



KAPA KOMMENTS

by Lou Buffardi

By this time you will have noticed the spectacular new form the KAPA Newsletter has taken, thanks to the generosity of John Pothier (KAPA 230-F), who has volunteered to work some DTP magic, allowing more room for plans and a far more professional appearance. Morris Leventhal (KAPA 50-F) has also kindly volunteered assistance from his busy schedule as a tax wizard to take care of printing and mailing, and to build and maintain a membership database. My sincerest thanks, gentlemen!

It seems that I have neglected control-line scale, and not done as much as I ought for the solid scalers. I hope to remedy that from this issue on.

Now for some news! I learned from *Flying Aces* newsletter that Guillow's needs to restore their files, destroyed by vandals, of those model kits and plans manufactured before 1960. It isn't often we have an opportunity to help, those who have given us so much over the years, so if you can help, write to Mr. Alson G. Smith, President, Paul K. Guillow, Inc., P.O. Box 229, Wakefield, MA 01880-0329 or call him at 1-800-216-1773.

I sent off for Cleveland's new catalog at only \$2.00 (\$3.00 overseas) and had a wonderfully nostalgic time. I found they have some kits for sale, as well as their Cleveland Modelmaking News and Practical Hobbies. I sent for #7 to complete my set...and asked Mr. Packard to autograph it for me. What a super issue! You can get the magazine alone for \$9.00, or with all the plans for \$26.00 (which I did). Mr. Packard also permitted me to reproduce some of the old Cleveland ads, with the caveat that prices are higher today. Send for the catalog at Cleveland Model & Supply Co., 9800 Detroit Ave., Cleveland, OH 44102. I'm also in the process of buying out all Cleveland's plans for the Gordon Model Co. *Curtiss Swift*, which includes all printwood patterns on the plans for the 12" wingspan beauty. I expect this will be about ten plans in all, and I'll be saving them for you, but it will have to be first come-first served. The final cost looks to be \$4.00 each, plus postage.

Now here is a fantastic deal! Member Charles Schultz, 910 Broadfields Dr., Louisville, KY 40207, not only has added 31 new oldie plans to his 6-page list #7, which you can get for \$1.00 and a business-size SASE, but is also offering to trade two free plans from his list for the loan of just one of your old plans that he needs for his collection! If you have not seen any of Charles' Plans+ Series of Megow, Peerless, Stahl,

etc., you don't know what you're missing. One of his latest is the Stahl *Albatros*, which includes all wing panels, copy of the original building instructions, all patterns arranged for you to fit a 3-in. wide balsa sheet, instructions for making printwood, and a price of only \$4.00 plus postage. If that were not enough, Charles is also offering to repro a color copy of the model mag cover--if the featured plan model was on it--for only \$2.00 more. I've done one of the old covers on a local color repro machine, not expecting too much, as the cover was faded, but I was amazed by the copy! Vividly bright, showing detail I had not noticed on the original, it is now framed in my den. Check with Charles' list of needs on the back of his plans list. You will all win.

Some of you already know about Chapter I, "Roots", in that wonderful book *Scratch Built* by John Alcorn, George Lee, and Peter Cooke, showing all those wonderful early kits and models of the prewar era...and in color to boot! Those of you who haven't yet gotten a copy of this "art book of model airplanes", with its hundreds of photos spread over 144 pages, need to get a copy from Hannan's Runway, Box 210, Magalia, CA 95954, for \$24.95 plus postage (\$3.50 book rate or \$4.50 by Priority Mail). If somebody is wondering what to get you for your birthday, Father's Day, Christmas, whatever...this is it, but don't hesitate to see it!

Also In This Issue.....
A BURD Always Flies Jim Alaback
F4F-4 Wildcat (Air Trails, Sep '53).. Walt Musciano
P-26 Solid Scale Kit Review Lou Buffardi
Copyright Jim Alaback
Plans, Plans, Plans!!!

I hope you will enjoy this issue. Remember, we still need your input—articles, stories, especially about the old manufacturing companies. Naturally, we reserve the right to make some necessary changes, due to space limitations, though that hasn't happened yet. Please type your material so it will be as photocopy-ready as possible. While at it, it would also be helpful if you can submit your ads typed single-spaced on the back of a postcard. This will be cheaper for you than mailing a 3x5 card in an envelope. Lastly, we will be producing a questionnaire for a subsequent issue to learn of your interests. If you have any suggestions as to categories or questions, let me know—I enjoy hearing from all of you. If you need a response to any of your letters, please enclose either a SASE or a postcard, as it would be helpful.

Now...enjoy your newsletter!

And Jim Adds... KAPA finances are doing well. We were able to provide five newsletters in the first year's operation: March 1993 through March 1994, inclusive. I am sure that we can do this again, so effective immediately, the new expiration date for all members who have just renewed will be 6/95 instead of 3/95. Moreover, if our finances continue to look favorable, we can probably have one "jumbo" issue somewhere during the coming year, while still maintaining our present annual dues.

Korda's WORLD RECORD HOLDER

the OFFICIAL N. A. WORLD CHAMPIONI 54 MINUTE WINNING FLIGHT MADE IN COMPETITION!

THE FINEST FLYING MODEL in the WORLD!

NOW, SEE THIS SPECTACULAR OFFER MADE POSSIBLE BY "BURD'S" GIGANTIC PRODUCTION AND THE CO-OPERATION OF EVERY RELIABLE DEALER IN THE COUNTRY IN AN EFFORT TO INTRODUCE FLYING SATISFACTION TO TENS OF THOUSANDS OF MODEL BUILDERS. Korda's WORLD RECORD HOLDER IS SIM-PLER AS ABC FOR BEGINNERS, AND ITS MIRACULOUS FLYING PERFORMANCE MAKES IT THE CHOICE OF EXPERTS!



29c

Our regular \$1.00 model

43" Wingspan

FOR A LIMITED TIME ONLY

LOOK AT THE VALUE! SET CONTAINS

- FULL SIZE PLAN (24x38)—value 25c
- 1—14" Saw Cut Finished Balsa Prop.—value 20c
- 4 sheets "AA" Silk Tissue—value 20c
- 1 large bottle wood cement
- 1 large bottle paper cement
- 3 sheets 1/16" printed bal-sa wood
- 1 sheet 1/8" printed balsa wood
- 22 strips balsa 1/64x3/32"
- 12 strips balsa 1/16x1/16x15"
- 3 strips balsa 1/8x3/16x15"
- 6 strips balsa 1/16x1/16x22"
- 1 pr. 1/2" balloon shape wheels
- 1 balsa sheet 1/4x3x9
- 2 balsa blocks
- 2—15" lengths bamboo
- 2—11" lengths bamboo
- 3 brass washers
- 1 strip sheet steel
- 1—12" length steel wire



THIS IS NO TRICK OFFER! IT IS OUR THOUGHT THAT SHOWING YOU HOW "BURD" MODELS REALLY FLY WILL CAUSE YOU TO ASK FOR THEM ALWAYS! OUR SELECTION OF EIGHTY NUMBERS REPRESENTS THE FINEST, MOST MODERN AVAILABLE. CALL FOR "BURD MODELS" AT YOUR DEALER'S!

Buy At Your Dealer's! We Cannot Sell Direct!

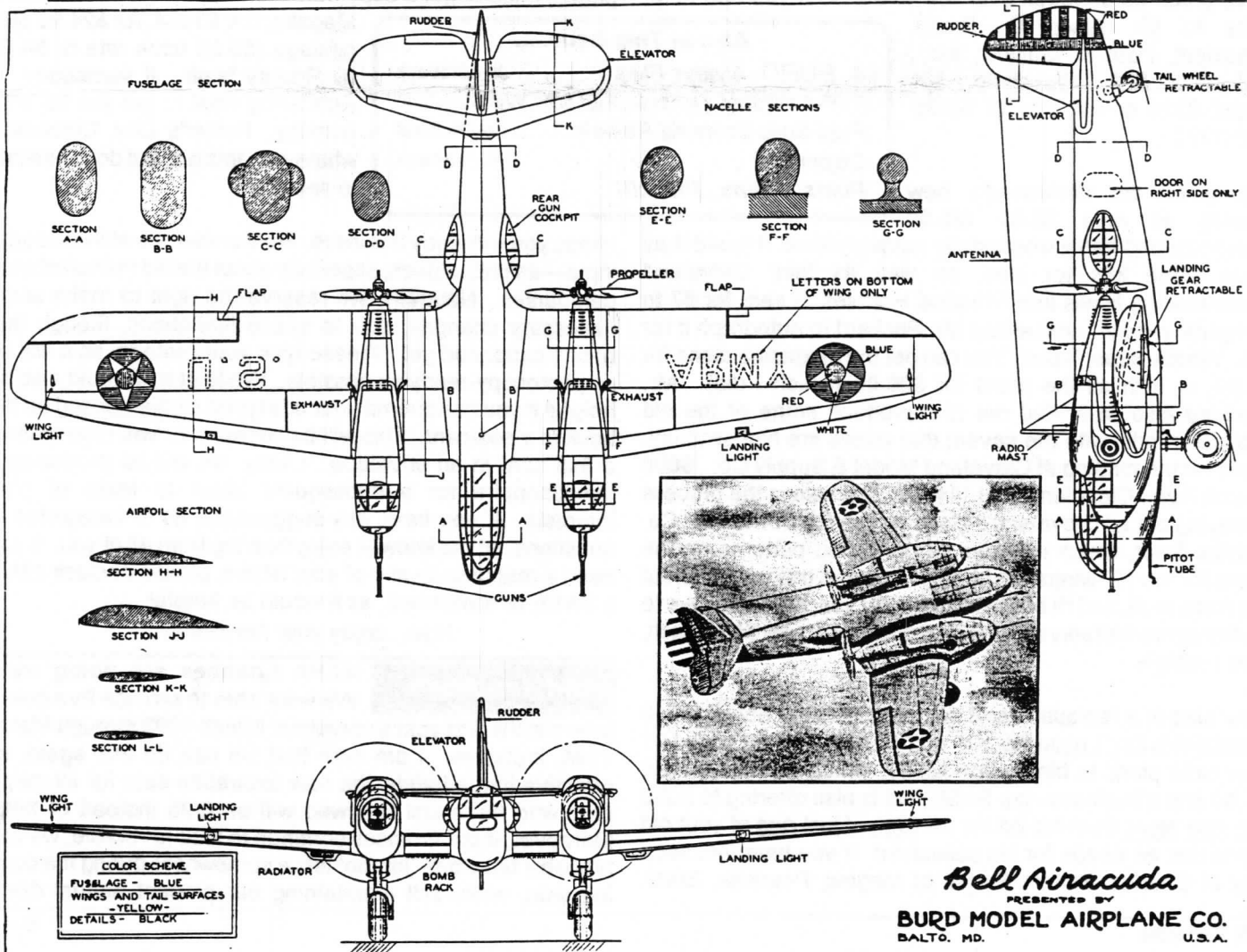
It was only through the efforts of concerned dealers, with the true interest of model builders at heart, that this unusual offer was made. Make use of the willing assistance your neighborhood dealer so pleasantly offers you. Consult him with your model and hobby requirements. He is anxious to serve you. Ask him for "BURD MODELS"—there is a dealer near you.

DEALERS—JOBBER
Get this unusual value for your customers. You can be certain of their continued good will to buy. Don't let this offer follow you like the "jumper" on you. Carry "BURD MODELS" the line with customer satisfaction.

SEND 3c STAMP FOR LATEST LIST

BURD MODEL AIRPLANE COMPANY

2113-2117 E. OLIVER ST., BALTIMORE, MD.



Bell Airacuda
PRESENTED BY
BURD MODEL AIRPLANE CO.
BALTO. MD. U.S.A.

The BURD Model Airplane Co., of Baltimore, Maryland, led a brief but brilliant life in the few years just before the Second World War. Its story will bring back fond memories for many modelers (of a certain age), but the company also left a legacy of outstanding kit plans that will perhaps be of interest to modelers today. In retrospect, one can see that these plans were remarkable for the day and for the price class in which they sold.

BURD advertised nationally (in *Model Airplane News*) for the first time late in 1935, featuring two 5-ft. flying scale rubber models, the *Curtiss Robin* and the *Fairchild 24*. Both models were good flyers and good value at \$1.50 each. A few months later, they were joined by a 5-ft. *Rearwin Speedster* at the same price, also a fine flyer. These three giant rubber models were advertised regularly and apparently stayed in the BURD line for the life of the company. They were kits #251-253 in the 1940 catalog.

The lowest-price kits were BURD's 10¢ lines of 16-in. wingspan flying scale models and 8-in. wingspan solid scale models. By early 1940, there were 18 solid model kits, and probably a few more of the WW II combat planes were added in 1941; the kit numbers ran upward from #50. A sample plan, the *Bell Airacuda* (Kit #67) is included with this article. If you are familiar with other 10¢ solid model plans of this era, you will find this plan to be of very superior quality. This plan can be enlarged by about 1.49 to return it to full size, 8-in. span.

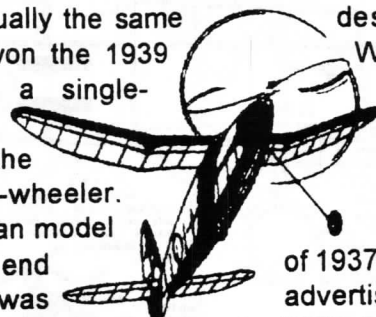
BURD's 10¢ flying scale model kits were also of remarkable quality in their price range. By the summer of 1941, there were 36 different kits available. The kit numbers for this series ran from 10 to 45. A sampling of these kit plans is also included with this article. They have been reduced in size to show you four of them in the space that would be taken by a single full-size plan. If you wish to restore them to full size (16-in. span), enlarge them twice by about 1.49 each time.

(The idea of reducing the plans in size was inspired by Richard Miller, KAPA 314-F, who said that he liked to see lots of plans in each issue. I expect that's true for most of us!)

In April of 1936, BURD first advertised a line of 50¢ kits, with 30-in. wingspans. They were later joined by ad-

ditional 36-in. kits in the 50¢ series, which grew to 17 kits with kit numbers from 200 upward. A line of \$1.00 kits was added in 1937; these #300-series kits had 50-in. spans. During 1938, BURD tried their hand at "super detail" kits: a 36-in. *Douglas Sleeper Transport* and a 36-in. *Hawks' Time Flies*.

No doubt the most famous BURD rubber-powered kit was the one for *Korda's World Record Holder* of 1937. This was actually the same design with which Korda won the 1939 Wakefield contest, with a single-blade folding prop substituted for the earlier 2-bladed free-wheeler. The kit for this 43-in. span model was introduced at the end of 1937 at a price of \$1.00, and was advertised heavily for months. Then, in early 1939, BURD broke the price to an unbelievable 29¢! The final variation of this remarkable kit came in early 1942, when the kit was redesigned to include a formed wire landing gear (in place of the original bamboo legs) and the folding prop. In this Wakefield-winner form, the kit was priced at 69¢ and continued to be advertised up to BURD's end in early 1943.



A BURD Always Flies...

by

Jim Alaback

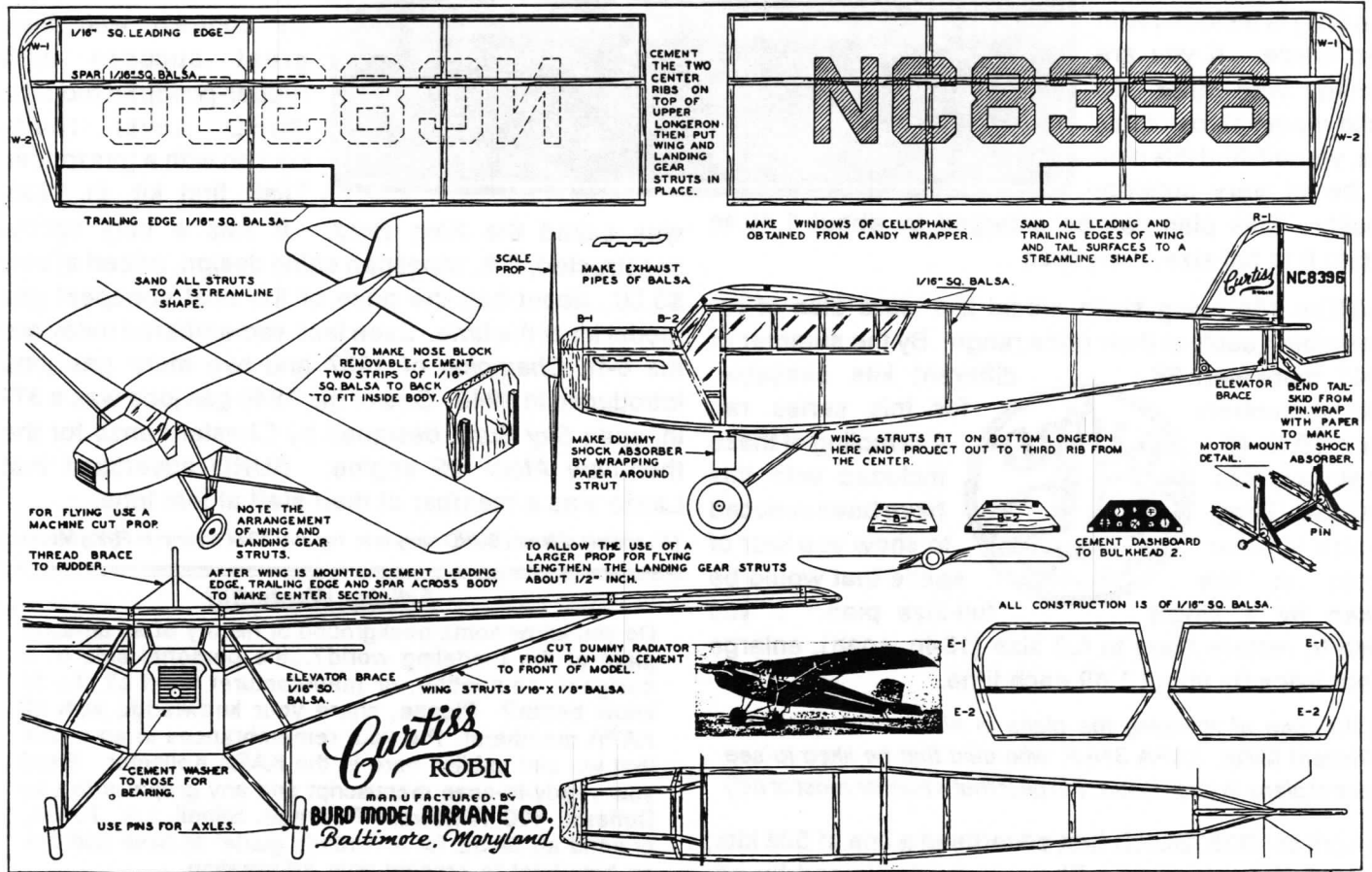
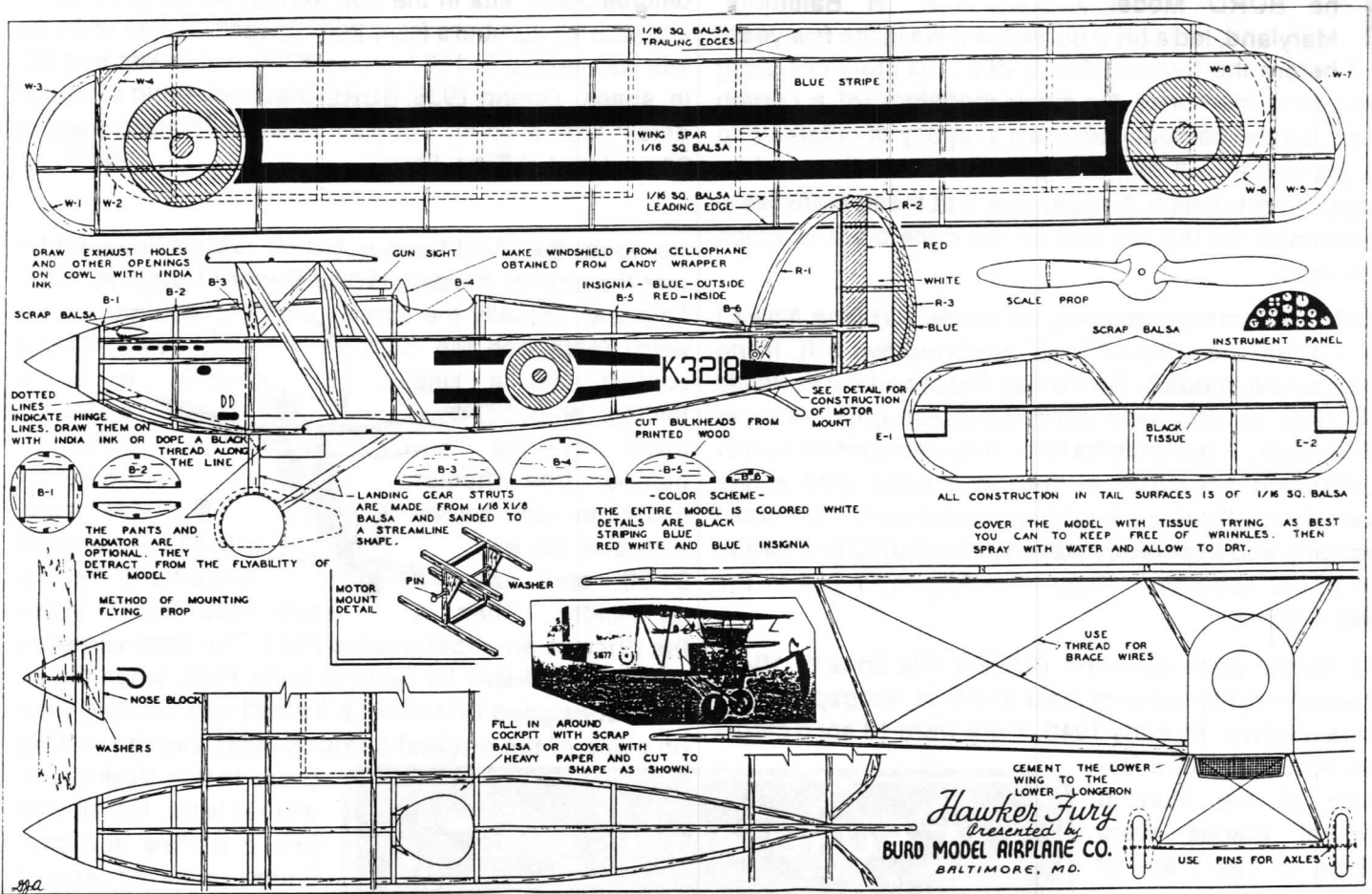
"The BURD Model Airplane Co., of Baltimore, Maryland, led a brief but brilliant life in the few years just before the Second World War..."

By contrast with their great success with rubber-powered models, BURD never really clicked with a gas model. Their first kit, in 1936, was called the *King Burd*. It was a very lightly-constructed, 5-ft. wingspan cabin design, priced at only \$3.00...about half the price of the next cheapest gas model kit at the time. Even less-remembered today are the 6-ft. *Champion* of 1937 and two more gas jobs introduced in 1940. One of the 1940 gas jobs was a 37-in. span *Sky Burd*, designed by Chester Lanzo for the then-new *Atom .09* engine. BURD advertised that Lanzo was a member of their staff at that time.

(An entirely different BURD story is in my July 1994 column in Flying Models.)

Articles Wanted!!!!

Do you know some background or history of an un-sung giant of the modeling world?...the personal side of a designer, competitor, or manufacturer we'd all like to know better? Please, share your knowledge with all KAPA members! Put your remembrances in an article that we can publish here in the KAPA Kollector. Send your ready-to-scan manuscript and any graphics to Lou Buffardi, 400 Windward Passage, Slidell, LA 70458, or send an SASE for a "writer's guide" of hints and tips on how best to present your information.



Periodically a KAPA member raises a question about how to deal with copyrighted material. Usually he is wondering if he can copy a plan from an old magazine or an old kit plan for exchange with another member, if the material carries a copyright notice.

If by chance there is a KAPA member who is an attorney engaged in copyright law practice, an article on this subject would apparently be very helpful, and I know the editor would be very happy to publish it.

In the interim, I can offer some sources of basic information on copyright. The Copyright Office, Library of Congress, Washington, DC 20559, provided me with free copies upon request of Circular R1, *The Nuts and Bolts of Copyright*, and Circular R99, *Highlights of the New Copyright Law*. They also offer a publication entitled *Publications of the Copyright Office*, which lists other material they have available. Also, the Registrar of Copyrights, Library of Congress, Washington, DC 20559, will answer questions not addressed in their publications. However, they are not permitted to give legal advice on matters such as disputes over the ownership of a copyright, suits against possible infringers, etc.

The Circulars cited above indicate that the length of copyright protection is somewhat complicated at present, because of the new copyright law [Public Law 94-553 (90 Stat. 2541)], which became effective January 1, 1978. However, broadly speaking, a coverage of at least 75 years could be taken as typical for material copyrighted since 1978. Prior to 1978, copyrights had a term of 28 years and could be renewed once, for a total protection of 56 years. Using this arithmetic, it appears that works copyrighted prior to 1922 would have expired before the new copyright law went into effect, so would be in the public domain. Anything copyrighted prior to 1950 on which the copyright was not renewed would also be in the public domain.

The KAPA definition of its purpose, "...a club for modelers...collecting...and exchanging...kits and plans that are no longer available..." suggests to me that a member being sued for copyright infringement is unlikely, since the kits and plans are mostly from organizations that no longer exist. (A notable exception to this would be Cleveland Model and Supply Co., which is still actively engaged in selling plans originally copyrighted back as far as the early 1930s!)

Where the original holder of the copyright is still in existence, you can request permission to copy. My experience with the magazines has been very favorable in this regard, with one even having given me blanket permission to reprint for club newsletter purposes.

From my own experience as a patent and copyright holder, I can say that one major consideration in enforcing those rights is the legal cost of filing a lawsuit, as compared to the economic recovery possible from winning the suit.

I am glad I joined KAPA, finding the news to be most informative and an education for me. Lou and Jim are certainly well qualified to conduct a newsletter dealing with modeling of the pre-war days and the kits of those times. You have written already of model companies I have never heard of, and obviously you have spent more time than I ever did in shopping about for kits. I sent for that introductory offer kit for \$1.00, the original Cleveland 3/4"=1' SF complete kit of the '31 Gee-Bee No. 4 racer. I had been quite disappointed in the quality and completeness of a couple of mail order kits that were received just prior to ordering the C-D kit; I tried one more speculative mail order. This was all in early 1932.

Upon it arriving, I could hardly believe there could be such a difference; the kit was so well-packed in its sturdy mailing tube and was so complete of such high quality balsa stock, ample in quantity, and very usable. In a way, I regret having stumbled onto the Cleveland kit that early, because from then on, it became the standard of comparison, and the few dime store low-priced kits I found locally suffered as to the quality of the contents—either in the balsa itself or in its whiskery sawing of it. At that time, I simply quit looking for any other company but Cleveland. I have long since learned that there were other model companies after all, and have sent for some plans, intending "someday" to build to them using my own balsa bought locally.

*Kenneth W. Hamilton
Rancho Palos Verdes, CA*

From 1953.....



Jim Walker

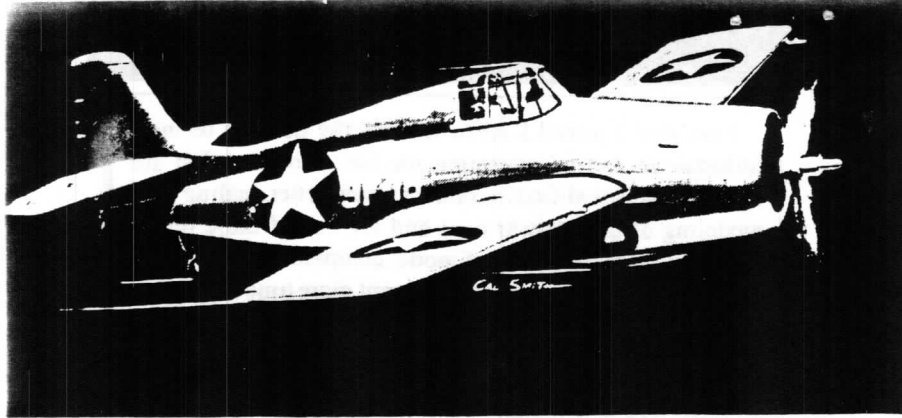
Firebaby Biplane

Stunts like a dream and has power to spare. Royal Spitfire engine has Jim Walker "Super-charger" modification for greater power, instant starting, fuel economy. Buy it ready to fly. All parts finished, painted, fuel-proofed. Span 19 in., wt. with motor 4½ oz.

Complete with engine..... \$9.75
Without engine 3.50

A-J AIRCRAFT CO.

1166 N. E. 31st Ave., Portland 12, Oregon



Grumman F4F-4 Wildcat

This one will keep you busy for awhile — but she's a fine ship to add to your collection; markings are for early Marine fighting squadron in the Pacific.

■ One of the first monoplane fighters of the United States Navy, the Grumman Wildcat was the standard naval fighting airplane force through 1942, exacting a heavy toll of Japanese planes until its replacement by the Hellcat and Corsair fighters.

The weight of 6,100 lbs. and span of 38 feet gave the Wildcat a comparatively light wing loading and, therefore, maneuverability to meet the Zero on more equalized terms than the ill-fated P-40. Powered by the R-1830 Pratt & Whitney Twin Wasp of 1,200 horsepower, the cruising range was 1,120 miles. Top speed was in the neighborhood of 325 miles per hour. Ceiling, 31,000 ft.

Four .50 caliber machine guns were located in the rigid wings of the F4F-3; six guns were installed in the manually operated folding wings of the F4F-4. A number of stripped Wildcats (F4F-7) saw reconnaissance duty. Countless F4F fighters were delivered to the Royal Air Force and were designated "Martlet." Used by the Navy and Marine Corps, the F4F was operated from land bases as well as airplane carriers. The Wildcat was one of the first United States planes to employ self-sealing fuel tanks and protective armor plate for the pilot.

Most engines from .14 to .29 cubic inch can power this 3/4" equal 1' 0" scale replica of the F4F-4. For some extra speed a .49 engine can fit in the extra large nose. This is for the expert speed demons only! Utilizing a vertical keel and formers, you can fashion the fuselage planking with considerable ease. Shall we begin?

Cut the sheet balsa wing covering to shape and butt-join two 3" widths to form the correct chord distance. Taper the spar as the plans specify and ce-

ment these to the bottom covering. The wing is made in two panels. Cut the spar joiner from plywood and cement it to the balsa spars. This automatically forms the correct dihedral angle. Add the wing ribs at this time. It is important that a slot be cut into the spars as the plans illustrate. This is necessary in order to allow space for the bellcrank which is mounted in the wing. Drill a hole in the hardwood bellcrank mounts. Two mounts are used, cemented to the spar. Use plenty of cement.

Attach the wire lead-out lines to the bellcrank by twisting and soldering the ends. Pass these lines through the holes in the ribs and slip the bellcrank between the bellcrank mounts and hold in place with a bolt. Smear cement over the nut to prevent it from loosening. We fly in a counter-clockwise direction and therefore locate the bellcrank and lead-outs in the left wing (port side). Install the wire control rod by either using an offset bend or by soldering a washer to the control rod end to prevent it from slipping off the bellcrank.

Bevel the leading and trailing edges of the lower covering to fair into the upper wing rib curvature. The top of the wing is now covered. With the sheet covering butt joined and cut to outline shape, it is cemented to the spar and held in place with pins. Now, apply cement to the rear portion of the ribs and the beveled lower covering. Pin the upper covering to the ribs until the cement is dry. Repeat for the forward portion of the ribs. Add the solid balsa wingtips at this time. It will be necessary to drill holes in the port side wingtip to admit the lead-out wires. When the wing is completely dry it should be thoroughly sanded smooth with 1/0 and 3/0.

Cut the sheet balsa vertical keel, cut

out for the wing; cut the large space in the nose for the engine and combine the lower portion of the vertical fin as part of the keel. The stabilizer will rest upon the keel and the fin placed atop the stabilizer. Slide the wing through the slot and cement well. This is followed by the addition of the formers to the keel. When this is complete the landing gear platform and former "H" should be firmly cemented in place. The fuselage keel is cut to receive the plywood platform which is made in one piece.

The type and make of engine should be determined before construction progresses further because this governs the height and distance between the engine mounts. We bolted the engine to standard commercial K&B metal mounts which can be used for any engine. These mounts should now be bolted to the plywood firewall. They are of steel and therefore the nuts should be soldered in place onto the mount. However, if aluminum mounts are used the nuts can be soldered to a piece of thin brass or tin can metal and held in place on the engine mount by means of a self-taping sheet metal screw (1/4").

Bend the three landing gear struts to shape and force through the keel. Bind the joint with fine soft wire and solder well. With this complete the landing gear struts are firmly attached to the plywood by several coats of cement.

The elevator halves and stabilizer are cut to shape and sanded to a streamline cross-section. Cement the elevator halves to the dowel spar and, when dry, install a commercial metal bellcrank. Hinge the elevator assembly to the stabilizer, using cloth patches for hinges. Note that one half of this cloth is cemented to the top of the stabilizer and the other half to the bottom of the elevator, and this is alternated top and bottom with the remaining strips. Securely cement the stabilizer atop the keel and connect the control rod to the horn. Check control system to be sure it does not bind.

Construction Notes

Now, the entire fuselage is planked with balsa strips. Start by cementing a strip to each side of the fuselage followed by one on top and bottom of the fuselage. These can be held in place with pins until the cement has dried. Now attach a strip to each side of the four strips already in place. Follow in this manner until the entire fuselage is covered. It is imperative that the planking strips be cemented to each other as well as to the formers. Bevel the sides of these strips and taper them to fit the small size of the fuselage rear. When the entire fuselage has been covered all cracks and crevices should be filled in with Plastic Balsa forced into these spaces with the fingers. While this is drying the fin can be added atop the stabilizer.

Sand the fuselage smooth with 1/0 and followed by 3/0. Fill in any remaining cracks with Plastic Balsa and sand the entire plane smooth.

Two coats of Testors Sanding Sealer should be applied to the entire model and then the whole structure should be sanded down to the wood. Repeat with four more coats, this time sanding lightly after each coat. Additional applications would be required for a prize-winning finish.

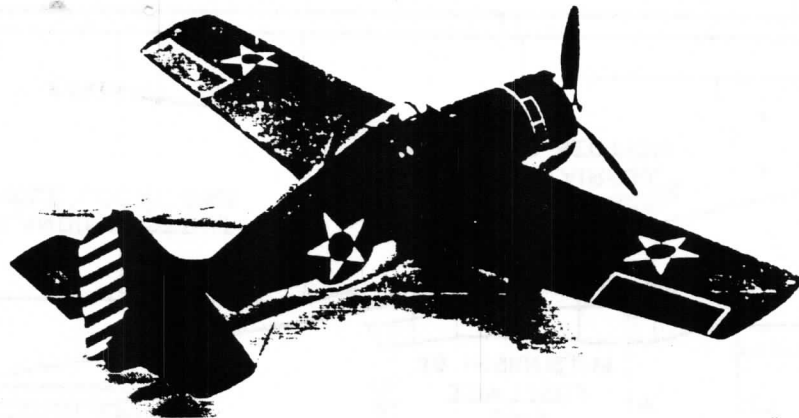
Three different color schemes can be ap-

plied to the Wildcat model. The old peacetime markings were used on the early F4F. These consisted of all silver with the top of the wing colored chrome yellow. Tail color was silver or carrier color. Belly band and cowl follow the flight color. During 1941 a pearl grey color was adopted for the entire plane. Identification letters were white. The color scheme that followed this was used on our model.

The entire underside is a very light greenish-blue grey. Apply this color over the entire model. Four coats should cover well, thinning the last coat about 30 percent. Sand lightly with 8/0 wet sandpaper and brush on one more coat. When thoroughly dry the entire upper surface is colored a darker greenish-blue. Mask off the under surfaces with paper tape before the upper surfaces are painted. Three coats should provide a good finish. A brisk rubbing with an automotive type compound and soft cloth will enhance the finish.

The rudder sports thirteen red and white stripes. Seven red stripes are required as on our flag. This can be done with Trim-Film. The stars can be almost any size. Marking policy during the early years of the war was somewhat vague, therefore very large as well as very small stars were used as well as those of medium size. Plans show a large-size star. The red "meatball" was discarded on some later Wildcats. Our plane sports Marine markings. The first three numbers tell the wing group and squadron while the "MF" means "Marine fighting." No. "16" is the plane number.

Install a pilot if desired and add the cockpit enclosure. This is made with two pieces of sheet plastic and a scrap piece of curved bubble canopy you may have left over from a previous model. The windshield is made of one piece, as is the sliding cover. When these have been cemented in place the curved portion is cemented to both



previously mentioned components and trimmed carefully when dry. Mask off and paint the frame onto the plastic. Add all miscellaneous details at this time. Rudder can be added and offset as shown.

Carefully cut away the cowl engine hatch using a very sharp single-edge razor blade. Cut away the lower portion of the keel forward of the plywood firewall in order to admit the engine cylinder through the nose bottom. Apply two coats of clear fuel proofers to the entire nose interior. Now install the engine by bolting it to the mounts. Connect the fuel line and replace the engine hatch using a few droplets of cement to hold it in place.

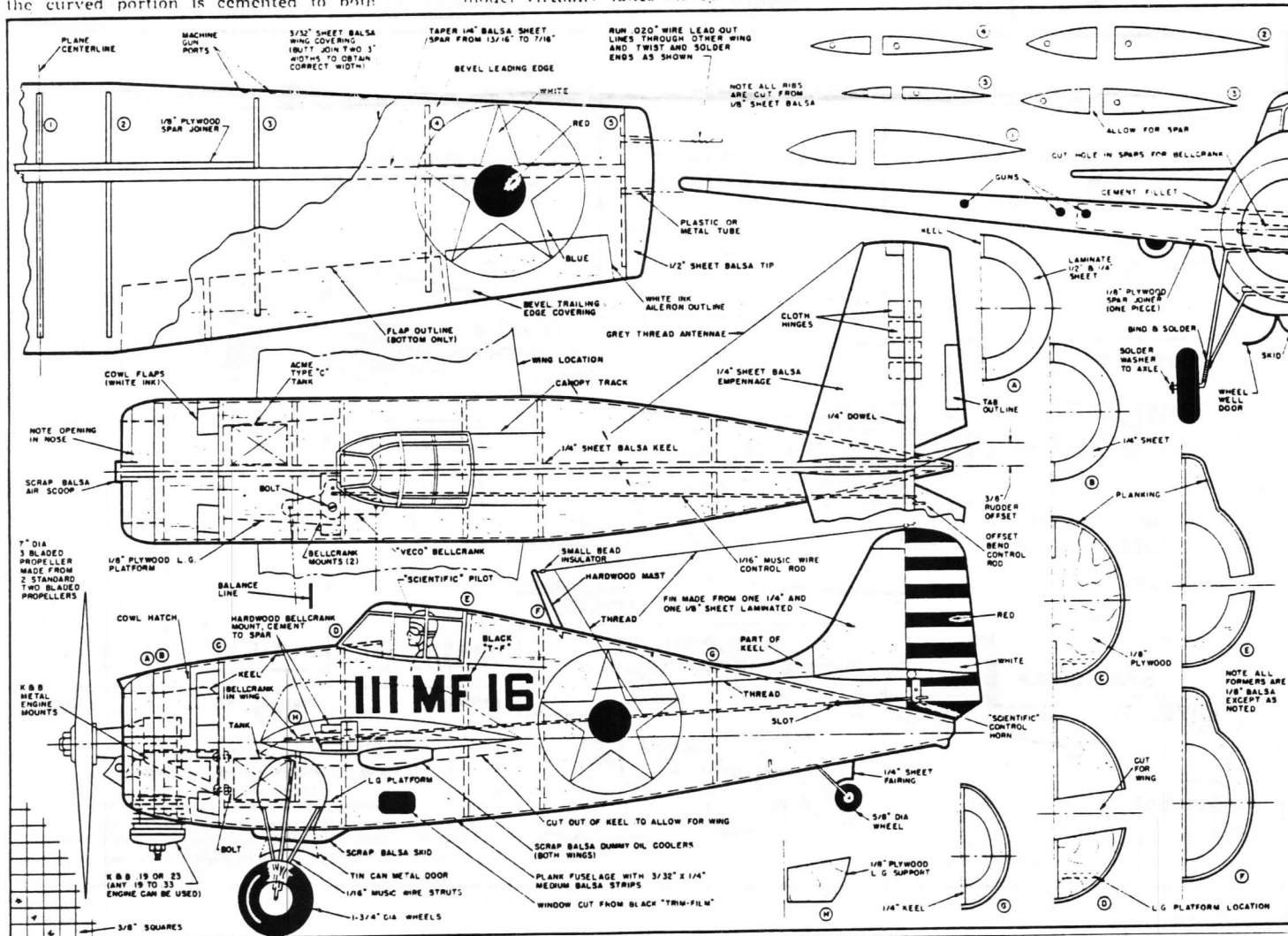
Check the balance point of your model and add weight in the nose or tail to remedy any unbalanced condition. Forty to sixty foot lines of at least .010" dia. steel should be used. It is advisable to fly from a paved surface, but the large size of these wheels allows operation from close-cut grass and dirt surfaces. Always face downwind for take-offs, and climb with the wind. This model virtually takes off by itself, so do

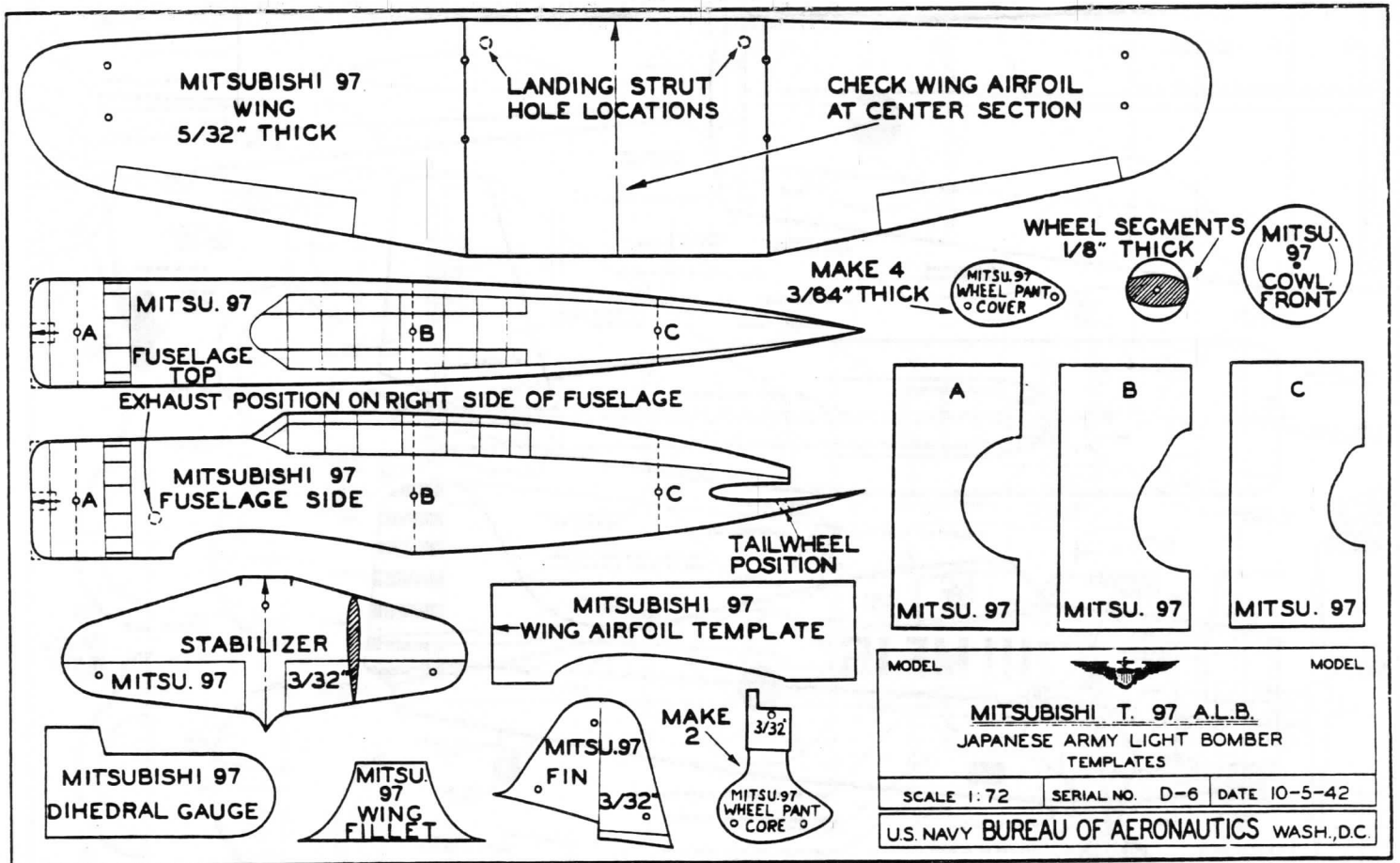
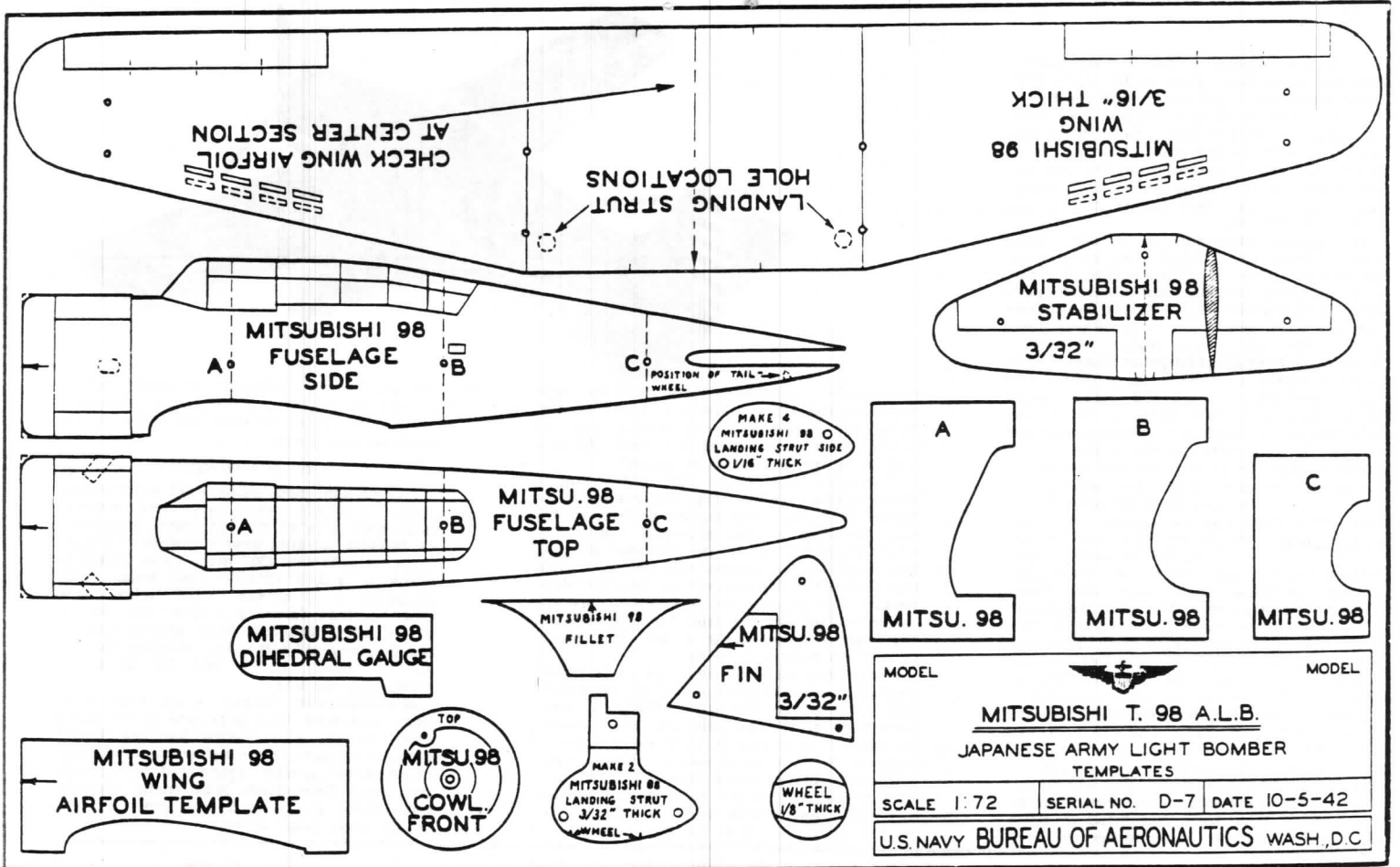
not apply "up" elevator to zoom off the ground. Taut lines are important, therefore always be ready to step back should the lines become slack.

Bill of Materials

1 1/4"x3"x36" med. balsa, keel, empennage, spar, 1 1/4"x3"x36" med. balsa, keel empennage, spar, 1 1/4"x4"x10" plywood, spar joiner, bulkhd. landing gear supports and platform, 24 3/32"x1/4"x36" med. balsa, fuselage planking, 4 3/32"x3"x36" med. balsa, wing covering, 1 1/4"x2"x36" hard balsa, wing ribs, fuselage formers, 1 1/16" dia. 36" lg. music wire, landing gear struts, control rod, 2 1/2"x3/8"x4" soft balsa, wingtop (laminated 1/4" sheet), 1 .020" dia. 36" lg. music wire, lead-out lines.

Miscellaneous: thread, 4 oz. light grey dope, 4 oz. med. blue dope, one ounce green dope, cement, 4 oz. Testor Sanding Sealer, pins, sandpaper, rubbing compound, .005" plastic sheet, plastic tubing, red, white, blue and black Trim-Film, K&B metal mounts, nuts, bolts, scrap hardwood, tin can, Scientific pilot, 1-3/4" wheels





Air Corps Ace Model Company presents its new generation solid scale kits with an exciting and extremely well done 1/32 solid scale kit for the *Boeing P-26*. For those of you who have purchased some of the scale wooden kits from **Air Corps Ace Model Company** in the past, you are in for a new treat! They extensively canvassed modelers to find their likes/dislikes and favorites, and have come up with a kit to please and excite modelers new and old alike. The new generation *P-26* comes shrink-wrapped in a shoe-box sized kit of industrial-strength cardboard, beautifully-decorated with kit ID on both ends, a color photo of the complete model on the box top, and profile illustrations of the other six kits in their solid scale series.

The most striking piece of the kit to catch my eye upon opening was the carved wood fuselage with integral blocks fore and aft, which hold the block during the shaping process. This reminded me very much of the Consolidated, Monarch, and Scientific kits of old (are you Nostalgia guys listening?). Wing panels are already cut out, ready for carving and sanding. The fuselage requires basically sanding, as it is well-carved in all dimensions. Headrest, empennage, and a few pieces are printed on hardwood sheet for cutting out on a table saw and carving and sanding to airfoil shape. Three rolled scrolls wrapped in rubber bands open up into a nine-page construction booklet (with one page on the super-detailed metal engine alone!) complete with photos of the interior of the actual aircraft; a reprint of the old Bureau of Aeronautics instruction sheet on carving out solid models (very neat!); and a bound 3-page, 4-view set of "blueprints" of the model to aid in exterior detail.

Now for the clincher: three plastic bags of metal parts cast for the landing gear with wheels, two-piece cowl (in case you want it removable), louvered panel, engine, intake pipes, exhaust pipes, rocker cover, prop, instrument panel, seat, tail wheel and enclosure, pitot tube, gunsight, antennae mast, control stick, etc., etc. Not that you'd need it, but they even provide a stiff cardboard carving guide template for cross section checks. A colorful decal sheet rounds out the kit very nicely—markings are standard 3-color national insignia for top and bottom of the wings, rudder stripes, and black U.S. ARMY. A sheet of stiff celluloid is your windshield material.

This kit might have been some time in coming, but it was well worth waiting for. **Air Corps Ace Model Company** advertises this kit as being capable of being built to museum

quality, and they certainly have given the builder the wherewithal to do just that. The company does build for museums and aerospace, and this kit production is a sideline for them. {Hurray, Sideline!!} Last time I checked, their kits ran about \$26.95 or so. Best to drop them an SASE at P.O. Box 6367, Fullerton, CA 92634-6367. While most of their kits are for the WW-II period, the *P-26* is the first in hopefully a wider range of model kits they will offer. They are responsive and caring for what the modelers want, so let them know.

Old Kit Price Guide?

One of our members recently suggested that KAPA publish a price guide for old kits, but there isn't any such price guide that I know of. It seems like a good idea though. Do you have a proposal on how a price guide might be compiled? Would you be willing to do the compiling?

In the meantime, I'll offer what I can about the market as I have seen it in the last few years through Model Engine Collectors Association (MECA) advertising and attendance at their swap meets, plus advertising and correspondence within KAPA this past year. If you don't agree with these observations, perhaps you can write and offer your thoughts. (Notice that these are not necessarily what I think the values should be, but what they are in the marketplace, in my recent experience.)

Old kit prices seem to run about \$5 to \$15 for solid scale model kits, \$10 to \$35 for rubber models, and about \$35 to \$75 for gas models if they are complete and in good condition. The range is affected of course by age/rarity, desirability (of the kit and of the plane that is in the kit), and kit's price range in the market in which it was originally sold. Cleveland "SF"-series scale models are an exception to rubber-powered model range, with asking prices running about \$25 up to over \$100 (for the large, twin-engine kits), with the average about \$35-\$75.

Kits with major missing parts, missing plans, or beat-up boxes would be worth much less, depending on the extent of the deficiencies.

Aside from normal buying/selling/trading between collectors, there are many cases where kits are given away to friends by non-collectors, and other cases where perhaps an individual is really anxious to get one certain kit and will pay almost anything it takes to buy it, if he locates one. These situations are outside the price guide.

Jim Alaback

Collector Classifieds

R/N Models: Double Kit #CG 502 (SPAD 13C & Fokker D-7), 3/4" scale; and, Double Kit #CG 504 (S.E.5 & Fokker D-8), 3/4" scale. New. \$20 ea. kit. Two Sterling Kits, #A-1 (Fokker D-7), new. \$15 ea., and Kit #A-16 (Fokker D-8), new, \$12. Comet Kit #3648 (Fokker DR-1, 27" wingspan), new, \$15. Guillow's Kits #201 (Thomas Morse Scout S4C), #202 (SE-5A), #204 (Fokker DR-1), \$12 ea. kit. Guillow's #406 (Focke-Wulf 190), \$16. All kits new. Guillow's #201 box is faded. Add \$2 postage for one kit. Three kits (or more), add \$5 for postage. Will sell all kits, in one lot, for \$110, postage paid.

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

FOR SALE: CARTERCRAFT 1/2" SCALE WW-I SHEETWOOD KITS FOR SOPWITH CAMEL AND SE-5 FOR RUBBER, CO₂. COMPLETE IN BOX. \$20 EACH OR \$35 FOR BOTH + POSTAGE.
LOU BUFFARDI, 400 WINDWARD PASSAGE, SLIDELL, LA. 70458.

WANTED WANTED WANTED

MONARCH: SCOT FREE

ACE-WHITMAN KIT: #5377 BOULTON PAUL DEFIANT

SCIENTIFIC R/C KITS: MISS AMERICA R/C 42", PIPER CUB R/C 32", MISS WORLDS FAIR R/C 32"

BERKELEY U/C KIT: SBC-3 HELLDIVER (BIPLANE)

SPEEDEE BILT: ERCOUCPE; NEED KIT OR COPY OF PLANS AND DIE CUT PARTS

FOR SALE OR TRADE ON ABOVE

SOUTHLAND'S "SMARTY" F/F 30" W/S, 155 SQ.IN.-\$30

HUNT MODELS "FLY BABY I-B" FOR CO₂ OR RUBBER-\$30

HUNT MODELS "PORTERFIELD" FOR CO₂ OR RUBBER-\$30

KODAK RETINA AUTOMATIC III, 35mm CAMERA WITH

ƒ2.8 SCHNEIDER LENS-PRIME CONDITION-\$125

MORRIE LEVENTHAL, 1788 NIOBE AVENUE

ANAHEIM, CA 92804, PHONE (714) 535-6570

Collector Classifieds

FOR SALE

- 1) Air Trails Classic Flying Models magazine. Issues 172, 271, 272, 273, 274, 371, 372, 373, 374, 471, 472 mint condition \$50.00 plus shipping
- 2) Aeroplane Monthly 1973 thru 1991, 1973 thru 1987 in binders, 1988 thru 1991 loose (2/20 missing) mint condition \$150.00 plus shipping
- 3) Scale Models International 1973 thru 1991, 1973 thru 1989 in binders, 1990 thru 1991 loose mint condition \$150.00 plus shipping
- 4) Aeromodeller Annual 1954/55 thru 1988/79 (25 issues) \$100.00 plus shipping
- 5) Ziac Model Aeronautical Yearbooks 35/36, 37, 38, 51/52, 53, 55/56, 57/58, 59/61, 64/65 condition good \$25.00 plus shipping
Kenneth W. Race, 906 Liberty Court, Cupertino, CA 95014 (408) 996-0878

9 1/2" Gullow Palowina props
FREE Please send two 29c stamps for mailing. Only six (6) left for first six.
John Valls, 2502 Montgomery St., Laredo, TX. 78044-2241.

WANTED- Berkely kit
OF CURTISS PGE
-HAWK- send price & condition to:- LEONARD SCHWALL- 29 VREELAND AVE- HACKENSACK NJ- 07601

SALE/TRADE: Send SASE for plans or kits lists.

WANTED: Copies of Megow 8" solid plan for kit S-26 Sopwith Camel. Megow 30" plans for Fokker D-7 and SPAD 13, kits F-1 and F-4. Pre-war Comet, Megow, or American Hobbycraft (AMCO) flying scale or solid kits. Gullow 18" WW-I airplane kits in WW- or 100- series.

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

Kits from 50s-60s-70s. NOTHING exotic, half price or reasonable offer on orders for 3 or more.
Today's Hobbies, Sterling, Gullow, Jetex, Peck-Polymers, Comet, Cleveland, KeilKraft, Ray Models. Send SASE (L9) for list. KENNETH W. RACE, 906 LIBERTY CT., CUPERTINO, CA. 95014.

MEGOW KITS FOR SALE

NAME	SPAN	PERIOD	CONDITION	PRICE *
Corben Ace	18	Post-war	Good	16.00
Nieuport (biplane)	18	Post-war	Good	18.00
Senior R.O.G.	15	Pre/Post-war	Fair/Good	12.00
GRUMMAN Skyrocket	13	WW-II	Good	14.00
P-51 Mustang	13	WW-II	Good	17.00
(NOTE: Each kit comes with an extra XEROX building plan)				
Aya Project #3	19	Post-war	Fair/Good	13.00
Aya Project #4	22 1/2	Post-war	Fair/Good	14.00

WANTED: XEROX PLANS OF MEGOW RYAN OBSERVATION & ARROWBILT

ERNST M. JOHNSON
10460 AMBASSADOR DR.
RANCHO CORDOVA, CA
95670

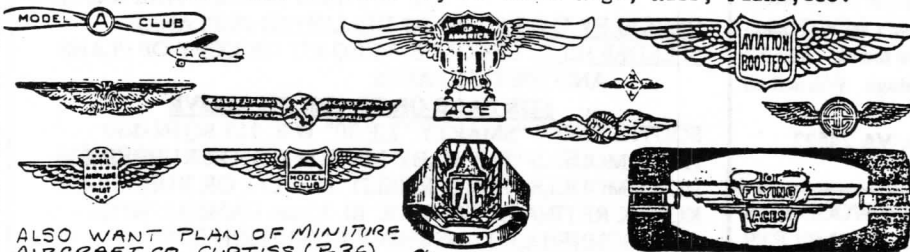
* Add 15% Shipping & handling

TRADE: MONOGRAM 5/8 (M4) B-24 (G14) F4U-S (G-16) F9F 5/K (FUP5) (G3) F4U-S (G-2) F84 (M4) MIG 15 (TS) F86. BURKARD B-17, B-25, F3F-2, FW190, BREWSTER SB2A-1, MAILCRAFT P-61 DELUXE WITH CAST METAL PARTS, P-35, P-38, A20, B25, MOSQUITO, TESTORS B-29, STRAINBECKER F-84, D558-2, F84, PIPER LAND CRUISER, F94. CONSOLIDATED, ZERO, P47, F6F. MEGOW P-51 (#55), FALCON, A20. COMET (M4) B-29. MASTER MODEL CRAFT P40, ME110, MOSQUITO. SELL/TRADE LIST, LARGE SELECTION, NOW AVAILABLE ON REQUEST. ED. MARCINIEC, 25 LORRI ST., SPOTSWOOD, N.J. 08884

RETIRED BUSINESSMAN WANTS TO BUY A WIDE VARIETY OF RUBBER BAND POWERED AND OR SOLID MODEL KITS, AND IN SOME CASES, I'LL TAKE WHAT I CAN GET, SUCH AS BOXES, PLANS OR PRINTWOOD, TO FILL IN MY COLLECTION. PLEASE MAIL ANY SIZE LIST WITH PRICE AND CONDITION WHERE POSSIBLE TO: JOE SHOTTS, SR. 3355 MAYSVILLE PIKE, ZANESVILLE, OHIO, 43701 OR CALL 614-453-2219 10AM TO 10PM E.S.T.

trade: Master Modelcraft Ryan or Ambroid Spitfire for Scientific Little Devil.
reward: One Nostalgia plan book for 1 proof that Mel Schmidt flew his Hi-Trail design models in 1956.
For Sale: Nostalgia plan books. "Nostalgia Nostalgia two, And Third Nostalgia" Each is over 60 pages of old mag plans, about 30 per book, some with full sized parts \$10 each +\$2 p&h
Terry Rimert KAPA 376 367 Orange Ave. Baldwin, FL 32234

MODEL CLUB WINGS - WANTED. Will buy or trade Mags, Kits, Plans, etc.



ALSO WANT PLAN OF MINATURE AIRCRAFT CO CURTISS (P-36) MODEL 75 KIT.

2/3 SIZE

203 633-7836

GEORGE B. ARMSTEAD, 89 HARVEST LANE, GLASTONBURY, CT 06033-1721

Kits for sale: Cleveland S-122 Banshee, \$20; Cleveland SF-105 Westland Whirlwind, \$50; American Telasco Cougar, \$75; Jetex 600 Scorpion (new) with fuel, wicks, and screens; Sierra-Nevada Douglas M-2, \$25. Earl VanGorder, 2 Holley Lane APT. 7, Tonawanda, NY 14150. Also Tern Aero Aeronca C-3 and Tiger Moth, \$35.00 each LNBIB.

Collector Classifieds

WANTED: COPIES OF PLANS FOR THE FOLLOWING OLD KITS:
MINIATURE AIRCRAFT CORP - CURTISS NAVY SEA HAWK 24"
MEGOW - CURTISS FALCON 24"
J. WIERZBOWSKI, 167 S. WESTFIELD ST.
FEEDING HILLS, MA. 01030

WANTED:

Plans or copies of same;
from GUILLOWS KITS #1001;
#1004; Especially #2005 (D-29)
write or call D.R. Sanders
306 shady ln; El Cajon, Ca 92021
PH: (619) 440-1335

I HAVE PLANS FOR THE MARTIN MARINER BY MINICRAFTERS OF BALTIMORE. I HAVE A ROUGH BUILT-UP OF THE MARTIN MARS BUT NO PLANS. NEED KIT LIST, KITS, PLANS, FOR MARTIN MARS FLYING BOATS, AND McDONNELL X-167, BY MINICRAFTERS. WILL TRADE YOUR LIST FOR MINE.
BRUCE E. CONWAY, 3850 MARBURG, CINCINNATI, OHIO, 45209

WANT: ANY WOOD HELICOPTER OR AIRCRAFT DISPLAY MODELS BY CHRISTIE BATLAS CO., MONOGRAM BUILD N FLY KITS, ANY MONOGRAM WOOD OR PLASTIC AUTOS, MONOGRAM CATALOGS, METAL SEAT FOR HAWK F7F-2N
R. DELALIO, 510 MILLIGAN LA, WEST ISUP, NY 11795

Wanted: Photocopies of balsa die-cut sheetwood, remnants, etc., for Monogram Speedee-Bilt Ercoupe.
Lou Buffardi, 400 Windward Passage, Slidell, LA. 70458, ph. (504) 649-6502. Also looking for Berkeley, Cleveland, Sterling scale kits.

WANTED- BERKELEY U/C CESSNA 195 KIT; COX .049 PLASTIC 'RTF' CURTIS PUSHER; BERKELEY CLOUD COPTER 'TR' KIT; SCIENTIFIC KELLETT U/C AUTOGIRO KIT; AURORA PLASTIC HELICOPTER KITS- HILLER HORNET, PIASECKI H-25A, SIKORSKY S55, KAMAN HOK, PIASECKI H-21; ANY FLYING OR SCALE WOOD HELICOPTER/AUTOGIRO KITS, PLANS, DRAWINGS OR PHOTOS, FOR SALE OR TRADE- JETCO THERMIC 72 GLIDER KIT #KG-4, STERLING SCHWEIZER 2-32, 42- GLIDER KIT #A27, COMPETITION MODELS (PHARIS MODELS) TAUBE-.020-.049 R/C or FF, 40" SPAN; JAMES ALL THE WORLD'S AIRCRAFT 91-92 EDITION, 797 PAGES (NEW CONDITION).
E.D. JONES, 10405 BUTTON QUAIL DR, AUSTIN, TX 78758-5032, (512) 837-8041

WANTED: MASTER MODEL CRAFT NEW YORK "PRECISION CARVED/DELUXE" KITS
ALSO STROMBECKER, DYNA-MODELS, TESTORS, ENTER PRIZE AND OTHER 1940'S PRE-CARVED FUSLAGE KITS.

JOHN B. REIFENRATH, 1009 BRAUGHTON CONCORD, N.C. 28025; (704) 784-5394

TRADE: AIR KING? BELL AIRCOBRA WANT P38 36 w/s
CLEVELAND? SF SERIES SMALL BOX KITS HAVE 250 WANT BIG BOX MASTER KITS OR IT SERIES KITS N660 BOX FOR IT97 HELICAT - SEND FOR LIST. SASE OTHER SELL TRADE. RICHARD RUNDALL 345 E GLENN #10 TUCSON AZ 602-792-0706 85705

BUY/SELL/TRADE. A BIT OF EVERYTHING
CLEVELAND, BERKLEY, STROMBECKER ETC.
S.A.S.E. FOR LIST. LOOKING FOR OLD STROMBECKER CATALOGS (OR XEROX) SHOWING TRAINS CLIF CARLSON
1511 POSEY AVE ALBANY CA 94706

FOR SALE: AJ FIREBABY..COMPLETE, including Cox Babe Bee engine. PLUS the following extras (most still in original AJ Walker packaging):
1 Control horn, 2 Bell Cranks, 1 Set of Wheels, 1 Balloon tank, 3 flat motor mounts
3 firebaby U-Control handles, as well as 3 11 X 17 pages of assembly and flying instructions.
Priced as a package \$45 plus 10% shipping
P.H. Comeau PO Box 1363, Leominster, MA 01453

For Sale: C/L kits by Consolidated, Dumas, Sterling, Berkeley. SASE for list. John A. Kelinske, Jr. 6713 Hendon Lane, Houston, TX. 77074-6101, ph. (713) 774-6006.

KITS WANTED: Guillow's "WW and 100 series" World War I kits with 18" wing Span; Hawk Maircraft, or other solid balsa kits; Sierra Nevada Models kits; Also interested in Megow, Cleveland, Joe Ott, Berkeley, Ideal, Supreme, Ace-Whitman, Air King, California Models, Comet, Monogram Speedee-Bilts, Guillow, Sterling, or other discontinued "stick and tissue" free-flight scale kits from the past. Builder/Collector will pay top prices. George J. Santikian, 7285 N. Channing Ave., Fresno, CA 93711. (209) 439-3363

Want plan or kit Goldberg Ranger all sheet FF for .02
Bill Baker 1902 Peter Pan St., Norman, OK 73072 Thanks.

Hits and Plans Antiquitous

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

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

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, Louis N. Buffardi, 400 Windward Passage, Slidell, LA 70458. Each advertisement will be run for one issue. If the same advertisement is to be run again, it should be resubmitted. Advertising or editorial material must reach Lou Buffardi by the 15th of the preceding month for each issue: February 15, May 15, August 15, or November 15.

In advertising or describing items for sale or trade, club members should fully describe the condition of items offered. Describe any kit box wear, damage, or repairs and any known parts missing or not original. Plans should be stated to be originals, photocopies, blueline prints, etc.. If shipping charges are extra, they should be specified.

Members' stories and 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.

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 KAPA Secretary-Treasurer Morris E. Leventhal, 1788 Niobe Ave., Anaheim, CA 92804.

Collector back issues from Vol. , 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 via air mail in other countries--payment in US Dollar-denominated funds). Send orders to Jim Alaback, 12366 Nacido Drive, San Diego, CA 92128-3108.

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



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

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P.O. Box 454
Ridge
MD 20680

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