

DESIGNED BY HERBERT K. WEISS

by Jim Alaback

Herbert K. Weiss is well-remembered by old-timers for nearly thirty magazine plans, most of them flying scale rubber models published from 1936 through 1947.

The introduction to a 1944 book, *Air Age Flying Scale Models*, included the following comments:

“Whereas the contest builder seeks only good flying characteristics, and the solid scale modeler is solely interested in detailed accuracy, the flying scale designer and builder must weld these complex and divergent objectives into a single, integrated structure. This demands both the aerodynamic study of the contest winner, and the painstaking art of the detail craftsman.

Flying scale model design and construction has three leaders in this field: Earl Stahl, Sydney Struhl, and Herbert K. Weiss. It is the efforts of these three specialists that has been carefully culled for inclusion in this volume.”

Herb Weiss, who is a member of KAPA, is a 1937 aeronautical engineering graduate of M.I.T. He is now retired after a distinguished professional career (he is listed in *Who's Who In America* and *American Men of Science*). Herb continues to follow and enjoy model aviation activities. In December 1986, *WW I Aero* magazine presented his most recent published model, a peanut scale version of the Antoinette Monobloc.

I have compiled this story of Herb Weiss' modeling career from extracts of letters received from Herb over a period of years. It consists of Herb's own words, which I have arranged by subject matter and approximate chronology, plus the headings and the bracketed text, which are mine.

Herb was raised in Lawrence, Massachusetts, so his early modeling adventures took place there...

An "Ideal" Beginning - circa 1924

My first Ideal model (I guess I was about seven years old) was the [de Havilland] DH.4, and it was a great disappointment when the \$7.50 box of sticks and bamboo paper arrived. Well, there was a nice propeller, a beautiful ball bearing shaft, formed aluminum radiator, and rubber tired wheels.

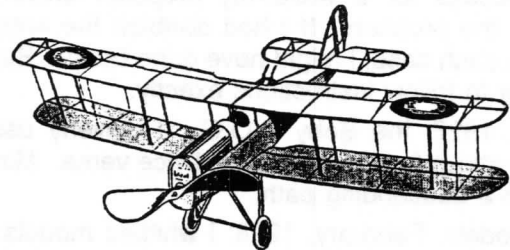
Fortunately my father took on the challenge, and together we started to build. He figured out the plans and would start a component, and the next day while he was at work, I would finish it. He did the right lower wing, then I did the left lower wing. And so on.

When the plane was finished, my initial disappointment was long forgotten. We took the plane out to a field with tall grass, my father wound it, hand launched it, and it

flew level nicely for perhaps ten seconds or so, then sank smoothly into the grass. Then he handed it to me, saying, "Well, it's all yours now.", so I tried it.

That was a mistake. We never did figure out how to fix a split hardwood propeller.

ARE ABSOLUTELY GUARANTEED TO FLY



"IDEAL" DE HAVILLAND BATTLE PLANE

A Three Foot Flying Model of the Famous De H-4
(Weight, 10 3/4 ounces)

An exact scale Model, 1/14 full size, of the Famous Liberty Motored Airplane that fought the battles in the World War and which now carries Uncle Sam's Mail. This is an exclusive "IDEAL" Model, has a miniature stamped aluminum radiator, aluminum and veneer engine and cockpit cowlings, veneer fuselage covering, colored insignias, aluminum disc wheels, stamped-out Ribs, ball bearing propeller shaft and other "IDEAL" fittings.

The miniature gun outfit from which miniature airplane guns and mount can be made and mounted over the rear cockpit, gives the Model a real "ready to fight" appearance.

Guaranteed to rise from the ground BY ITS OWN POWER and FLY. Build this Model DE HAVILAND and have the very latest land and mail 'plane—the round the world flyer.

COMPLETE LIST OF MATERIALS

In Knocked Down Form.

When ordering single items, delivery charges should be added to list price	
Wood and Reed, cut to proper size (144 pieces), including stamped-out Ribs, formed Center Spars, Rudder Post and Tail Skid	\$2.25
Material and directions for Miniature Airplane guns	.35
Ball Bearing Propeller Shaft, No. 1, Hook formed	.65
Aluminum Propeller Hanger, No. 1	.18
HAND-CARVED WOODEN PROPELLER, 12 in.	1.10
1 Set pure Para Rubber for DE HAVILLAND	.75
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8 Aluminum Sleeves 3/4 x 1/4, 4-Terminal Fittings No. 2	.72
Small spool Wire No. 34, 2 Dos. 1/4 in. screws, 1 pkg. Nails	.26
2 pcs. Sheet Aluminum, 3/64" and 1/32"	.15
2 pcs. Ideal Veneer, 2 ply for fuselage, 3 ply for cowlings	.25
1 Miniature Radiator	.50
1 Set of Tools, comprising screw-driver and drills	.30
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Special Price, Complete, ready to assemble.....\$7.50

50c. extra for Pacific Coast States
At IDEAL Dealers in your city or state, or direct from us, postpaid, where we have no such Dealer.

9

1920s Ideal catalog page shows Herb's first model.

My father then decided I knew enough to continue on my own, so I built an [Ideal] "EveryBoy's Airplane" and Ryan NYP by myself, but I never again tried a hand launch with them.

The "scale" models I built from Ideal kits would never rise from the ground. The instructions were to wind to a double row of knots. The models taxied in lively fashion but never lifted. I had never heard of "lube and stretch", but with it I suspect I'd have obtained good flights.

[Later] I got "out of sight" flights with an Ideal "Blue Bird" twin pusher. Fiber wings, props, and winder. I flew in a "playstead" (whatever happened to that word?) near my home. It was surrounded by three-story tenement buildings. "Out of Sight" was on a roof. Then we kids would swarm into the building and up the stairs. Doors open, "Whadda you kids want?" "Model plane on your roof!", called back across our heels.

The A.M.L.A. Modeling Course - 1927

[Meanwhile Herb had worked his way through the beginners' modeling program published serially each month by The American Boy magazine, as part of its sponsorship of the Airplane Model League of America (A.M.L.A.)]

I was building each A.M.L.A. model as it came out. No great success for a while--my propeller carving was probably the problem. If I had doubled the amount of rubber in each case, I might have done better. But I was still trying to follow instructions exactly.

October, 1927: the Baby R.O.G. I cleverly used the fuselage sticks for wing spars and vice versa. Mine flew stably on a descending path.

Scale models, February, 1928: I whittled models of the Ford Trimotor and the Curtiss Hawk same size as the plans in the magazine. *[The drawings were reproduced at 3" span for the Ford and 5" for the Hawk, but were dimensioned to be 24" wingspan.]* I mean whittled. No sandpaper. But the propellers spun when you blew on them. That was when I learned that the propellers on scale models must turn, preferably at a breath, because the first thing a visitor will do is try to spin the propeller with a sharp blow of a thick finger.

January, 1930: Chaffee indoor fuselage model. By now all my A.M.L.A. design models flew well, and this was one of the best. I built several in subsequent months to this "formula", but ruggedized for outdoor flying, and they all flew with elan.

[Along the way, in 1929, Herb also had some experience with another kit model that was very popular at the time.]

The "Silver Ace" cabin monoplane *[was kitted by the] Aero Model Co. of Chicago. One could add pontoons, skis, or a second set of wings to make a biplane. A big downtown department store hung a Silver Ace biplane with pontoons in its window every Christmas. I had had that one in the basic configuration, and mine glided very nicely, but a celluloid propeller blade broke off at the hub on one of the first flights, and I was never able to fix it. Sheet balsa fuselage sides and silk-covered wings.*

Contest Flying, 1930-1935

At about the time I had struggled through the series of A.M.L.A. models up through the "commercial" (cabin) class, it was announced by the Zuber-Choate clothing store in town that they were sponsoring a model airplane club *[the Junior Avio League]*, to be directed by Mr. William Lee.

Bill Lee was a young fellow who had been building and selling balsa gliders as a sideline at his father's laundry on Essex (Main) Street. He was a graduate of Lawrence High some years before me.

The clothing store displayed some models by other builders, all strangers to me. They included the mayor's son. One of the models was a Savoia-Marchetti flying boat from *Model Airplane News* plans, which indicates the date *[March, 1930]*.

I joined the club and found that permission had been obtained to fly in the Lawrence Armory, so the club got together there on Saturday mornings to fly. That led to very quick progress for me and most of the other real bugs.

The Armory was a gloomy place, but when the mayor's son was there, the old janitor turned on all the lights. At other times we were threatened with eviction if we fiddled with the switches.

[The Lawrence Telegram of June 26, 1931, testified to the extent of Herb's progress as a modeler in its lengthy story about the Junior Avio League contest for the Greater Lawrence model championship. Brief excerpts from the article follow:

"Herbert Weiss, 14 years old, taking two first place events, won the championship at the avio model airplane meet sponsored by the Zuber-Choate Company Junior Avio League and held yesterday afternoon at the state armory on Amesbury street. There was keen competition in all of the events, and the boys were all pleased with the fine results from their efforts.

The championship cup presented Herbert Weiss was donated by Lawrence Post 15, American Legion.

The cup presented Herbert Weiss symbolizes the championship of Greater Lawrence. Master Weiss expressed his gratitude for the trophy and thanked the Zuber-Choate company for the opportunity to win the prize."

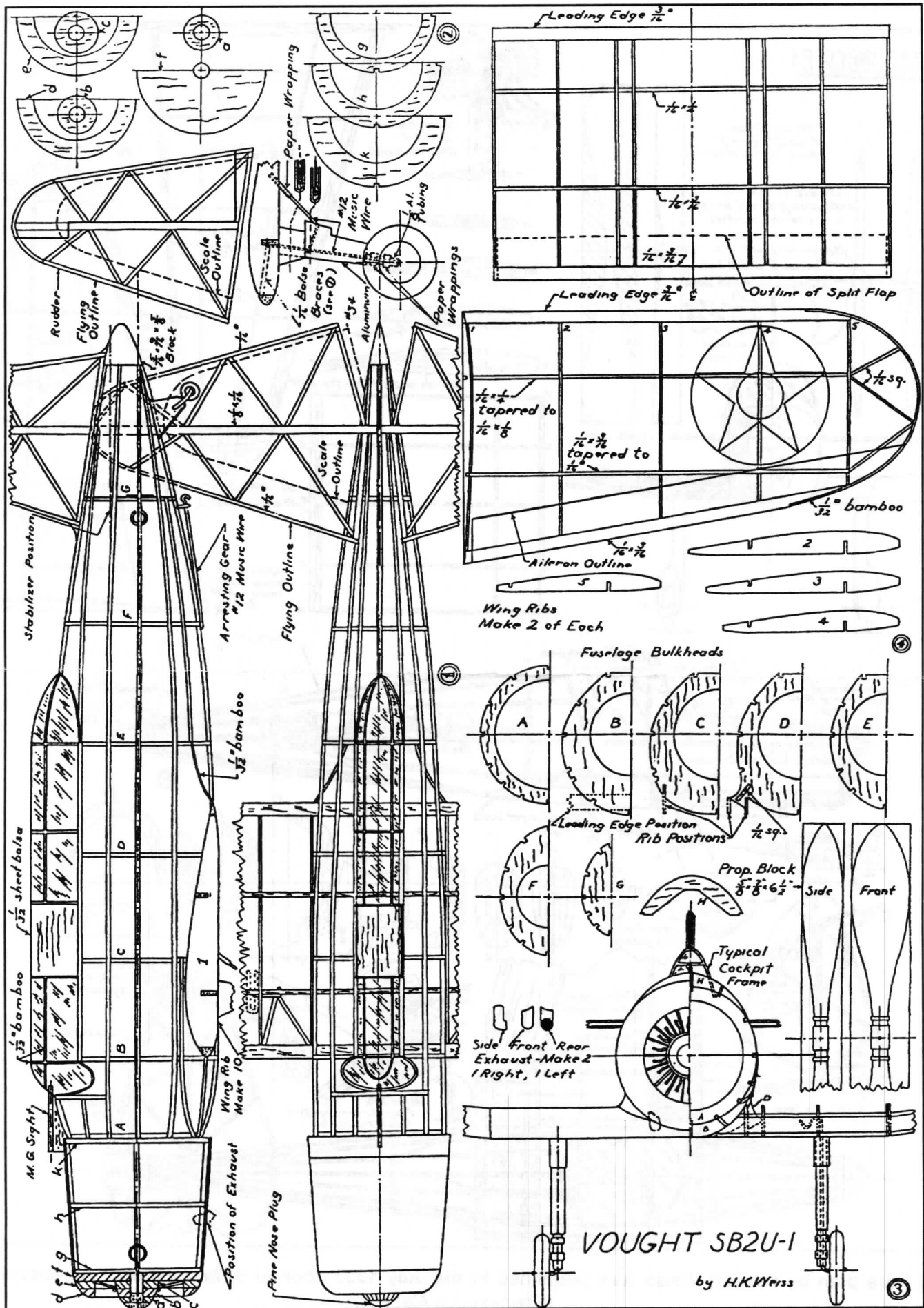
That championship trophy survives. Herb donated it several years ago to the San Diego Aerospace Museum's History of Model Aviation collection, where it is now on display.]

On the outdoor flying side, I built lots of twin pushers, single pushers, tractors, cabin jobs, throw gliders--all good enough flyers. I developed into a pretty good long-distance runner.

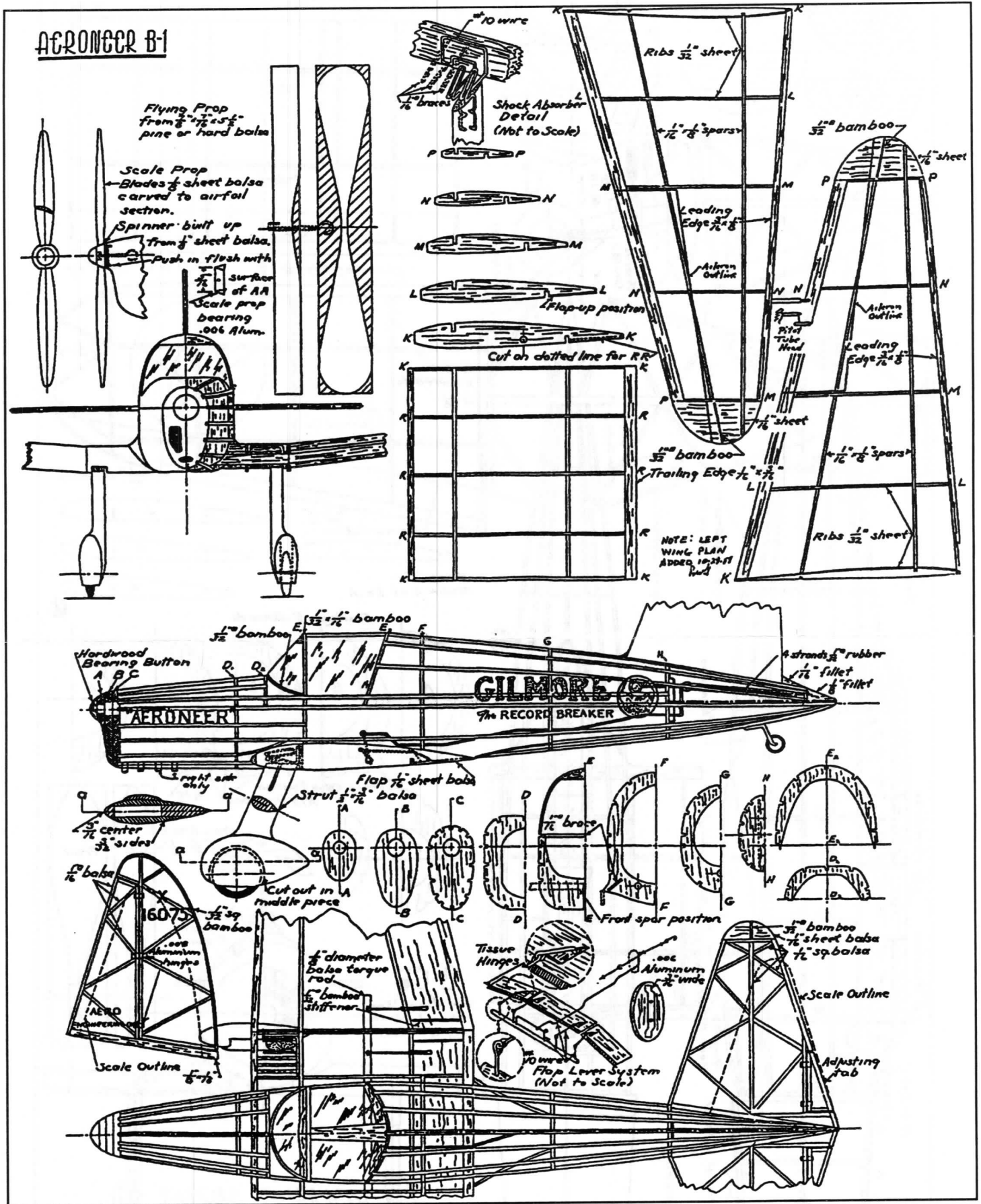
In about 1934, Emery Ryder and I entered a model contest at the Brackton, Mass., county fair. I often flew models at the Ryder farm in Haverhill, Mass., which had spacious cleared fields for flying. We were driven to the fair in an old jalopy by the Ryder hired man, and that was an experience I would not opt to repeat.

In one of the flying events, I had a ruggedized cabin model based on the *American Boy* indoor models. It had a spectacular vertical climb, which often converted smoothly to level flight at the top of the climb. However, in the contest it zoomed vertically up as someone behind me said, "WOW! Look at that!" Then the model stalled out and did its falling leaf trick back to the ground, and another commentator said, "Yeah...and look at that!!"

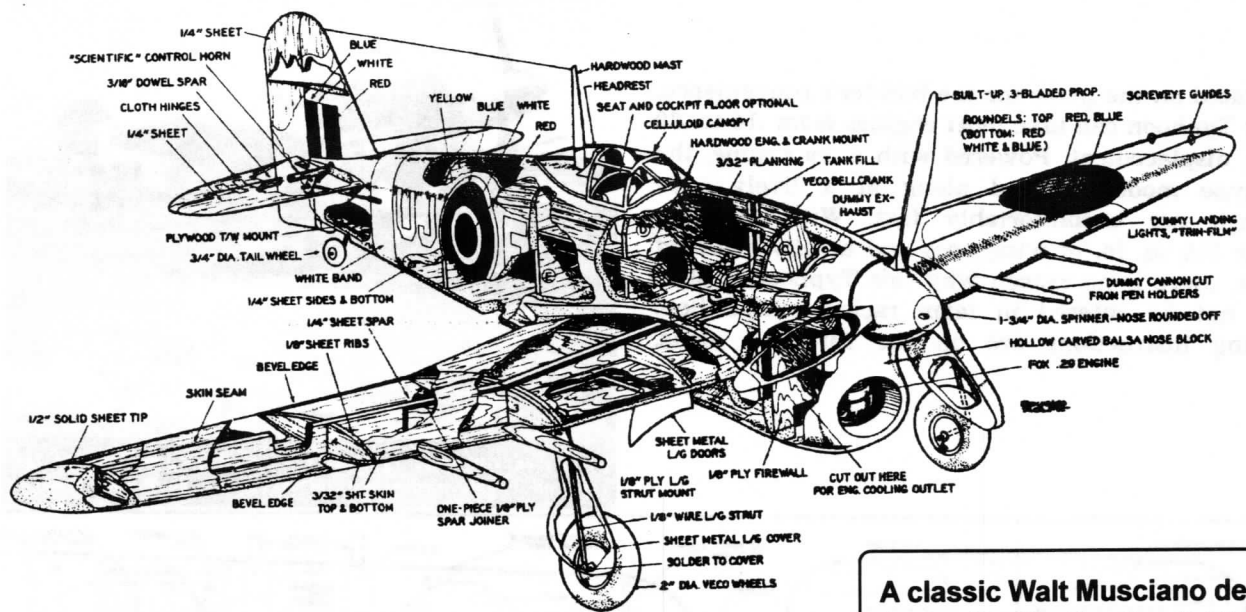
The balance of Herb's story, describing his scale modeling experiences, first published model, and "Minute Models", plus a listing of Herb's published flying model designs will appear in the next KAPA Kollector.



Flying Aces, December 1935: The first published plan by Herbert Weiss. (Courtesy Jim Alaback)



This rare plan by Herbert Weiss was published in the July 1939 *Journal of International Aeromodeling*.
(Courtesy Jim Alaback)



A classic Walt Musciano design, from *Air Trails*, April 1954.

Hawker Typhoon

Famous British fighter of World War II in AT's popular 3/4 inch to foot scale!

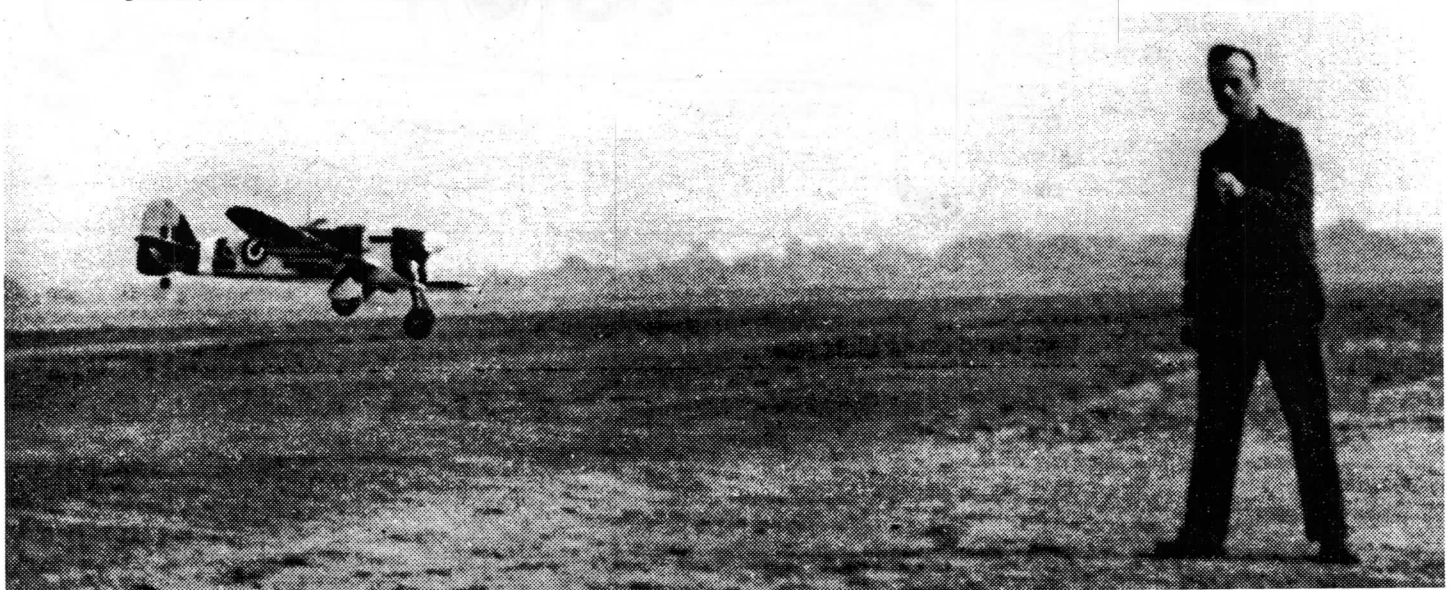
By **WALTER A. MUSCIANO**

■ This successor to the British Hurricane fighter was one of the best-kept military secrets of World War II. Large numbers of these big single-seaters were in action before their name or any other information was released. An immediate success, the Typhoon exacted a tremendous toll of enemy planes, tanks, trucks and even V-1 Buzz Bombs.

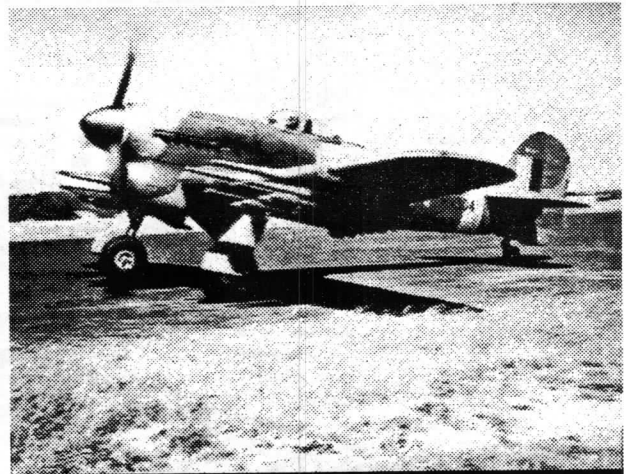
A huge 24-cylinder, 2240 horsepower, liquid-cooled, in-line, Napier-Sabre engine propelled the craft to a top speed of 416 miles per hour. Engine coolant radiator, oil cooler, and air intake are all located in the single opening in the nose just below the spinner, thereby increasing speed through this reduction of parasite drag.

Two versions of the Hawker Typhoon were used: the "1a" and the "1b." The major difference between these two models was the armament which consisted of twelve .303 caliber Browning machine guns in the wings of the "1a" and four 20-mm Hispano Suiza cannon in the wings of the "1b." Considerably more planes of the latter model were used than of the former. Large rockets and bombs supplemented the guns on both models.

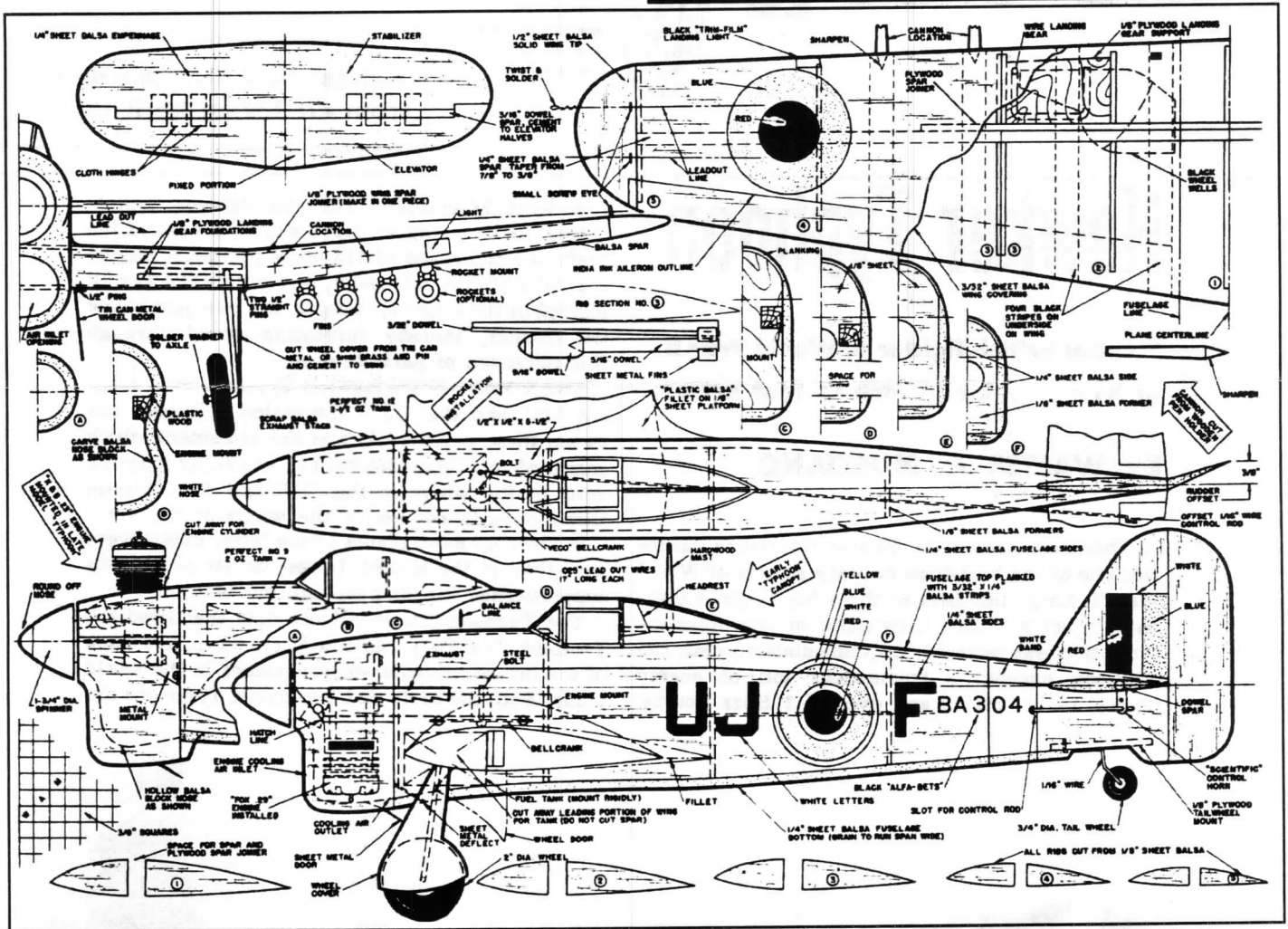
The Typhoon provided basic data that sired the Tempest, new Fury and Sea Fury, which are some of the fastest propeller-driven planes in the world today. Both the early and late model Typhoons are



illustrated on the plans for the builder's convenience. Our Typhoon can take most engines from .14 to .29 cu. in. displacement. Powered with a .29 engine, the prototype model stepped along at a lively pace although not uncomfortably fast. With approximately 128 sq. in. of wing area and a fully enclosed engine, there is no reason why this Typhoon replica could not be entered in team racing competition. Building instructions are on the full size plans.



Deadly rocket firing Typhoon taking off on June 6, 1944 for raid on enemy radio installations near Boulogne, France.



Unusual lines of the big Typhoon have been modeled faithfully as unretouched photo of Mr. Musciano's model indicates.

Full-size plans are available as part of Group 454 from Hobby Helpers, 770 Hunts Point Avenue, New York 59, N. Y. (50¢).



RESTORING MODELING HISTORY

by George Santikian

Each of us has standards for determining whether to invest in a particular kit, such as the kit manufacturer, the completeness of the kit, the price, the box condition, etc. While I consider these and other factors, I happen to be very particular about the condition of the kit box. I have been fortunate enough to have purchased or traded for many kits that have been in good or better condition, but sometimes have been faced with a kit box renovation project, which I very much enjoy.

My standard routine with all newly-acquired kits is as follows: I remove the box top, take the box bottom half and dump the kit contents slowly and carefully onto my work bench, off to one side. I then inspect the box bottom half first, looking for any repair areas, such as broken or smashed box ends, cardboard tears or separations, loose box-end tape, old sealing tape, foreign matter attached to the box, etc., and those little dark brown or black circular specks that are frequently affixed to box tops—spider droppings. Yes, these hard-as-concrete little droplets are generally “Daddy Long-legs” spider droppings. These little friends (or enemies) seem to infiltrate homes, businesses, and other locations across the country, and are always depositing these droplets on anything below them, including kit boxes. An easy (sometimes the only) method to remove these droppings is to use a dull (sharp, if you're careful) razor blade and lightly scrape them off, being careful not to scrape or cut into the box.

These droppings are very hard, usually dry, and cannot be removed with water or a mild cleaner.

In any event, most box repairs can be achieved with Elmer's white glue and a toothpick. The toothpick is very effective in reaching hard-to-reach areas and also serves as an effective applicator. Once all box bottom repairs are completed, I then focus on the box top, looking for scraped box ends, frayed box paper, dust, dirt, or other soiling (including spider droppings!). I sometimes need a razor blade to remove hard-to-remove matter, but generally I use a damp (not wet), clean cloth to wipe the box top. You'd be surprised how much ingrained soiling and stains can be removed by just a light cleaning. The dull, tinted appearance of the box top will disappear, improving the overall looks of the box considerably.

After all box repairs and cleaning have been completed, I look for damaged areas that can be painted so that the uniformity of the box colors can be restored. This is not a repaint of every area of the box, but if properly matched in color, those little nicks, cuts, and tears can be touched up and will be less noticeable. I usually use oil- or water-base 'flat' enamel—flat paints work well because most older kits have lost some of their original luster. However, for newer kits, 'gloss' enamels may be in order. The idea here is to improve the looks of the box, not to paint the entire box, which would, in my opinion, deface the historical originality of the box. Prior to painting, if

the box top has deep tears, dents, gouges (common on corners), appearance can be greatly improved by use of light filler or spackling. This sounds extreme, but it works very well, and the filler can be painted after it has dried.

One of the most difficult and time-consuming box restoration tasks involves the removal of tape and tape residue. This can be a very tedious, frustrating, and frequently, fruitless job. Most low-tack tapes can be easily removed, and little, if any, residue remains. However, if you have the misfortune of dealing with masking or a higher-tack tape, the task will be much more difficult. Newly-applied tape can be removed fairly easily with no damage or discoloration, but it must be removed slowly and carefully so as not to risk lifting the box paper. If the tape has been affixed to the box for a period of time, though, there are usually 3 situations that you will be confronted with when you try to peel off the tape: (1) the tape begins to lift the box paper; (2) the tape doesn't lift the box paper, but it leaves a light residue; (3) the tape doesn't lift the box paper, but it leaves a heavy residue. If your situation involves Example (1), a decision has to be made: Do I want the tape off at the expense of the box, or do I leave it as it is? Only you can decide this one.

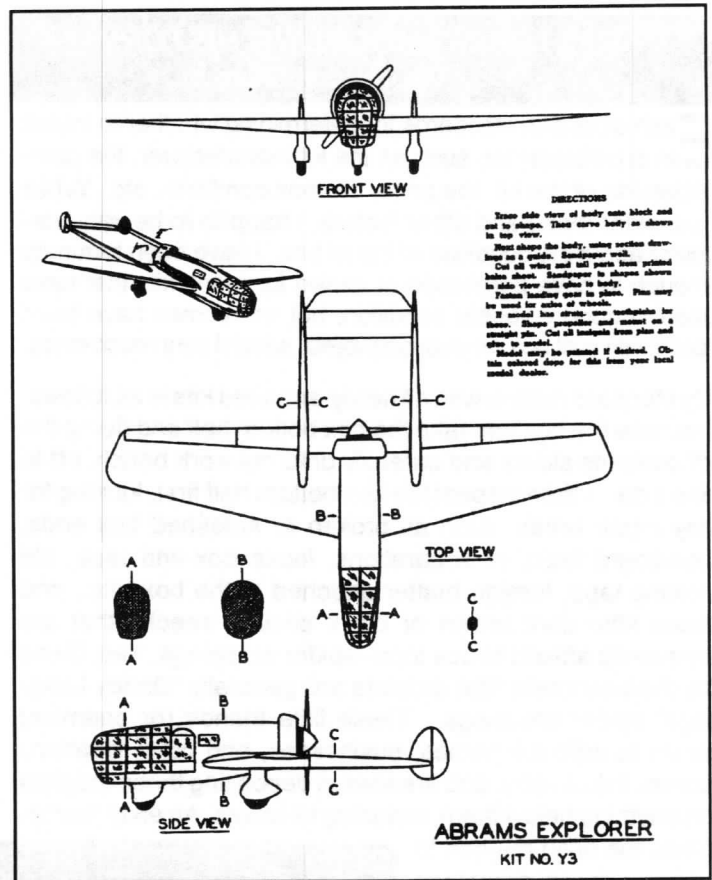
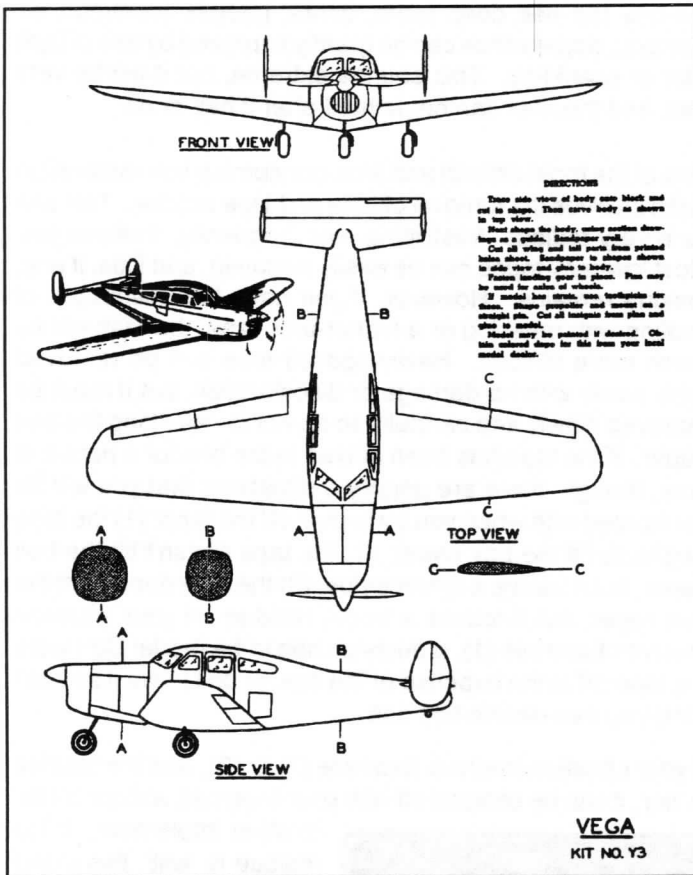
If your situation involves Example (2) or (3), and the residue is 'dry', it can be scraped off with your fingernail, a razor blade, or other implement. If the residue is 'wet', this sticky mess presents a challenging problem. I have used my thumbs and fingers to push, roll, and rub the residue off as it

forms into small rolls or balls, a dry, clean rag using the same procedure, or a dull razor blade to scrape and collect the rolled residue. These methods are very time-consuming but can provide excellent results if you have the patience.

Recently, I discovered an outstanding method to remove 'wet' tape residue. I use an Eberhard-Faber Ink/Pencil Eraser, which is about 2-3/8" long and 1" wide. Using only the pencil eraser side (the ink eraser is too abrasive and may damage the kit box), I rub the eraser on the residue in small, circular or back-and-forth motions with moderately heavy pressure, being careful not to erase outside of the affected area to avoid erasing the box colors, letters, designs, etc. I prefer the circular motion technique, but the back-and-forth technique may work better when trying not to stray from the affected area. The eraser lifts and rolls up the tape residue, and this method has been very effective for me and does not take much time. Unfortunately, after the residue is completely removed, often there is still a visible residue stain ingrained into the box. This stain is almost impossible to remove, but the appearance of the box can be improved with the use of very lightly-applied flat white (or other appropriate color) paint to 'whitewash' the discolored areas.

These methods of “restoring modeling history” have been very enjoyable and rewarding to me, and I hope the techniques will assist you all in restoring your own kit boxes.

GEORGE SANTIKIAN'S PALETTE OF TECHNIQUES AND TIPS
FOR BRINGING OLD KIT BOXES BACK TO PRIME CONDITION



These plans are from one of COMET's BIG 4 Solid Kits, Kit Y3, which sold for an amazing 5¢ (!) and contained materials to build four complete models. The other two airplanes in this particular kit were the Howard and the Waterman Arrowmobile. (Plans courtesy of Jim Alaback.)

Kollektor Klassifieds

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For the first time in over 20 years, I received my copy of a swap sheet on the day I was supposed to receive it and found someone who was donating all of his model airplane magazine collection, some of which dated to 1939. I immediately called, but by the time I got through, I learned I was the 9th one who left a message/called. Thus, I lost out on an opportunity to acquire some valuable journals from which articles, ads, plans, etc. could be drawn for future KAPA newsletters. If any KAPA member has a collection of this type and is considering disposing or donating it, please consider donating it to KAPA for this type of use. Whichever one of us you choose to donate the collection to would be happy to provide a letter which acknowledges the donation for income tax purposes. I should think the major issues would be those of the 30s-60s. We really don't need the whole magazine, rather the construction articles, ads, etc., in original form for scanning and reproduction in the KAPA Kollektor. But I don't want to see original magazines destroyed or dismembered when so much could be shared by KAPA—especially from *Air Trails* and *Flying Aces*. To date, only *R/C Modeler* has given us permission to use what we need. I've received no replies from *Model Airplane News* or any of the others, thus far. If you can help with such articles, please do.

— Lou Buffardi

Plan & Kit Box Wanted

Need plan and kit box for the Golden Model Aircraft Corp. 'Curtiss Condor'. I am hoping to kit this in the future.

Ed Seay, Jr.
Model Aircraft Labs
108 S. Lee St.
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W. HUGHES R.R. 2 MORELL P.E.I. CANADA COA 150

Wanted:
Box or good photo copy of Comet D558 Sky Streak
Most Wanted: Plans or kit by Douglas Model Co' '48 B-29
also other Douglas models.

SASE/YLFM (small list)
Bruce E Conway
3850 Marburg
Cincinnati Ohio 45209

FOR SALE: Veron 28" Dominette glider; Veron TruFlite Hawker Fury #26; Veron TruFlite Auster A.O.P.9 #2; Veron Focke Wulf 190-A3 #VO413; Veron Classic 36" glider #VO103; Cleveland Aeronca Sedan #EZ 117; Easybilt Simpl-i-matic 22" Leopard Moth; Guillow Fieseler Storch #304—Curtis Robin #305—Sopwith Camel #WW6; Comet 20" Cessna C37 #3302—32" Sparky #5408—Piper Cub J5 #L7—25" Stinson Reliant SR-7 #3209 also #N-26—25" Piper Cub #3206; Berkeley 42" Stinson SR9C #419 1" scale; Berkeley Fairchild 24-36"; Midwest Jabberwock #C-1; Easybilt 36" Westland Lysander; Jetco Rearwin Speedster #S-4; Top Flite Schoolboy #RC-3; Sanwa FF all foam 25" Cessna Skylane #F 120; Sterling Waco #C-4 33" CL

ED HUSARIK 12710-54th Ave W. Mukilteo, Wa 98275
(206) 745-5616

FOR SALE
SERIES II AVIATION PACKETS

- 3-VIEWS, 100 PAGES, 110 A/C, WWI, WWII & MISC. \$1400
- PLANS, 65 PAGES, 60 A/C, WWI, WWII & MISC. \$900
- INK DRAWINGS, 43 PAGES, 200 A/C. GOOD MODEL REF \$700
- RACING A/C, 33 PAGES, PLANS MOSTLY, A FEW 3-VIEWS \$600
- BURKESLEE DARE DEVIL ACES A/C DWGS., FROM OLD PULPS TO PAGES, \$1000

ALL 8 1/2 X 11 PAGES. WILL COPY & MAIL FOR ABOVE PRICES.
BOUG WORTHY. 1149 PINE. MANHATTAN BCH. CA 90266

Regarding Jim Alaback's article page 73 Feb. F.M. and Bill Hannan's article page 20 Feb. M.B., I have the following to offer: 20 quality prints of 1937-1940 era Ace Whitman and Airway mini model plans 2 1/2"-3" W.S. or length, and 20 quality prints of printed parts for same. 16 are planes: Spitfire, P38, B26, B24, BF109, F.W. Kurrier, NAKAI19, MITSUBISHI-SOYOKAZE, BELLANCA-PACEMAKER, CESSNA-AIRMASTER, GRUMMAN-SCOUT, WACO "S", BRISTOL-FIGHTER, S.E.5, SPAD, ARGONAUT-AMPHIBIAN, and 4 are WARSHIPS which I have included as a bonus: BATTLESHIP, LIGHT-DESTROYER, TORPEDO-BOAT, SUBMARINE. Price is \$10 plus a large SASE with 2 stamps. As a 2nd bonus, all components for one complete MINI MODEL AIRPLANE will be included with each order. - - - Regarding Ace Whitman kit story in previous issue of K.A.P.A., I have 44 Hobby-Time solid model kits manufactured by their Western Coil & Electrical Co., Racine, Wis. in near-mint condition in groups of 1 each of 5 at \$50 per group of 5, plus \$5 S&H. #282 Gloucester Meteor, #283 NORTHROP SCORPION F-89, #284 DE HAVILLAND VENOM, #285 MARTIN XB51 PANTHER, #286 BOEING XB47 STRATO-JET. Only XB47 kits are available individually at \$10 each + \$2 S&H. U.S.P.O. money orders or U.S. CURRENCY PREFERRED. I found a neat way to mail currency is to cut a large section of newspaper to fold currency inside of.

Joe Shotts 3355 Maysville Pike, Zanesville, Ohio 43701 614-453-2219.
Please don't call unless extremely necessary, as wife is ill.

COLLECTOR'S C-D PLANS

WORLD'S GREATEST TRUE SCALE PLANS VARIETY

Since 1919 I am still making my world famous historic Master Flying model plans available to all. From 1/32 to 1/4 size for R/C, C/L, F/F, rubber, static. There is nothing else like them anywhere—1400 plans! Real collector's choice items. Ask any old time modeler. Don't shortchange yourself any longer, but send \$2. for the Cleveland-Designed pictorial catalog booklet or get my partially illustrated price list for only \$1. Foreign, add \$1. for Air Mail. None free. Same day service. We have no dealers except at museums.

Edouard T. Packard—Aviation's Best Friend
CLEVELAND MODEL & SUPPLY CO.
9800AS Detroit, Cleveland, OH 44102

Collector Classifieds

WANTED: MY FAVORITE U.F.O.

In 1944, when rubber was lousy & my allowance was 5¢/day, I saw a wonderful sport rubber job unusual for Woolworth. Its span was about 3 ft, & its most appealing feature was a towline rod. You wound it, the rod kept the prop from turning, & you towed it aloft. When you tugged the rod loose, the prop moved--I hope. I couldn't afford the 50¢ or \$1 then & haven't seen a hint of it in 50 yrs. For me it's an Unidentified (hopefully) Flying Object. An Ott kit? WHAT?

Any clue appreciated by the undersigned & clueless

Dean Ing, 1105 Ivy, Ashland, OR 97520

P.S.: A copy of one of my novels for a copy of the plan...

WANTED: Kits In Good Condition

Sterling "T" Square, control line combat
Top Flite R/C Rascal, 27" wingspan
Scientific Little Devil, 1/2 A CL
Comet Struct-0 Speed kits
Kitsfor Jetex 50

Jim Wesch, RR 3, Box 76, Centerville, IA 52544

WANTED

COMET: All "P" and "Y" series. Also, 3102, 3105, 3203, 3901, 3503, 3502, 3506, 2601, 2602, 3646, 3650, 3649, 3651, 4101, 4201, 4301, 4401.

TOP FLITE: All kits

SIG: Privateer

STEVEN R. KRICK, 53 Tomlinson Road, Seymour, CT 06483

FOR SALE OR TRADE: Currently-manufactured kits: 3 Guilow and 15 Comet rubber scale kits priced low for immediate sale. All NIB, many unopened. Nice low-priced gifts for kids, clubs, and raffles. Send SASE (large) for list which also includes my Discontinued kit list. **KITS WANTED:** Guilow's: "WW and 100 series" World War I kits with 18" wing span or any spare parts; Hawk, Maircraft, or other solid balsa kits. Also interested in Ace-Whitman, Megow, Cleveland, Comet, California Models, Scientific, Ideal, Air-King, Joe Ott, Berkeley, Guilow, Sterling, or any other discontinued balsa kits from the past. Newly interested in any dirigible airship kits such as Graf Zeppelin, Hindenberg, etc. Will pay top prices.

George J. Santikian

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

Wanted

Comet STRUCT-O-SPEED kits:
M7 Douglas Skyknight F3D-1
M9 No. American Mustangs F-51

Cleveland IT-112 Grumman Panther F7F
S-124 Mig
S-129 Scorpion F-89

Lou Somontes, 1358 Oakland Rd #114
408-453-2004 San Jose, CA 95112

**WANT: METAL SEAT FOR HAWK F7F-2N
TIGERCAT, MODEL AIRPLANE NEWS
JAN 51 - SEPT 51, FEB 55 - OCT 55
COVERLESS, POOR CONDITION OK,
STROMBECKER MATADOR, REGULUS II
LOCKHEED XFV-1 MODELS, AURORA
HOK, M-21, S-55 BUILT UP OK,
R. DELALID, SID MILLIGAN LA, WEST
ISLIP, NY 11795**

Seeking plans for the Sikorsky VS 44A flying boat (1941-2)

Wanted: plans or kits for the 5-cent stick models about 1948-50 that used 1/20" or 1/32" sq. balsa. (Probably 6" - 8" span?) Have you ever come across them? They were sold in the New York city area from candy stores. Is there someone who specializes in such kits that can even tell me the brand name of the kits?

A. DeKalb, 51 Van Alstyne Dr., Pulaski, NY 13142

WANTED

PLANS & INSTRUCTION BOOK FOR GUILLOW'S 1988 KIT # 3001

Electric Powered, Semi-Scale AERONCA

USED OK - COPIES OK, as I have kit w/o plans and want to build model. Please advise price & condition 1st letter. Phone number & best time to call appreciated.

BILL RECKERT, P O BOX 346, ETIWANDA CA 91739

FOR SALE - Very Rare

The Fokker Triplane and Sopwith Camel models from the Hasegawa Museum Model Series. \$600 each; both for \$1,100. The Camel is currently out of production and only the Triplane is available from Hasegawa, Japan and at a much higher price.

Call Ted Sacher at (302) 575-1955

or write to him at 1204 Beech St., Wilm., DE 19805-4325.

He has only one model of each aircraft to sell.

FOR TRADE

**BERKLEY "22" EXPRESS CRUISER NIB
ED'S GARAGE MISTY 1 09-19 N.I.B.**

**WANTED METAL AND PLASTIC CARS
AND PARTS. COX, WEN MAX, COMET ECT.**

Larry Miller Box 1383 PAGE AZ. 86040
602-645-5452

JOEL BALSAM 4 PICKWICK HILL DR.
HUNTINGTON STATION N.Y. 11746
HAVE A NUMBER OF STICK & TISSUE
PLANS FROM 30'S 40'S ALSO SOME
KITS. SASE FOR LIST
WANT TO CALL 516-271-3267
6-7 PM EST. ALSO HAVE OLD CATALOGS
& SOME ENGINE INSTRUCTIONS SAME
SASE.

SELL: Monogram Superkits: F-84, F-86 \$55 ea., MiG-15 \$50 (box end stained), Speedee-Bilt B-24 \$350, B-17 (started, missing part) \$75. Dyna-Models F9F Panther, F-80, Cougar, F6F Hellcat, F-84 Thunderjet, P-51, P-40, F8F, MiG-15, P-47 \$50 ea. or all 10 Dynamodels for \$450. Prices include shipping, 48 states.

WANT: Guilow's De Havilland Mosquito, parts for Monogram Speedee-Bilt B-17

John Kuehnert, 1863 Rolling Hills, Norman, OK 73072-6707

SURVEY OF KAPA MEMBERS' INTERESTS

What type of articles and activities are most interesting to you in KAPA? Please take a few minutes to fill in this questionnaire and let us know what you think. We can only be guided by the comments we RECEIVE!

Please indicate what you would like to see in KAPA and the *Kollector* by entering "1" for your greatest interest, "2" for the second, etc. (If you have no interest in a category, indicate that by showing a "0".)

Type of model: ___ Scale, non-flying ___ Scale, flying ___ Non-scale, flying

Type of power for flying models: ___ Rubber ___ Gas ___ Electric ___ CO₂

Type of control for flying models: ___ Free flight ___ Controline ___ Radio control ___ Tether/RTP

Model kits and plans time period: ___ Before 1927 ___ 1927-42 ___ 1943-65 ___ Other: _____

Aviation time period (for scale modeling): ___ pre-WW I ___ WWI ___ 1919-39 military ___ 1919-39 civilian
___ WW II ___ 1946 to date, military ___ 1946 to date, civilian

Miscellaneous: ___ Restoring kits and plans ___ Lists of sources for old/reproduction kits and plans

___ Would you like to have national or regional KAPA swap meets?

___ Would you consider writing a short article on your favorite kit/plan producer or other topic related to kit and plan collecting? If so, please list: _____

___ Other: _____

Your age range (optional): ___ Under 30 ___ 30-39 ___ 40-49 ___ 50-59 ___ 60 or over

Comments? If you have any suggestions or comments on KAPA activities or article topics (favorable or unfavorable), please enter them below or on a separate piece of paper.

Your name (optional): _____

Please return this survey (or a photocopy of it, if you don't want to cut your copy of the newsletter) **to: JIM ALABACK, 12366 NACIDO DRIVE, SAN DIEGO, CA 92128.**

RESULTS OF THE SURVEY WILL BE PUBLISHED IN THE KOLLECTOR.

Hits and Plans Antiquitous

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

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

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

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

Member Advertising in the *KAPA Kollector* is free to members. Send advertising (typed or neatly lettered in block letters, using black ink) on a 3 x 5 file card or a postcard to the Editor. 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 *Kollector*. If possible, the text should be typewritten, single-spaced, 10 CPI, with 1" margins. Illustrations such as plans or advertisements that relate to the article are desirable, too. See articles already published in the *Kollector* for guidance on content and style, or 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 *Kollector* from Vol.1, No.1 (March '93) onward are available at the postpaid price of \$2 each in the US (\$2.50 in Canada and Mexico, \$3.25 in other countries via air mail. Payment in US Dollar-denominated funds). Send orders for back issues to the Secretary/Treasurer.

Membership List: 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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