothed or rounded with sandpaper.

STEP No. 16
General Assembly
Material: Various finished parts.

Cement stabilizer in place on top of long spar at rear. Rudder is then to be cemented in place. Landing gear and wing struts can now be attached in their proper places over covered tissue sections.

The most important point to keep in mind when assembling, is the relation of the leading edge to the trailing edge of the wing. In any event, the under surface of the wing should be nearly parallel to the center line of the body. The position of the wing can be checked best by sighting the entire model from the side during the assembly process. It is safe to place the trailing edge of the wing 1/16 of an inch lower than the leading edge.

STEP No. 17
Motor
Material: Rubber band 1/32"x3/32"x1".

The rubber band is held in front by hook in shaft and at rear by hard balsa cross piece. Band can be easily inserted by threading or pulling into position with a piece of string. A small opening in the side at front and at rear of body should be left uncovered for inserting rubber. DO NOT crush plane while affixing rubber.

STEP No. 18
Decorations
Material: Figures and black lines on plan.

Instrument panel with motor picture, pursuit pilot and gunner to fit this plane are provided on the plan. Cut them out and paste on plane as shown. (Or trace them and make copies if you do not wish to cut pins.) Near the edge of the plan is printed a set of small black lines. Cut them out and use them for outlining airplane, elevators, and rudder.

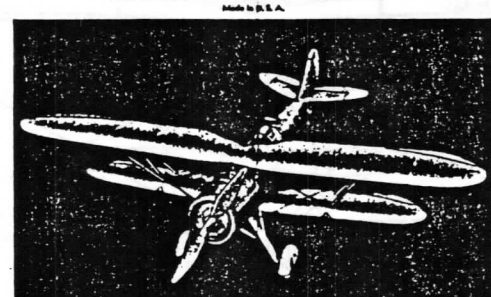
STEP No. 19
Pilot
Material: Sketches on rear of plan.

Printed pilot heads are furnished on back of plan. Cut them out and paste a left and right side together. Then cement a small balsa cross brace and cement in position in cockpit. The instrument panel should also be cut out and cemented in place in front of the cockpit on the former provided for this.

STEP No. 20—Flying

When model has been completely assembled, it should be checked for center of gravity balance before any trial flight is attempted. Place the forefingers at the midpoint of the wing tip and lift the model to see whether it balances. If the tail has a tendency to drop, it denotes tail heaviness, which may be overcome by adding a small bucket or a few heavy pins or light-weight nails to the nose block on the lower side. If the nose has a tendency to point downward, the procedure for balancing is reversed (that is, the tail should be slightly weighted.) When the plane remains horizontal while suspended on the fingertips it may be considered balanced.

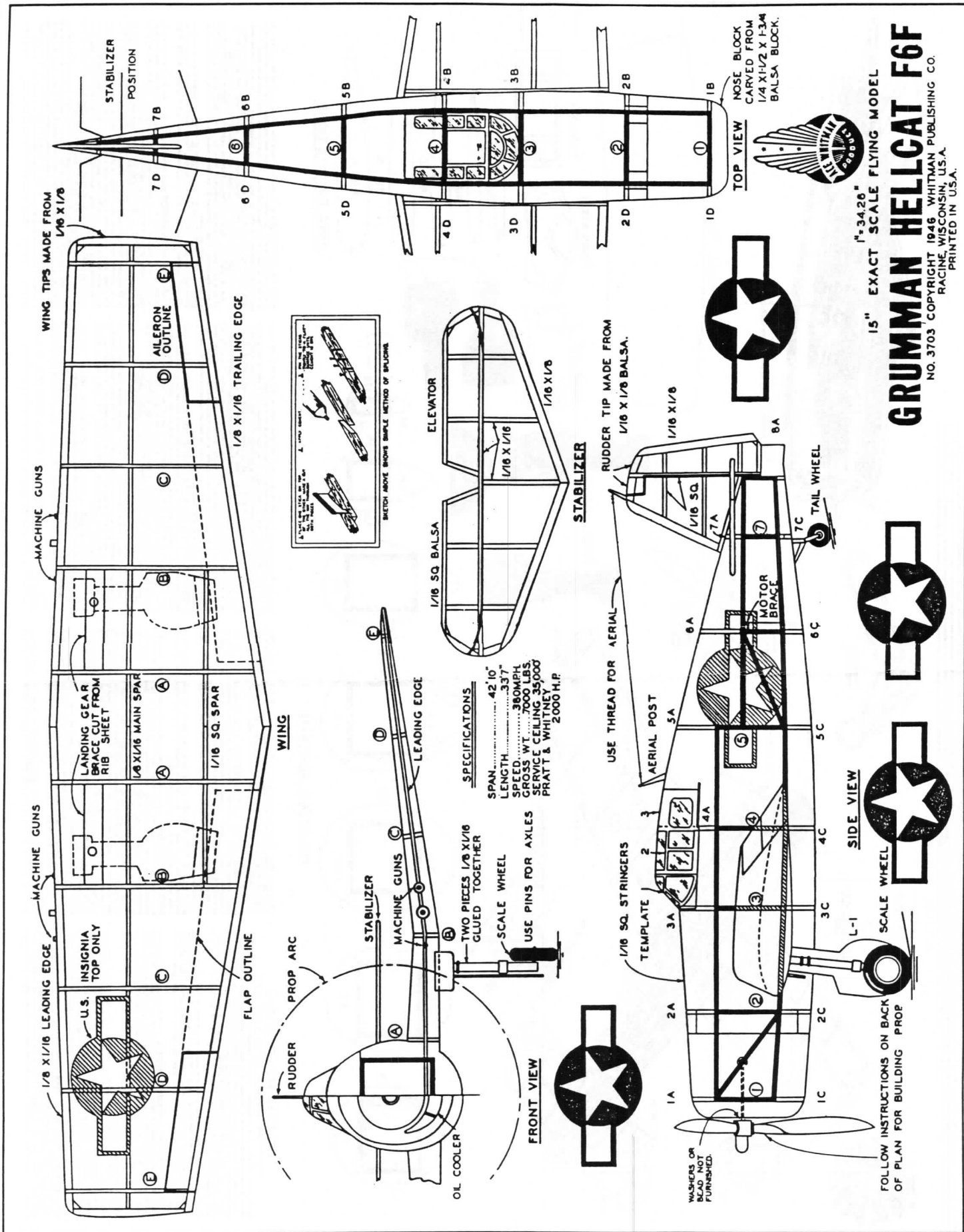
A few small trial glides should be made AFTER the model has been balanced and not before. In gliding, if the nose of the ship has a tendency to climb, and if it does not make a gradual glide to the floor or to the ground, the tail is still a little heavy. This model is balanced by additional weight at the front part of the ship. To be certain that the model is balanced correctly, hold it ready for launching unpowered, and when the glide after leaving the hand is steady and consistent, and goes forward 10 to 15 feet, it may be considered a normal glide. The model is then ready for its first trial flight. When gliding a model do not launch it upward and forward, instead, launch it with the nose pointed slightly downward, permitting gravity to take effect. Before trying a powered flight, it is advisable to test the motor by turning the propeller with the right forefinger and permitting the rubber to be unwound four or three times. While winding the propeller be sure to hold the model firmly directly behind the propeller hub and bearing. Always grasp the model at a point where there are cross braces. The proper number of turns for the rubber may be checked by looking through the space in the cockpit. When you see that the coils or twists are fairly small and tight, after approximately 100 to 150 turns, the motor is wound up enough for flying.



ACTUAL PHOTOGRAPH OF MODEL MADE FROM THIS KIT

CUT OUT BLACK LINES BELOW TO USE IN OUTLINING CONTROLS

(Courtesy Gleason Enterprises)



15" EXACT SCALE FLYING MODEL

GRUMMAN HELLCAT F6F

NO. 3703 COPYRIGHT 1946 WHITMAN PUBLISHING CO.
RACINE, WISCONSIN, U.S.A.
PRINTED IN U.S.A.

(Courtesy Gleason Enterprises)

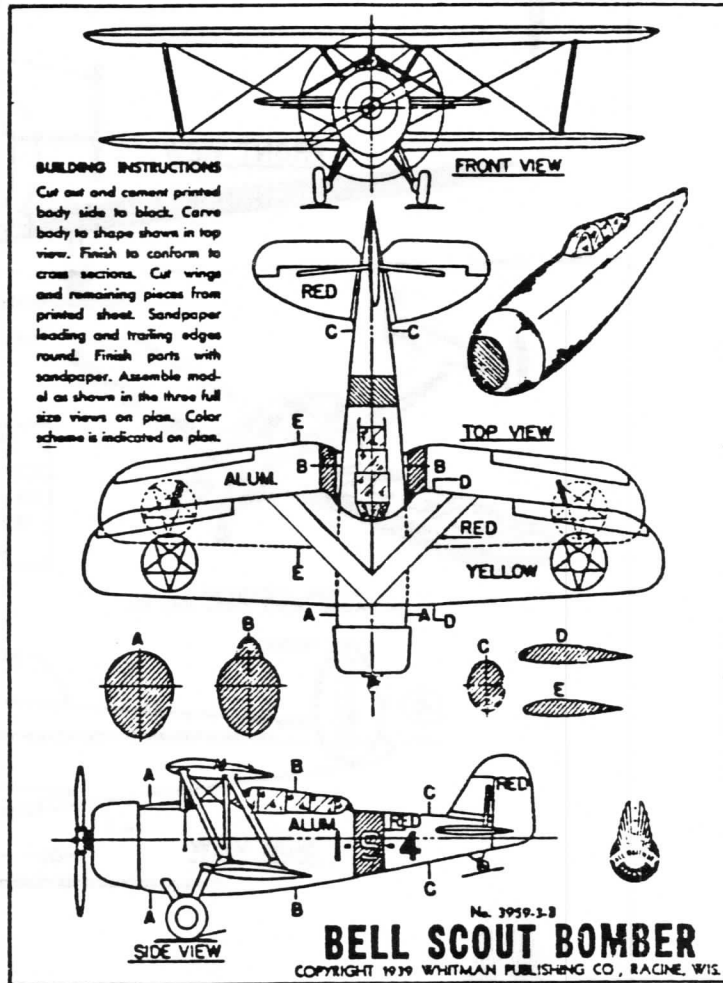
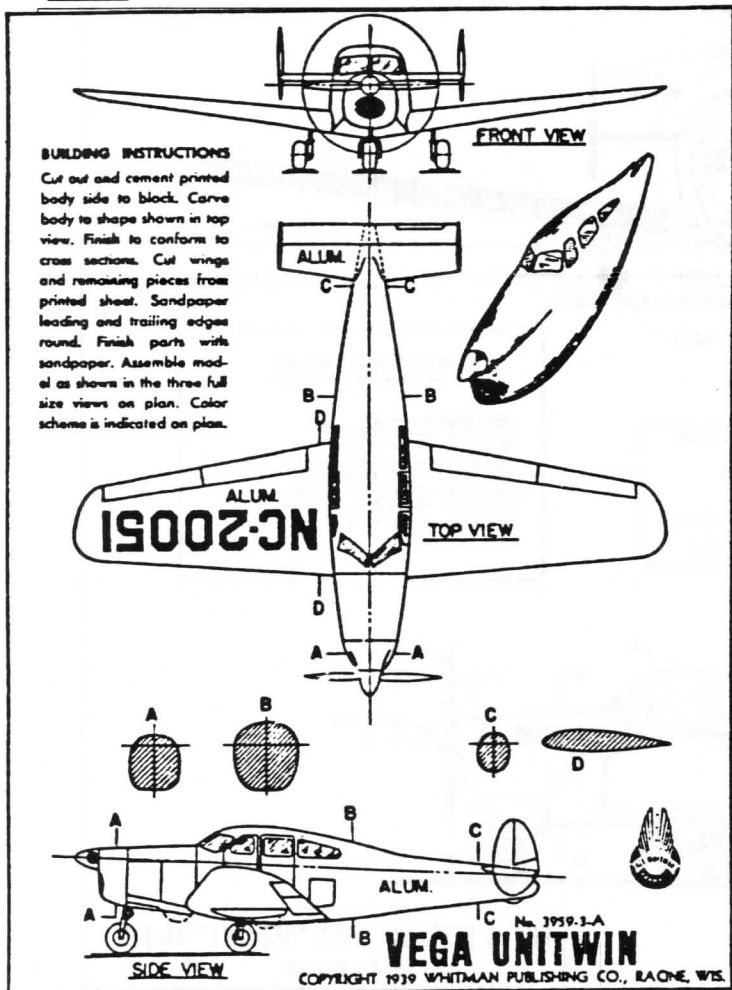


Above: This Walt Grigg photo shows an array of Whitman kits from just before WW-II. Boxes were printed in full color.

Morrie's Law: "The amount of time required to unpack a kit is directly proportional to the amount of time and difficulty spent by the shipper in packing it, and is inversely proportional to the amount of damage the US Postal Service can inflict, even after placing a piano on top of the kit, or in the case of the USPS, after using a 4-ton force to stamp the kit "Fragile" and then throwing it across the room into the bin."

Morrie Leventhal

Below: These full-size solid model plans are two of the four contained in a 1939 "Four for a Nickel" Whitman kit.



An Offer You Can't Refuse...

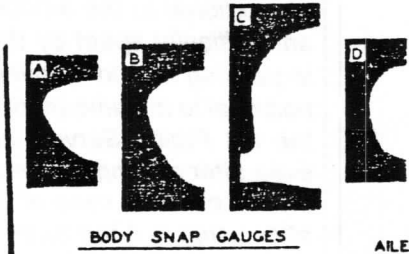
Jim Alaback is offering a ten-page listing of modeling sources that includes commercial sources of old-timer materials, kits, engines, plans, literature, etc. Send an SASE and \$1 to: Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128

NC31311

NC31311

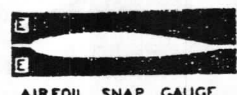
CUT OUT AND GLUE TO BOTTOM OF LEFT WING

CUT OUT AND GLUE TO TOP OF RIGHT WING



BODY SNAP GAUGES

AILERON

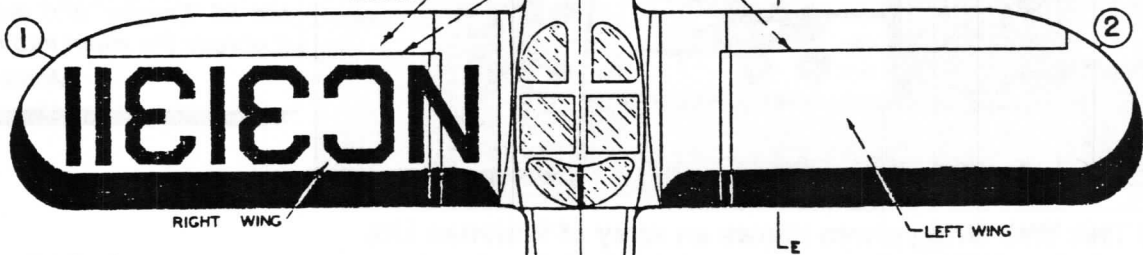


AIRFOIL SNAP GAUGE

CUT OUT AND GLUE TO SIDES OF BODY

LEFT SIDE

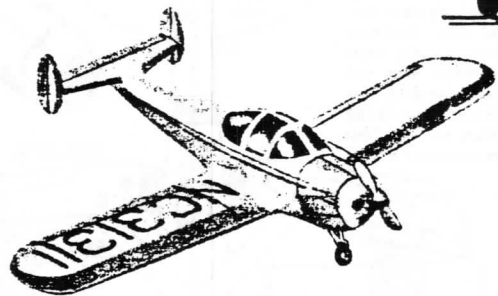
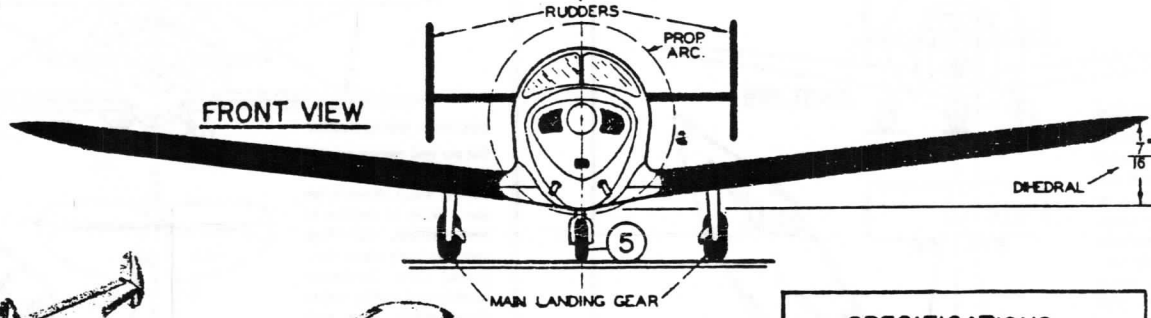
RIGHT SIDE



TOP VIEW

CUT OUT AND GLUE IN PLACE

FRONT VIEW



ACTUAL PHOTOGRAPH OF MODEL BUILT FROM THIS KIT

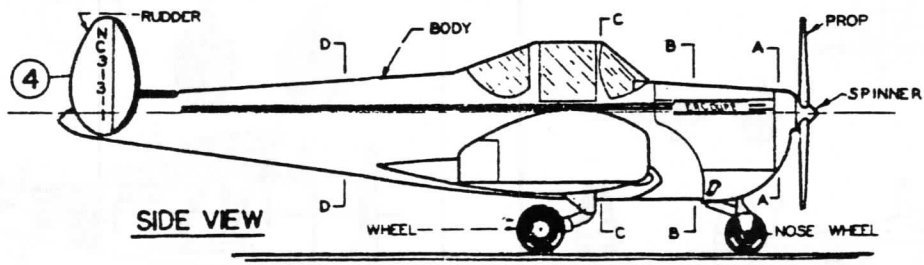
COLOR SCHEME

- — SILVER
- — RED

TRIM AND CONTROL OUTLINES ARE BLACK

SPECIFICATIONS

- WINGSPAN — 30"
- LENGTH — 20-9"
- HEIGHT — 5-11"
- ENGINE — CONTINENTAL 75 H.P.
- CEILING — 14,000 FEET
- MAXIMUM SPEED — 127 M.P.H.
- CRUISING RANGE — 500 MILES
- NUMBER OF SEATS — 2



SIDE VIEW



ENG. & RESEARCH CORP. "ERCOUPE" AA-2
SPORT PLANE
6-INCH WINGSPAN ★ SCALE 1" = 60"
 No. 3715 COPYRIGHT 1946 PRINTED IN U.S.A.
WHITMAN PUBLISHING CO., RACINE, WIS.

Ace Whitman flying model kits may be better remembered, but solid scale models, such as this 1949 Ercoupe kit, were also offered. Note the unusual scale of 1" = 5' (1:60), which falls between the more common scales of 1:48 and 1:72. (Courtesy Jim Alaback)

EARLY GAS MODELS

by Jim Alaback

The first commercially successful gas model engine, the Brown "Junior" (.60 cubic inch displacement), went into production in 1934. The first magazine plan to build a gas model appeared in 1935 (in *Model Airplane News*), and the first four kits were offered that same year. Late in 1935, the second commercially successful engine, the Baby Cyclone, was introduced.

In 1936, gas modeling began an expansion to a wider population, but was still certainly in an embryonic stage. *Flying Aces* magazine (today's *Flying Models*) published its first gas model plan in the September issue. It was a stick gas model, carrying over the idea of a stick rubber model as a beginner's type. In a time of seven- and eight-foot wingspans, the "Flying Aces Stick" was also a small model, with its five-foot wingspan and Baby Cyclone (.36 cid engine) for power.

The plan drawing was presented on four pages as shown on the next page. The builder was required to scale it up to full size to get working construction drawings. (I built one, drawing my plan in pencil on brown wrapping paper; others used shelf paper.) The concept of full-size plans from the magazine publishers was then still about five years in the future. Today, full-size plans for most of the early magazine gas models have been drawn up by members of the Society of Antique Modelers (SAM) and are available through John Pond's Old Time Plan Service, P.O. Box 90310, San Jose, CA 95109-3310. These plans are listed in his "Old Timer and Nostalgia" catalog, which costs \$2.00.

How to Construct

The Flying Aces Stick



Here 'Ma' fans—the snappy, lefty, open Flying Aces Stick Gas Job. And as you can see, she's every inch a flyer! That's a Baby Cyclone engine in her nose.

By Bill Effinger & Thracey Petrides

DOESN'T a fellow have to have something extra on the ball to become a gas jobber?" Not a bit of it, brother! If you're an average rubber-model builder with a little spare common sense, you're all set to "get in."

"But," you say, "a gas model is a darn complicated thing to build, and—"

Pardon us for interrupting, but you're wrong again! Maybe you never realized it before, but there are stick-type gas jobs just as there are stick-type rubber powered models. And that's what we've got for here. Of course, we don't have to tell you that in this model game you can't beat a stick job when it comes to learning the ropes.

There are really only two reasons why the average model airplane builder who wants to make a gas model hesitates—he's worried about his inexperience with power jobs and also about the cost. Since gas models are generally conceded to be the most advanced form of model building, he may come to the mistaken conclusion that gas model construction is only for the most expert and experienced builders.

As for the cost, our gas model prospect has heard that the average outlay for gas models is about \$35—all of which goes up in so much smoke if the ship is not properly designed and balanced.

Fortunately, however, we can assure you that the trend is now away from the complicated airplane structures which demand so much extreme expertness on the part of the builder. Smooth, clean ships which are simply made have already replaced the old "flying box cars." And best of all, the trend in the gas job field is definitely away from high costs.

The Flying Aces Stick Gas Job was designed to be as simple as possible, and at the same time to be strong, stable, and capable of flights of good duration. We built this model at a minimum expense, yet the

completed ship fulfilled our highest expectations. More than one hundred flights were made, each ending with a perfect landing. The plane always takes off after a very short run, and it has climbed steadily in each flight until the engine "faded out." In the return journey, its glides are smooth and flat.

It only costs a few dollars to build the Flying Aces Stick Gas Job, and it's as easy to build as a good rubber powered model—in fact, easier than many of the rubber motored replica craft. Above all, this gas model will give you real experience in building and flying powered craft. Okay, then. Let's get started—

THE MOTOR STICK

THE motor stick is the backbone of the plane and should be constructed first. The outline of the motor stick is laid out, according to the dimensions on the plans (see following pages), on a smooth board.

The $\frac{1}{4}$ " by $\frac{1}{2}$ " spruce longerons are bent along the outline and the cross members are cemented in place with model cement. After the cement has dried, small holes are drilled in the longerons, using a brad as a drill. Two $\frac{3}{4}$ " brads are nailed in each cross member.

The two longerons are cemented together in the rear, and a balsa gusset is used for strengthening. The motor mount is simply two pieces of $\frac{1}{4}$ "-thick plywood which are glued together and cut out to fit whichever motor you use. Drill small holes and insert $\frac{1}{2}$ " round-head wood screws to further secure your mount.

LANDING GEAR AND WING MOUNT

THE landing gear is bent from $3/32$ " diameter steel music wire. It is made in two pieces, according to the dimensions shown on the plans. The bottom of the landing gear is bound together with copper wire and soldered.

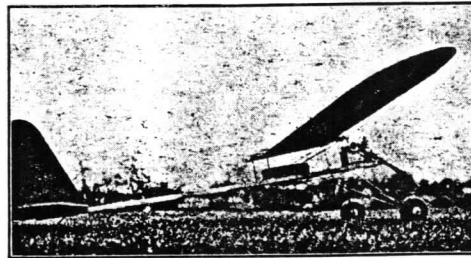
Care should be exercised in bending the landing gear. Make sure that one side is not longer than the other, and that all the angles are equal. The finished landing gear is bound to the longerons and cross members with copper wire. We recommend $3/2$ " pneumatic wheels for the model, but if you find the expense is too great, homemade wooden wheels, will serve the purpose.

The wing mount is also bent from $3/32$ " diameter steel wire and then bound to the fuselage and cross members.

Note that the front brace is $5/16$ " higher than the rear in order to give the proper amount of incidence to the wing. Two $3/16$ " by $1/2$ " spruce wing supports are then bound securely to the mount with soft copper wire.

TAIL ASSEMBLY

OUR tail surfaces are all-balsa in construction and are built to the dimensions shown. The leading edge



In this photo, the simplicity of the ship's structure is well brought out. There's not a single complication to "stump" you in building her. In fact, a lot of replica, rubber-powered models are harder to construct.

COPYING DIE-CUT PARTS FROM OLD KITS

by John Pothier

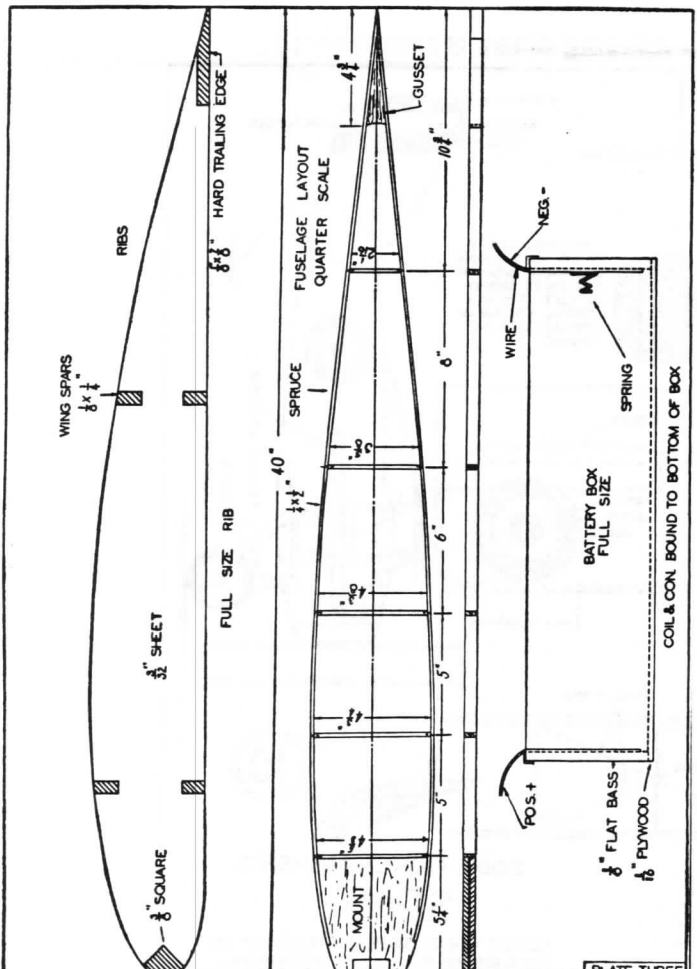
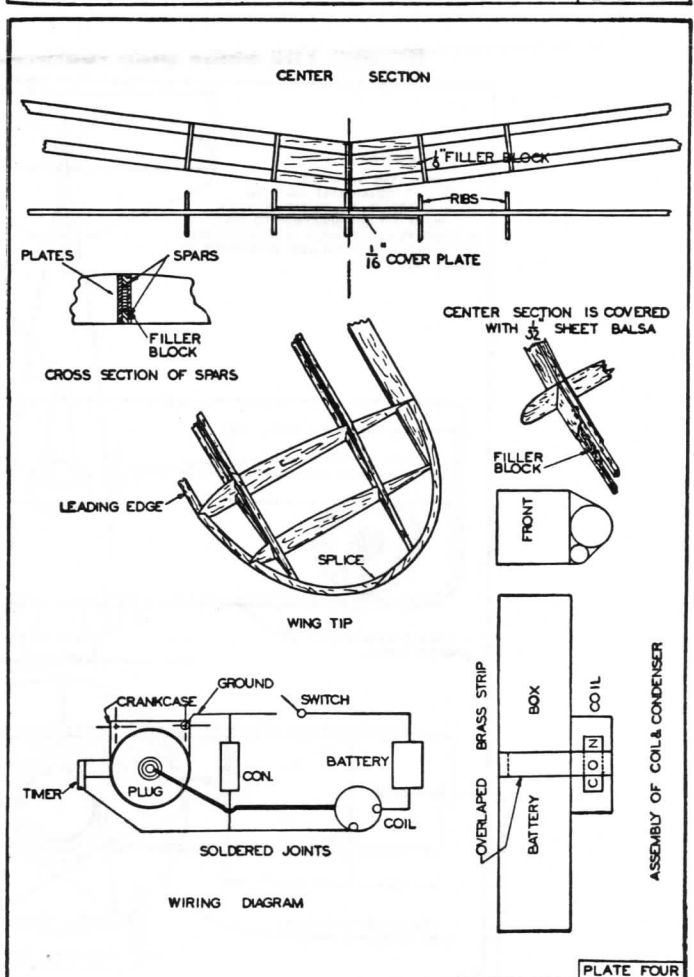
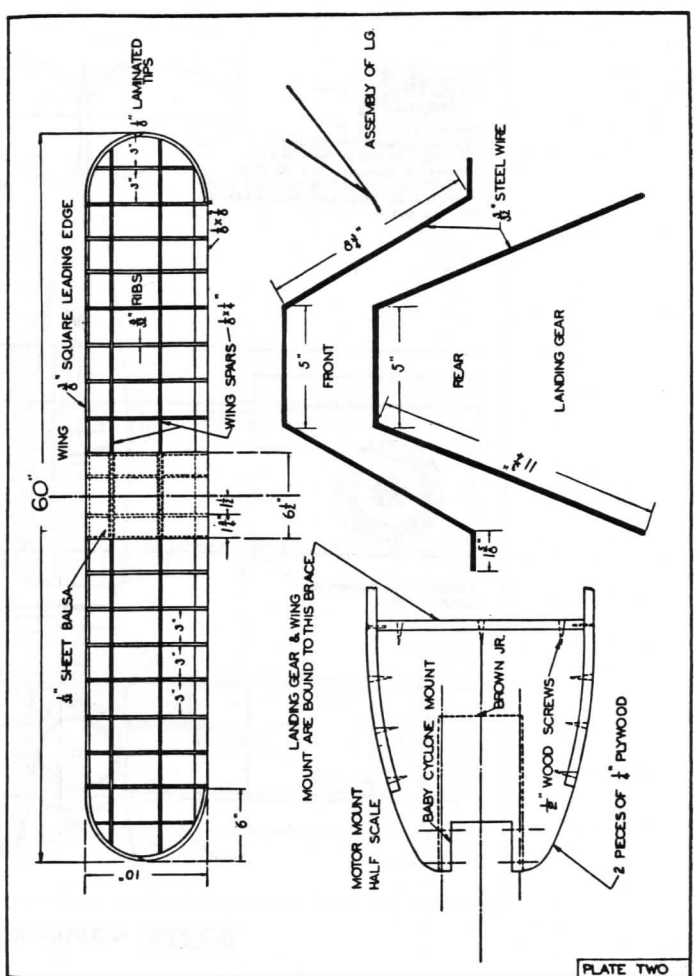
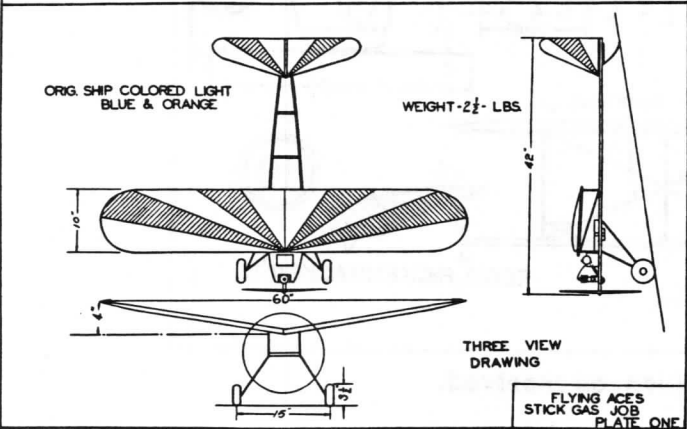
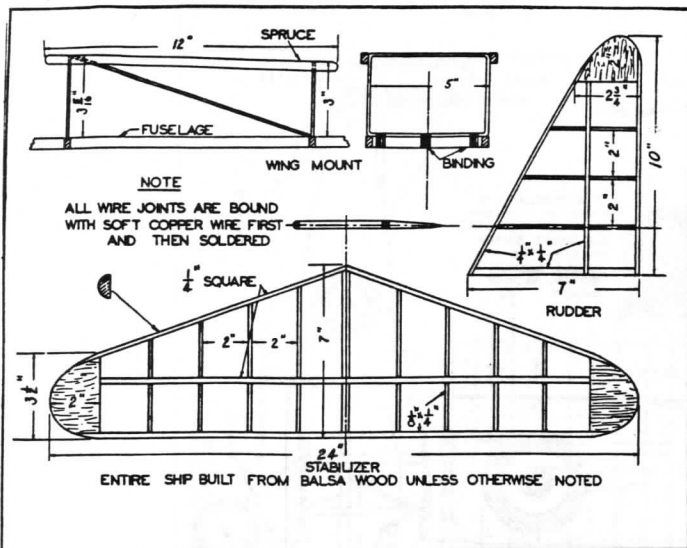
A challenge for many collectors and admirers of old model kits is how to replicate the original parts so that one can build a model without using the irreplaceable original kit wood. If there's a plan available with all the parts on it, it can be copied, or if the kit wood sheets are printed, the sheets themselves can be copied. But what about die-cut sheets with no readily-discernable outlines? It's almost impossible to get good reproductions of the cut lines, no matter how good the copier used.

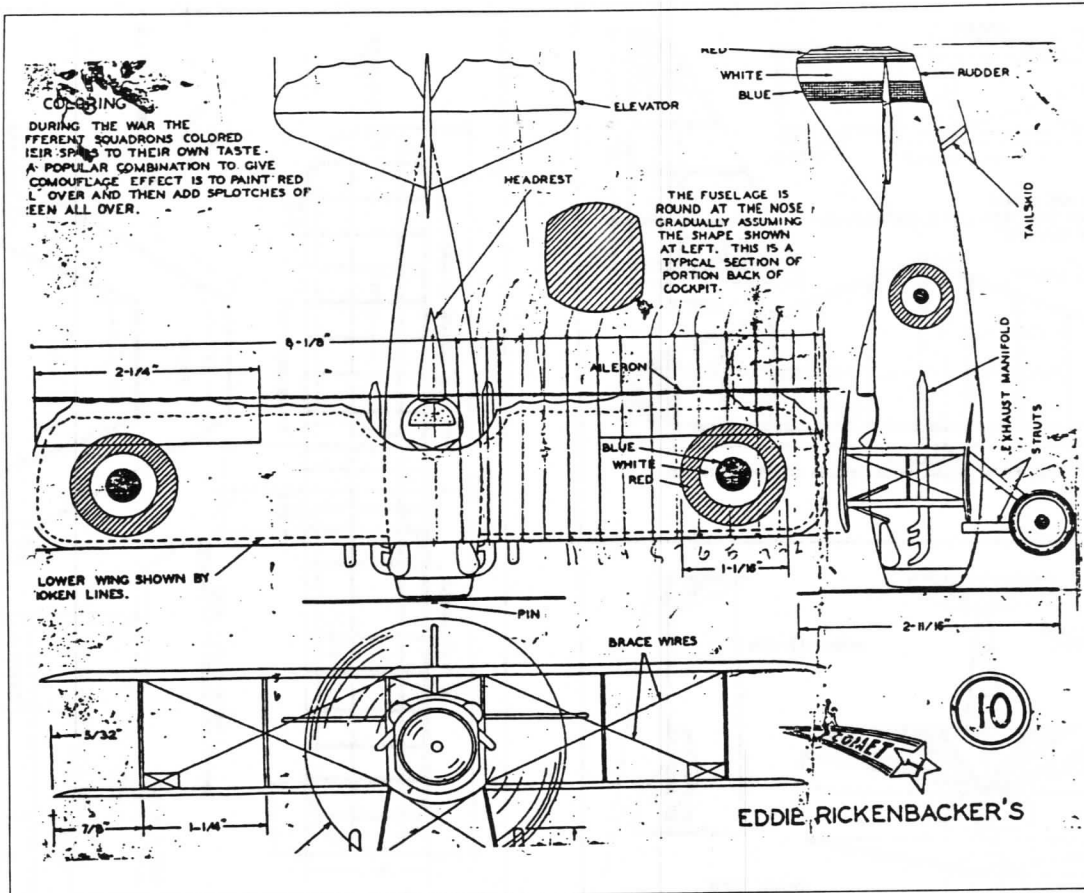
An effective way to highlight the parts on sheets such as these is to use a very fine-line ballpoint or fibre-tip pen to trace over the 'valleys'. However, this will permanently mark the sheets, which is a shame...and it may detract substantially from the collector value of the kit.

While experimenting around, I came up with an extension to the parts outlining idea that seems to have merit: By sticking a sheet of Frisket paper (the artist masking film) on the side of the sheet

the die struck, a fine-line pen can ride pretty well in the 'valleys' the die made (the Frisket paper has just enough give)...or, of course, one can use rules and curves as guides. The 'Frisketed' sheets will copy very cleanly, and the Frisket paper peels off the sheets readily after photocopies are made—much better than does Scotch 'frosted' tape, which I also tried—leaving no residue and pulling virtually no wood fibers from the sheets. One could stick the Frisket paper onto the material for the new parts, but that would require separate tracings for sheets that are duplicated in the kit. Also, it's possible to distort the Frisket paper when pulling it off.

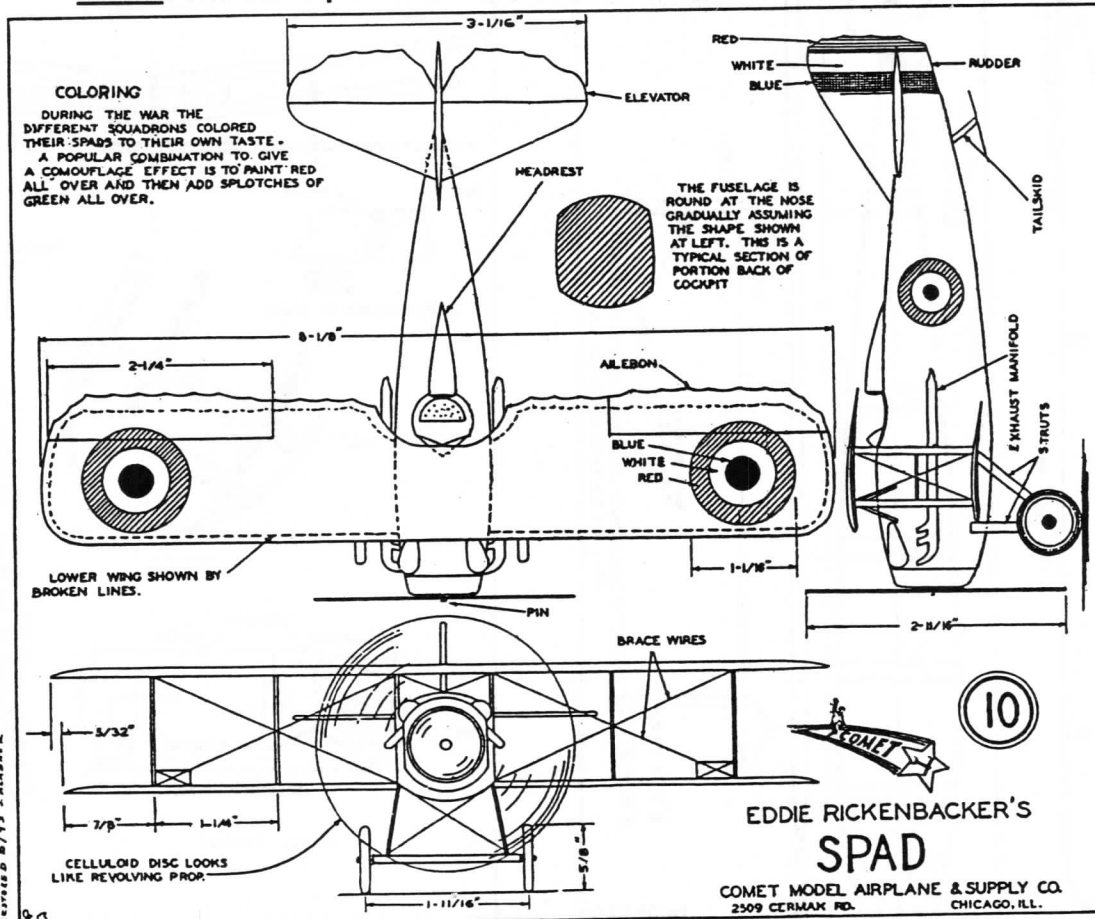
A common technique for getting the copied outlines to the new material is to spray the back sides of the copier sheets with a non-permanent 'stickum', then paste the sheets onto the new material and cut through them. An alternate, though, is to 'iron' the photocopies onto the new wood—it's usually possible to get at least 2 'ironed' imprints (reversed, of course) from a single photocopy—but use as little heat as possible, since it's possible to warp thin balsa sheets.

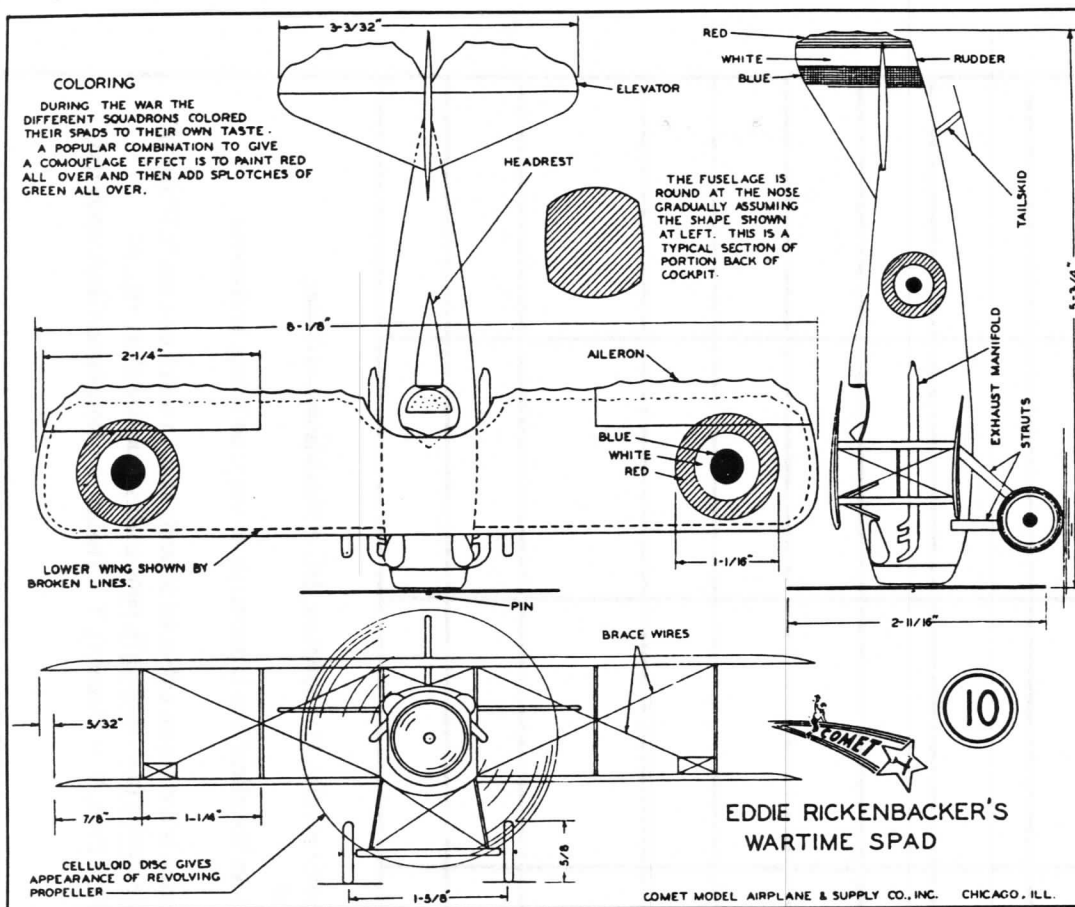




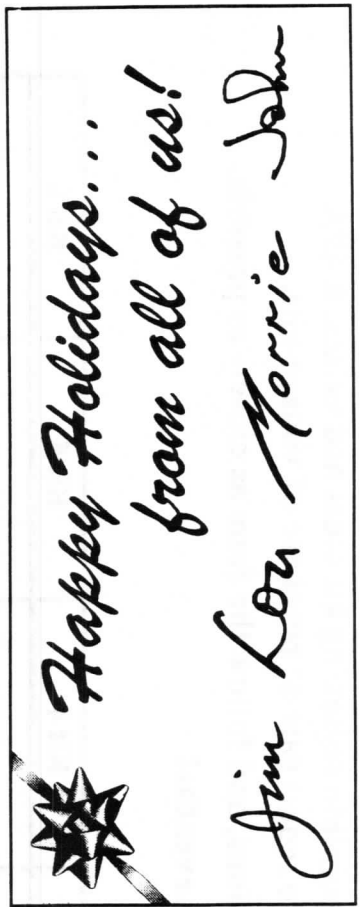
Above: Comet kit #10 plan, as received.

Below: The same plan restored, with missing areas reconstructed.





Above: Original Comet kit #10, 8" SPAD solid model.



HOW TO RESTORE PLANS by Jim Alaback

If you have drafting skills, you can restore old plans! *First*, make a photocopy of the plan to be restored. (Set your original aside and keep it for historical reference.) *Second*, on the new copy, use white-out fluid to cover over any blemishes or any markings that may have been added to the plan. Be careful to save the original plan lines as much as possible. *Third*, make a copy of the whited-out copy and replace or darken any lines or lettering as necessary, and darken any originally-black area that may be white-speckled as a result of several generations of photocopying—tires, NC numbers, insignia, and title-block artwork often need this. Disposable technical pens of two or three different line widths (from an office, drafting, or art supply store) seem to work best on the photocopy paper.

A real India ink pen is likely to produce a fuzzy line as the ink wicks out from the line.

The sample SPAD plan shown here had a special restoration problem, since the borders and edges of the drawing itself were missing as a result of the original 10" x 12" plan being photocopied on 8½" x 11" paper. I had two other Comet solid model plans in the same series, #8 Curtiss and #9 Fokker D-7, to use for guidance in filling in the missing area on the #10 SPAD plan. Since there was guesswork in reconstructing the missing areas, my plan surely differed from an original. For that reason, I noted in a side border of the restored plan: "Restored 5/93, J. Alaback". Since then, I obtained the original, complete SPAD plan from Comet kit #10. It's interesting to note the differences in the reconstructed areas of the plan. (All plans are reproduced here at 50% of the original size of about 8" wingspan.)

Have You Tried... GLEASON ENTERPRISES

Dick Gleason is a retired A&E (with IA) mechanic and pilot (but still active model builder...when time permits) who single-handedly runs Gleason Enterprises in Austin, MN. Dick's specialty is high-quality reproduction of aircraft model plans, both magazine-published and from kits. At last count, he has something over 5000 full-size model plans available for copying, plus over 150 shelf-feet of model aviation magazines and books in his archives. If you need a copy of a particular plan, Dick will either generate a high-quality blackline copy of it from his plan archives or will enlarge it from the original magazine reduced-size plan. Dick's expertise and top-caliber copying/enlarging equipment can solve the problem of how to get a plan of a specific model at some specific size—for example, an 18"-span scale rubber job enlarged to 48". He's a stickler for quality, and if your enlarging

requires more than one pass with his equipment, Dick rotates the interim sheets 90 degrees to assure that the final print (made on a Xerox 2515 copier that uses roll paper 36" wide and as long as needed) has virtually no distortion. The quality of these repros has to be seen to be appreciated. The current catalog, #7 (\$7), is 135 pages long, with separate sections for almost any category you could want: rubber, CO₂, control line, free flight, R/C, Air Trails/Hobby Helpers plan sets, M.A.N. plan sets...and more. Dick's Model Plan Finder service can tell you (for a modest fee) for any particular full-scale aircraft, all the plans available for it...including designer, publication and date, scale, wingspan, published scale of the plan, type of power, and type of model. The database has over 650 specific scale aircraft makes and over 3200 non-scale model plan sources...plus several file drawers of 3-views. Contact Dick at Gleason Enterprises, 705 10th Avenue S.W., Austin, MN 55912-2775, tel. (507) 437-3781.

In an effort to obtain and pass on as much information as possible regarding kit costs and values, KAPA is gathering and compiling information. Below is a form to report sale or purchase of vintage kits.

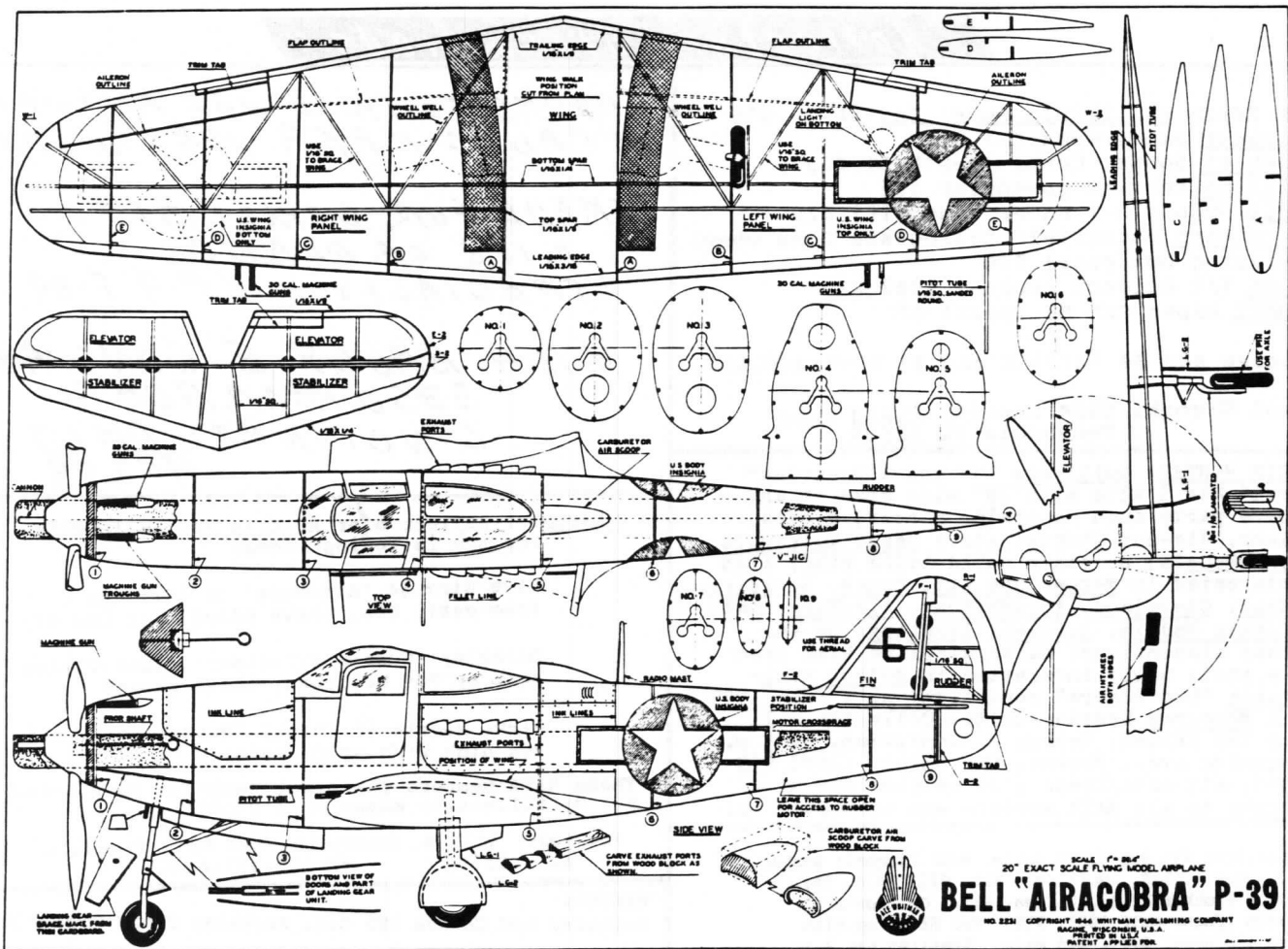
Please be as conservative as possible on box and kit conditions, and follow the form as closely as possible.

Mail your completed form to: KAPA Kitcost, % Morrie Leventhal
 1788 Niobe Ave.
 Anaheim, CA 92804

	Kit 1	Kit 2	Kit 3	Kit 4	Kit 5	Kit 6
Manufacturer						
Kit Name						
Type¹						
Wingspan						
Box Condition²						
Kit Condition³						
Missing Parts⁴						
Buy/Sell Cost						
Date Bought/Sold⁵						

NOTES

1. U = Controline, RC = Radio Control, F = Free Flight, R = Rubber, CO₂ = CO₂, S = Solid (not plastic), G = Sailplane, HG = Hand-launched Glider, RD = Rubber Display (E.g., SpeedeeBilt), FURC = Free Flight/Controline/Radio Control
2. E = Excellent, VG = Very Good, G = Good, F = Fair, P = Poor. (Please be conservative! An 'Excellent' box is perfect in all ways: no fading, broken-out ends, creases, bashed-in corners, etc.)
3. C = Complete, I = Incomplete. (If incomplete, use codes in Note 4, below.) The kit condition is not shown unless kit is really shot, in which case the "CP" or "IP" is used, but take into consideration the condition the kit was in when it was new: rough die cutting (die crushing?), poor quality blue line plans, etc., etc.
4. B = Box, D = Decals, P = Plans, PW = Printwood, ST = Stripwood, SW = Sheetwood, PR = Prop, W = Wheel(s), T = Tissue, N = Nose button/shaft/washer(s), D = Dope/glue/paint (if kit came with it).
5. After the date, enter (B) for Bought or (S) for Sold



SCALE 1" = 36"
20" EXACT SCALE FLYING MODEL AIRPLANE
BELL "AIRACOBRA" P-39
NO. 821 COPYRIGHT 1946 WHITMAN PUBLISHING COMPANY
RACINE, WISCONSIN, U.S.A.
PRINTED IN U.S.A.
PATENT APPLIED FOR

Collector Classifieds

KITS FOR SALE:

TWENTY PAGE LIST - \$1.00

PLANE KITS, BOXES, PLANS
CAR KITS, Balsa, Plastic
Solids, RC, Plastic, Freeflight
U/C CONTROL OLD TIMERS.
GERALD CAMPBELL, 2355 SE 43RD
PORTLAND, OR. 97215

* MODELERS *

- 3-VIEWS: 25 PAGES 8 1/2 x 11... WWI, II & A FEW CIVIL A/C... 50¢
 - PLANS PACKET: 45 PAGES 8 1/2 x 11 WWI, II & CIVIL A/C... 80¢
 - DRAWINGS PACKET: 49 PAGES 8 1/2 x 11 WWI OLD PULP MAG & FACES INK DWGS. OVER 180. 3-6 PER PAGE 90¢
- WILL COPY PKG. & MAIL FOR ABOVE PRICES OR SEND \$ASE FOR MORE INFO DOUG. WORTHY 1149 PINE AVE MANHATTAN BCH., CA. 90266

WANTED

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PUBLISHED QUARTERLY BY
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NOT ORIGINAL - REPRINTS IF ANY!
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321 NASHOBA RD. CONCORD, MA. 01742

PHIL OESTRICHER 8524 MARY'S CREEK DRIVE
FT. WORTH, TX 76116 (817) 244-7486
KITS FOR SALE: (PRICES INCLUDE UPS
FOR SINGLE KITS, LESS FOR MULTIPLES)
STRATO-CAT C/L, BOX G, REST FAIR \$25
FLYLINE JUNGMEISTER, VG-EX \$25
MIDWEST MAGICIAN 15 C/L, VG \$25
BERKELEY ORBIT ACE C/L, BOX POOR
(LABEL BUG EATEN), REST GOOD \$40
SIG SKYBOLT, EX \$80, SIG J-3, EX \$50
BALSA USA FORCE ONE RC, EX \$45
SIG CITABRIA, EX \$70
AIRTRONICS OLYMPIC II RC, EX \$60
I WOULD APPRECIATE ANY ASSISTANCE IN
OBTAINING A COPY OF THE PLAN FOR THE
HI-FLIER 10¢ MORANE-SAULNIER.

SELL: MONOGRAM SUPERKIT MIG-15,
F-84, F-86, F4U-5, \$45 EA. P-40 WITH
BAD DECALS AND WARPED CANOPY, \$25.
DYNA-MODELS F9F, F-80, COUGAR, F6F,
F-84, P-51, P-40, F8F, MIG-15, P-47,
\$40 EA. P-38 \$50. POSTAGE
\$3 EACH KIT.

WANT: EARLY STROMBECKER PLANE KITS.
DAVE KINGMAN
608 MAYFLOWER AVE.
FT. WALTON BCH., FL 32547

Buy/SELL/TRADE: SOLID AND SCALE
STICK & TISSUE KITS. NEW DISPO LIST
AVAILABLE ON REQUEST. EDMARCINIEC
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WANTED: MAKE CONTACT WITH ANYONE
WHO ATTENDED AVIATION AUCTION IN RIDGE
PA. ON OCT 29, '94.

Kollector Classifieds

FOR SALE: California Model Co. SE-5A \$18
Midwest Jabberwock C-1 \$14
Cambell Souper Coupe (new kit) \$23
Flyline Rearwin Speedster \$25
Bell Hughes H-1 Racer (new kit) \$20
Tern Aero Poterfield Collegiate (one wheel missing box poor) \$20
HAWK 1/4 Wildcat (solid) 1943 \$25
COMET Piper Cub B8 (poor) \$5

Please add \$4 1st kit and \$1 each add.kit.

Paul Grabski 5004 Saufley Field Road
 Pensacola Fl 32526

KITS WANTED: Guillow's "WW and 100 series" World War I kits with 18" wing span or any spare parts such as cowl, wheels, decals, plans, die-cut sheets, etc.; Hawk, Maircraft, Dyna-Models, or other solid balsa kits; Also interested in Megow, Joe Ott, Comet, Berkeley, Ideal, Cleveland, Ace-Whitman, Air-King, California Models, Guillow, Sterling, or any other discontinued balsa airplane kits from the past; Newly interested in Hudson Miniatures "Old Timers" wooden car kits from 1949 and Monogram Speedee-Bilts; Collector will pay top prices; George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711 (209) 439-3363; All sale/trade list welcome and my thanks to all KAPA members who contacted me!

Guillo's Kit 805 (3/8" scale, B-25 Mitchell Bomber, 26 1/2 v.s.), \$18. Guillow's Kits #202 (S.E. 5A), #204 (Fokker Dr-1), \$12 ea. kit. Guillow's kit #406 (Focke-Wulf 190), \$16. Two Sterling Kits #A-1 (Fokker D-7), \$15 each. Sterling Kit A-16 (Fokker D-8), \$12. R/N Models Double Kit #CG 504 (S.E. 5 and Fokker D-8), 3/4" scale, \$20. Please \$3 postage for one kit, or \$5 for two or more kits. Will sell all kits, in one lot, for \$85, and I will pay UPS shipping charge.

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

WANTED: U/C KITS FOR SBD DAUNTLESS, SPITFIRE, ERCOUCPE; CAVA-KIT U/C ERCOUCPE 1/2A; PLANS FOR BERKELEY MINI-ZILCH; **FOR SALE/TRADE:** BERKELEY AERONCA C-3, 36" WS; CLEVELAND EZ FOKKER D-7; MASTER MODELRAFT MARTIN B-26 SOLID; CLEVELAND PRINTWOOD FOR SF 2D AND SF 105; TOP FLITE ZERO, 61" WS; WING MACCHI C-202, 54" WS; VINTAGE AERO HELICOPTER; VK FOKKER TRIPLANE. LOU BUFFARDI, 400 WINDWARD PASSAGE, SLIDELL, LA. 70458. (ALSO NEED MINIATURE AIRCRAFT KITS AND PLANS FOR FUTURE KAPA ISSUE--HELP!!)

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WORRIED ABOUT PLANS DETERIORATING BECAUSE OF AGE, BRITTLINESS AND HANDLING?
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THANKS TO THOSE WHO ANSWER
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TRADE FOR COMET JETS -
 KITS OR PLANS
 ESPECIALLY KIT P-9 F-89

#104 BRUCE E CONWAY
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 CINCINNATI OHIO
 45209

WANTED: I Kollect offer RC Kits and am looking for the following items;

Live Wire 1/2A 'Aircoupe' or 'Ercoupe', from early 60s, (have plans)(kit box OK)

Berkeley 'Custom Privateer' giant flying boat by Don McGovern, (have plans)

Marks Models (I think) 'Bushwacker', mid 70s high wing sport model

Thanx KAPA members for great response to previous Ad, my Kollection keeps on a'growin'.

Joe Nagy, 5135 W. Mountain view Rd., Glendale, AZ 85302 PH:602-931-6470

WANTED:

Berkeley U/C Cessna 195 Kit, Berkeley Cloud Copter Kit, Scientific Kellett Autogiro Kit or Plans or Any Wood Model Helicopter and Autogiro Kits or Plans.

E.D. Jones, 10405 Button Quail Drive, Austin, TX 78758

For Sale--C/L kits by Berkeley, Consolidated, etc., send large SASE for list to John A. Kelinske Jr., 6713 Hendon Lane, Houston, TX. 77074-6101. Tel: (713) 774-6006 (ans. mach.)

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STAR PRO KIT GE-127 GRAF ZEPPELIN 30" L
 EXC. COND. BEST OFFER
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 3 FORMERS PUSHED OUT OF PW. OTHERWISE EXC. B/D
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 GOOD COND. \$40.00 NORM HELWIG 414-886-5344
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WANTED: OUTLINE TRACING OF HORIZONTAL STAB & ELEVATOR FOR JIM WALKER- FIREBABY 1/28 CL KIT.
 ALSO NEED OUTLINE TRACING OF FORMERS F-1 THRU F-10 AND KEEL PIECES K-1, C-1, W-34 FOR ARISTO-CRAFT CURTIS GOSHAWK F-11C-2 CL KIT.
 SELL - AT HOBBY SHOP COST PLUS POSTAGE. 160 DIFFERENT TYPES OF PLASTIC AIRPLANE KITS. NEW IN SHRINK WRAP. SOME DISCONTINUED. SEND LARGE SASE FOR PRICE LIST. ALSO
WANTED: COPIES OF ALL PRINTWOOD FOR CLEVELAND KIT SF-79 F4U CORSAIR. ALSO WHAT IS CLEVELAND KIT SF-76? HAVE PRINTWOOD T-1, 2, 3. (IS THERE MORE?)
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 4220 TRUMAN DR. SEFFNER, FL 33584 (813) 681-4405

WANTED

Old Aviation Magazines

Model Airplane News,
 Air Trials, Flying Aces,
 Sportsman Pilot,
 Air News, Skyways,
 Aero Digest, etc.

Anything on aviation
 from 1930 to 1950

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 Parsippany, NJ 07054

Collector Classifieds

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 Skylark NIB LN \$100, Jetco Shank NIB LN \$100, Goldberg Jr
 Satan eng mnts started \$15, Midwest P-63 NIB \$43, Top
 Flight Jr Nobler NIB \$25, Veco Tomahawk parts punched out
 box very good \$35./ COX RTF: Stuka missing screws for fus-
 elage, machine gun, condition ex, no box \$40, P-40 Warhawk
 early model eng w/tank, ant intact box fair \$55, Fokker
 BVII NIB BOX SEALED \$75, Sopwith Camel NIB BOX SEALED \$75.
ENGINE COLLECTORS' JOURNAL: Bound Volumes 13,17,18,19 \$10
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 1 * PLANS & PATTERNS FOR LATE 1940s
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**AGE-WHITMAN #5377 BOULTON PAUL DEFIANT
 PLANS FOR SCIENTIFIC 6 FOOT RUBBER
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 UNUSED. WITH COMET COLORS (RED AND BLACK,
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(All kits & boxes in like-new condition)

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Selling entire collection as a package

10 Engines - over 50 (original) pkgd. repl. parts
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 2 TEE DEE .010, 1 TEE DEE .020, 1 Medallion .09, 1 OZ .049,
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 of box \$30

Enterprise Aqua Speedster #979-149 Have 2 of these ea \$25
 Gullow Kit #904-139 AlH Skyraider exc shape \$20
 Golden Age-Boulton-Paul Defiant Rubber \$15
 Scientific T-34 Mentor C/L \$18
 Scientific Me 109 18 inch Rubber Kit 157-149 \$15
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 ONE OF THESE ON A SHELF DUSTY SHELF SOME-
 PLACE!!! THANK.**
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**WANTED!!! Roger L. Wathen of 3242 N. DeQuincy,
 Indpls, Ind. is looking for the following items:**

1. Jet Propulsion Lab by Jetex, produced by American Telesco Limited.
2. Ducted-Fan Jets by Berkeley. I need the plans of the F-11-IF Tigercat, and the Douglas Sky-Ray.
3. Possibly a soft back book entitled "Model Jet Engines". Authored by a J. Lemelson
4. George Richter of "Ric Jet" fame produced catapult jets that made a swooshing sound when launched. Would love either plans or kits.
5. Skyleeda of Britain produced kits designed by a Bill or Ray Booth. I am trying to obtain the 50 size plans of the MIG 15, Hawker Hunter Mystere IV, Sabre F-86, DH 110, DH Venom & the Super Sabre. Would like to obtain the 100 size plans/kit of the Provost, and Canberra too!

Phone is 1-317-726-9244

IRA KEELER 130 ANITA CT. VACAVILLE, CA 95688

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 IDEAL KIT INSTRUCTIONS, ECT.
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**OLD SOLID WOOD KITS OF
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 AM PARTICULARLY LOOKING FOR
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 SOLIDS FROM 1950'S (P-51, F-86,
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 CORTANI, 949 BOBOLINK DR., VA BEACH,
 VA, 23451**

Hits and Plans Antiquitous

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

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

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

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

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 x 5 file card or a postcard to the Editor. Each advertisement will be run for one issue. If the same advertisement is to be run again, it should be resubmitted. Advertising or editorial material must reach the Editor by the 10th of the preceding month for each issue: February 10, May 10, August 10, or November 10.

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

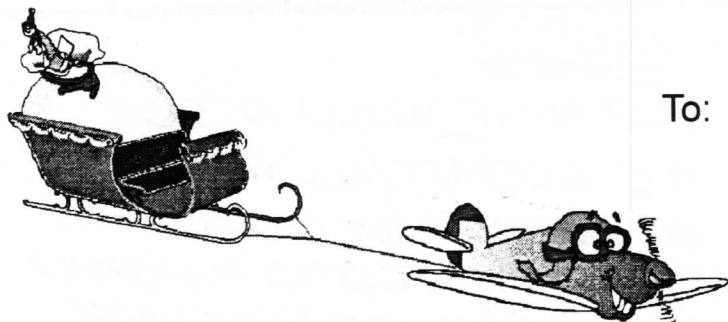
Back Issues of the *Collector* from Vol.1, No.1 (March '93) onward are available at the postpaid price of \$2 each in the US (\$2.50 in Canada and Mexico, \$3.00 in other countries via air mail. Payment in US Dollar-denominated funds). Send orders for back issues to the Secretary/Treasurer.

Membership List: A copy may be obtained upon request to the Secretary/Treasurer, for \$5.00 postpaid, payable to "KAPA".

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



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



To:
100-F 6/95
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