

## Walt Mooney Remembered *by Bill Hannan*

(Ed. note: This extract is from Bill Hannan's "Peanuts & Pistachios," Volume 6, which also features Walt Mooney's popular construction plan for a Santos-Dumont Demoiselle. P & P 6 is still available @ \$11.95 plus \$3.75 postage and packing, from Hannan's runway at: [www.hrunway.com](http://www.hrunway.com), and they accept PayPal payment. For those who prefer not to use a computer, orders may be placed via regular mail, with a money order or personal check sent to Hannan's Runway, Box 210, Magalia, CA 95954. ...lnb)

Perhaps the most prolific Peanut producer and proponent was the late Walt Mooney. It was my privilege to have known this very special individual for many years, and I felt a tribute to him was well-deserved.

Much of the background information on how he became involved in model airplanes and his aviation career is based on Walt's own words, thanks to a tape-recorded interview conducted by modeler Bob Wright, of San Diego, CA, not long before Walt's passing. This has been augmented by some of Walt's writing in *Model Builder* magazine, as well as my personal memories.

Walter E. Mooney, Jr. was born on June 6, 1925, in northern California, the first of three children. Thanks to strong parental guidance, Walt learned to draw, spell and navigate by age 3. He spent only one day in kindergarten, where he was so much in advance of other children, he was immediately promoted to the first grade. When Walt was 6 years of age, he saw an airplane for the first time and clearly recalled that it was an orange and blue Stinson. From that moment on, he became a total aviation enthusiast! His parents were also air-minded, and, as Walt put it: "No one at my house ever worried about danger in flying."

Walt's earliest model airplane experiences were with two-for-a-penny balsa gliders, with which he and his friends staged impromptu contests. At age 8 he was given a kit for a Waco Taperwing, featuring movable controls. Although he studied it,



(L-R) Bill Hannan, Walt Mooney, and Piper Vagabond in Walt's San Diego, CA hangar and model shop. Photo: Jim Alaback

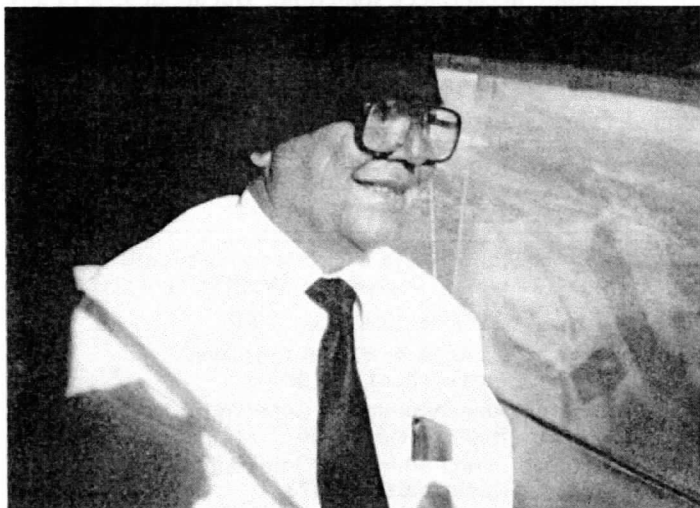
the model was far beyond his capabilities. Instead, he concentrated upon Megow, Comet, and Joe Ott kits, which were much simpler. The big breakthrough for Walt was the Comet Phantom Flash, with which he learned the essentials of model flight adjustments.

Although Walt earned spending money doing household chores, such as dandelion weeding, he "augmented" his hobby income by skipping school lunches, saving the food money for model airplanes. His modeling skills grew rapidly, largely because his father insisted that Walt do every bit of construction himself, wanting him to learn problem-solving as soon as possible. As an interesting footnote, Walt's junior high school yearbook described him as a "future airplane designer."

In high school it was discovered that Mooney had a serious heart murmur, and as a precaution, he was excused from athletic classes. Walt's father delivered him to school each morning and gave him streetcar fare to return home in the afternoon. What no one knew was that Walt was spending the streetcar money on model airplanes and running the four miles distance every day so he would arrive home on time!

After the service, Walt attended college under the G.I. Bill, eventually gaining his aeronautical engineering degree from M.I.T. While attending college, Walt married his wife Carole, who he mentioned "could run faster than any girl I ever saw." Not only did Walt build a model during their honeymoon, but he taught Carole to build models also.

The extent of aviation influence in the Mooney's lives may be judged by the names given to their children: Curtiss Ryan Mooney, Douglas Martin Mooney, and Crislea Bee Mooney. While the inspiration for the two boys' names are obvious, their daughter's first name came from a British aircraft company and



Walt Mooney at the controls of his beloved Piper Vagabond in flight near Escondido, CA. Photo: Bill Hannan

"Bee" came from the small San Diego firm with which Walt was associated, who produced the Wee Bee, Honey Bee, and Queen Bee.

Walt learned to fly full-size gliders in college, and then became a powerplane pilot also. He soon bought a Piper Vagabond and next a Cessna "137-1/2" (modified to be more than a 120, but less than a 140), and still later, another Vagabond.

Walt worked for Helio aircraft and later Convair, where he was involved in such projects as the Sea Dart and advanced aerospace configurations. He also served as an FAA pilot examiner for many years, and even performed a glider aerobatic routine for the TV series "Thrill-seekers."



**Walt Mooney had a worldwide circle of friends and admirers. This fine Piper Vagabond, with a photo of Walt in the cockpit, is a tribute by Jiro Sigimoto of Japan.**

Active in the homebuilt aircraft movement, Mooney served as a test-pilot in Bill Evans' original Volksplane (later renamed VP-1) program. Throughout all of these activities Walt remained an avid model builder of all types, from static scale to RC, saying: "I always built model airplanes. I don't get enough time to fly 'em all. I'm gonna be a responsible guy, but I'm not going to put off having fun." "I gotta work to support my hobby. I don't want to retire; I'm having too much fun working."

On March 1st, 1990, at his desk in General Dynamics, Walt Mooney died, working in aviation to the last...

### ***Mooney's Modeling Methods***

Walt didn't like to build more than one of a design, even though he well knew that a second model could be more refined and competitive. He modestly claimed no special talent, figuring that most of his skills were primarily the result of practice.

In the November, 1973 issue of *Model Builder* magazine, Walt rather humorously explained how he went about selecting a specific aircraft subject for a potential model design: "Well, first of all you have to like it for some reason: this is easy for our editor (Bill Northrop)—he likes biplanes... any old biplane will do, I suspect. However there are a lot more rational reasons for liking an airplane, as listed below:

1. It has a claim to fame.
2. It has nice lines and a graceful shape.
3. It is ugly enough to be interesting.
4. It is the most modern thing out.
5. It is an historical antique.
6. It is simple enough to be easy to make.
7. It is so complicated it will be a real challenge.
8. It looks like it will really fly.
9. No one has been able to make one fly before.
10. I, my father, brother, sister, uncle, aunt, or sister's boyfriend owned one. Actually I have an easier time than ye olde editor—I like all of them!

**KAPA KOLLECTOR**

Second, you almost have to have a three-view drawing available. It is also nice to have several photos handy so that contours and details not shown on the three-view can be determined.

Third, unless it is to be strictly a display model, it should be something that has a good chance of flying. If in your information about the airplane you find statements that it spun in on the first flight, or killed its test-pilot, be wary: if the real ship wouldn't fly, a model of it may be a waste of time.

Fourth, you should have decided how it is going to be powered. Rubber power usually requires a rather large propeller for reasonable durations, so unless you are willing to compromise on scale, avoid modern tricycle landing geared lightplanes and pick an older tail-dragger. Just the opposite can be your criteria if the power is to be a small glowplug engine.

Fifth, if it is to be a Peanut, where the span is limited to 13 inches, pick an airplane with low aspect-ratio wings, so as to have as much wing area as possible. The opposite approach can be used if your model is to be a Jumbo scale.

Sixth, since most models tend to be tail-heavy and require nose ballast to fly, the selection of a design that has a long nose tends to help.

Seventh, high wing monoplanes generally are easier to make fly, but this need not discourage you from other configurations. Being aware of the above requirements, we can come up with the hypothetical ideal modeling subject.

It has a long nose and a long tail. It has generous tail surfaces and at least a little dihedral; quite a lot, in fact, if it's a low wing. If it is to be rubber-powered, it has longish landing gear and is a tail-dragger, and unless you delight in challenging construction, it has simple contours.

Within the bounds of the above there is an almost limitless selection.

If you like an airplane for whatever reason you will, and it fits within the general area I've been discussing, there is a good probability that it can be turned into a delightful model.

One nice thing about building models is the fact that other builders seldom notice the flaws that offend you because you know they are there. What they generally observe is the overall effect, and if you get the shapes about right you've got the job mostly done.

This is not to say that the super scale model isn't a great thing to strive for. Everyone should be aiming for a Star or planning for some future masterpiece sometime. But about 95% of any artistic job can be accomplished in 5% of the time it takes to create the masterpiece by just about 95% of the people. It takes a genius to finish the last 5%." To which editor Bill Northrop replied, "How's that again?"

Eternal thermals to you, Walt...

**The KAPA Kollector is a quarterly publication of  
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#### ***KAPA Kollector Staff***

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

**Treasurer:** Alan Mironer, 269 Concord Rd.  
Bedford, MA 01730

**Publisher:** John Pothier, 30554 Los Altos Dr.  
Redlands, CA 92373

*See p.20 for membership rates and other services.*

In the absence of a complete listing of Walt Mooney's plans, this old ad gives a sample of the variety of his work.

# Walt Mooney's Bags of Peanut Plans

Bag #1 includes 15 plans

MY001 .....

Pilatus Porter

Andreason

Durine

Huntington H-12

DeHavilland DH-6

Bag #2 includes 15 plans plus  
3 sheets of Walt's secrets  
on building models.

MY002 .....

Speed Spitfire SE5

Miles Sparrowhawk DH-6

Volksplane "VP2" Jungmann

Culver Dart Monocoupe

Wittman V Waco SRE

Bag #3 includes 15 plans  
1 nonpeanut

MY003 .....

Jodel D 150 "Mascaret"

B.A.T. Baboon Robin HR 100 Tiara

Ole Tiger OL' Ironsides

Davis DA-5A Bell XFL-1 Airbonita

Castaibert IV 1918 Hergt Monoplane

Bag #4 includes 16 peanuts  
and 2 bostonians

MY004 .....

Morine Tupoley

Ophelia Bumps Bellanca "T"

Revere Speedster Udet U-12A

Back Bay Bellanka Nakajima

Hanriot H-19

Bag #5 includes 13 peanuts  
and 2 nonpeanuts

MY005 .....

Dart Farmen 1000

Aeronca Defender Morane-Saulnier MS50C

Starlet CJ-1 Keleher Lark

Lublin R-X111 Honey Bee

Super Sytky Boston Found

Bag #6 this bag contains 36 of Walt's best peanuts reduced to Pistachio scale (8 inch wingspan). This is a fun size and they really fly.

MY006 .....

Gee Bee  
Mulligan  
Colt  
Pawn  
Lair

Vagabond  
Meyers  
Phokker  
Ord-Hume  
Fokker V-23

Microplano Velo  
Renard R-17  
Ford Flivver  
Wickner Wicko  
Stahlwerk

Avions Paul Albert PA-20  
Avero 536 C Racing Baby  
Lockheed Little Dipper  
Douglas Skyraider  
Bleriot IV

MIXED NUTS

BD-8  
Wingding  
Potter P100TS  
Laird LC-D  
Aircoupe

Found  
Chiribiri  
Impanema  
Euler D-2  
Siemens SCH E1  
Gloster

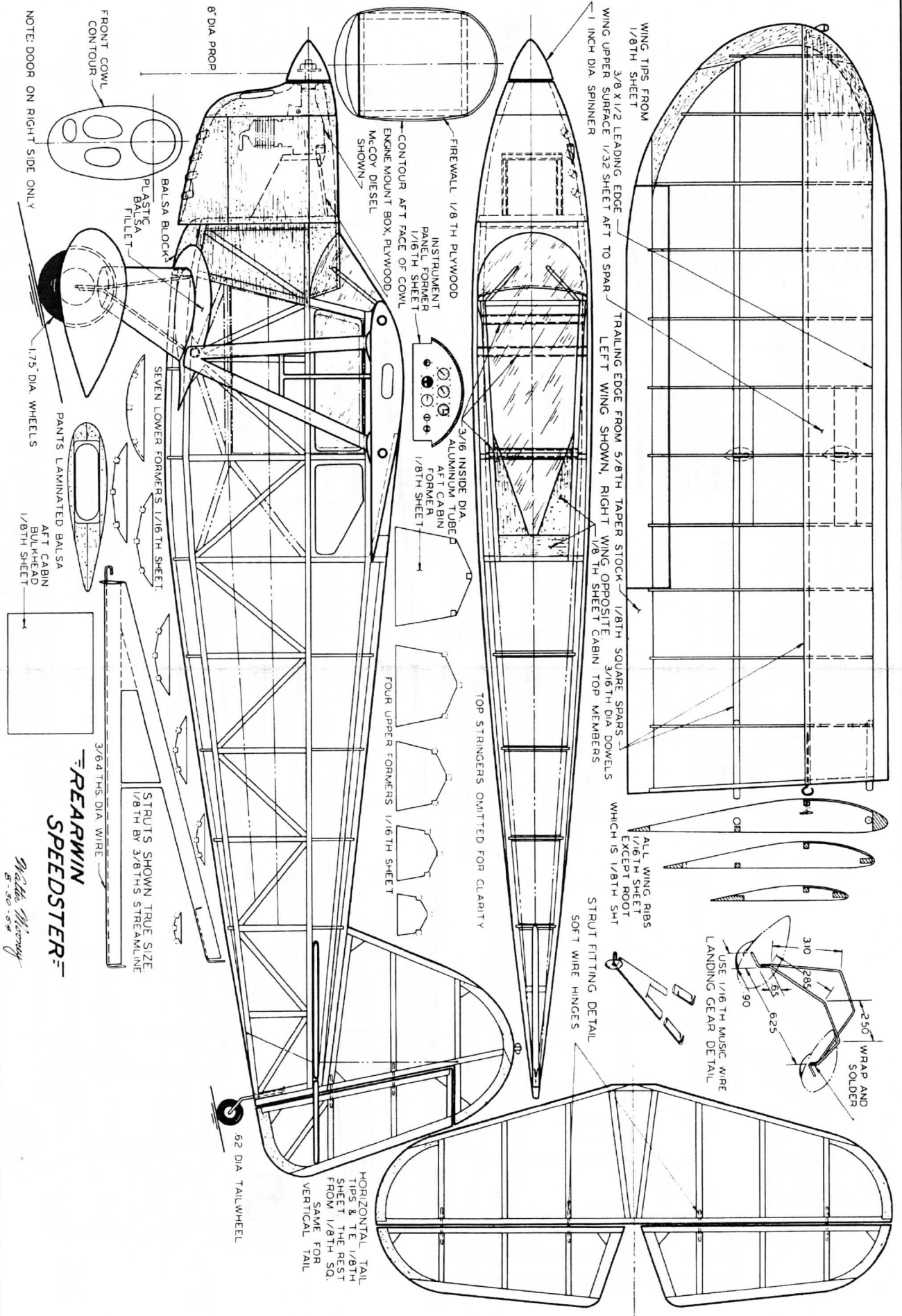
Pistachios









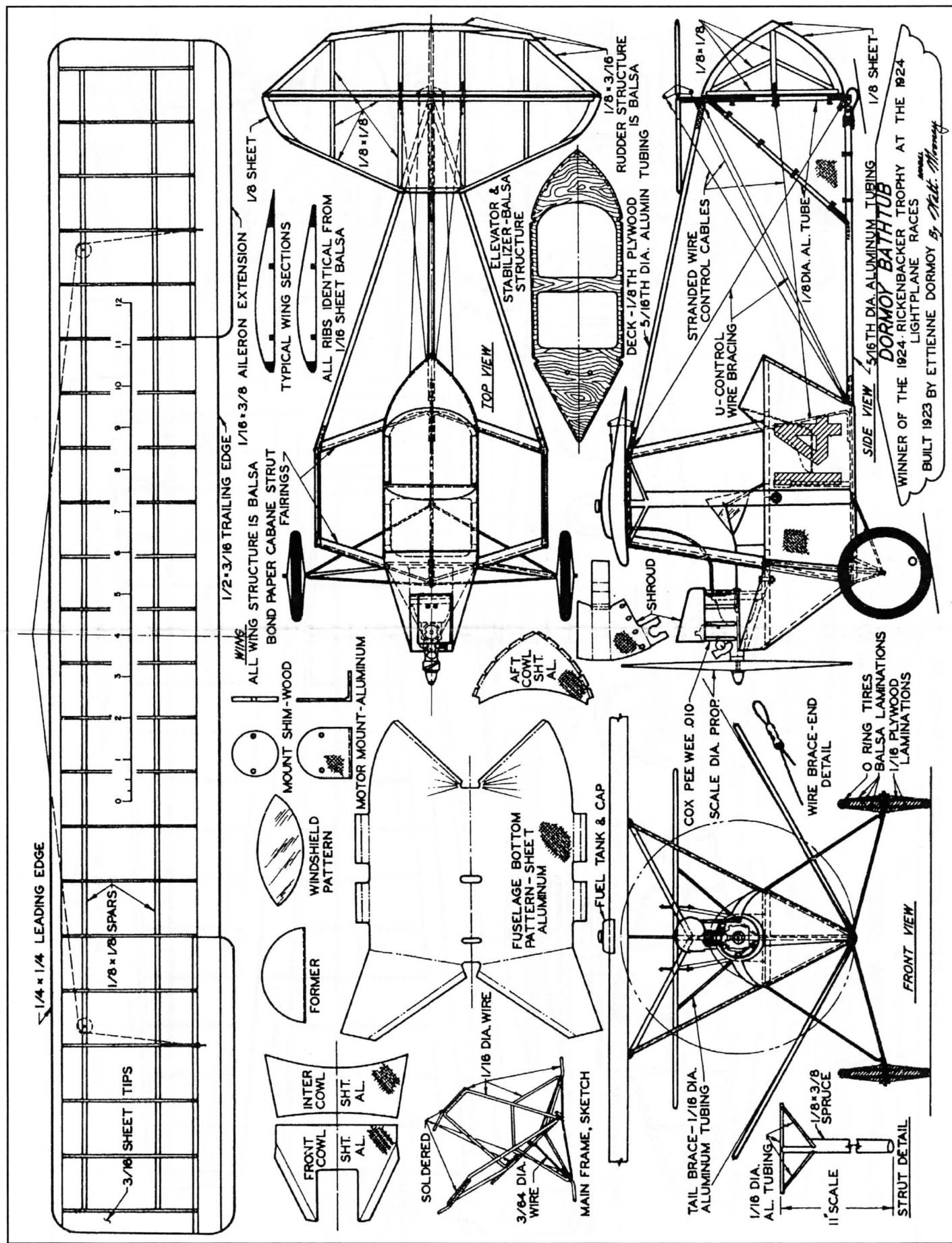


This Rearwin Speedster from *Model Airplane News*, March 1955, builds into a 38" ws. model for FF/gas.

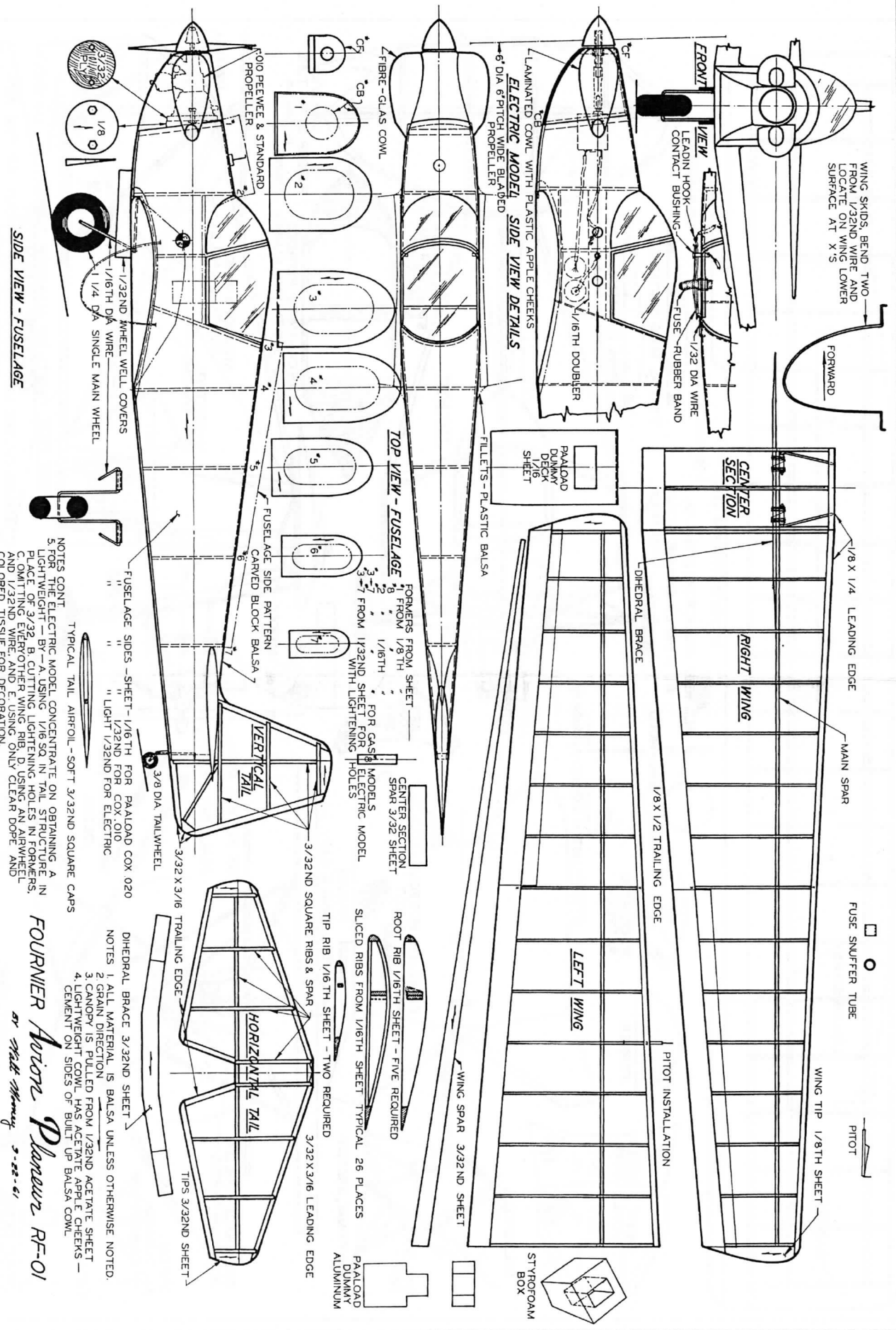








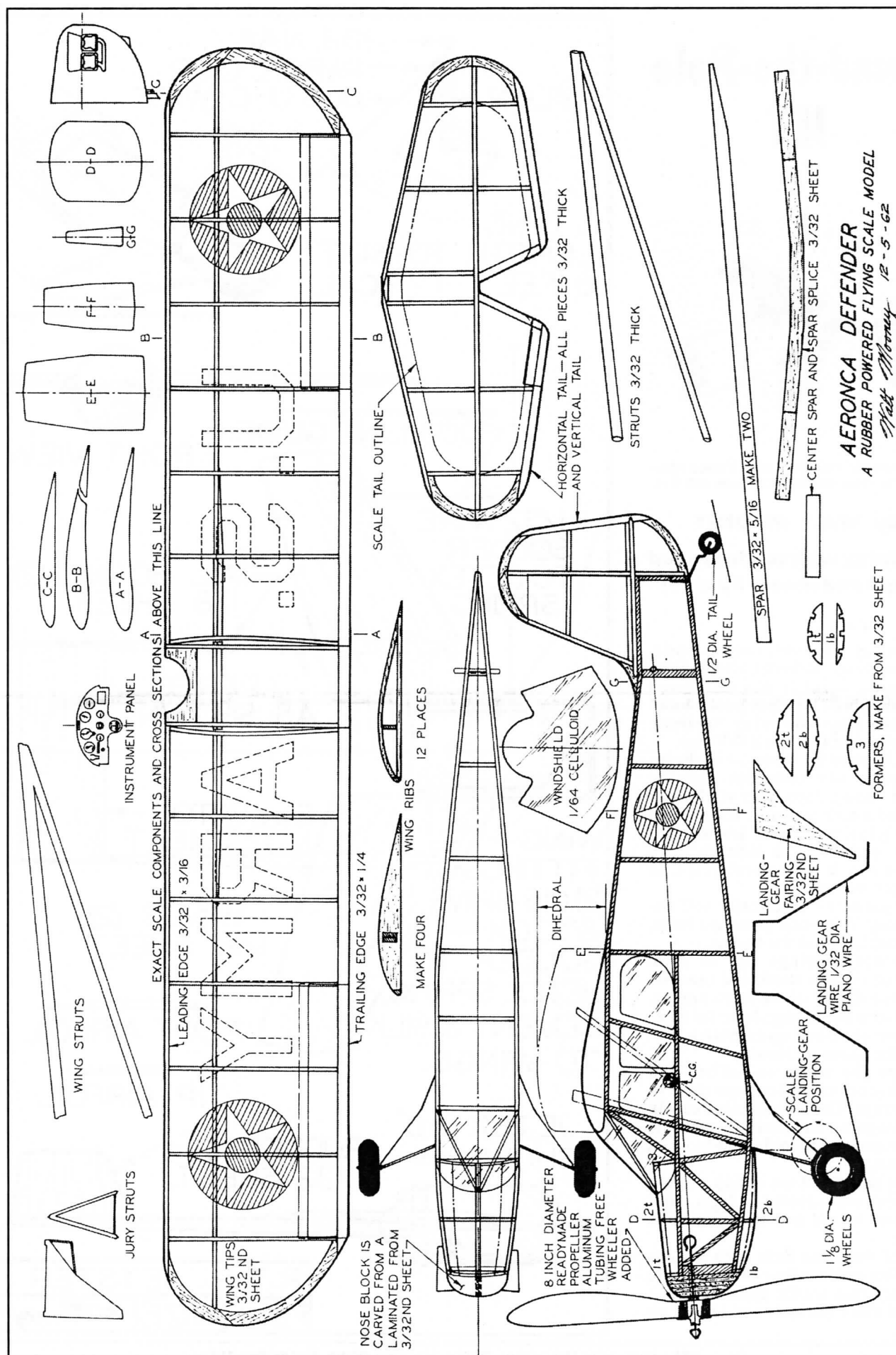
This rarely seen Dormoy Bathub spans 28" and appeared in the June 1962 issue of *American Modeler*.



SIDE VIEW - FUSELAGE

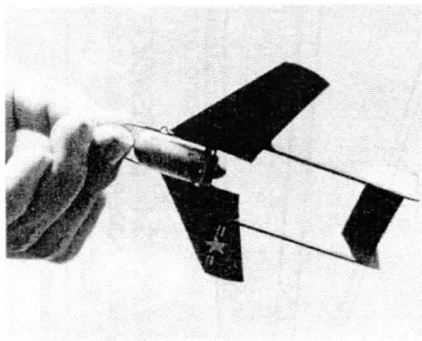
Another unique design is this 36" Fournier that appeared in the February 1962 issue of *Model Airplane News*.





This 28" ws. rubber-powered version of the Aeronca appeared in *Model Airplane News*, November 1963.

# Round-the-Pole JET



The "airplane" has metal wing fittings which solder to Jetex spring. Needs one .008 line.

By **WALT MOONEY**

**This Jetex whizzer does good 60 mph and cannot fly away!**

► Here is a simple, easy-to-build, easy-to-fly speed model, rocket-powered in the spirit of this high speed air age, which will get your model club meetings and rainy Saturday afternoons out of the doldrums.

R.T.P. means Round-the-Pole, and when you consider that the model shown does over six laps in two and a half seconds, for a speed of 60-plus mph, you know what R.T.P. means. The British have been doing it for several years, so let's get started.

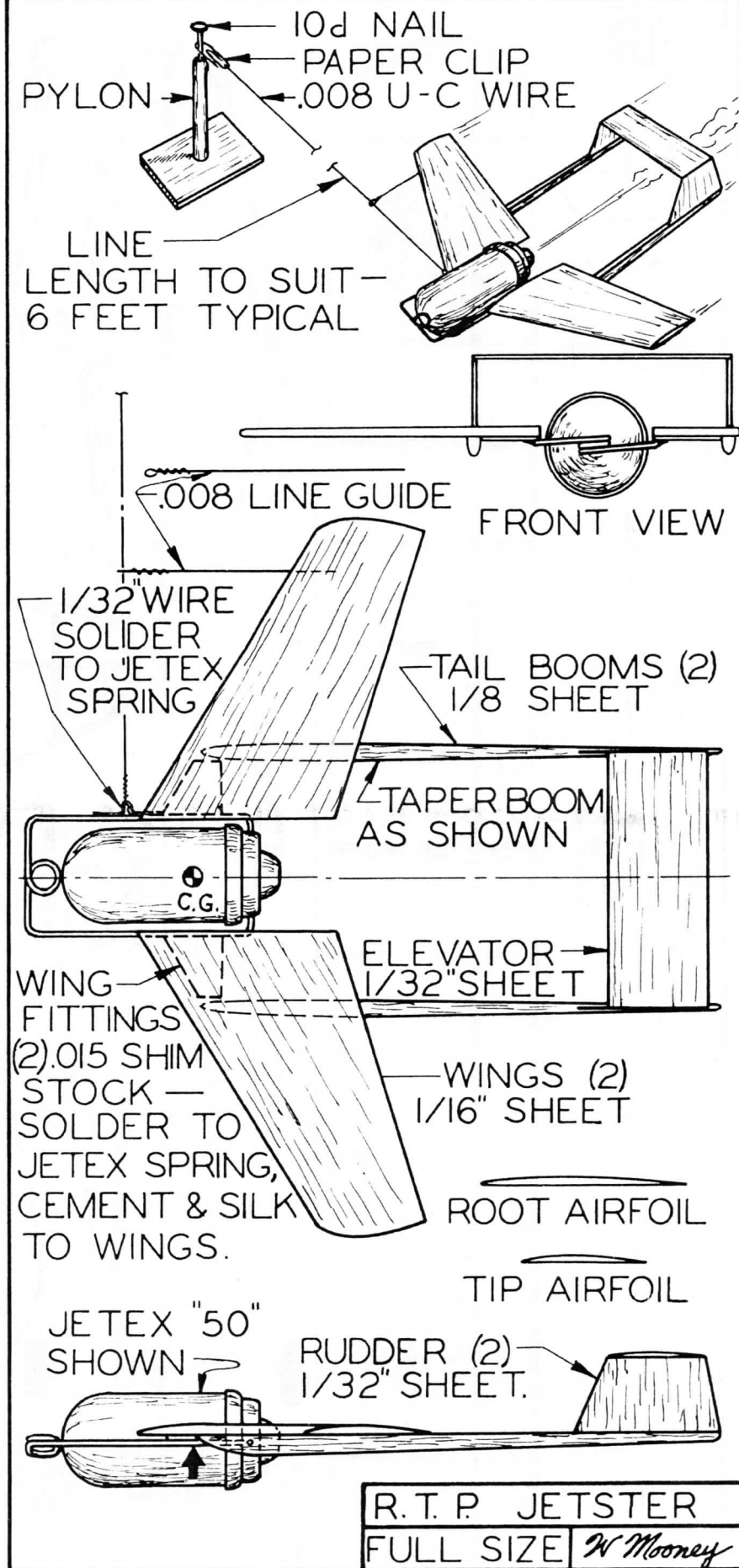
The plans are practically self explanatory. All wood parts are balsa. Use hard balsa for the booms.

The wing fittings can be shim stock or tin can stock and must be soldered firmly to the Jetex spring. Make sure the fittings have no dihedral and are lined up so both wings have the same incidence.

Shape the wings to outline and airfoil sections and cement them to the fittings. Use a small piece of silk to strengthen the joint. Attach the tail booms and then the rudders and elevator.

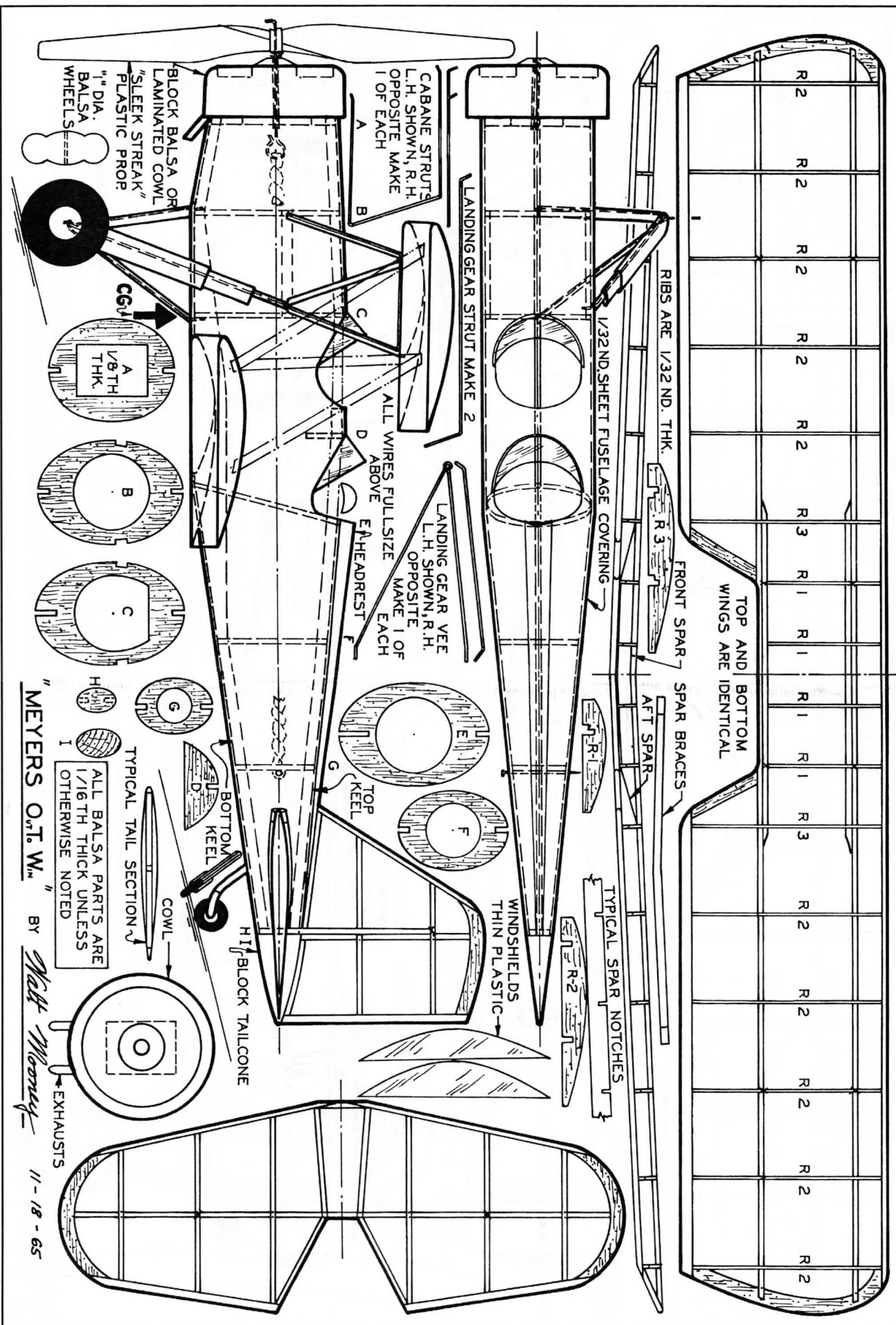
Paint the model according to your favorite color scheme. A light color is easier to see and thus timing is easier.

Light the Jetex fuse with a piece of dethermalizer fuse or a cigarette (a match may set the plane on fire—one of mine burned) and let 'er go R.T.P.









Another seldom seen model Myers OTW, presented in 15" ws. in the July 1968 issue of Model Airplane News.



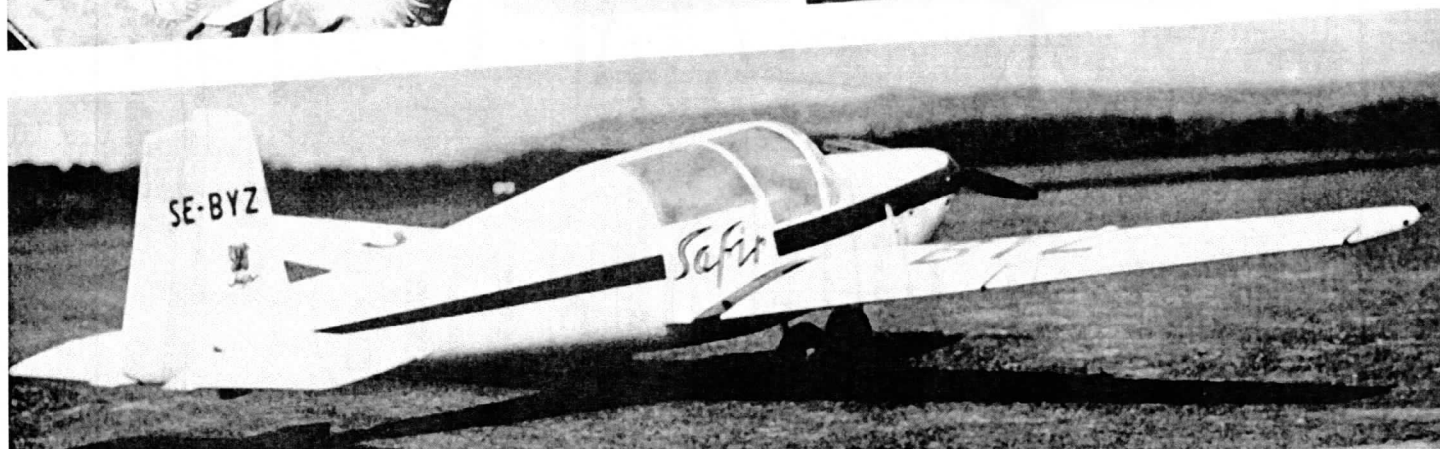
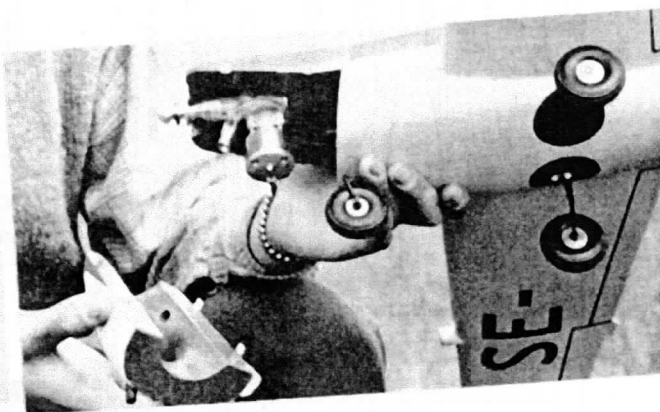
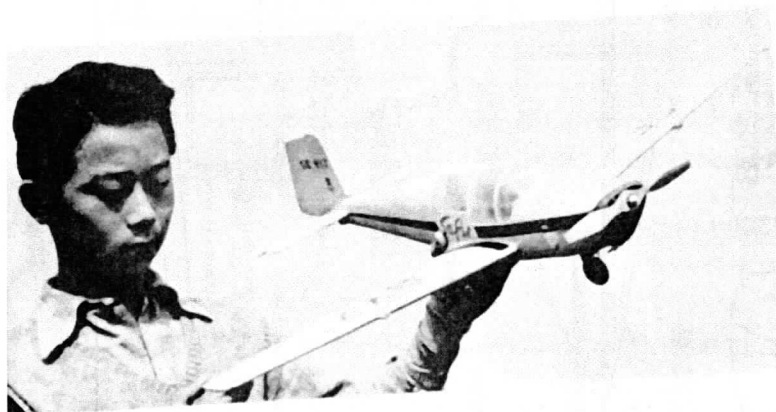
**CONTROL LINE SCALER  
FOR SWEDEN'S SLICK...**

## **SAAB 91C "Safir"**

Few single-engine airplanes with tricycle landing gear have been converted to scale models, especially control line. In view of this I decided to scale down and build such a model. Having made the earlier Saab 91B Safir a few years back, I had confidence in this type's performance. Therefore, when the civil version of the Saab Safir, the 91C, appeared, I designed a control liner to fit my British Oliver Tiger .15 racing motor. In order to reproduce the airplane as accurately as possible, I obtained a detailed 3-view drawing and photos of the airplane as well as data concerning its full color scheme directly from the Saab Aircraft Company in Linköping. The model has now been built and the many flights made show it to be a happy performer.

Although designed primarily for a 2.5cc diesel, the model will take any power up to .29 or even a mild .35 cu. in. displ. engine. The large nose provides ample space for any engine available on the market (no twins please!). The ship spans 37" and its over-all length is 27". Its wing area is 166 sq. in. and the prototype has an all-up weight of 30 ozs.

The most enjoyable part of flying a C/L flying model with tricycle landing gear comes with the take-off and this model is no exception. Unlike models with the conventional two-wheel landing gear where take-off runs are usually made within a quarter of a lap, my Safir model requires almost a full half lap for realistic take-off. Hold the elevator perfectly neutral until the speed has built up, then apply very slight "up," and the model will rise off the ground smoothly, just like the full-size airplane. The speed has yet not been checked officially, but I estimate it to be well over 50 mph with the Tiger .15 engine. To simplify the construction without sacrificing the structure of the model, I have used balsa sheet for the entire covering and planking. The engine cowl, which is detachable and separates at the center line, is held in place by four wood screws. Color scheme of my Safir is basic cream-yellow with blue and red trim and the top of the cowling is in light grey. This follows faithfully the real plane. -Hoh Fang-Chiun.



This elegant 37" ws. C/L SAAB Safir appeared in the February 1958 issue of *American Modeler*.

ALL WOODS ARE BALSA EXCEPT WHERE NOTED  
ALL MEASURES IN INCHES

BLOCK 3/32 DIA. HARDWOOD

BLOCK

LEADING EDGE 3/8X3/4

1/8" DIAPHRAGM UNDER  
EACH WING TIP

DIAPHRAGM BRACE  
1/8" PLYWOOD

REAR VIEW  
3/32 DIA WIRE

1/8" PLYWOOD  
BIND WITH HEAVY  
THREAD & CEMENT

WHITE POSITION LIGHT

BEND AT  
FRONT

3/32 DIA WIRE  
BIND WITH  
THREAD & SOLDER

WASHER  
FRONT GEAR  
STRUT LAYOUT

3/16 SHEET  
1/8 SHEET

SLOT FOR L.G. PLATE

FA  
10 FT 1/8 PLY  
10 FT 1/8 SHEET

FB  
1/8 SHEET

CABIN FRAME & LAMINATIONS  
1/32X3/16 PLYWOOD

DOTTED LINES  
SHOW TO 1/8 PLY

SPACE FOR WINGS

FC  
1/8 PLYWOOD

FE

1/8 PLY HORN

1/32 PLY

1/8 SHEET

FE, FF, FG

1/8 PLY

1/8 PLY

1/8 PLY

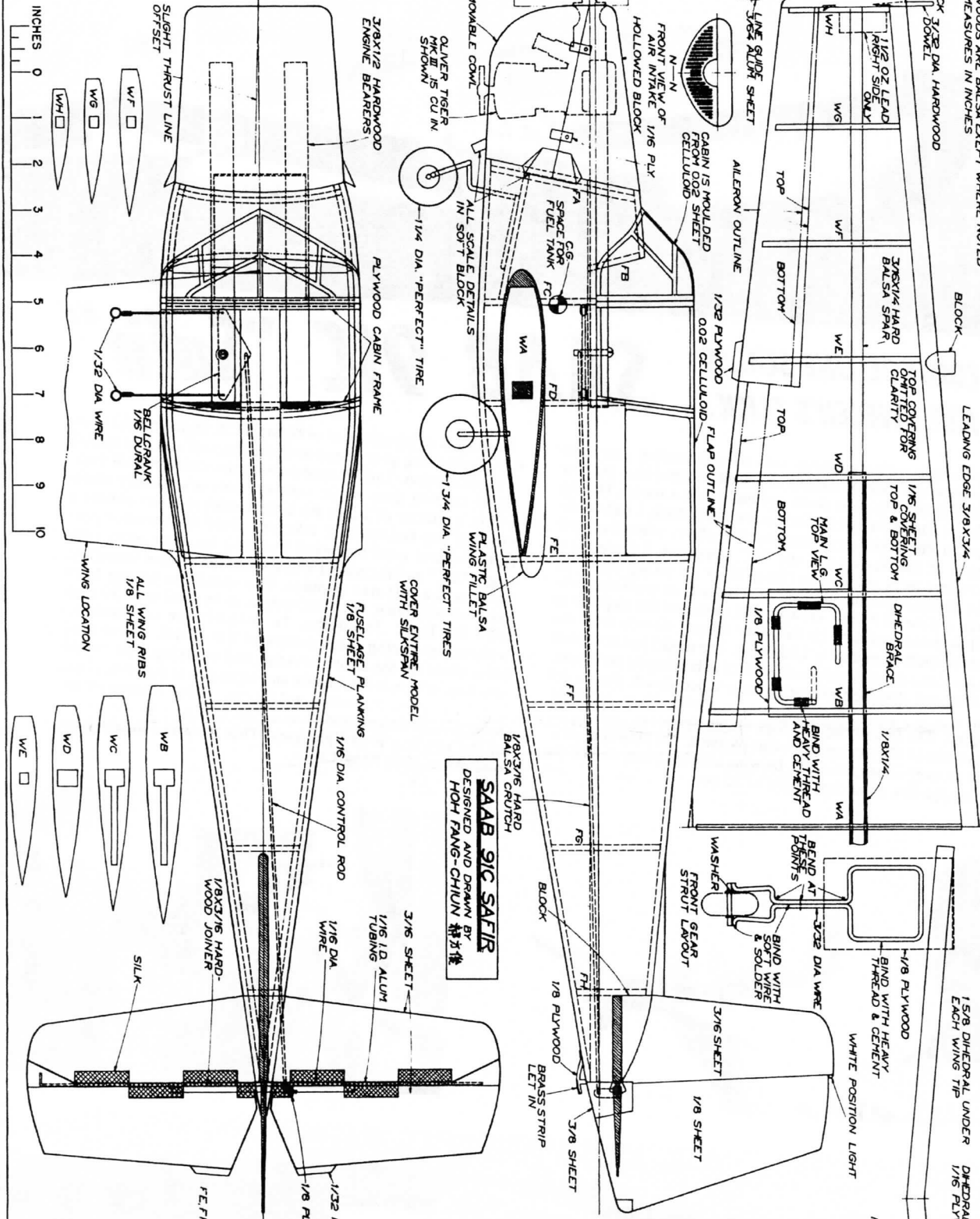
1/8 PLY

1/8 PLY

1/8 PLY

1/8 PLY

1/8 PLY



**SAAB 91C SAFIR**  
DESIGNED AND DRAWN BY  
HOI FANG-CHUN 胡方權

COVER ENTIRE MODEL  
WITH SILKSPAN

1/8 DIA. CONTROL ROD

1/8 SHEET

1/8 DIA. CONTROL ROD

1/8 SHEET

1/8 DIA. CONTROL ROD

1/8 SHEET

1/8 DIA. CONTROL ROD

1/8 SHEET

1/8 DIA. CONTROL ROD

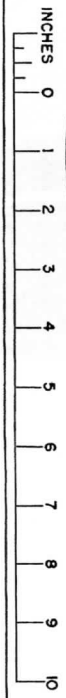
1/8 SHEET

1/8 DIA. CONTROL ROD

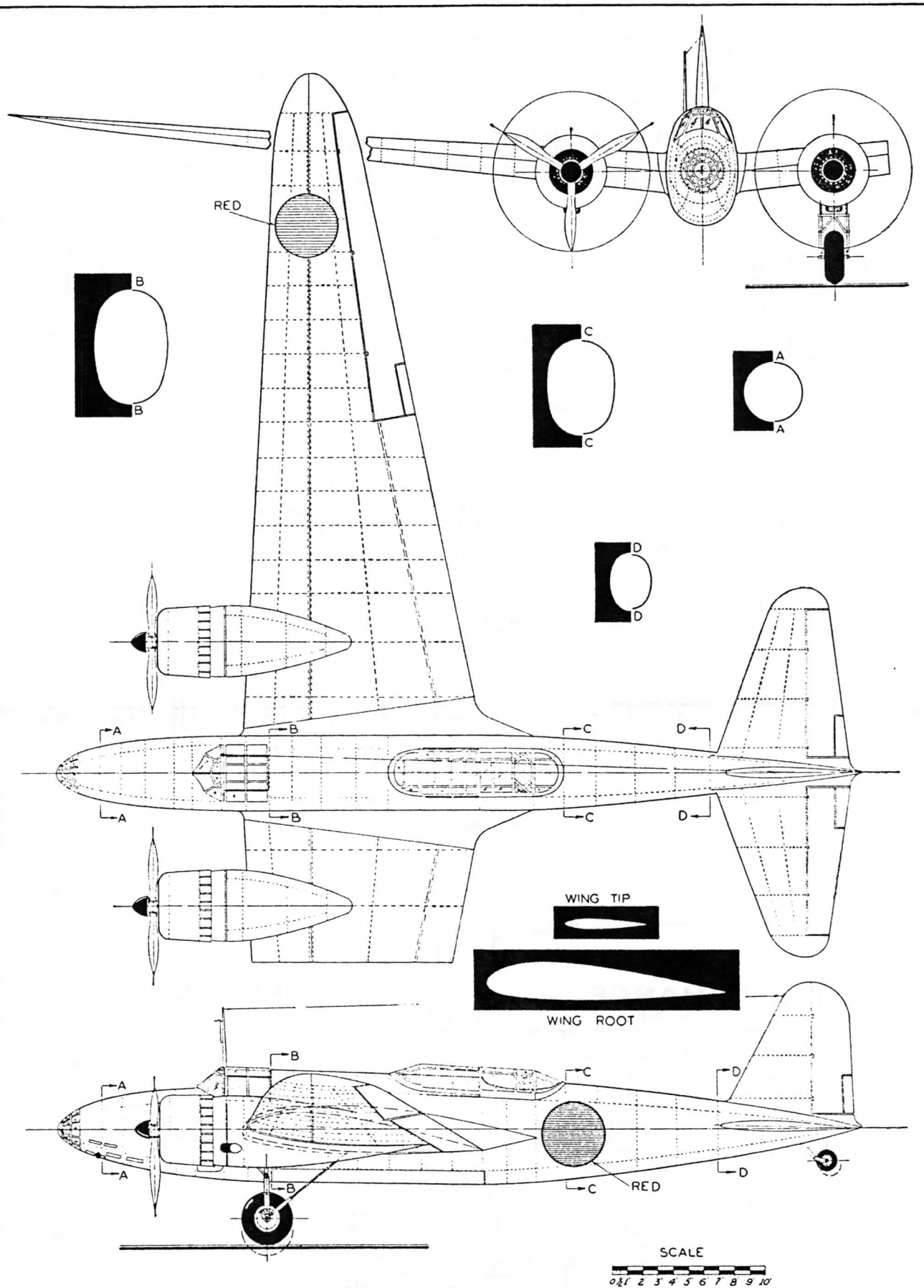
1/8 SHEET

1/8 DIA. CONTROL ROD

1/8 SHEET





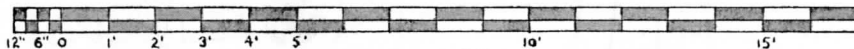


# NAKAJIMA 19 BOMBER

The March 1942 issue of *Model Airplane News* presented this Nakajima 19 bomber solid plan.

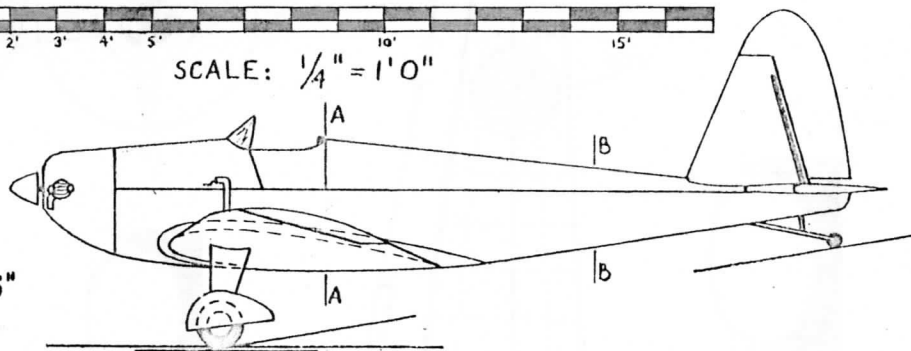
# THE TIPSYS

POPULAR BRITISH LIGHTPLANE

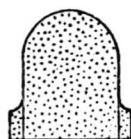


SCALE:  $\frac{1}{4}" = 1'0"$

SPAN: 24' 6"  
LENGTH: 18' 9"  
HEIGHT (ON GROUND): 5' 2"  
WHEEL TREAD: 6' 6"



A-A

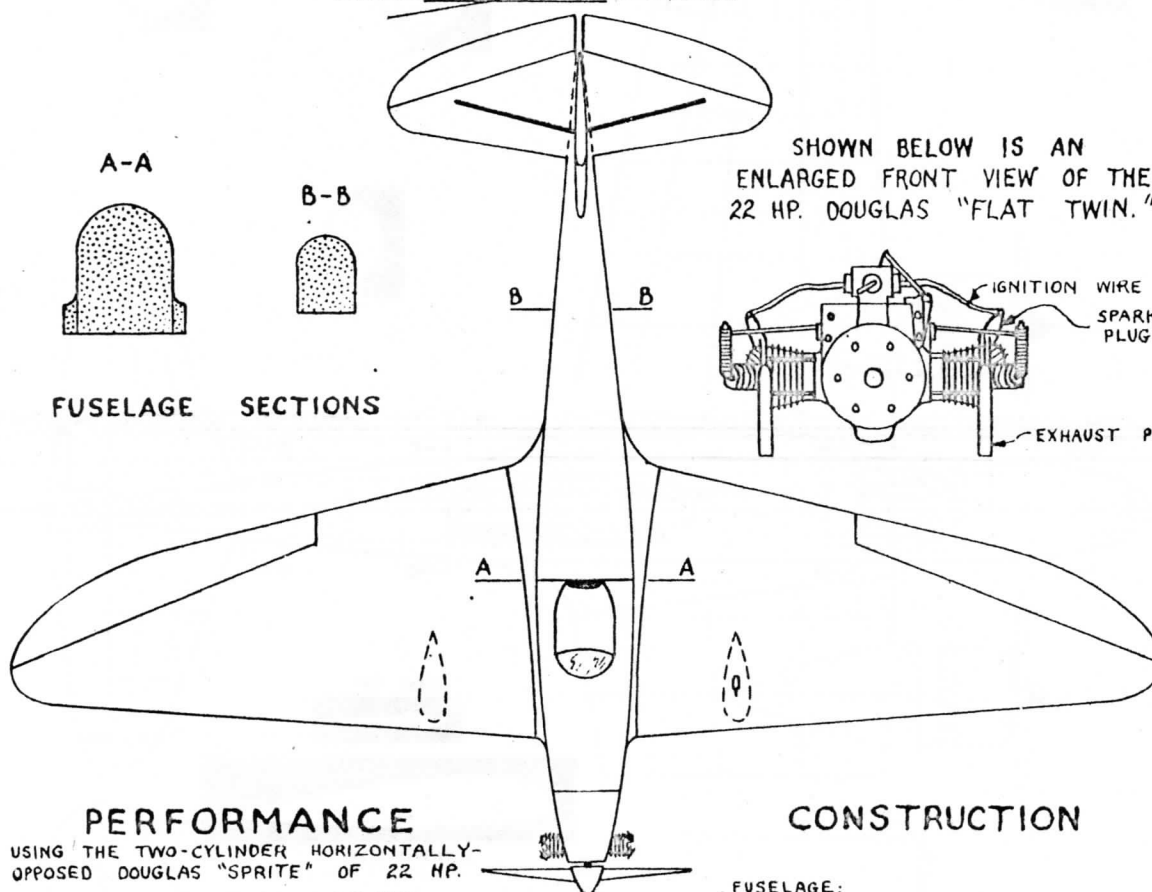
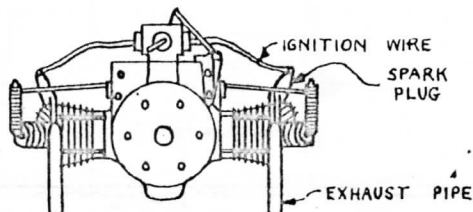


B-B



FUSELAGE SECTIONS

SHOWN BELOW IS AN ENLARGED FRONT VIEW OF THE 22 HP. DOUGLAS "FLAT TWIN."



## PERFORMANCE

USING THE TWO-CYLINDER HORIZONTALLY-OPPOSED DOUGLAS "SPRITE" OF 22 HP.

THIS IS A SINGLE-PLACE AIRPLANE.

WEIGHT EMPTY	287 LB.
USEFUL LOAD	264 LB.
GROSS WEIGHT	551 LB.
TOP SPEED	81 MPH.
CRUISING SPEED	70 MPH.
LANDING SPEED	37 MPH.
CLIMB TO 1,000 FT.	2 MIN. 25 SEC.
CEILING	15,000 FT.
CRUISING RANGE (5.7 HRS.)	400 MI.
TAKE-OFF RUN	200 FT.
LANDING RUN	180 FT.

## CONSTRUCTION

FUSELAGE:

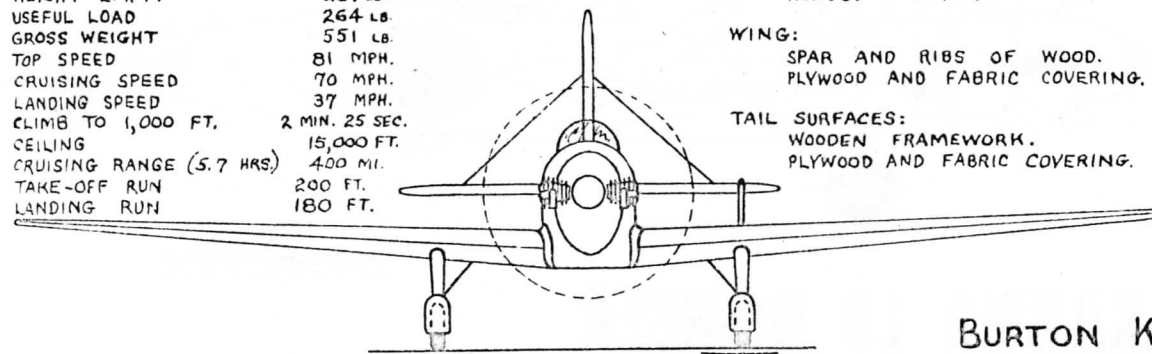
SPRUCE LONGERONS AND BULK-HEADS. PLYWOOD COVERING.

WING:

SPAR AND RIBS OF WOOD. PLYWOOD AND FABRIC COVERING.

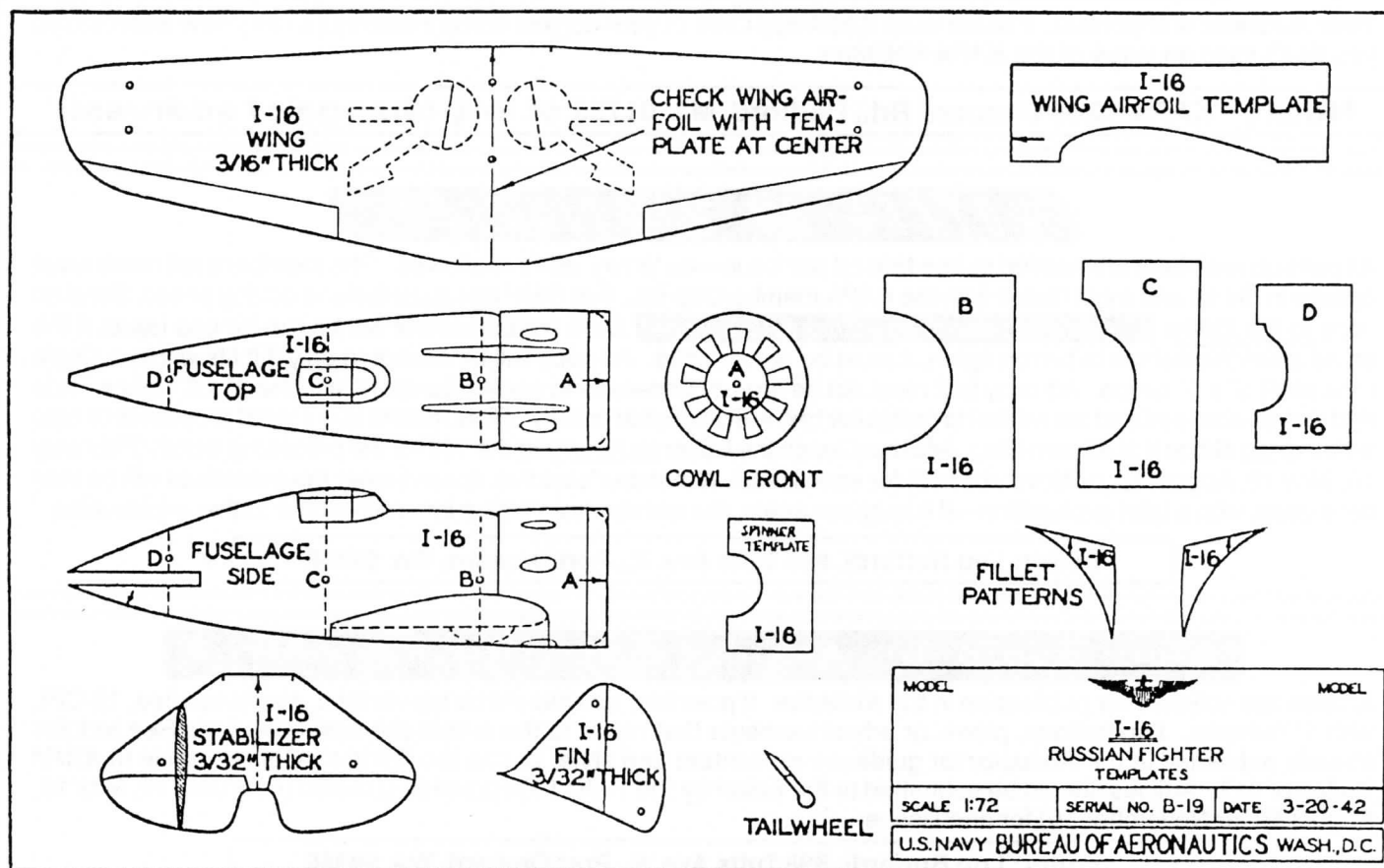
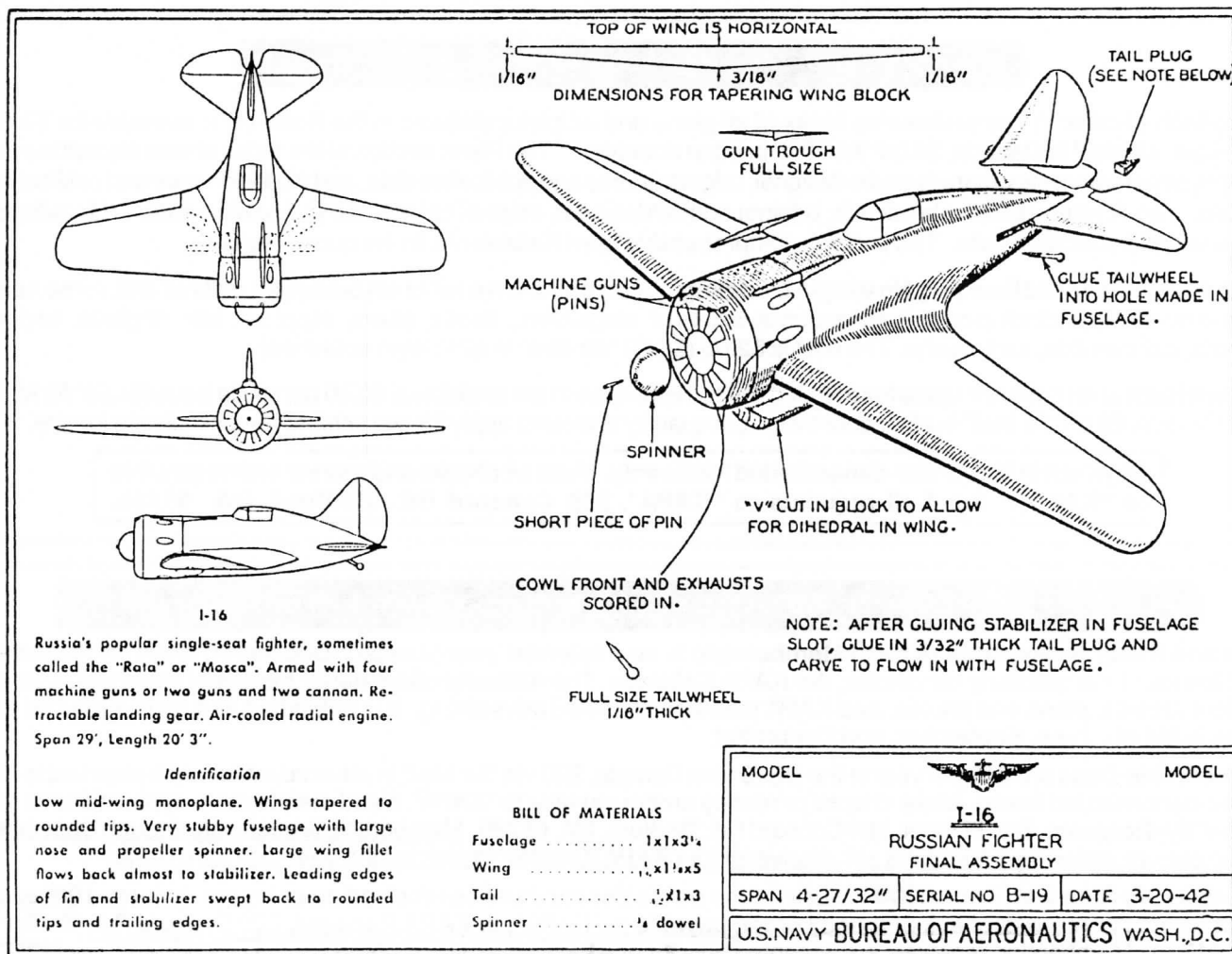
TAIL SURFACES:

WOODEN FRAMEWORK. PLYWOOD AND FABRIC COVERING.



BURTON KEMP

This Topsy S solid plan appeared in the May 1937 issue of *Air Trails*.



This stubby Polikarpov I-16 BuAer plan was released in March 1942.

## 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.

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**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.

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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.

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**For Sale:** • Model Airplane News 1931-1939—\$6 each; 1941-1949—\$4 each. Air Trails 1937-1939—\$7.50 each; 1940-1949—\$3.50 each. I have most issues, all are complete.

• Popular Aviation complete run, Aug 1927 to Dec 1940. The first 12 issues have been bound, the rest are loose. 161 issues, all are complete—\$1,300 for the run. Postage would be added.

**Bill Byrd, 114 Deer Path Rd.  
Williamsburg, VA 23188**

**Wanted:** • Full size plans from Mechanics Illustrated Magazine • Ideal ship 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 kits or plan on building the "S" scale Hiawatha locomotive, tender, cars. Kits were numbered RS-1, RS-2, RS-3 • Megow ship kits—state what is available.

**For Sale:** 8-page listing of plans, \$8 PP

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

**For Sale:** • Comet Stinson SR7 25" wartime kit E8 r/w/b box nice cond.—\$28 • Comet Seversky Pursuit wartime E20 kit w/ raggedy plan w/some printwood. Nice box—\$12 • Paul Jones Taylor Cub, very nice box & blue field plan. No wood—\$10 • Paul Jones project No.6 Monocoupe. Nice box only, for 20" kit—\$6 • Maircraft SE5 pursuit kit S24, very good—\$23 • Berkeley P-39 Airacobra, solid "Tactical demonstration model" 1942, 3/8 scale—\$60 • Continental 15"-18" Flyers Spitfire in yel., red, wht. box—\$24 • Brooklin Modelcrafts (Air King) solid B-29 17-1/2", 1944 kit 350—\$30 • Guillows B-25 in cello wrap—\$38 • Guillows Thomas Morse Scout 201 in cello—\$24 • Goldberg Mirage 550 54" elec. r/c, includes motor—\$50 • Megow solid, Hellcat SD1 1/36 scale. Mint kit & box—\$22 • Bellanca Jr. probably Comet built-up. Light damage—\$10 • Strom. USS Indianapolis buildup w/plan copy—\$22 • Strom Submarine buildup—\$22 • Hobbies Weekly mag., 1940, 20 pgs. Several hobbies incl. aircraft. Brit. pub.—\$9 • La Revenue Aeronautique 20 pg. unbound copy of 3 views of allied & axis mjets. Color front cover—\$5 • Jac-o-lac decals. 1940s—\$1 per sheet. • Whitman printwood: No. 5376 Bell Airbonita sheet 1, 2, 3, 4; No. 2953 Curtiss Scout 1, 2, 3; No. 5377 B/P Defiant 1,2; Comet 54" Aeronca K No. P2 1, 2, 3, 4—\$5 per sheet in sets. • Old kits, publications, and built-ups. Call or write for list.

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

**Mags For Sale:** "Box of mags" for \$25, which includes the following: Two years of Flying Models magazine (your choice of years between 1991-2010), February 1935 Popular Aviation with full size plan/article by Paul Lindberg for Beechcraft B17-L, and January 1940 Model Airplane News with full size plan/article by Earl Stahl for Rearwin Speedster. Shipped via USPS flat rate box for \$11.35, for total cost of \$36.35. Inquire about additional, like boxes of mags available.

**Kit Collectors—For Sale:** Eleven 1952 Megow Speed-O-Matic all sheet balsa kits. 12" span, 4" plastic prop, wheels, and thrust button. F-84 Thunderjet, F-86 Saberjet, Taylorcraft, Cessna 170, and P-51 Mustang—\$10 ea.

Call before ordering kits for postage cost.

**Edward J. Husarik, 12710 - 54th Ave. W.  
Mukilteo, WA 98275 Ph: 425-493-2588**

**Wanted:** • NIB Dynamic Models Autopitch prop with extra-wide blades, shims, and paperwork only and any extra Autopitch extra-wide prop blades. • 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. • Xerox copy of parts to the Enterprise 40" ws. Pirate C/L kit. Very willing to pay your costs incurred. • Intact kit of the Berkley C/L North American AJ-1 Savage.

**Ken Wilson, 2324 East Florida St.**

**Evansville, IN 47711-4812**

**Ph: 812-477-7176 E-mail: idora@wowway.com**

**For Sale:** • Guillows: DH-4 27", Thomas Morse 24"—\$25 ea.; Spirit of St. Louis 34-1/4" \$30; Hurricane, Hellcat 16-1/4"—\$12 ea. • Megow's Monocoupe 24"—\$25 • Continental Mr. Mulligan Blue ribbon 24", end flaps torn and taped—\$40 • Sterling Aeronca C-33 36"—\$40

**Plastic Models:** • Renwal D.H. 2 1/48 (2 kits), Jenny—\$30 ea. • Academy B-17 1/72—\$25 • Tamiya Buffalo 1/48—\$25 Add postage, please

**W. Winicki, Box 417**

**Great River, NY 11739-0417**

**Wanted:** A good copy of the original 1940 Comet Zipper "A" Plan. This plan does not have the Arden engine shown on it as well as the 1st model Atom. The Pond/AMA plan is wavy and dirty. Will pay for all expenses.

**Bill Schmidt, 4647 Krueger, Bel Aire, KS 67220**

**Ph: 316-744-0378 E-mail: bschmidt08@hotmail.com**

**Wanted:** • Ideal Boat Kits: #1544 "Sea Breeze": need all plans; #1546 Sport Fisherman: kit or plans; #1500 Coast Guard Boat: need plans • Strombecker #1931K Hudson Loco: kit or plans; C-13 Yorktown: kit or plans • Olin (Early Lindberg) LST: copy of box art • Hobbytime #FS-4 F7F Tigercat: plans • Leddy Model Industries: all kits • Ideal 3/4"=1" P-38: box size & copy box art • Dumas: Aircraft Carrier Kit & 48" PT Boat kit • Whitman Publishing Co.: ship kits

**Bruce E. Conway, 3850 Marburg Ave.**

**Cincinnati, OH 45209 Ph: 513-321-5182**

**For Sale:** • Guillow's Rumpler C.V.—\$45 • Aero Graphics Swordfish—\$45 • M&P Ercoupe C/L profile, 38" ws.—\$55 • Berkeley 1/2A Ercoupe—\$60; P-6E (builder)—\$65 • Comet Kit M-1 Ercoupe (like larger Speedee-Bilt)—\$80 • Aircraft solid IL-2 w/metal prop, decals—\$25 • Hawk solid FW-190 w/metal prop, turned cowl, insignia sheet—\$25 • Cleveland SF Fokker D-7—\$85; Large picture box kits for F4U Corsair—\$100; Brewster Buffalo w/wrapped dope bottles—\$110; SF Silver Box Kit P-6E—\$200.

Many Other Kits! Multiple kit purchase discount.

Offers/trades considered.

**Wanted:** • Scientific Red Tiger kit 149 plan • 1/32, 1/24 or larger scale IL-2 Stormovik kit • Guillow's 18" ws. WW-1 kits, builders, boxes • P/W patterns for Guillow's Douglas DB7 and Miniature Curtiss A-18 • Flying scale plans or kits for the Comet T2 Vultee Vanguard, Polikarpov I-153, & Macchi M-33.

SASE or e-mail for kit and book lists.

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

**E-mail: patloubuf@wavecable.com**

**Ph: (360)874-9350 (after 10 AM PST please)**



From Bill Hannan:

Walt Mooney with his Peanut scale Volksplane (later renamed VP-1, at the insistence of VW lawyers). This model was demountable to fit within a very small shipping box and was sent to Japan where it was proxy-flown in a contest.

Walt was closely identified with the original full-size plane, since he performed all of its test-flying, because the designer, Bill Evans, was not a pilot at the time. When Walt was flying required-hours near the airport, his turn-around point was almost directly over our Escondido, CA home, where he would throttle-back the quiet VW engine, lean over the side, and holler greetings down to us!

The aircraft became quite famous, owing to considerable magazine publicity, which included cover photos of it with Mooney in the cockpit. Walt's VP Peanut model construction plan and documentation 3-view drawing inspired many models, ranging in size from tiny Pistachios through large RC versions. (Photo: Bill Hannan)



KAPA

30554 LOS ALTOS DR.  
REDLANDS, CA 92373

**FIRST CLASS MAIL**

**To:**

100-F

Member to: Dec 2012

Claude H. Powell  
P.O. Box 956  
Augusta, WV  
26704