



1921-2006

Björn **Karlström**

by Peter Mann

From their earliest years, aviation magazines have included the occasional general arrangement drawing or two or three-view drawings of existing or proposed aircraft so that their readers could get a better appreciation of the form and sometimes the construction of the aircraft. The inclusion of such three-views in many aviation magazines continues to this day. For magazines which are devoted almost exclusively to model aircraft, the number of such drawings increased dramatically after 1927 as model building and flying 'took off' as never before.

Modelers became familiar with the names and drawing styles of many of the artists, Joseph Nieto, William Wylam, Robert C. Morrison, Martin E. Dickinson, Robert McLaren, Willis Nye, Nick Limber, Jesse Davidson, Leonard Wiczorek, and Paul Plecan, just to name a few. In the post-wars years new three-views by a new generation of artists appeared, and the quality and accuracy of the drawings were greatly improved.

Among these new artists was Björn Karlström, whose drawings appeared unannounced in 1951 and continued to be published in a number of model magazines for the next twenty five years. Unlike many contemporary artists' three views, Karlström's later drawings were often printed in color in *Air Trails* as it morphed through several formats and titles to become, at the end of its existence, *American Aircraft Modeler*. Karlström's drawings began appearing in color on the covers of *American Aircraft Modeler* and as coloured five-view center spreads. Sometimes both forms appeared in the same issue.

Since his introduction to American modelers, Karlström has had very good exposure with over 400 of his drawings published in a number of model magazines and in aviation magazines and books.

Karlström's drawings began to appear in the USA in the February 1951 issue of *Air Trails* (Boulton Paul P.111), and later in *Model Airplane News*, which published its first Karlström drawing (Westland Wyvern) in the December 1951 issue. Even with these early magazine exposures little was

known about him until a short biography of him was published in the *Model Airplane News Annual* for 1961. But that revealed little about the man. It did, however, add a little more to what Bill Winter had written in his "MAN At Work" columns in the December 1951 and January 1952 issues, which he used to introduce Karlström to *MAN* readers. In those comments Winter revealed that Karlström lived in Sweden, did "recognition books for the Swedish Air Force," and that he was an active modeler ... "He goes in for flying scale."

Then came the Gary Powers/U-2 incident over the USSR on May 1, 1960 and the attention it brought to the Lockheed U-2 "Spy Plane." Newspapers of the day used Karlström's drawing of it which had been printed in the March 1958 issue of *Model Airplane News*, and that magazine made the most of the attention by claiming that it was they who had been the first to publish information about the U-2.

Unfortunately, they were incorrect. A three view silhouette of the U-2 had been published in the *Royal Air Force Flying Review* a year earlier (April, 1957), and it was followed in their July 1957 issue by two photographs and the comment in that magazine that "... it is possible that U-2s are ... taking aerial photographs ... or probing radar defences." Nevertheless, as a result of the publicity of the incident Karlström's name had been brought to the attention of a greater audience. It may also have been the reason why *MAN* published the short biography of Karlström in their 1961 *Model Airplane News Annual*.

That brief biography and Winter's earlier comments provided little new information about the man whose drawings were appearing fairly regularly in the two major American model magazines. It wasn't until a

translation of an illustrated Swedish biography of Karlström written by Freddy Stenbom (*Flyghobby* 2, 1983) was published in *AMA's Model Aviation* March 1987 issue that we became aware of the many talents of the man. And talented he was.

Björn Karlström was born Ivar Torbjörn Karlström on March 26, 1921 in Överluliå, Norrbotten, near Boden in the north of Sweden. In 1927, his family moved to Stockholm, where he obtained his early schooling. After this he was undecided whether he should be an artist or an engineer. To achieve the former, he enrolled in an industrial design school, now named the School of Arts, Crafts, and Design with the intention of becoming an art teacher.



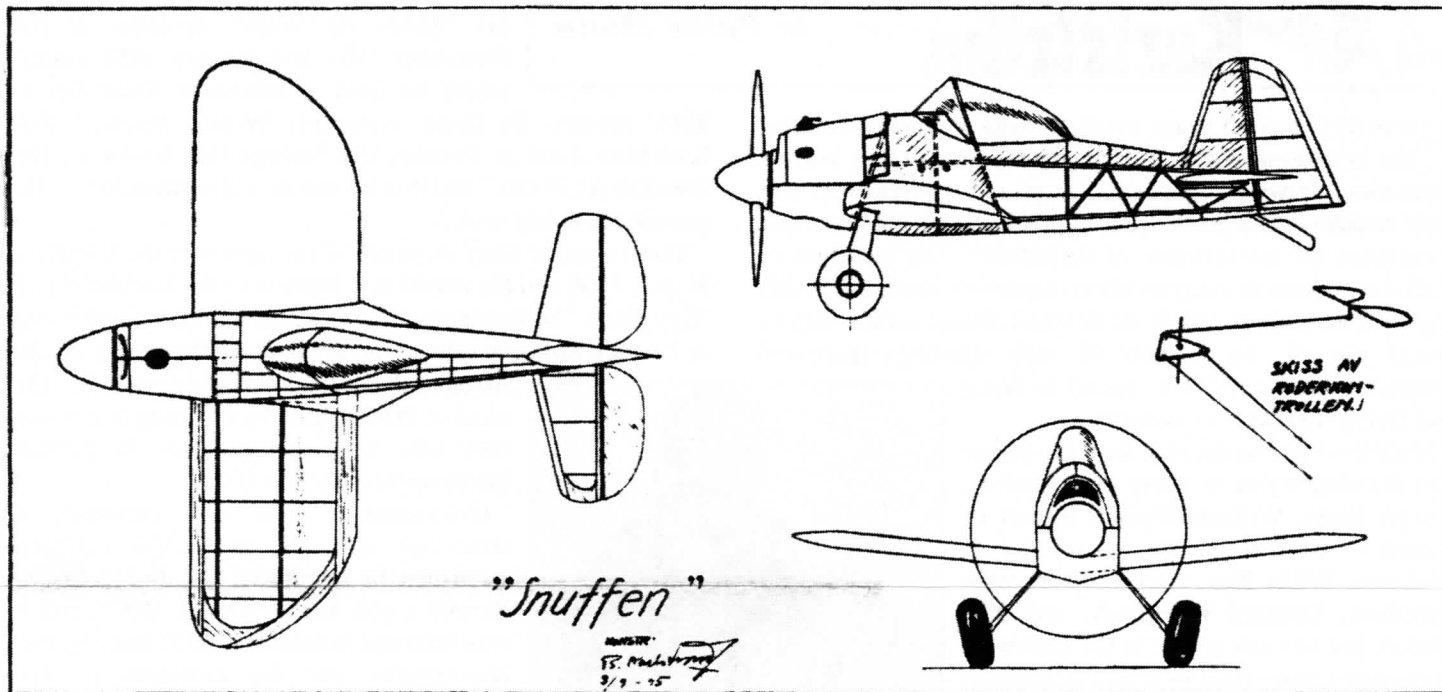
BK with proofs of one of his 7 volumes of Swedish Air Force plans. Also note a copy of his Biggles book, *Sargasso Mystery*, and a small "card" model. (From *Flyg '89*, via Peter Mann.)

However, his interest in aviation and engineering prompted him to transfer to the engineering section where he trained in aviation mechanics under aircraft master Gästa Wettergren in Lindarängen. Over the years he put both his mechanical and his artistic talents to good use while doing mechanical work on Wacos, Stinsons, Cubs, and even the Cierva C30 autogiro and, on occasion, some artistic paint work on them, thereby, in a way, fulfilling both ambitions.

In the 1930s he was an active model builder and flyer and is reported to have built a Cleveland kit Northrop Gamma which would have been no small feat for a young builder. He continued his building and flying through the 1940s and on

The model was a form of biplane or perhaps that should be called a sesquiplane. The upper wing had no dihedral. The lower half wings were not attached to the fuselage but held by wing struts and slanted obliquely upward to the tips to the upper wing tips. Its success as a flyer was not stated, but it was successful in attracting the attention of the editor of *Flygning*, a current Swedish aviation magazine. Karlström was invited to join the staff of the magazine.

He immediately accepted the offer, and his first contribution to the magazine was the cover illustration of *Flygning* No.3/39. It was a coloured drawing of a Waco flying over a winter landscape. (See the mailer page. ...lnb) This was followed by



The closest B.K. ever came to developing a control-line model was this conceptual drawing he did as an insert in *Hobbyboken* 1944. No plans were developed from it.

into his sixties. Along the way he developed a preference for large rubber-powered scale models with wingspans of up to 1.5 meters (60") and had a fair amount of success with them. That is, of course, if you can measure success by the number of models lost by O.O.S. flights or landing in woods and not found, e.g., a Curtiss Robin model flown from the Lindago golf course into the surrounding woods. But his large models were often successful, putting up times which were better than those of the current Wakefield (F1B) models.

All of these large rubber-powered scale models, including a 140 cm. (54") Fiesler Storch which he built in 1940 and equipped it with working flaps and landing gear which fully drooped in the air and flew for about a year, were built for his pleasure only. His plans were never published in drawing form. We have not found pictures of his models, and it appears that no photos of the Storch ever appeared in print, although photos of Karlström's diesel-powered non-scale models, Flyg 44 and Myggan (Gnat) did, as cover photos and inside photos of the magazine *Flyg* in 1944 and 1945 respectively.

Karlström also experimented with models, and it was one of his experimental models which was responsible for getting him into publishing. The Stockholm model club Vingarna held a model exhibition in 1938 in which was included a model that Karlström had built to study lateral stability.

a series of one-page plans for rubber-powered, stick and tissue scale models with some accompanying information on the plane and the model. The first plan was the Flygvapnets (Air Force) Hansa (Heinkel He 5T) said to be 1:66 scale. The next plan was that for the Tiger Moth which was followed by the Topsy S-2, Klemm 35, Bristol Fighter, Mercury Chic and others, some of which are shown here. The Mercury Chic was an interesting choice because it is a very obscure 1928 American plane of which only about 15 were sold.

In the year before his death when Karlström was asked about these plans he said that the size of the magazine page determined the size of the plans which were drawn twice the size of the published plan. He went on to say that he didn't

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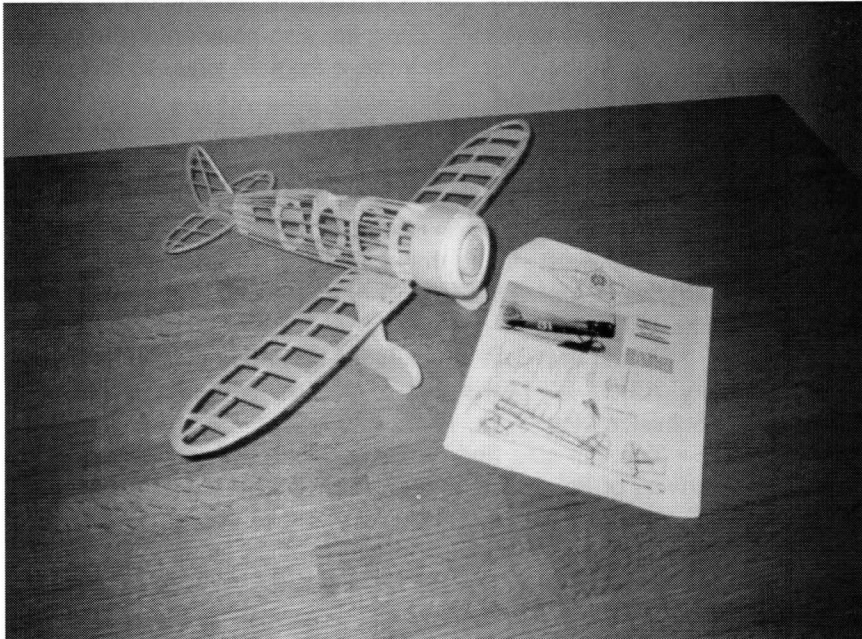
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remember that he “had any intentions of how to build the planes. Some skillful (modelers) managed to build them as published—others did enlarge them (manually!).” However, Sten Persson, editor of the Swedish Oldtimers Association, who has been my source for many of these drawings and has



Above and below, right: Gordon Ince designed and built this beautiful 21" ws. Travel Aire Mystery Ship, starting from a 3-view drawing by B.K.

printed some of them in their journal *Oldtimer*, tells a different story. Sten states that in the short articles which accompanied the plans, Karlström recommended that the models be built fairly large, preferably 3–5 feet span! in order to fly well. However, in most cases he made no mention of model size. There were exceptions of course. For the Tiger Moth he mentioned the use of the Frog gear box which suggests a model size about three times that of the magazine plan. He recommended that the Fairchild 24 plan be enlarged 100% for flying. That would mean a model of about 29-1/2 inches. He suggested that the Topsy S.2 should be enlarged not less than 300% for a flying model. The article with the Bücker 133 plan describing his efforts in trimming his model suggests that he was flying an enlarged model.

It would seem that Björn’s memory was correct. He left the size of the model up to the builder but on some plans he indicated the wood sizes for spars, trailing edges, etc., which could be used to determine the full size of the model, and the plan can then be enlarged accordingly. In spite of these aids and comments in the accompanying articles, many models were built to the size of the published plans simply as static scale models.

These early model designs were followed by other scale models which had more specific information as to size or were published full-size. One of the former was his Fairchild 24 in *Flygning* No.6, 1941 which was stated as 1:15 scale. This produced a model with 74 cm. (29") span. One of the latter was his Thulin “K”-Jagare CO₂-powered model (or rubber-

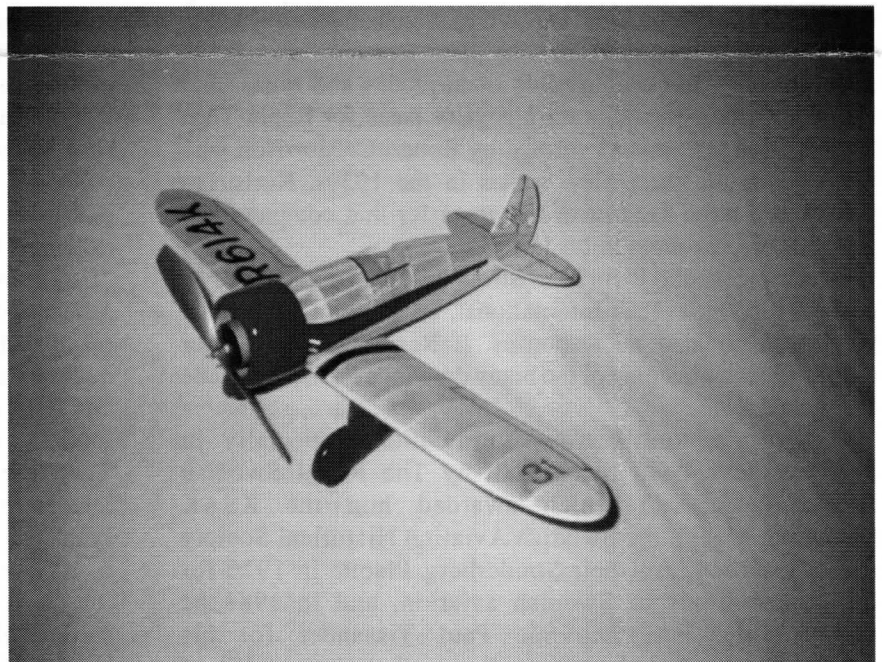
powered) which was published full-size in *Hobbyboken* 1948.

As mentioned above, Björn also designed, built, and flew ignition engine and diesel-powered models in the mid to late 1940s. These were Agaton (*Flygning* July 1940) (ignition), Flyg 44 (Flyg, No. 8, 1944), Mygghan (Gnat) (Flyg No.19, 1945). He presented three-views of three other proposed diesel powered models: Akka, a 810 mm. span canard free flight model; Pinocchio, a 960 mm. span free flight; and Snuffen, a diesel powered control line model. Only Flyg 44 plans were available as full-size drawings.

Agaton: This is the name Björn gave to his alter ego, which was a penguin. Why choose a flightless bird? I never thought to ask him. Agaton appeared in a number of his three-view drawings in the early 1940 issues of *Flygning*, and when the magazine began a youth section “Flygbiten” (Fly Bites) in issue 10/1941, Björn wrote it as informal conversations between Agaton and Oscar (Karlström as a fly) about their adventures in building and flying their models, etc. In that same issue, Björn began Jan Winther, the first of his ten adventure/comic strips.

But that is another story.

In addition to the flying scale model plans, he was also producing three-views to accompany brief descriptions of the aircraft. In the very early ones in *Flygning*, he always included Agaton



somewhere in the drawing. The drawings were rather crude when compared with those he drew a year or so later and were perhaps meant only to give the reader an idea of the size and shape of the aircraft. His drawings were 1:100 scale which he used in the 1940s when they were published in *Flygning*, *Flyg*, *Teknik & Hobby*, *Popularteknik*, *Teknikens Värld*, *Hobbyfolk*, and in *Hobbyboken*.

In the 1950s, as we said at the beginning, Björn’s scale drawings began being published in the North American aviation and model aviation magazines. The drawings tended

to be 1:72 scale and appeared in *Air Trails, Air Progress, American Modeler, American Aircraft Modeler, Air Trails Military Aircraft, Model Airplane News, Model Aviation, RC Modeler, National Aeronautics* 1973-74 (in colour) and *R/C Sportsman* 1975-78.

It is difficult to provide a time-line for Björn's activities in the early mid-1940s because around that time he was fulfilling his compulsory military service. Suffice it to say that it was not particularly to his liking—for one thing it took him back north to the part of the country and climate he did not like. However, as an engineering draughtsman, he was able to use his talents as both a mechanic and as an artist. His artistic ability was well used in drawing aircraft recognition silhouettes and caricatures of aircraft and other visual display material for the air force.

After his compulsory military service he joined Algas, an art publisher, as a cartoonist but lasted only a year before he quit and went free-lance as an artist, draftsman, industrial designer, model builder, etc.

For about two years in the late 1940s he worked for Sigurd Isacson, a model plane kit manufacturer. There he drew the kit plans for several of Isacson's Jetex models, and the prefabricated all-balsa kit for the "round the pole", or in Sweden karussell, Auster model which was a runaway success. About one million kits of that model were sold in a nation of about nine million! He also drew the illustrations for Isacson's advertisements, his catalogue, and for Isacson's model building course in the magazine *Teknik för Alla*.

During the 1950s and beyond, Karlström was busy making the drawings of aircraft and cars which were being published in the U.S. But he was also drawing plans for other kit makers, drawing plans for card models of airplanes and boats, and making aircraft drawings on a royalty basis for Repla-Tech International, a company formed by Robert C. Morrison who was one of the three-view artists in the 1930s. Karlström produced a large number of drawings for that company and was still making them in his last year.

What happened to them? Karlström provided a name and an address for Repla-Tech International, but attempts to contact them have yielded no responses. If Repla-Tech no longer exists, what has become of the many drawings Karlström made for them?

Karlström's contributions to aviation, especially in Sweden, have been recognized by The Royal Swedish Aeroclub (KSAK) which awarded him the KSAK Literature Medal, the Swedish Aviation Historical Society (SFF) awarded him their Sonderberg Plaque in 1976 for his contributions to Swedish aviation, and in 1981 he received the FAI Diplome Paul Tissander for his achievements as artist, journalist, and designer. All of these awards were well deserved.

Björn Karlström has left us a large legacy of drawings of aircraft and cars in model plane and other magazines as well as in a number of books, many of which are still available. They are:

- *Military Aircraft of the USSR* by C.W. Cain & D. J. Voaden with Drawings and Silhouettes (and caricatures) by Björn Karlström. London, Herbert Jenkins, 1952. 72pp. Paper. This is a small booklet depicting the aircraft as determined from photographs and other information which was available at the time.

- *Björn Karlström Flygsplansritningar* Vols. 1-7. 1983- 1994. Allt om Hobby, Stockholm. This set of seven books of a proposed set of eight contains reworked drawings of all the aircraft of the Swedish Air Force since its inception. All aircraft, except for the very large ones, are depicted in scales of 1:50, 1:72 or 1:144. Text is in Swedish and English as are the labels on the drawings. There are also photographs in colour and black and white. They range from 96 pages to 160 pages and are soft bound.

- *Aircraft* by Stig Ericson & Björn Karlström. Blackie & Son, London. 1975. 32pp.

- *World War Two Jet Fighters* by Don Berliner. Kalmbach Books, Milwaukee, Wisconsin. 1982. 72 pp. Karlström provided most of the drawings used to illustrate Berliner's articles in *American Aircraft Modeler* and *Model Aviation* in the 1970s.

- His car drawings are included in *Automobiles of the World* by Albert A. Lewis and Walter A. Musciano. Simon & Schuster, New York, 1977.

- You can also find examples of his artistic ability on the covers of Frank Zaic's 1953 and 1957-58 *Model Aeronautics Yearbooks* and the non-Zaic 1968 *Model Aeronautics Yearbook* which was published by the National Free Flight Society. He also drew the JASCO Kid for Frank's brochures.

I end this incomplete survey of Karlström's model aircraft work with a quote from his letter of July 3, 2005 which indicates what he was going through and which also quietly points out the troubles/hardships the use of copy machines can inflict.

... "I've suffered a broken arm (wrist and shoulder) and since about two years ago my right leg suffers some sort of skin ulcers. That needs treatment three times a week, which has sunk my spirits well below the earth.

"When I left all regular work behind me—becoming a pensioner—I've only plodded along with making 5-view drawings for Repla-Tech on a royalty agreement.

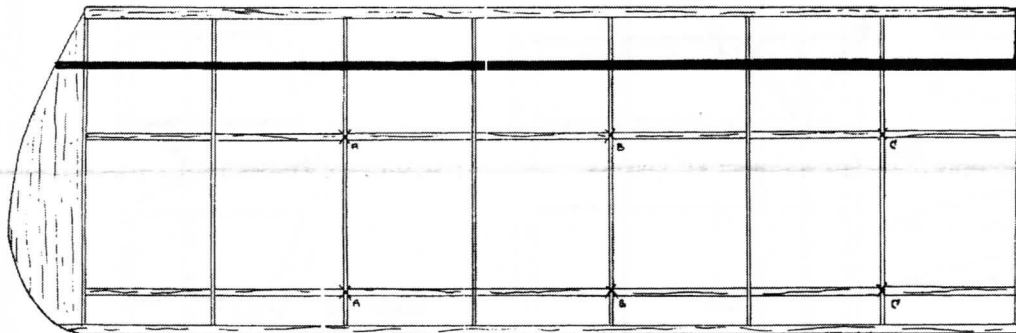
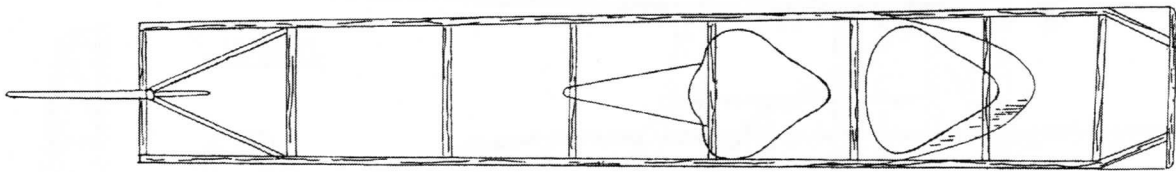
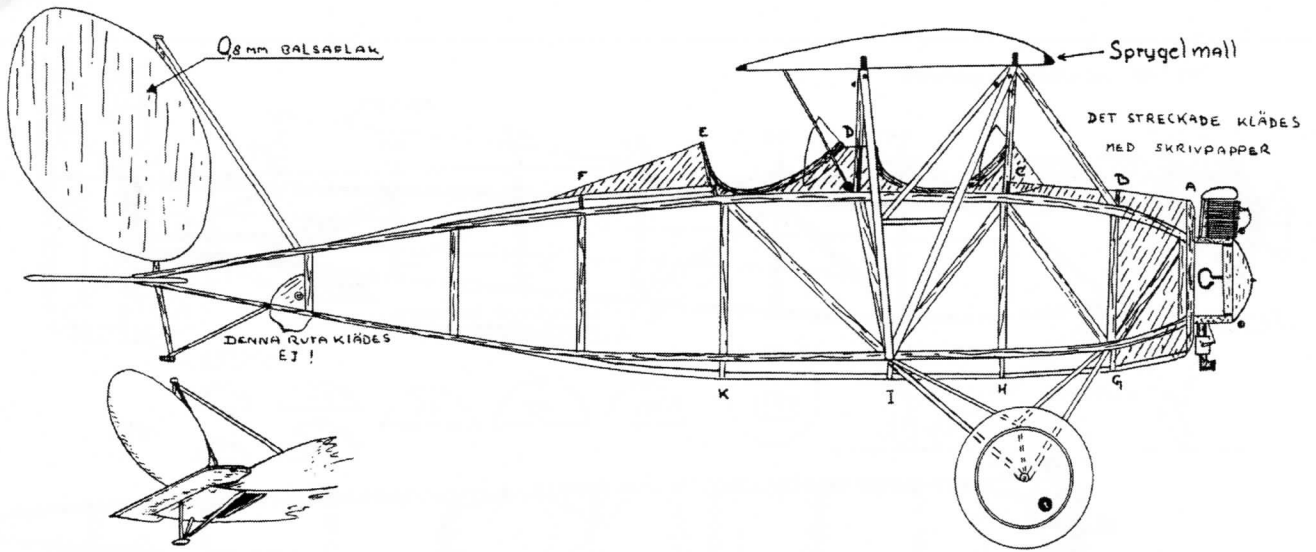
"Unfortunately my drawings seem to spread like weeds amongst enthusiasts who share copies amongst themselves on an exchange basis, which has lessened my royalty income quite drastically. . . .

"In 1975 my home was burgled and most of my drawings, models, and register-books were stolen or destroyed. Therefore I have no record of when I did what, and have to lean on my memory—still better, friends."

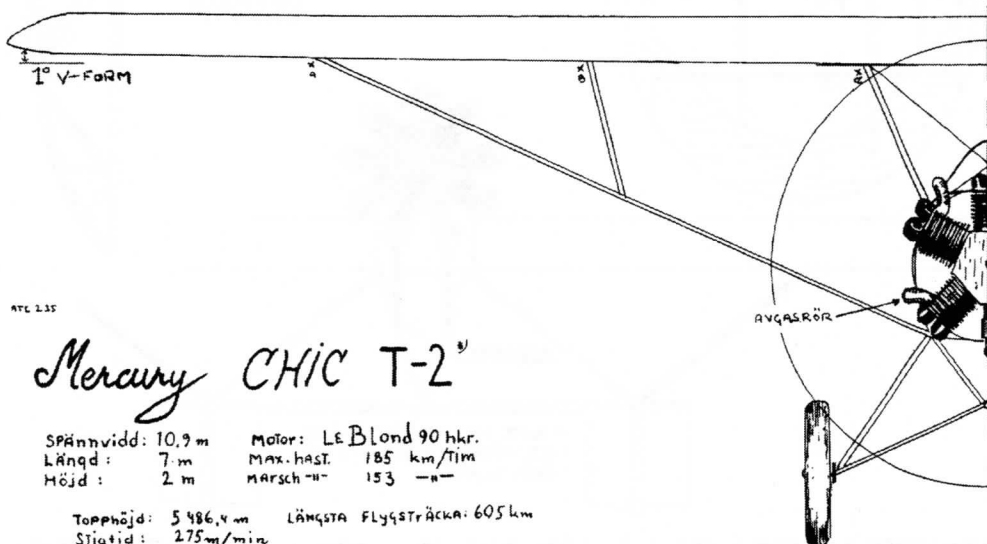
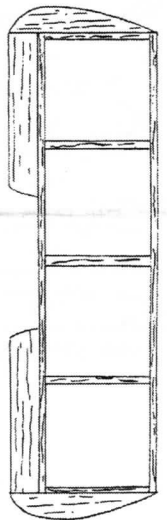
Ivar Torbjörn Karlström died less than a year later on March 6, 2006 in Broma, Sweden.

I would like to thank Örjan Gahm of Järfallä, Sweden, who provided many magazines, books, and plans to start me off and Sten Persson of Halmsted, Sweden, who provided the plans and notes of Karlström's work with Isacson and other material. Without their generous help this story would not have been possible to write. Thank you both. ...PMM

Ed's note: The drawings on pp. 6, 8, 10, 11, & 18 are courtesy Örjan Gahm, via Peter Mann. Those on pp. 5, 7, 9, 12, 13, 14, 15, 16, 19, & 20 through 24 are courtesy Sten Persson, via Peter Mann. The title page sketch was done by Björn Karlström himself.lnb



ALLA LISTER ÄRO 1,5 x 1,5



ATC 235

Mercury CHIC T-2^u

SPÄNNVIDD: 10,9 m Motor: LE BLOND 90 Hkr.
 LÄNGD: 7 m MAX. HAST. 185 km/TIM
 HÖJD: 2 m MARSCH-H- 153 -H-

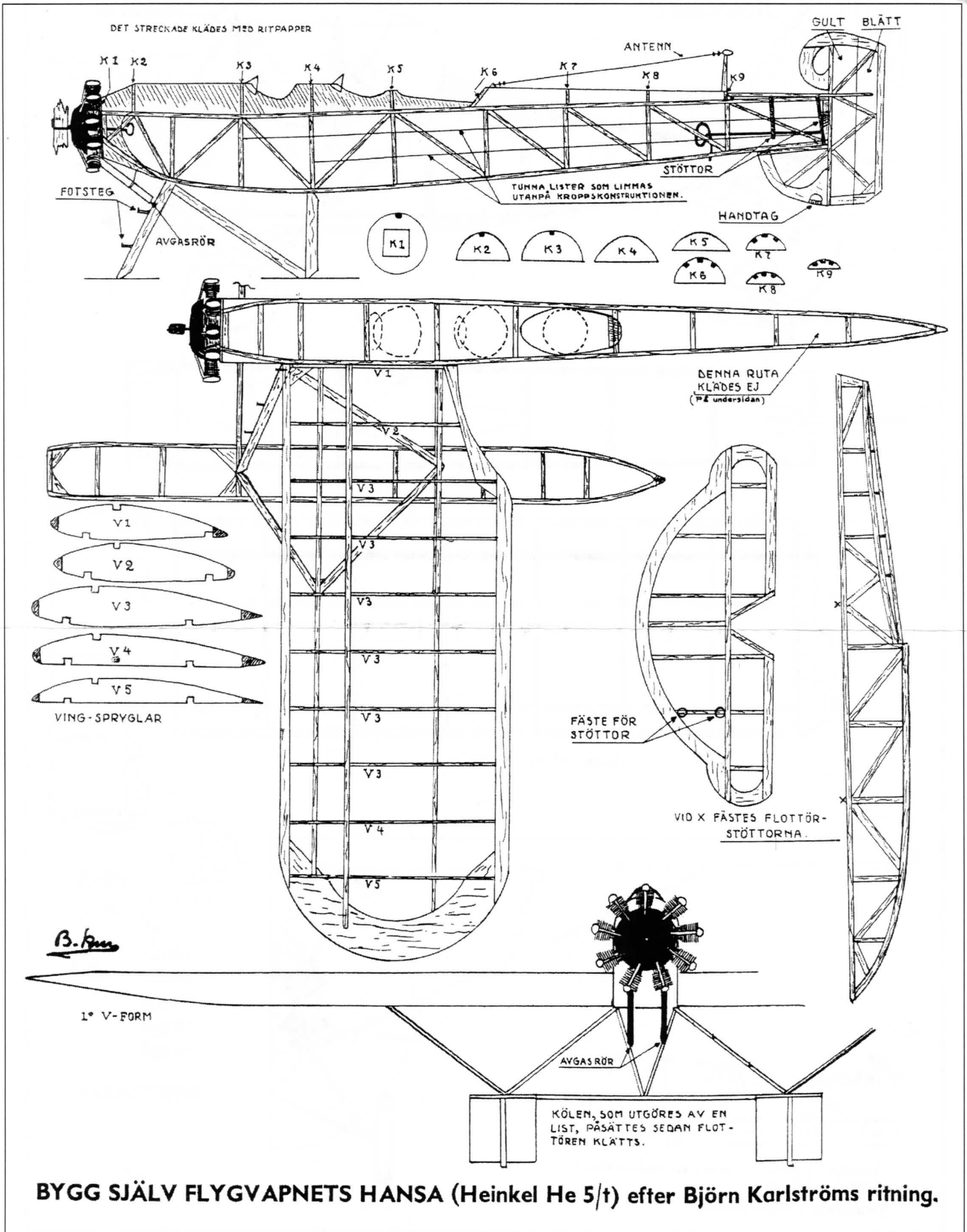
TOPPHÖJD: 5 986,4 m LÄNGSTA FLYGSTRÄCKA: 605 km
 STIGTID: 275 m/min

(AMERIKANSK EXPERIMENTMASKIN)

SPANTMALLAR

Bussby
 KAPALID 10 m
 -237

Mercury Chic T-2 freeflight rubber design from *Flying* 23 1939.



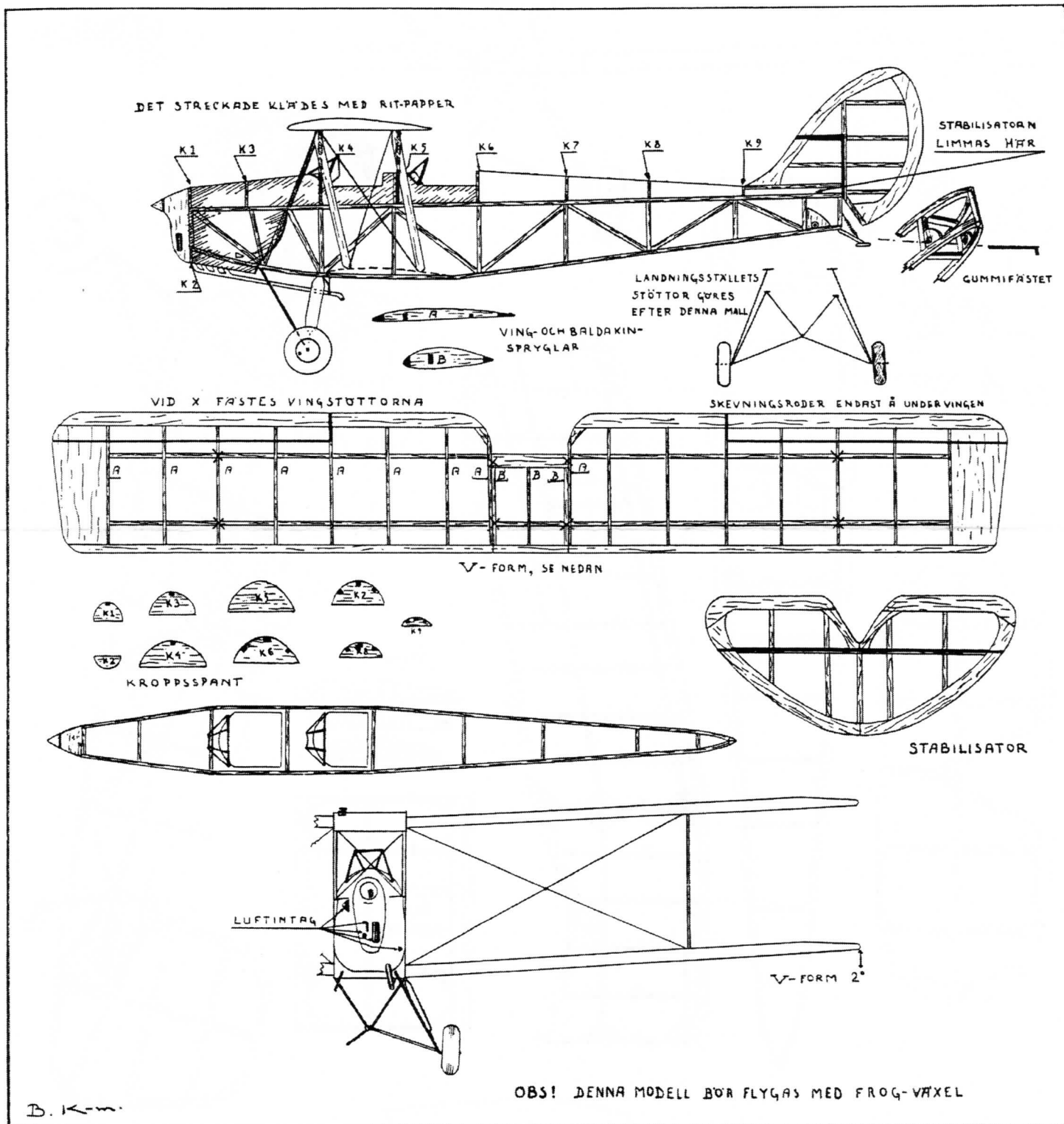
BYGG SJÄLV FLYGVAPNETS HANSA (Heinkel He 5/t) efter Björn Karlströms ritning.

This Heinkel He 5/t FF/R design was in *Flygning* 23 1939.

DE HAVILLAND TIGER MOTH

Flygvarnets Sk 11 i flygande modell

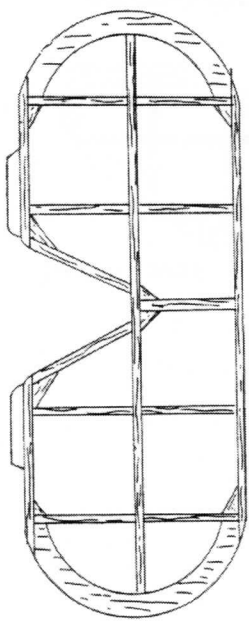
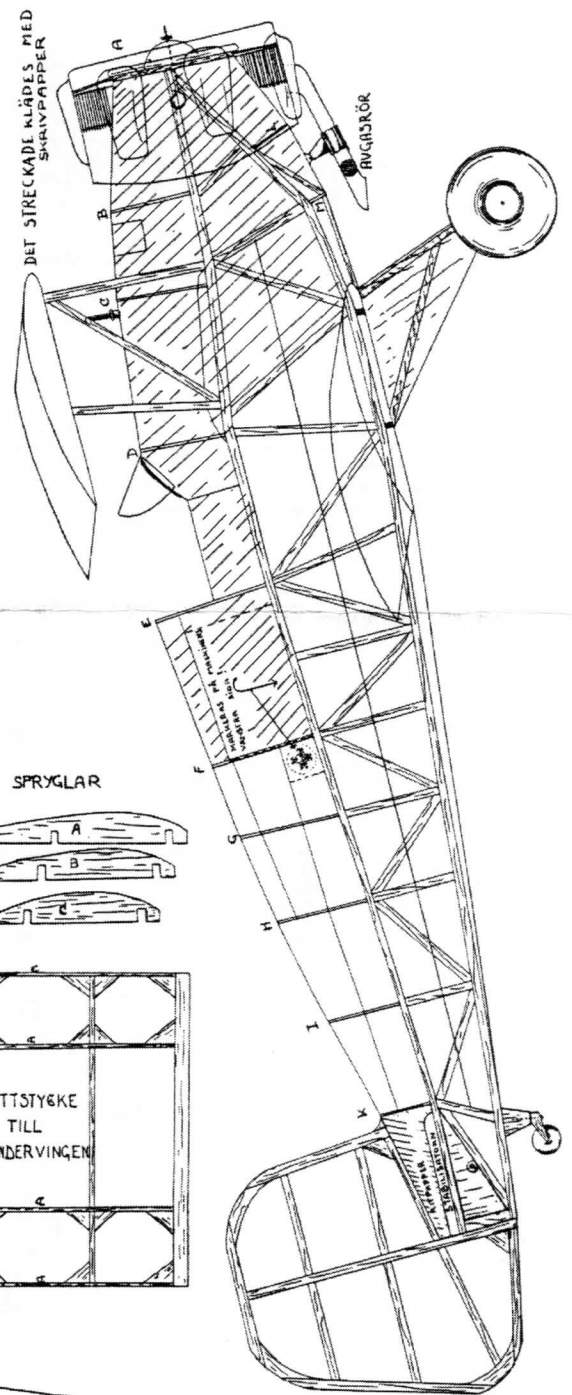
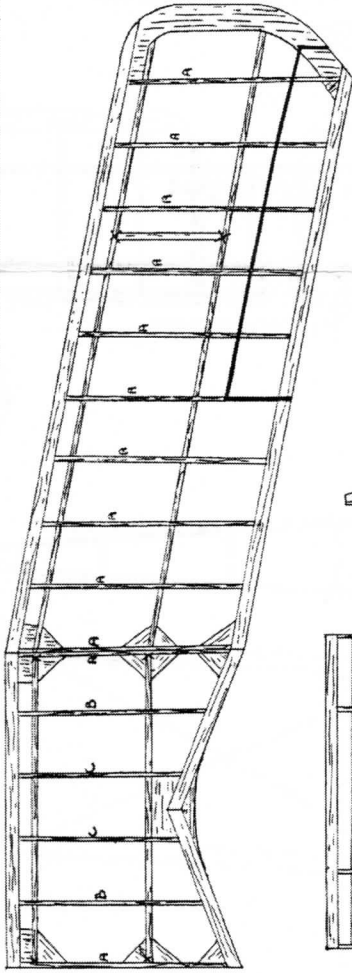
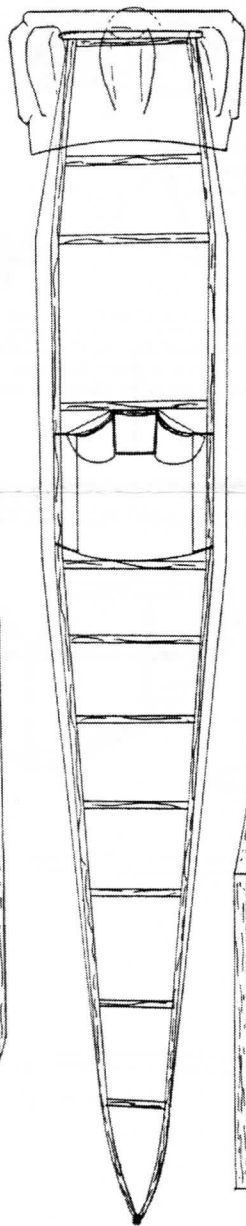
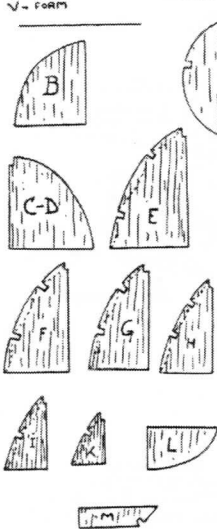
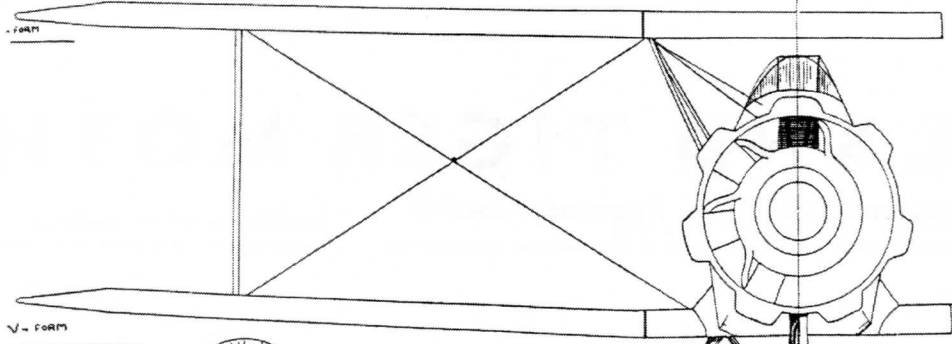
(Ritning av Björn Karlström.)



This FF rubber plan appeared in *Flygning* 9, 1939.

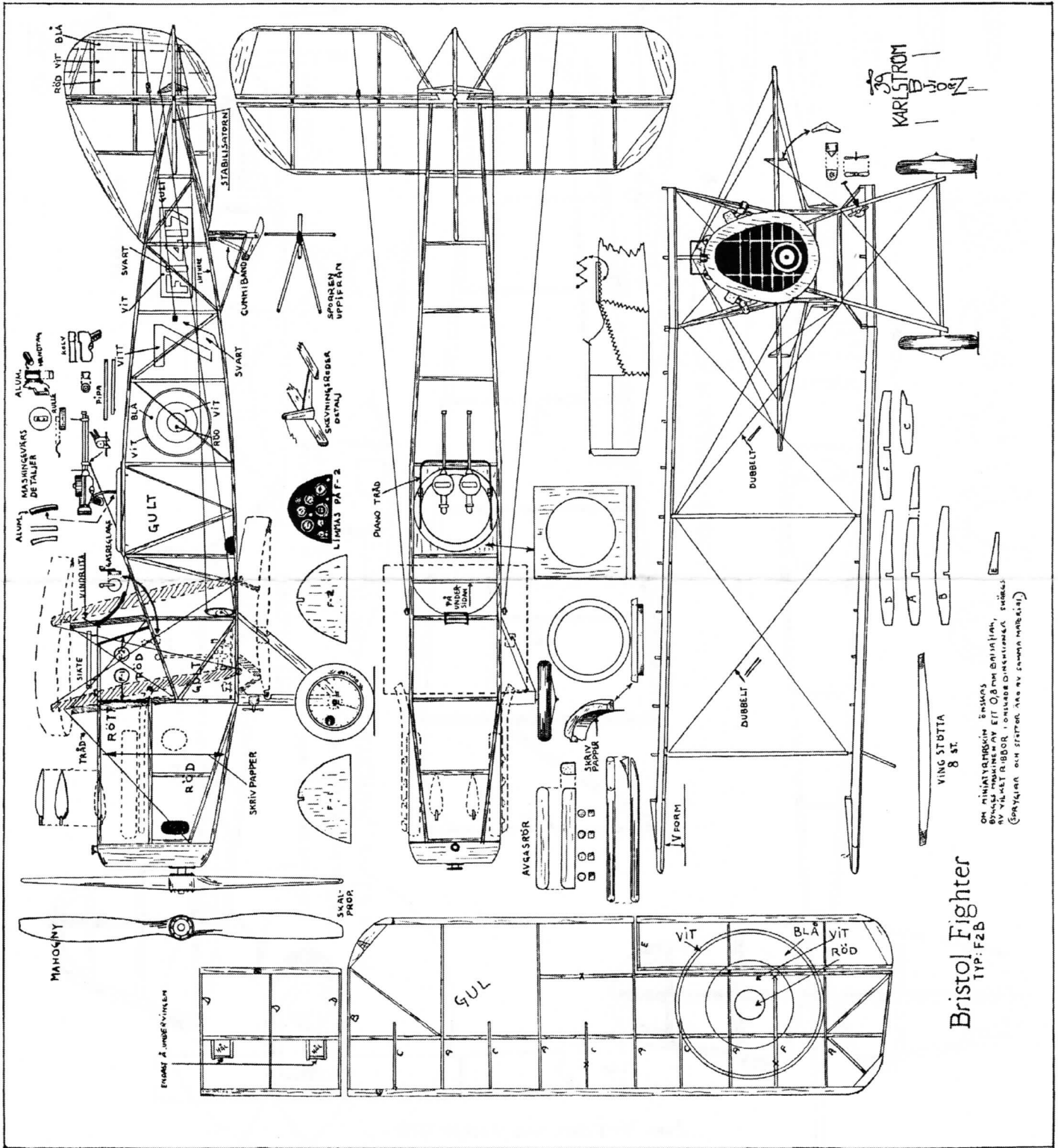
Bücker Jungmeister Bü:133

KARLSTAD 39



MALL FÖR STRÖMLINJEFYLLNAD

This Bücker Bü 133 FF rubber plan appeared in *Flygning 20*, 1939.

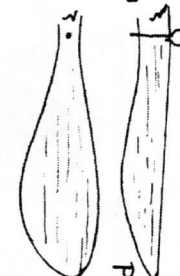
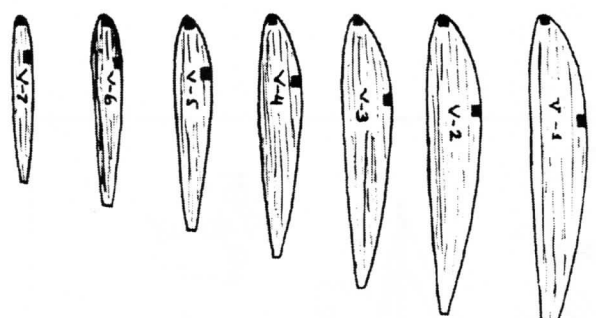


Bristol Fighter freeflight rubber design, from *Flygning* 22 1939

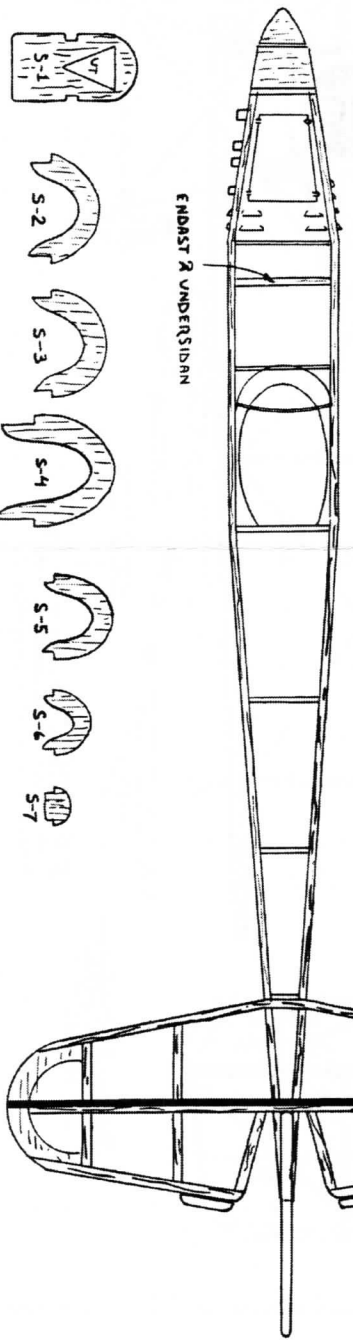
ERLA 5D

Mod: 1938

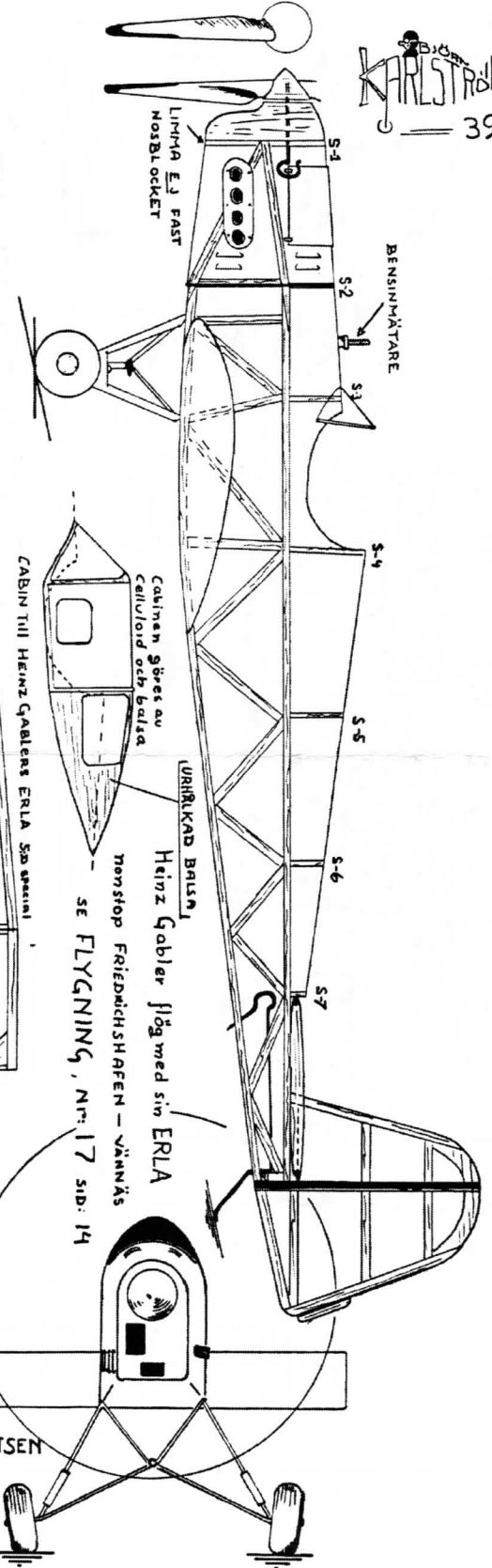
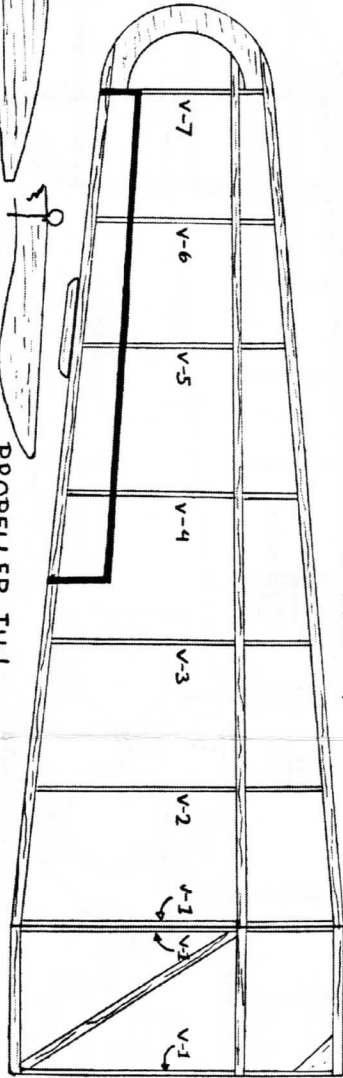
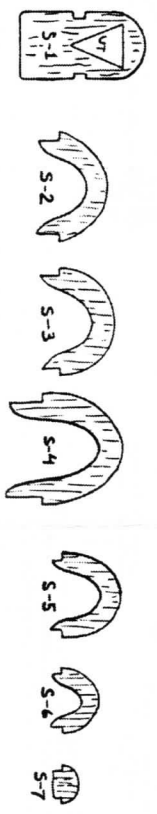
KARLSTRÖM
39



PROPELLER TILL
FLYGANDE MODELL



ENDAST 2 UNDERSIDAN



LINING EJ FAST
NOSBLOCKET

BENSINMÄTARE

Cabinen görs av
Celluloid och balsa

URRÄKKAD BALSU

Heinz Gabler flög med sin ERLA

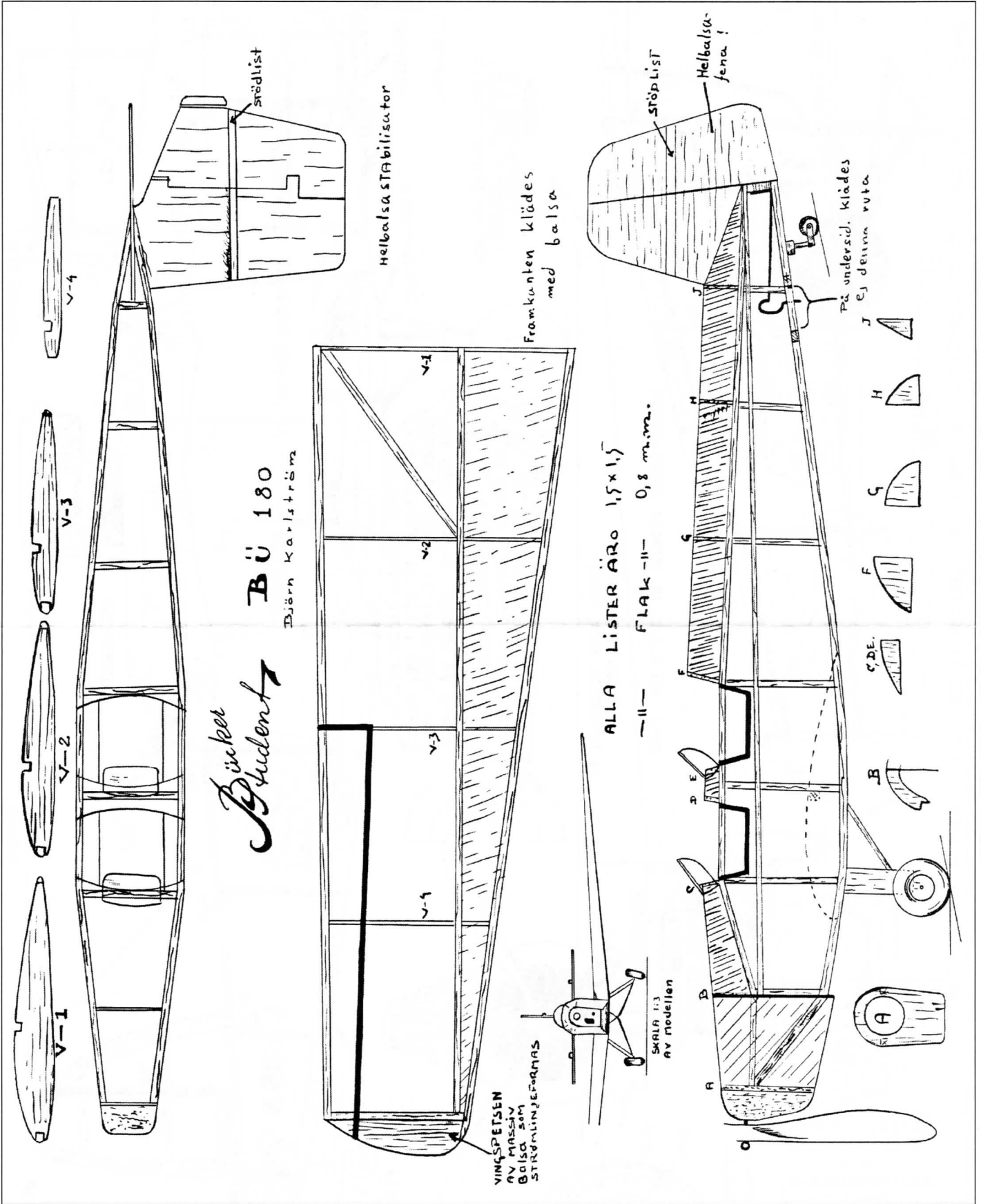
honestör FRIEDRICHSHAFEN - VÄNNÄS

SE FLYGNING, Nr. 17 sid. 14

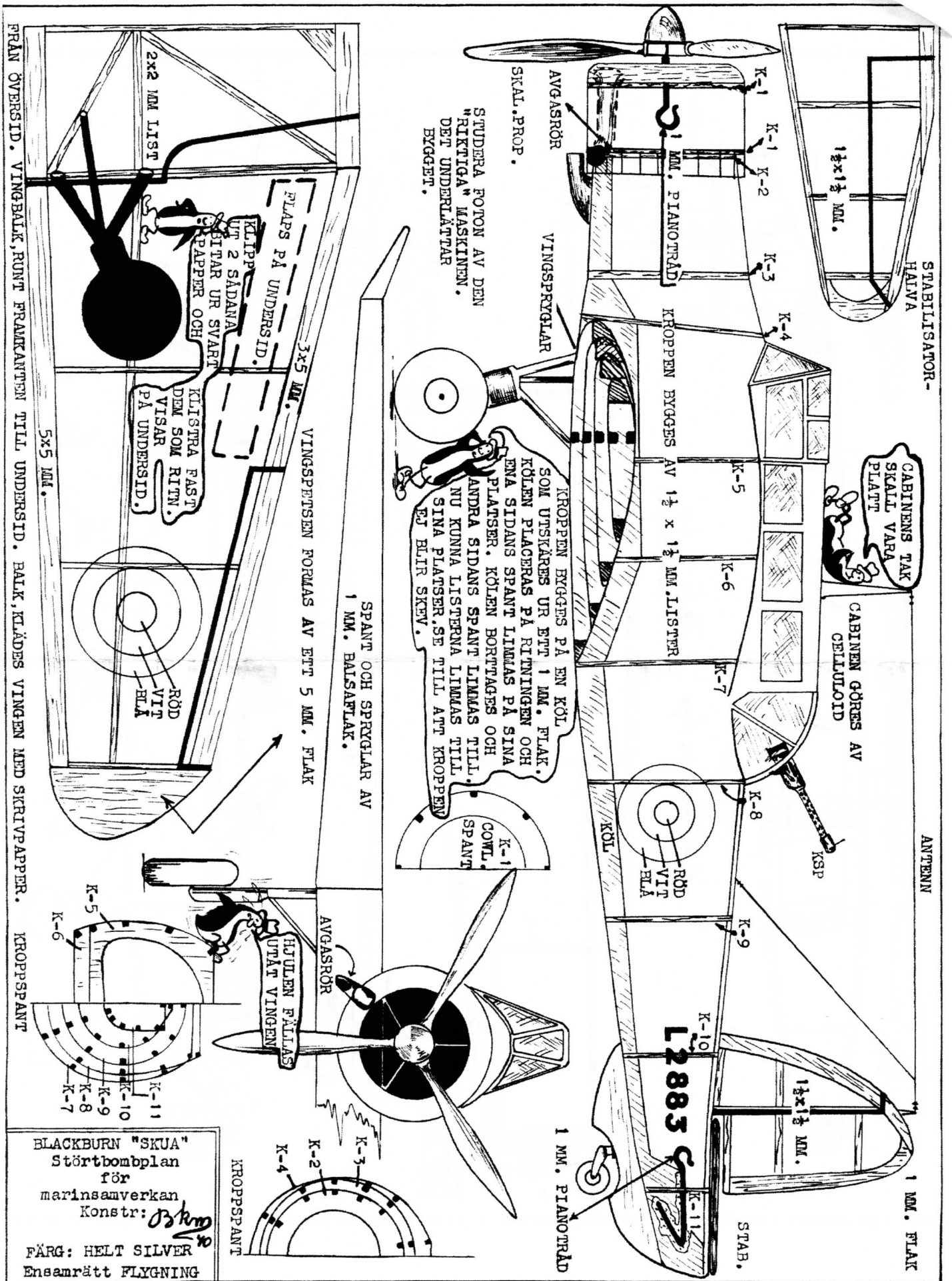
CABIN TILL HEINZ GABLER'S ERLA 5D special

2cm V-FORM VID VINGSPETSEN

Erla 5D freeflight rubber design, from *Flygning* 4 1940.



Bücker Bü 180 freeflight rubber design, from *Flygning 5* 1940.



STABILISATOR-
HALVA
1 1/2 x 1 1/2 MM.

CABINENS TAK
SKALL VARA
PLATT

CABINEN GÖRES AV
CELLULOID

ANTENN

1 MM. FLAK

AVGASRÖR
SKALPROP.

STUDERA FOTON AV DEN
"RIKTTIGA" MASKINEN.
DET UNDERLÄTTAR
BYGGET.

KROPPEN BYGGES PÅ EN KÖL
SOM UTSKÄRES UR ETT 1 MM. FLAK.
KÖLEN PLACERAS PÅ RITNINGEN OCH
ENNA SIDANS SPANT LIMMAS PÅ SINA
ANDRA SIDANS SPANT LIMMAS TILL.
NU KUNNA LISTERNA LIMMAS TILL
SINA PLATSER, SE TILL ATT KROPPEN
EJ BLIR SKEV.

SPANT OCH SPRÄGLAR AV
1 MM. BALSAPLAK.

VINGSPETSSEN FORMAS AV ETT 5 MM. FLAK

3x5 MM.
PLATS PÅ UNDERSID.

KLIPP
UT 2 SÄDANA
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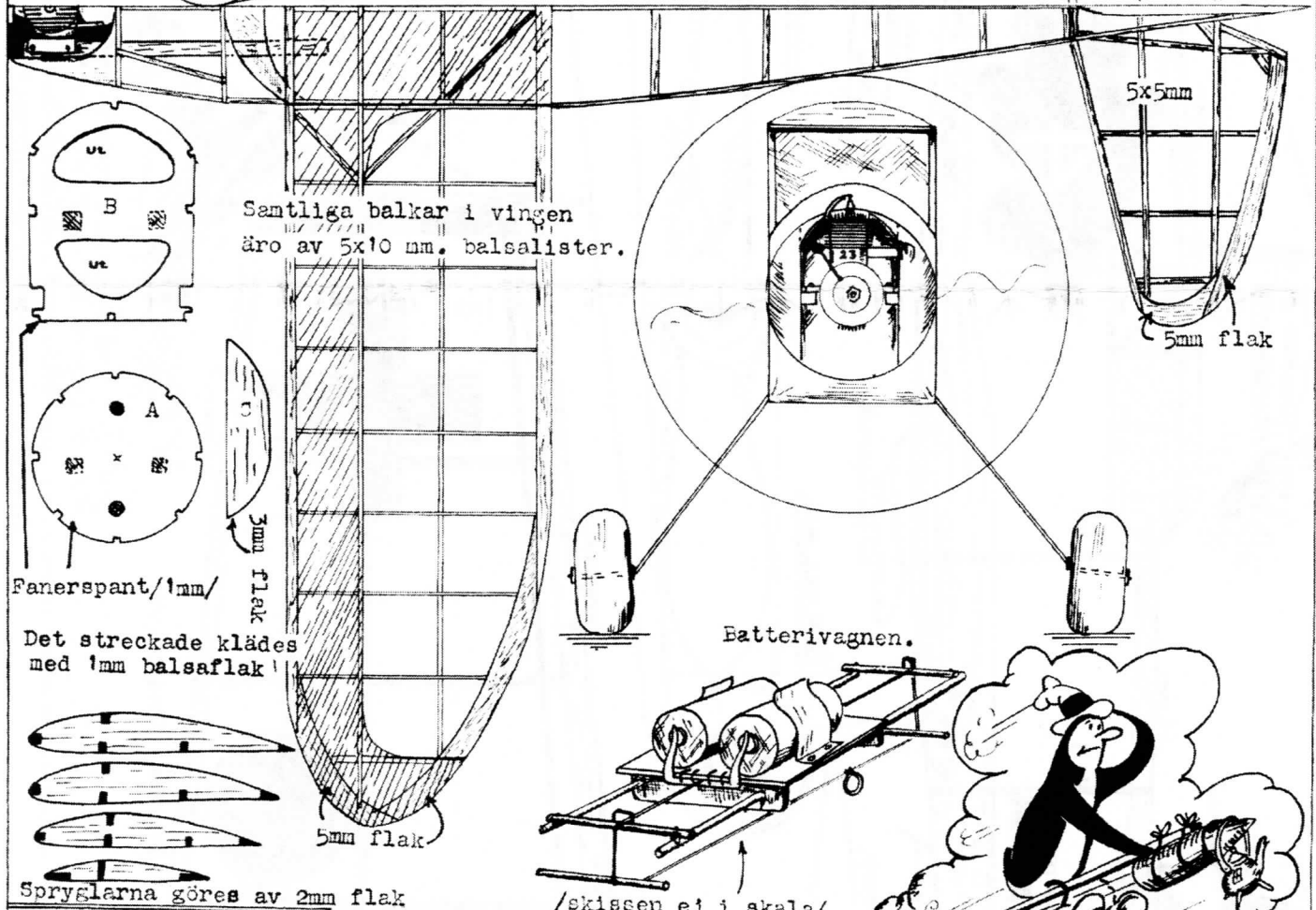
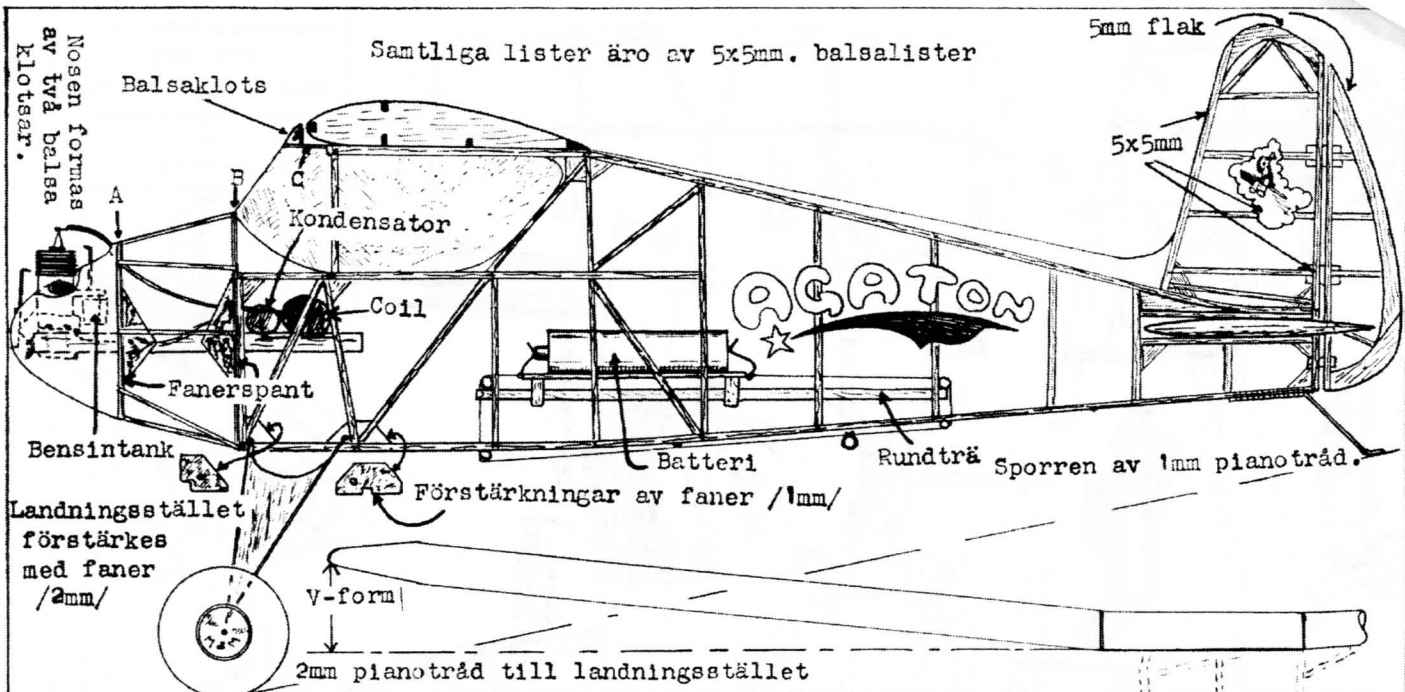
RÖD
VIT
BLÅ

5x5 MM.

FRÅN ÖVERSID. VINGBALK, RUNT FRAMKANTEN TILL UNDERSID. BALK, KLÄDES VINGEN MED SKRIVPAPPER. KROPPSPANT

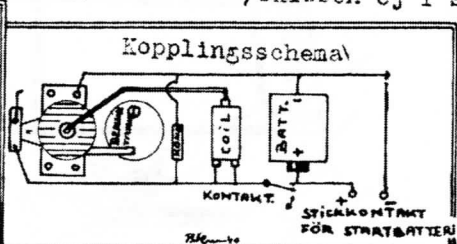
This Blackburn Skua FF/R design was in *Flygning* 8 1940.

BLACKBURN "SKUA"
Störtbomplan
för
marinsamverkan
Konstr: *Osborn*
FÄRG: HELT SILVER
Ensamrätt FLYGNING

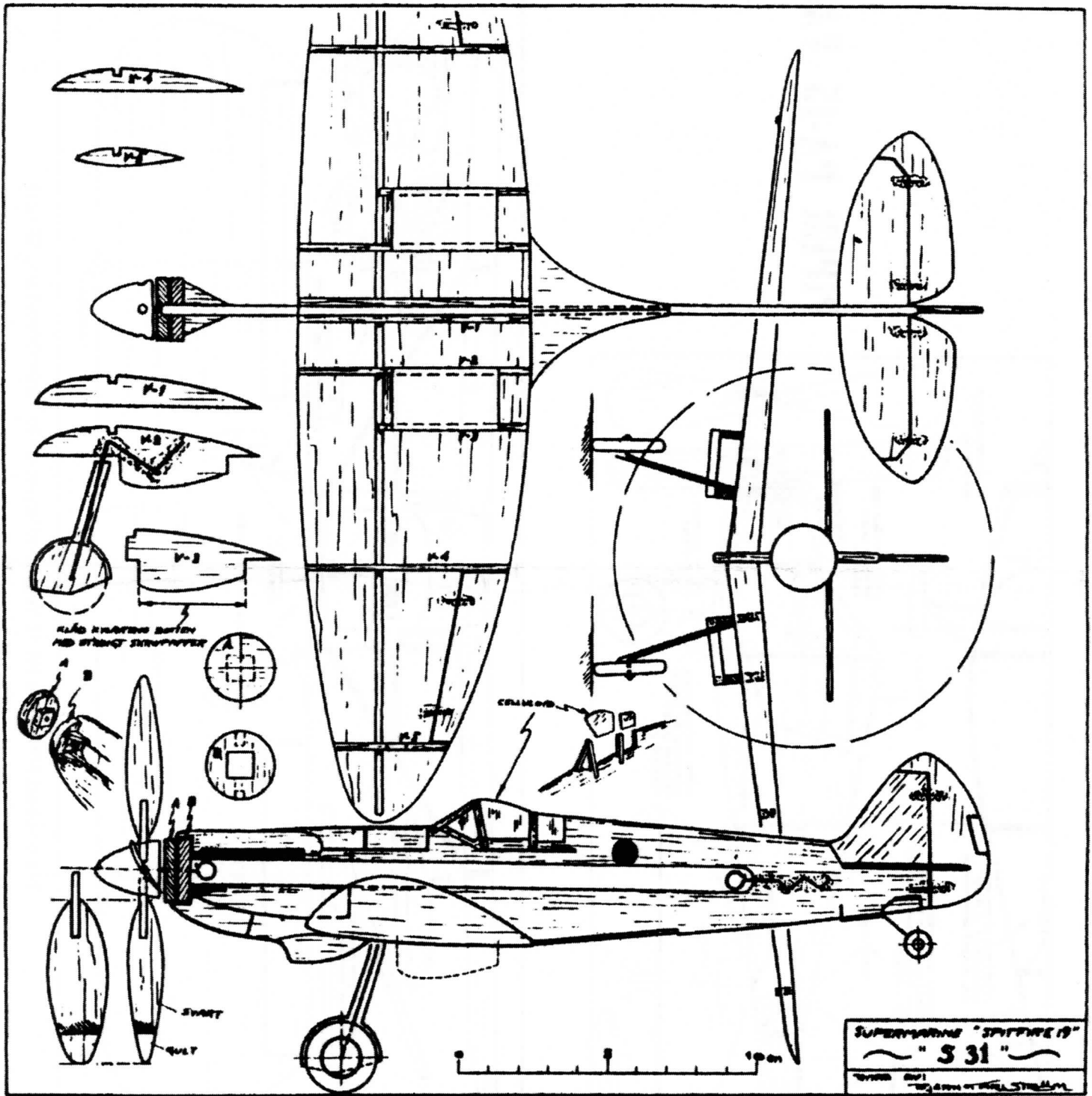


"AGATON"
Bensinmodell av
Björn Karlström.
Konstr. för FLYGNING

BK 1940



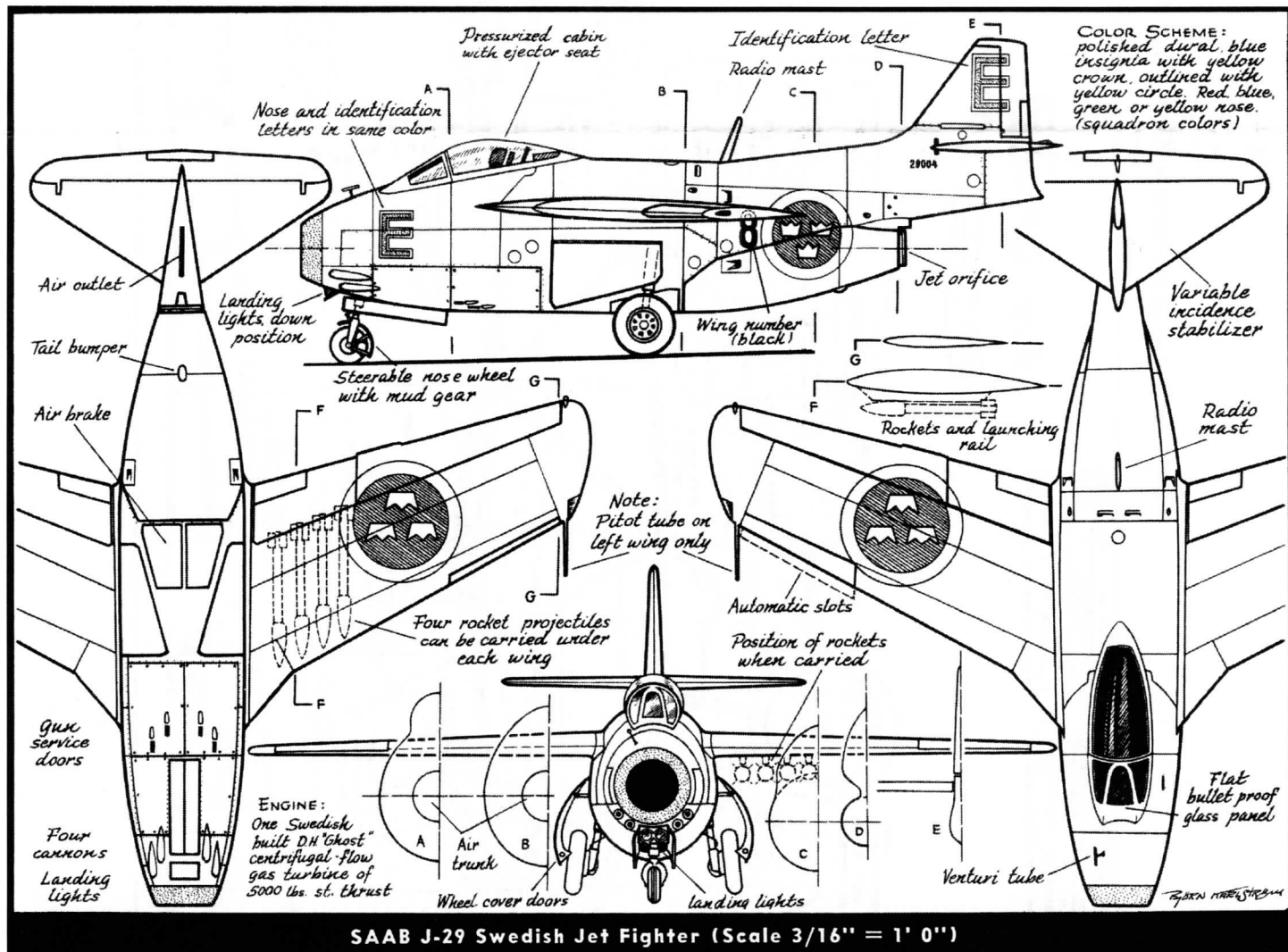
Agaton freeflight gas design, from Flygning 1940



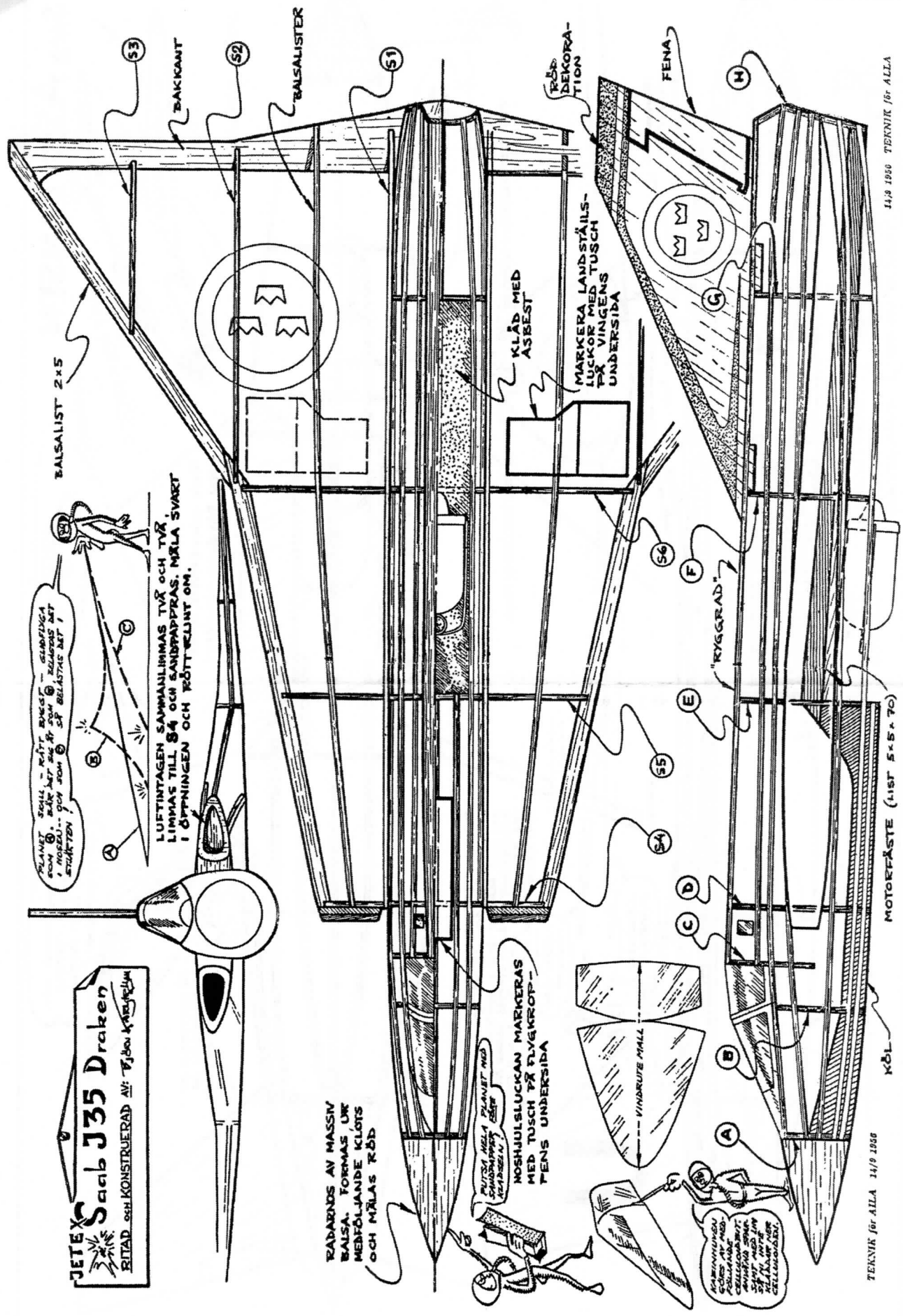
Another all-sheet FF/R design, the Spitfire S-31, from *Technikens Värld* 34 1948



The J-29 "whip-control" model at left is from *Flygning 89/1988* and stemmed from the Karlström multi-view drawing shown below.



JETEX
Saab J35 Draken
 RITAD och KONSTRUERAD AV: *Tjebou Karstén*



PLANET SKALL VÄRDE RÄTT BENS-GLÄDFINGA FÖR...
 LUFVINTAGEN SAMMANLIMMAS TVÅ OCH TVÅ, LIMMAS TILL S4 OCH SANDPAPPRAS, MÅLA SVART I ÖPPNINGEN OCH RÖTTRELIJNT OM.

KÄRRENDEN AV MASSIV BALSÅ FORMAS UR MENFÖLJANDE KLÖTS OCH MÅLAS RÖD

MOSHULSLUCKAN MARKERAS MED TUSCH PÅ FLYGKROPPENS UNDERSIDA

VINDRUTE MALL

ÖPPNINGEN SKALL VÄRDE RÄTT BENS-GLÄDFINGA FÖR...
 LUFVINTAGEN SAMMANLIMMAS TVÅ OCH TVÅ, LIMMAS TILL S4 OCH SANDPAPPRAS, MÅLA SVART I ÖPPNINGEN OCH RÖTTRELIJNT OM.

TEKNIK för ALLA 14/9 1950

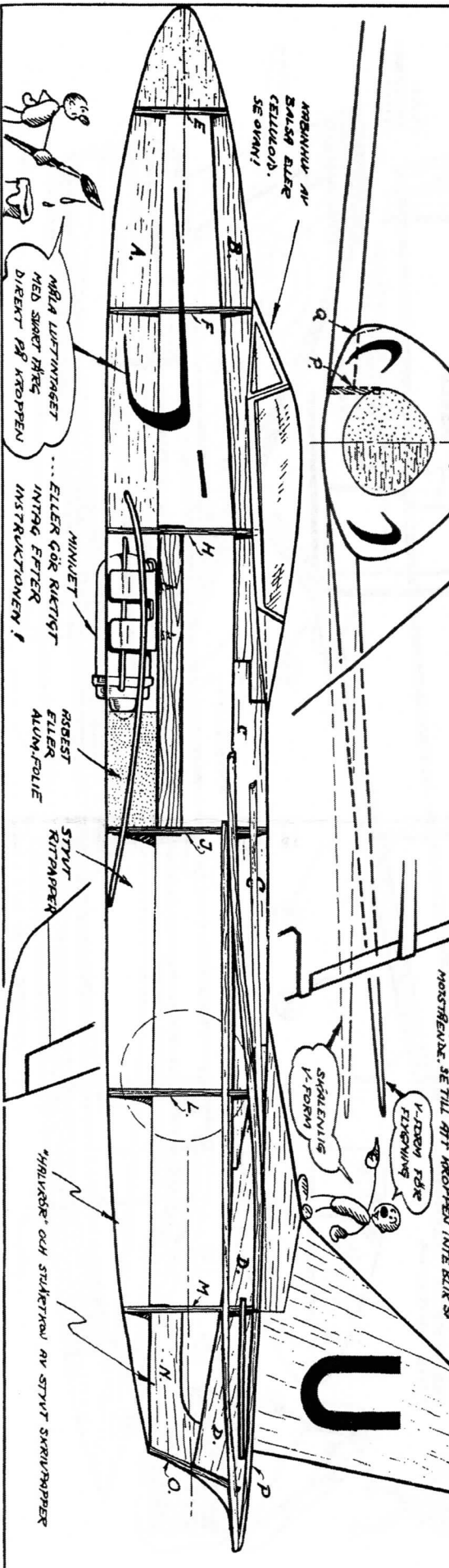
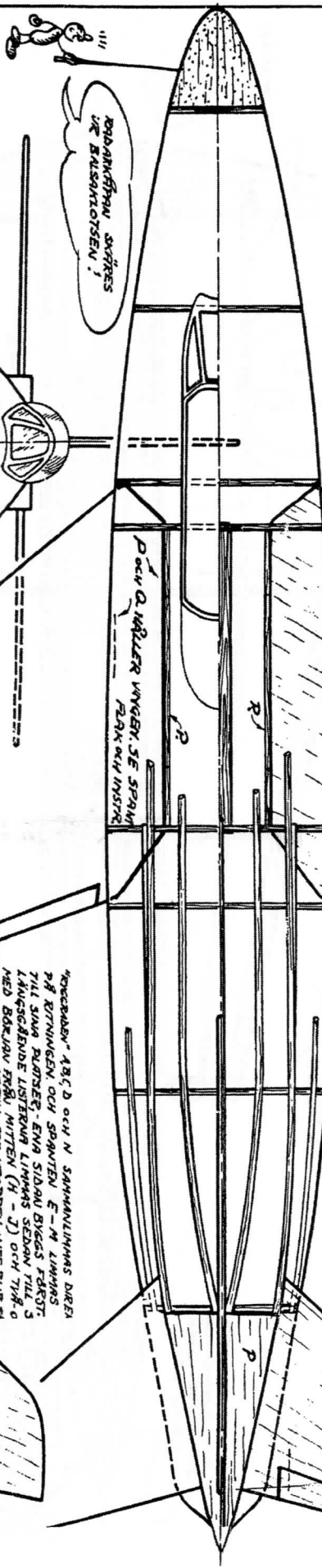
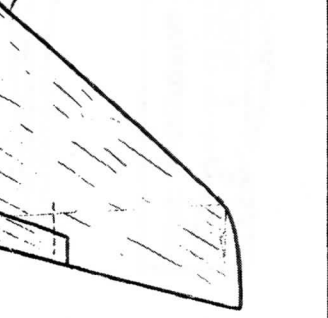
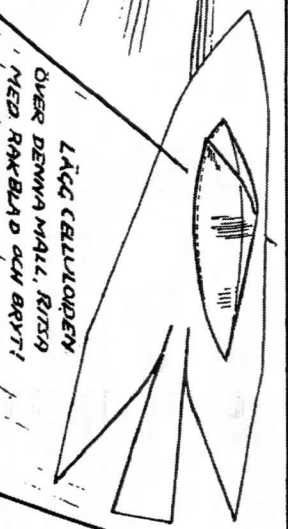
14/9 1950 TEKNIK för ALLA

The famous SAAB J-35 Draken designed and drawn by B.K. for an Isacson kit. Jetex power, 10-3/8" ws. Published in Teknik för Alla 14/9 1950.

SAAB A32 LANSSEN



KONSTR: STEN HANSSON



KROPPEN A, B, C, D och N SAMMANLIMMAS DIREKT PÅ VINGEN OCH SPÄNTEN. E - N LIMMAS TILL SINN RÄTTER. ENA SIDAN BYGGES FÄRDIGT. LÄMNADE LISTERNA LIMMAS SEDAN TILL S MED BOKJÄRN FRÅN "MITTEN" (H - J) OCH TÄG O HÖRSTÄNDE. SE TILL ATT KROPPEN INTE BLIR SA



Another Jetex model designed and drawn by B.K. for an Isacson kit. SAAB A32 Lansen, 14" ws.

KI 64

STYGGET GÅR IFRÅG
OM DENNA
RITNINGENS
SÄRSKILDA
SÄRSKILDA

VINGEN ÄR RITAD MED TANKE PÅ VIKTEN. DEN
SÅRIGT SVARAR KUN FÖR DEN SVARIGT
PÅTÄT (PÅTÄT) OCH PÅ EN INKÄTTRE
- MEN TANKE - TANKE.

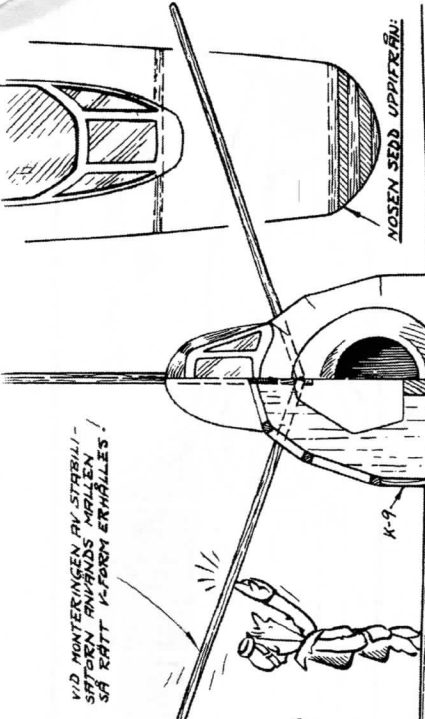
KORSTAMMELSTRÄNGAR
AV SVARIGT PAPPER
RENSOR
(KAN RIVAS PÅ
EVA SVARIGT
MOBELL)

KÄRLIGT
TRÄKRODER
"GÅRIGT"
AV SVARIGT
SYDREKVALV
METALLTÄRD

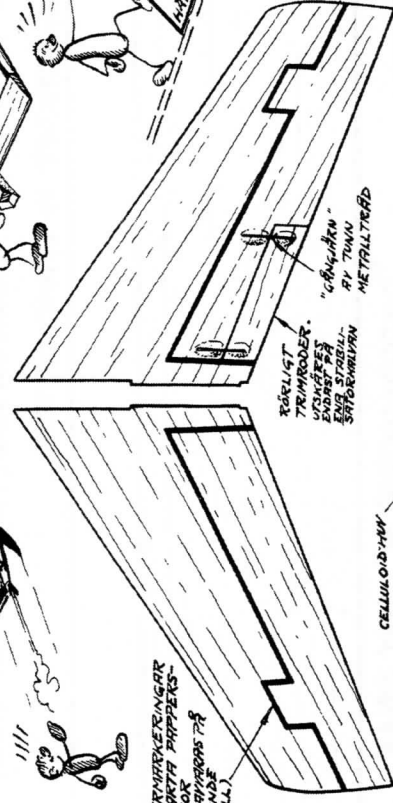
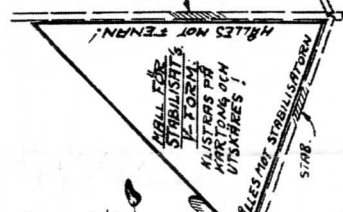
CELLULOID-PLÅ

NOSELÖCKET SAMMAN-
LIMMAS OCH UTSLÄPPS
SOM RITNINGEN VISAR.

JETEX 50



V.D. MONTERINGEN AV STABIL-
SÄTTEN ANVÄNDS MÅTTEN
SÅ KATT 1/4" BÖR ERHÅLLES.



SÄMTLIGA LISTER I KROPPS
KONSTRUKTIONEN ÄR 1/2", 1/4", 1/8"

"HÅLLS MOT STABILISÄTTET"

ARBEST MELLAN K-4 OCH K-5

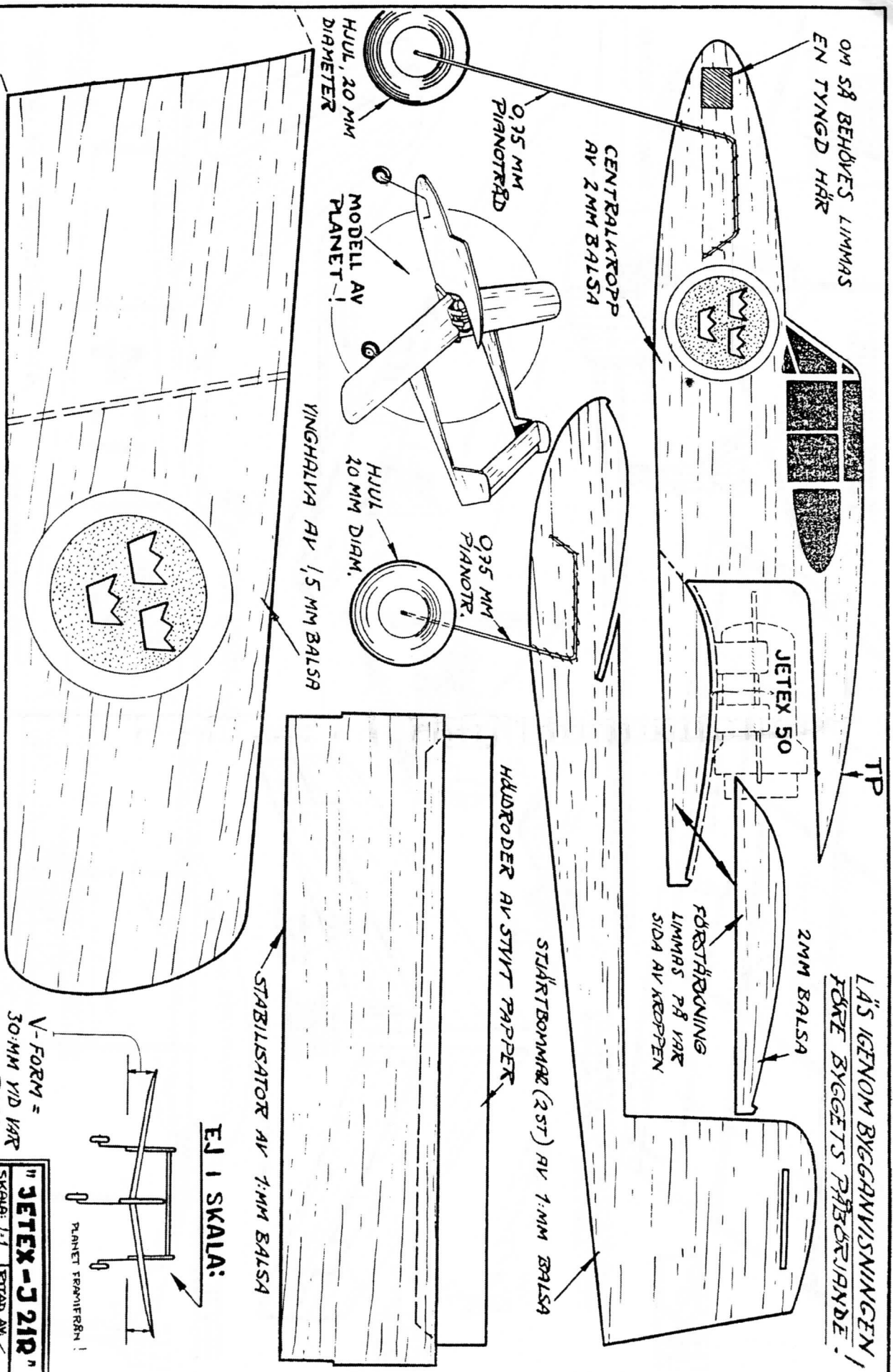
NORTH AMERICAN F-86 "SABRE"

RITAD AV: BEN KRELL

This one also designed and drawn by B.K. for an Isacson kit. North American F-86 Sabre, 15-1/4" ws.

OM SÅ BEHÖVES LIMMAS
EN TYNGD HÄR

LÄS IGENOM BYGGANVISNINGEN I
FÖRE BYGGETS PÅBEGYNNANDE.



EJ I SKALA:

V-FORM =
30:MM VID VAR
VINGSPETS

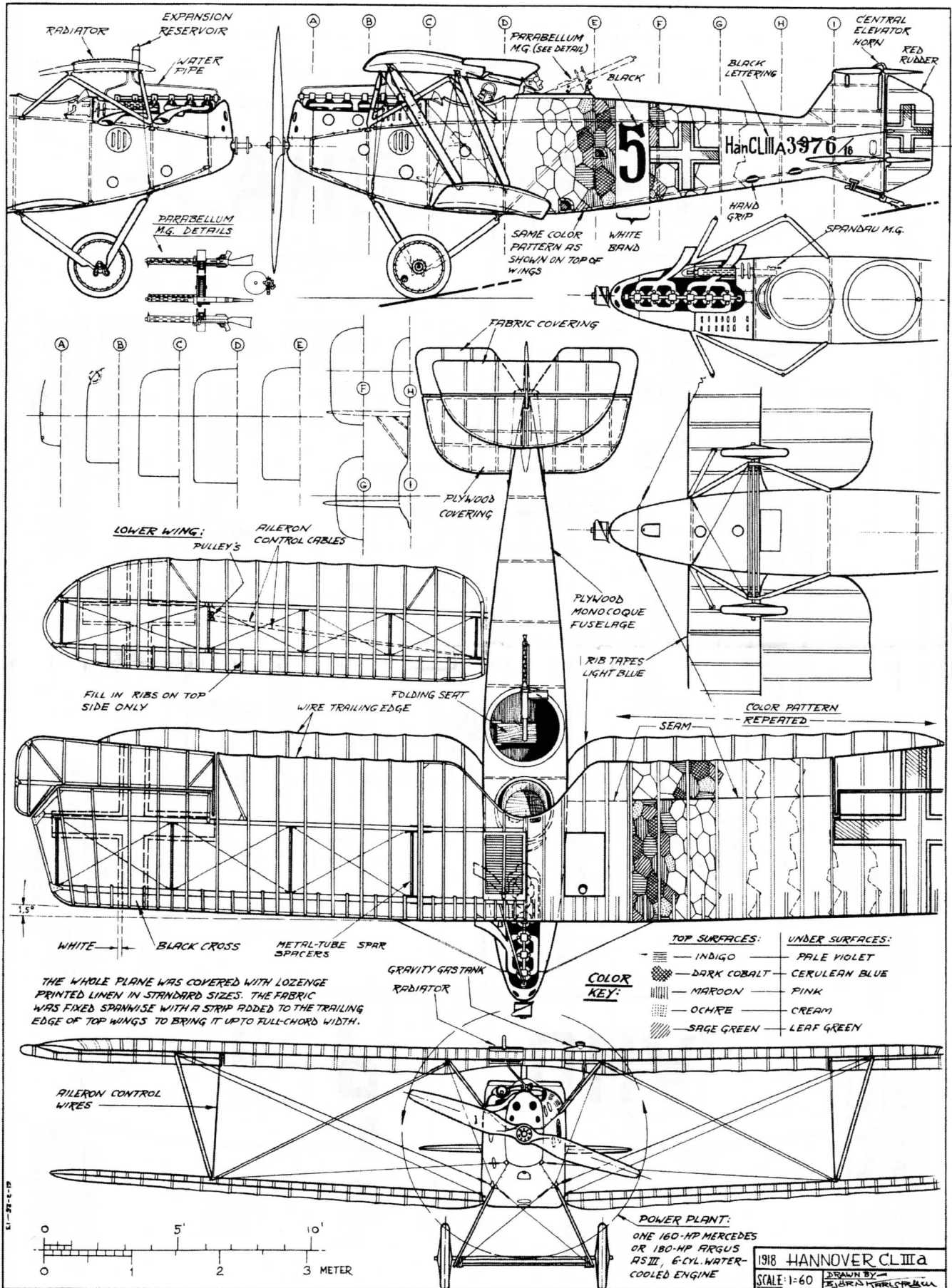
"JETEX-J 21R"
SKALA: 1:1
DATOR: JAN-57
RITAD AV:
BROD HANDEL

EFTERTRYCK FÖRBJUDES !

SAAB J-21R, 13-1/2" ws. all-sheet profile for Jetex 50. Drawn in 1951.

PLANES WORTH MODELING HANNOVER CL.IIIa

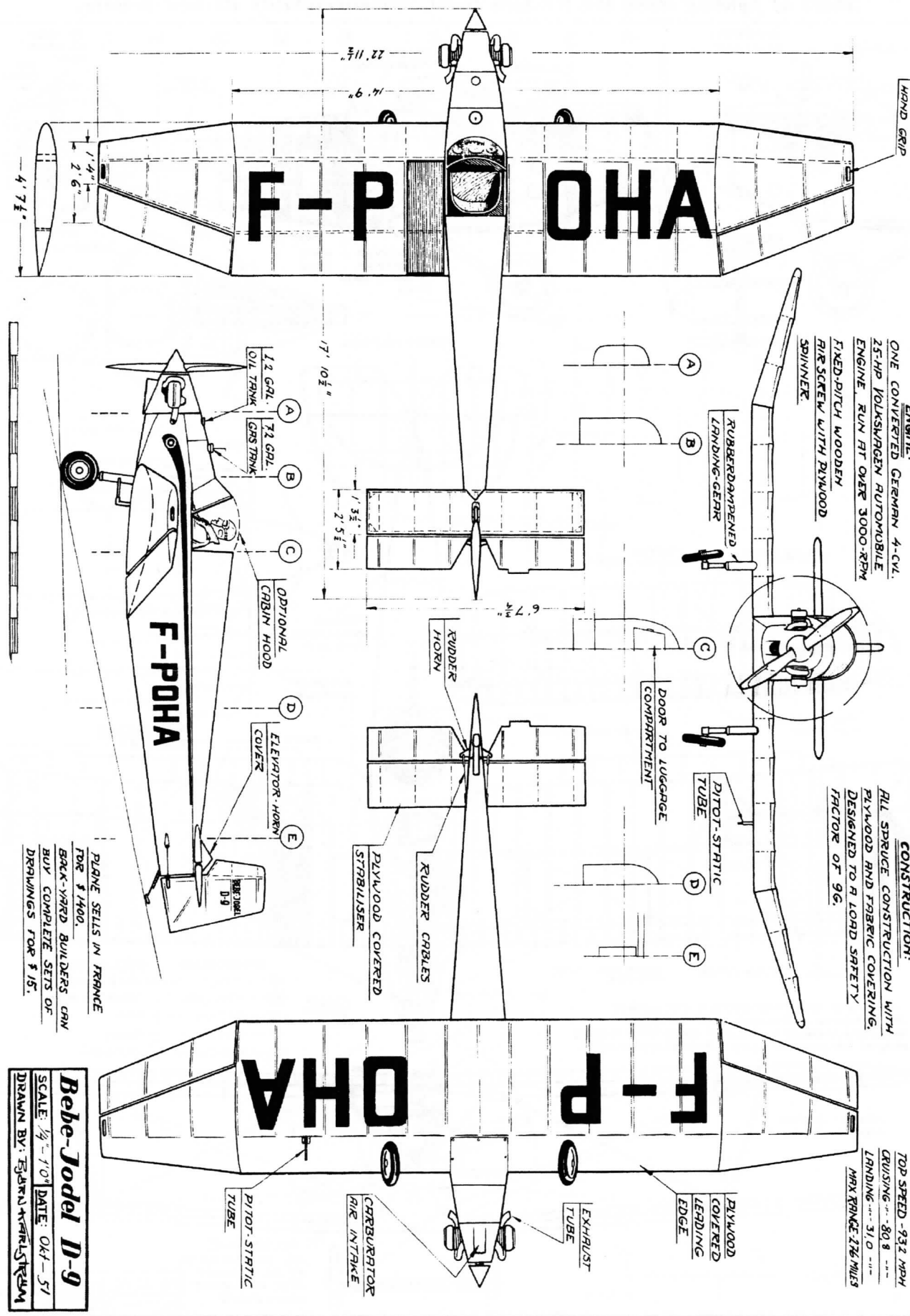
While not as famous as some of its compatriots in WW I, the Hannover did its share of fighting along the Western front. Maneuverability its best feature.



B.K.'s exceptionally well-detailed three-view of the Hannover CL.IIIa was published in the Jul 61 issue of MAN.

Planes Worth Modeling

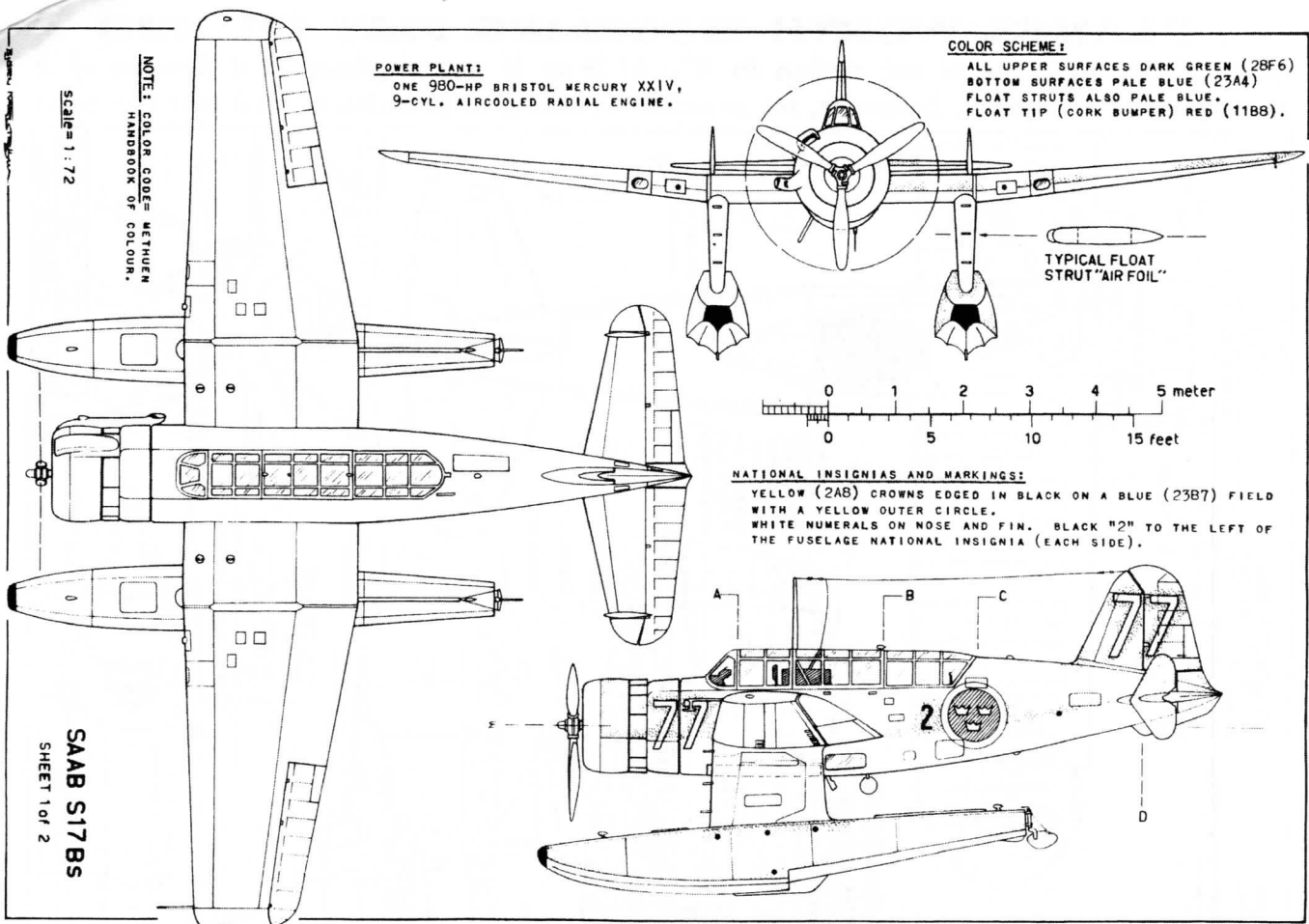
Cute "back-yard" French flivver plan would make good stunter, or scale free flight with suitable low power.



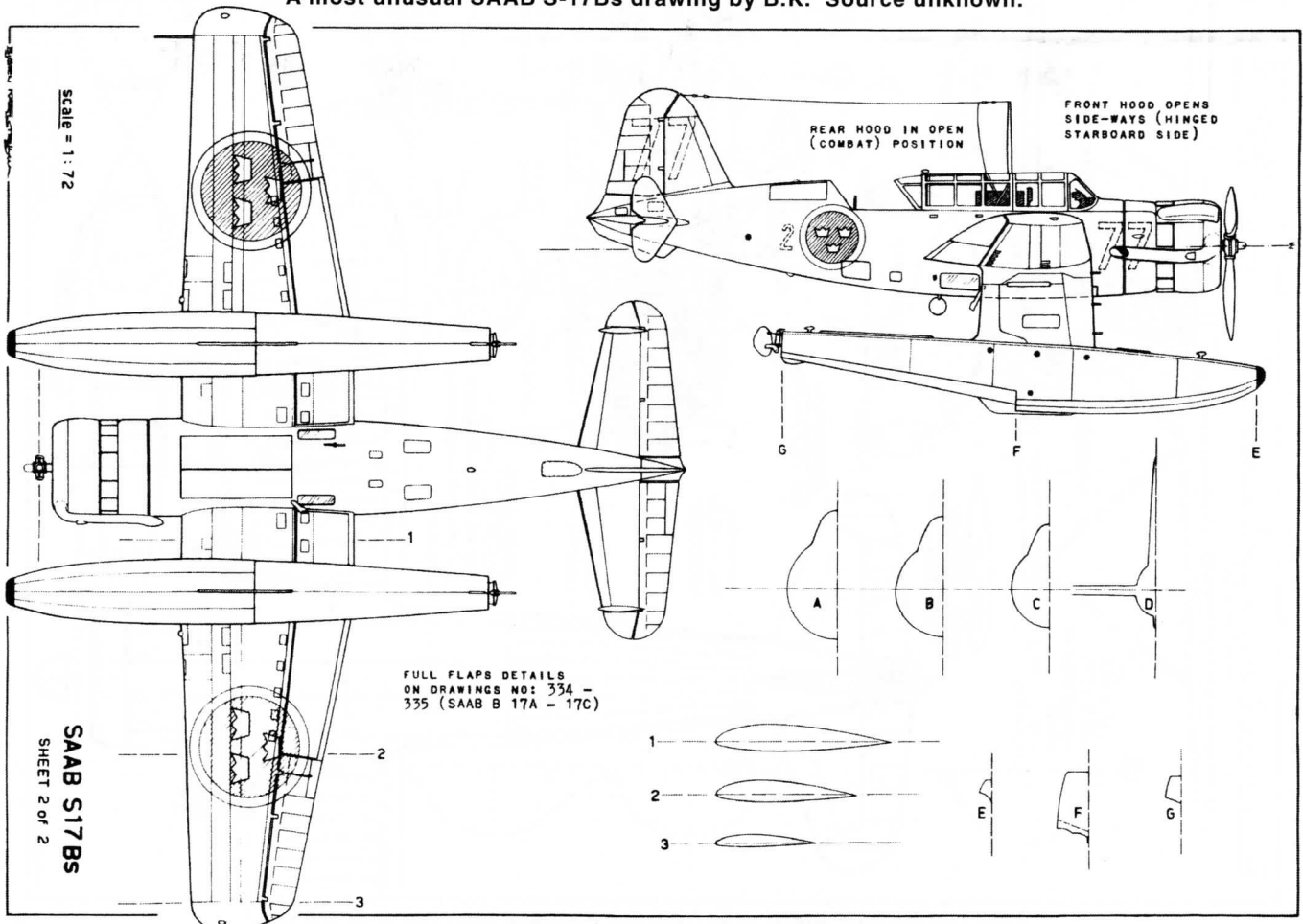
PLANE SELLS IN FRANCE FOR \$1400. BACK-YARD BUILDERS CAN BUY COMPLETE SETS OF DRAWINGS FOR \$15.

Bebe-Jodel D-9
 SCALE: 1/4" = 1'0"
 DATE: Oct - 51
 DRAWN BY: EQUERRE MARLIERE

This Bebe Jodel D-9 drawing is from the April 1952 issue of MAN.

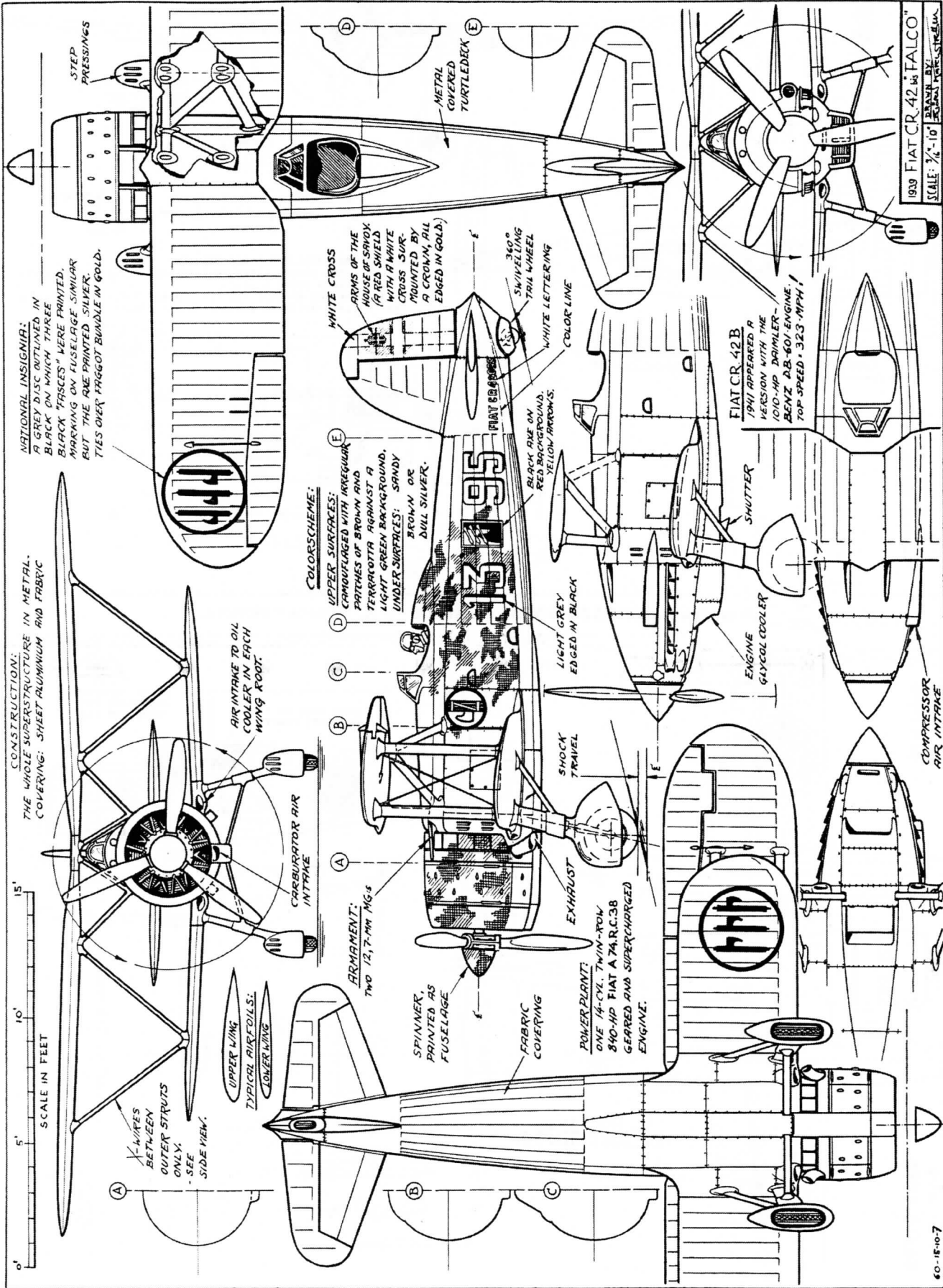


A most unusual SAAB S-17Bs drawing by B.K. Source unknown.

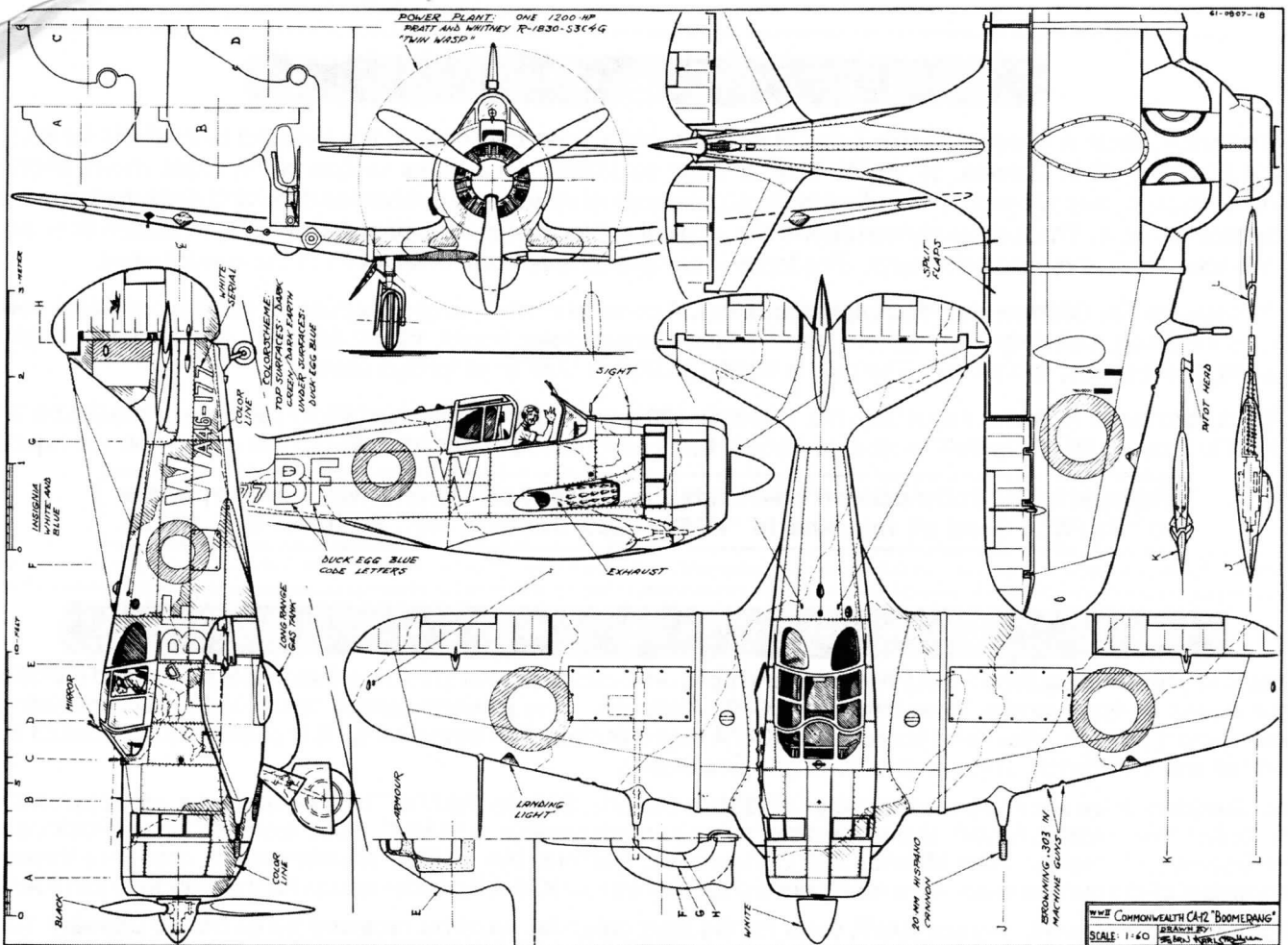


PLANES WORTH MODELING FIAT CR. 42B

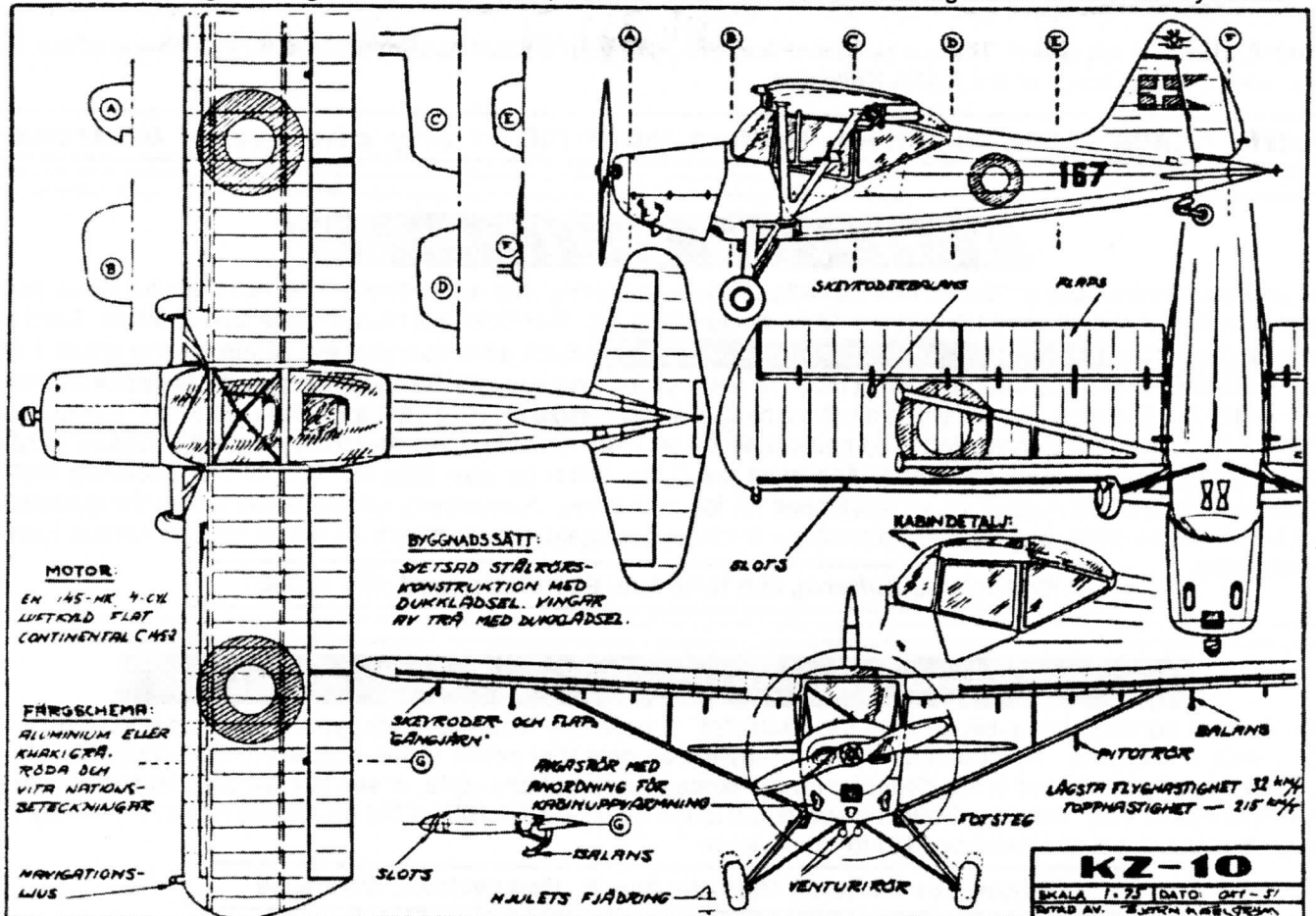
Last of the biplanes to see action in World War II was a plane that flew as if it were part of the pilot, however, its ground handling capabilities were not the best.



This Fiat CR.42B drawing is from the January 1961 issue of MAN.



The Boomerang drawing above is from MAN, October 1963. The KZ-10 drawing below is from Hobbyboken.



SERVICES AVAILABLE TO MEMBERS

- **Kollector Index:** A comprehensive Index of all plans and articles published in the *Kollector* is available for \$3.50 (\$4.50 "Air Mail" in Canada, \$6.00 "Air Mail" in other countries). The Plans section of the Index shows aircraft name, type, power, wingspan, manufacturer/designer, original source and publication date, and *Kollector* issue and publication date. The Articles section shows title, original author/designer, original source and publication date, and *Kollector* issue and publication date. The Index is comprehensive from *Kollector* #1 to the current issue.
- **Resources For Oldtime and Nostalgia Modeling:** A comprehensive list of resources for oldtime and some new-time modeling, including organizations, back issues of magazines, books, plans, supplies, kits, engines, engine parts, accessories, and repairs. The cost is \$2.00 (\$3.00 "Air Mail" in all foreign countries).
- **Back Issues:** All *Kollector* issues from No. 1 (March, 1993) onward are available at \$3.50 per single issue (\$4.50 "Air Mail" in Canada, \$6.00 "Air Mail" in other countries). Lot quantity discounts apply for two or more issues—please inquire.

Payment in U.S. Dollar-denominated funds only. Make all checks and money orders payable to "KAPA". Send all requests to "KAPA", 269 Concord Rd., Bedford, MA 01730.

HOW TO JOIN KAPA OR RENEW YOUR MEMBERSHIP

Kits and Plans Antiquitous (KAPA) Membership is on a calendar year (January-December) basis and includes four issues of the quarterly newsletter, the *KAPA Kollector*. The *Kollector* offers news, historical information, how-to-do-it articles, plans and photos, and KAPA member classified advertising. It is published and mailed the first full week in March, June, September, and December.

Membership Dues are \$12 per year in the US (\$16 in Canada, \$20 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: Alan Mironer, 269 Concord Rd., Bedford, MA 01730. Membership is open only through December of the current year—new members will receive all four KAPA *Kollector* issues for the year they join KAPA.

Membership Renewal: Annual KAPA dues for the next calendar must be received on or before January 10th each year. Mail your renewal check or money order, payable to "KAPA", to KAPA Renewal, 269 Concord Rd., Bedford, MA 01730. Membership renewals are accepted only for one year.

Your Address is important. Please keep KAPA apprised of your correct current address or any new address, so you don't miss an issue of the *KAPA Kollector*.

Notify "KAPA", 269 Concord Rd., Bedford, MA 01730 of any change of address!!

KOLLECTOR KLASIFIEDS

All paid-up members are entitled to one free ad per issue—no 'proxy' ads are allowed. The member's full name must appear in the ad and must match with the KAPA membership list. 'For Sale' ads must include asking prices. Send ad copy to the Editor. **Do not send ads to any other KAPA officer!** Each advertisement will be run for one issue; if the same advertisement is to be run again, it must be resubmitted. Ad copy will be accepted only if it fits within a single (one side) 3" x 5" space. Ad copy text must not be grossly undersize in some attempt to fit in the 3" x 5" space. Ads that can be scanned and converted to computer text will get higher priority. (This means use a word processor or type with a clean ribbon if at all possible.) Ads must reach the Editor no later than the 10th of the preceding month (February 10, May 10, August 10, or November 10) for each issue. A member's ad that doesn't meet the guidelines will be sent back once, with a brief explanation—if it happens again, the member's ad will be ignored without further explanation.

Editor: Lou Buffardi, 698 Tufts Ave. E., Port Orchard, WA 98366

SUBMISSION OF ARTICLES TO THE KOLLECTOR

Articles are solicited for publication in the *Kollector*. If possible, text should be typewritten, single-spaced, 10 CPI, with 1" margins. Illustrations, 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 see the "Writer's Guide" article in *KAPA Kollector* #12. Articles should be submitted to the Editor by the 10th of the preceding month (February 10, May 10, August 10, or November 10) for each issue.

Editor: Lou Buffardi, 698 Tufts Ave. E., Port Orchard, WA 98366

COLLECTOR CLASSIFIEDS

Wanted: Ideal Kits (Unbuilt) • Cutty Sark 24" • Sovereign of Seas 23" • Destroyer Preston 24" • Schooner Bluenose 22" • Queen Mary 32" • Normandie 32" • Liner Rex 29" • USS Kearsarge 32" • Cleveland "Rep" railroad kit or plan on building the "S" Scale Hiawatha locomotive, tender, cars. Kits were numbered RS-1, RS-2, RS-3. • Megow ship kits wanted—state what is available.

Sale: 8-page listing of plans, \$8.00 Pp.

**Chris Rossbach, 135 Richwood Drive
Gloversville, NY 12078 Ph: (518) 725-4446**

Wanted: • New or used metal cowl for the 53" ws. Berkeley semi scale stunt Grumman Guardian • LN (non-yellowed) plastic bubble top canopy/canopies for the original Chicago, IL, manufactured Top Flite 60" ws. Republic P-47 Thunderbolt, Kit No. RC-19, and the Top Flite 60" ws. Grumman F8F-2 Bearcat, Kit No. RC-23.

**Ken Wilson, 2324 East Florida St.
Evansville, IN 47711-4812
Ph: 812-477-7176 E-mail: idora@sigecom.net**

Vintage Kit Sale: • Aero Graphics Swordfish—\$45 • Berkeley FW 190—\$150, Curtiss Shrike—\$115, 1/2A Piper Tripacer—\$80, 1/2A Ercoupe—\$80 • Cleveland kits for Fokker D-7—\$85, Vought Corsair—\$125, AU-200 B-29—\$65, lots more • House of Balsa 1/2A Pietenpol—\$45 • Micro X 38-1/2" ws. Stinson 125—\$45 • Comet Kit M-1 Ercoupe—\$85 • Sterling Yak-9—\$115, Fokker D-7, 34" ws.—\$95 • (more Berkeley, Cleveland Fireball, Sterling, etc.) • Rare Pre-War Cleveland SF Silver Box kits for the Curtiss A-8 and P-6E • Guillow Rumpier C.V—\$45 • American Modeler Annuals—\$5 each.

Wanted: • Nowlen Aero plan copy for Deperdussin & Nieuport 11 kit • Guillow's 18" ws. WW-I kits, builders, boxes • p/w patterns for Guillow's Douglas DB7, kit H21, and Miniature Curtiss A-18 • Anderson Greenwood 14, Polikarpov 1-153, & Macchi M-33 flying scale plans. Will trade for Sterling Nieuport 28 or Polish Fighter, and will consider reasonable offers. Two-page list of kits for your SASE. WW-I Aviation Books: Send SASE for kit and/or book list.

**Lou Buffardi, 1635-3 698 Tufts Ave. E.
Port Orchard, WA 98366
Ph: (360) 874-9350 after 10 AM PST, please**

For Sale: 30 issues of Model Airplane News (1931-34), 17 of Popular Aviation (1939-40), 5 of Aero Digest (1933-34), Aviation pulps (10, 1930-40). SASE for price list.

**W. Winicki, Box 417
Great River, NY 11739-0417**

For Sale: • Randles Constellation solid—\$22 • Testors B-29 in exc. box—\$85 • Berkeley P-39 Airacobra, solid "Tactical demonstration model" 1942, 3/8 scale—\$60 • Continental 15"-18" Flyers Spitfire in yel., red, wht. box—\$24 • Cleveland P-38 Lightning 36", kit T-85, w/ cement bottles. Very nice—\$90 • Falcon solid B-17G kit D1, pic. box, plastic props, VG—\$26 • Cleveland 1931 GeeBee Super Sportster SF17B 17-1/2" ws., corrugated box, very good—\$55 • Brooklin Modelcrafts (Air King) solid B-29 17-1/2", 1944 kit 350—\$30 • Enterprise Frank Hawks "Time Flies" 1947 22" .099-.19—\$45 • Guillows B-25 in cello wrap—\$38 • Guillows Thomas Morse Scout 201 in cello—\$24 • Guillows SE5A kit 202 in cello—\$24 • Goldberg Mirage 550 54" elec. R/C, includes motor—\$50 • Burkard Gloster Gauntlet 1941 16", alum cowl—\$40 • Megow solid Hellcat SD1, 1/36 scale. Mint kit & box—\$22 • Comet A/C carrier Saratoga kit K11 w/dope—\$32 • Strombecker Yorktown carrier, builtup—\$22 • USS Indianapolis, builtup, w/plan copy—\$22 • "Fighter Pilot" 1st Amer. ace of WW2, VG, s/c \$5 • Hobbies Weekly mag. 1940. 20pgs. several hobbies incl. aircraft. Brit. pub—\$9 • D.A.P. Model Co. 1928 British catalog—\$12 • La Revenue Aeronautique 20 pg. unbound copy of 3 views of Allied & Axis, mostly jets. Color front cover—\$5 • Jac-o-Lac decals. 1940s—\$1 per sheet. • Old kits, publications, and built ups—call or write for list.

**Mike Walker, 515 Price St.
Morris, IL 60450 Ph: 815-942-0380**

Plans For Sale: Typical unused Pond plans. \$3 ea. for small rubber, \$5 ea. for gas & lg rubber, \$10 for huge. Shipping: rolled \$6, First Class \$3, Media Mail \$2, charged once. SASE or e-mail for 6-page list with details (about 270 plans).

**Allan Vollmer, 14 Check Point Ln.
West Haven, CT 06516
E-mail: alsam-7vollmer@sbcglobal.net**

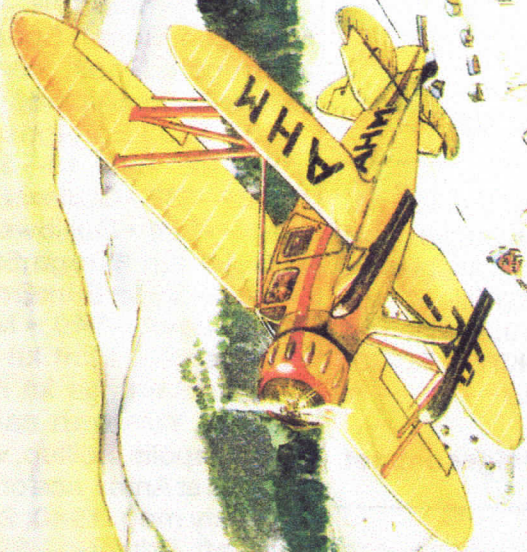
For Sale (as a group): 18 Maircraft WW-2 1/4" scale balsa solid model kits, now 65 years old. Price \$250 plus 3 more at no charge to buyer.

Messerschmitt, Northrop XFT-1, Spitfire, Heinkel HE51, Monocoupe, Russian Mosca, Curtiss P-40, Boeing P-26A, Taylorcraft, Curtiss Goshawk, Spad 13, Sopwith Camel, Fokker D8, Nieuport 17 (2), SE5 Pursuit (2), Zero. The 3 no chg. kits are Heinkel Fighter, Focke Wulf FW190, Boeing F4B-4.

Total \$250, plus shipping. USA only. None sold separately.

**Joe Shotts, Sr., 3355 Maysville Pike
Zanesville, OH 43701 Ph: 740-453-2219**

FLYING



B • 1939

This 1939 *Flying* winter scene is typical of the many fine color paintings done by Björn Karlström.



KAPA
30554 LOS ALTOS DR.
REDLANDS, CA 92373

FIRST CLASS MAIL

To:

100-F Member to: Dec 2010
Claude H. Powell
P.O. Box 956
Augusta, WV
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