

## PROBLEM No. 1 : THE "HOME-BUILTS"

(This is the first in a series of unsolved problems that are of interest and value to all collectors, enthusiasts, pilots etc. It is to be hoped that through the combined efforts and thoughts of many people we may develop an answer that will be of value to all. Please write your thoughts on this and succeeding problems to the editor so that they may be published for all to read.)

The so-called "Home-Built Aircraft" presents three problems. First; and perhaps foremost, we must uncover the information about all of these little known planes. Second; we must decide how they are to be listed, classified, identified etc. Third; we must agree on what a "home-built" airplane is and is not. These, then, are the essentials that we must give some serious thought to if we are to ever solve the complex problem as it exists today.

### 1) INFORMATION

To take them in the order listed let us first discuss finding the planes. The basic listing for the majority of these planes from 1930 through 1940 is available in the annual Certificated and uncertificated Aircraft books published by the Aeronautical Chamber of Commerce of America in the Identified or Uncertificated sections. These books are on file in the Library of Congress, the I.A.S. library in New York City, and perhaps other locations. What is needed most is one or two members who will specialize in this field, and then spend the time and effort to transcribe and re-arrange the master listing for publication in the Journal. This would roughly entail reading about 25,000 listings. Since the entries are alphabetical by owners name, and further divided by states, it requires reading all of the entries to find the "home-builts", copying them down, and then re-arranging them in some order. The Secretary can make available a microfilm copy of this material to whomever would like to take on the job.

The period 1941 to date will be more difficult to list. Some material on this era is available, however, and the details can be worked out with the specialists who wish to do the job. The current aircraft can also be had in an official listing, directly from the C.A.A. registration files, through the A.O.P.A. Aircraft Listing Service. This will cost \$10.00 and should enough interest be shown in such a list a vote will be taken of the membership regarding its purchase. Current planes may also be found by members touring airports, by our friends in the Experimental Aircraft Association, and by other ideas such as those mentioned by Warren Shipp in the correspondence section of this issue.

Although the annual registers will cover most of the pre-war planes, including such out-of-the-way items as "811W, Economou Modified Heath, in Bucharest, Roumania"; and "12733, Mize, Velie (65), in Anchorage, Alaska", it will not list those planes that were never registered, or came and went in less than a years time. These will have to be discovered through the direct experience of pilots, builders, and collectors. This also applies to the period before 1927 when there was no such thing as a registration or licensing system, the most difficult of all periods to catalog.

### 2) LISTING

The most valuable method of listing these planes would seem to be by registration number. When done in this manner it affords a quick and easy

reference to identify a given plane or photo. It could also be valuable if done alphabetically by builders name, but this would seem to be of less value to the majority of members. Please let us have your views on this.

In addition to the method of listing we must also decide on what constitutes the correct name to be listed. There seems to be no set system with the C.A.A., rather they merely record whatever the owner sends them. Thus we will probably find a number of Heath aircraft scattered through an alphabetical listing; some under Heath, others under the builders name such as "Manley and Stewart Heath H-200". Similarly it may be that additional "Knight Twisters" are registered but do not show on the list on page 11 because they are called something quite different. One example of this seems to be the Effenheim E-2. Is this a Knight Twister? Or is it an Effenheim? What constitutes the difference? At what point does the designers name give way to the builders name? If it is a Knight Twister then should it be called an "Effenheim Knight Twister" or "Knight Twister Effenheim"? How many modifications does one have to make to a Heath, for example, to change it to a "Jones-Heath", or even further to a "Jones Special"? If Mr. Jones puts a modified wing on an otherwise standard Cub is it a "Cub Modified", "Jones Modified Cub", "Jones Cub", or a "Jones Special"?

### 3) Definition

This is certainly a major part of the problem, and one that we all need to come to some agreement about. What do we mean by "home-built"? What do we mean by "Sport" planes, a term used in the late 1920's and recently suggested by Leo Kohn as a substitute for the word "home-built". What constitutes an airplane factory? Where do you draw the line between a small company that does not build many planes, and the active private individual that builds the same number of planes?

When we come upon something like the "Urness-Hanson Toadstabber" (13652, Ford 36 hp, 1POLM, Wisconsin 1934) it is pretty obvious that there is no problem involved. But when we find the "Eyerly Lee" it is not so simple for evidentially several were built, and one is registered to the "Eyerly Aircraft Corporation, Salem, Oregon". Does this, therefore, mean that this plane does not belong in this category? Is the Eyerly Lee to be considered as a factory built airplane? Is it a home-built? Where does it belong?

Perhaps the best rule to apply would be the following; if a plane carries an A.T.C. Number, or Group 2 Approval Number, or its modern equivalent, it should be considered as a factory built airplane. If it does not carry any such number it would then qualify as a "home-built".

In order to demonstrate the potential involved, as well as the large number of such aircraft that are not commonly known, the following Table has been prepared. It represents aircraft which appear by name to be "home-builts" that were registered as Identified aircraft in the state of Oregon from 1930 to 1940. This is by no means a final listing, it is merely an indication of the work that needs to be done. Oregon was selected due to the fact that it has always been a center of such activity, perhaps even the leader of all states in this regard. Few states allowed Identified aircraft to be flown, but Oregon did as long as they stayed within the state boundaries. A source of information as yet untouched is indicated in photos which show these planes carrying a metal license plate issued by the State of Oregon. The master list of these plates should provide a wealth of information if it can be located.

Table 1. PROVISIONAL LIST OF HOME-BUILT AIRCRAFT  
REGISTERED IN THE STATE OF OREGON  
1930-1940

| <u>ID No.</u> | <u>Model</u>                      | <u>Serial</u> | <u>Type</u> | <u>Built</u> | <u>Engine</u>                    | <u>Owner</u>                     |
|---------------|-----------------------------------|---------------|-------------|--------------|----------------------------------|----------------------------------|
| 10115         | Long HL-1                         | 3             | 1PLM        | 1930         | Long                             | George Long                      |
| 10282         | Eyerly                            | 5             | 3POLM       | 1930         | Warner(125)                      | R.D. Davis                       |
| 10326         | Heath                             | 1F            | -           | 1930         | Henderson                        | E.H. Freudenthal                 |
| 10358         | Pacific 1-PM                      | 1             | -           | 1930         | Amer.Cirr.                       | Pacific School<br>of Engineering |
| 10452         | Opsata                            | MO-2          | 1POLM       | 1930         | Anzani(60)                       | E. E. Bert                       |
| 10471         | Adcox Special                     | 2             | 1930/2PLB   |              | Cirrus(90)                       | J. H. Wildman                    |
| 10597         | Smith Lark                        | 1             | -           | 1931         | Groat                            | Smith Airplane<br>Corp.          |
| 10602         | Kegerreis                         | 100           | -           | 1930         | Szekely                          | J. Kegerreis                     |
| 10644         | Adcox Cloud Buster Jr.            | 1             | 2PCIM       | 1931         | Salmsen<br>(LeBlong(65) in 1936) | W. B. Bidwell                    |
| 10648         | Scroggs The Last Laugh            | A-1           | -           | 1930         | OX-5 (90)                        | R. B. Scroggs                    |
| 10649         | Campbell A                        | 1             | 1POLM       | 1931         | Ford                             | E. Campbell                      |
| 10651         | Eyerly Coupe                      | 6             | -           | 1931         | Szekely                          | H. Wagner                        |
| 10657         | Stipe                             | 1             | 2POLM       | 1931         | Cirrus(90)                       | E. Stipe                         |
| 10659         | Smith HS                          | 1             | 1POLM       | 1930         | Anzani(45)                       | Y. E. Smith                      |
| 10660         | Tupper HT-2                       | 100           | -           | 1931         | Franklin                         | G. H. Tupper                     |
| 10670         | MacManiman Springfield<br>JMLPB   | 5             | -           | 1931         | Cont.                            | J. E. MacManiman                 |
| 10675         | Holmes Northrop                   | 1             | 1POLM       | 1931         | Long<br>Harlequin                | D. Holmes                        |
| 10677         | Lansing 1T (IT)                   | 1000          | 2POLB       | 1931         | Szekely(45)                      | Lansing A/c                      |
| 10678         | Geiser A                          | 1             | -           | 1931         | Groat                            | E. F. Geiser                     |
| 10689         | Fox TP                            | 35            | 1POLM       | 1931         | Henderson                        | A. C. Fox                        |
| 10692         | Brewold LW                        | B-1           | -           | 1931         | Anzani                           | H. Brewold                       |
| 10697         | Manley and Stewart<br>Heath H-200 | 1-A           | 2PLM        | 1932         | Ford A                           | Manley & Stewart                 |
| 10701         | Bopp PM-1                         | 1CWB          | 1POLM       | 1930         | Berger(30)                       | W.L. Dumire                      |
| 10726         | Burlington                        | 4             | 3PLB        | 1931         | OX-5 (90)                        | C. H. Huber                      |
| 12704         | Yokell and Orton A                | 1             | 1POLM       | 1932         | Long (30)                        | Yokell & Orton                   |
| 12710         | Heath Ott V                       | 13097         | 1POLM       | 1932         | Heath (27)                       | L. Ott                           |
| 12722         | Rankin EX-1                       | 1             | 1PCIM       | 1932         | 2-Martin<br>(120)                | J.S.Tex Rankin                   |
| 12726         | Heath-Hartley CH                  | 1             | 1POLM       | 1932         | Kemp-Hend.                       | C. Hartley                       |
| 12730         | Truman 33                         | 1             | 1POLM       | 1932         | Cleone (25)                      | J. R. Truman                     |
| 12731         | Heath-Foster V                    | 124           | -           | 1932         | Heath                            | W. L. Foster                     |
| 12732         | Trtek-Church Midwing              | 50            | -           | 1932         | Long                             | J. Trtek                         |
| 12737         | Stevenson S-1                     | S-11-321      | 1POLM       | 1932         | Ford A(45)                       | R. P. Stevenson                  |
| 12738         | Wagner                            | 1             | 1POLM       | 1932         | Szekely                          | H. A. Wagner                     |
| 12751         | Rupert Improved V                 | 2             | 1POLM       | 1933         | Converted<br>Henderson           | W. Rupert                        |
| 12758         | Muessig P-2                       | 1             | 1POLM       | 1933         | Aeronca(26)                      | O. G. Muessig                    |
| 12764         | Huettl                            | 1             | 1POLM       | 1934         | Ford A(40)                       | G. W. Huettl                     |
| 12773         | Knox Special 4                    | 5             | 1POLM       | 1934         | Tipps &<br>Smith (120)           | E. J. Knox                       |
| 12775         | Long H-L                          | 5             | 1POLM       | 1934         | Long(30)                         | George Long<br>(12776 same?)     |
| 12777         | Bert                              | 1             | 1POLM       | 1934         | Bert(30)                         | Ed.Bert                          |

|       |                                  |      |       |      |                      |                                                                     |
|-------|----------------------------------|------|-------|------|----------------------|---------------------------------------------------------------------|
| 12787 | Joy JX                           | 5    | 2POLM | 1935 | 2-Salmson(40)        | Joy A/c Company                                                     |
| 12788 | Joy J                            | 1    | 2POLM | 1933 | Salmson (40)         | E. E. Joy                                                           |
| 12791 | Blair                            | 1    | -     | 1935 | Lawrence (28)        | V. C. Blair                                                         |
| 12797 | Blair                            | 2    | -     | 1935 | Velie (65)           | V. C. Blair                                                         |
| 13377 | Fullenwider Turtle Special       | 1    | 1POLM | 1939 | Groat 1 (40)         | Dale Aircraft Co.                                                   |
| 13384 | Easton-Mignet E-1                | 1    | 1POLB | 1937 | Heath-Henderson (27) | F. B. Easton                                                        |
| 15501 | Grassell                         | 1    | 1POLM | 1935 | Pierce (10)          | W. Grassell                                                         |
| 15508 | Oregon                           | A-2  | 1POLM | 1935 | Salmson AD-9 (43)    | Oregon Aircraft Co.; L.R.Fulton, B.R.Copeland, and George A. Yates. |
| 15512 | Briggs Marion Special            | 5    | 2POLM | 1937 | Cirrus (90)          | H. H. Briggs                                                        |
| 15514 | Johnson                          | 1    | 2POLM | 1935 | Lambert (65)         | B. E. Johnson                                                       |
| 15516 | Ralston LW                       | 11   | 1POLM | 1937 | Aeronca (30)         | D. C. Wells                                                         |
| 15517 | Eyerly                           | 10   | 2POLM | 1937 | LeBlond (60)         | C. C. Reynolds                                                      |
| 15518 | Bolz-Heath-Foster Parasol        | 124  | 1POLM | 1932 | Heath-Henderson (27) | R. Reinicke                                                         |
| 15546 | Greenwood-Yates Bicraft          | 4    | 2POLM | 1939 | 2-Menasco M-50 (50)  | P. K. Ryan                                                          |
| 19952 | Fox Foxter PT                    | 37   | 1POLM | 1937 | Henderson (20)       | S. J. Fox                                                           |
| 19953 | Shepard-Krum Sportcraft          | SC-1 | 2POLM | 1938 | Velie (65)           | F. J. Shepard & T. C. Krum                                          |
| 19954 | Swanson C-0-2                    | 29   | 2POLM | 1938 | Swanson (65)         | D. F. Swanson                                                       |
| 899E  | Woodford Special CC-2-29         | -    | -     | 1929 | Anzani               | Woodford Airplane Company                                           |
| 992H  | Rodgers Monoplane                | 1    | -     | -    | Kinner               | K. E. Rodgers                                                       |
| 738K  | Lion A                           | 1    | -     | -    | Kinner               | Lion Airplane Co.                                                   |
| 828M  | Aircraft Builders Student Prince | 100  | 2POLB | 1929 | American Cirrus (90) | D. C. Wray                                                          |
| 99N   | Watson L                         | 2    | 1POLM | 1929 | Anzani (35)          | A. C. Gall                                                          |
| 190N  | Church & Miller                  | 3    | -     | 1929 | Velie                | R. Bicknell                                                         |
| 353V  | Springfield JM2P                 | 1    | -     | 1930 | LeBlond              | Springfield School of Flying                                        |
| 27W   | Eyerly Lee                       | 4    | 3POLM | 1930 | Kinner (100)         | H. H. Briggs                                                        |
| 343W  | Heath A                          | 1    | -     | 1930 | Heath (27)           | C. R. Morrison                                                      |
| 631W  | Lee L-1P-S                       | 4    | -     | 1930 | Szekely              | D. L. Shinn                                                         |
| 847Y  | Peters M-1                       | A-4  | -     | 1930 | Lawrence             | F. W. Peters                                                        |

Compiled February 1956 by W. T. Larkins

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#### CORRESPONDENCE

Dear Mr. Larkins:

Concerning your quest for suggestions for a solution to the problem of organizing and cataloging a list of home-built aircraft, I can best tell you of my experiences and problems encountered in this subject.

Some years ago, I realized a dream and ventured into the aircraft photograph business, although I have often wished I didn't since then. In so doing, I made up a catalog which I wanted to be as accurate and yet dignified as possible. Having always been interested in registration numbers, I included them on the lists, feeling that they would be very helpful to the collector. This, I believe, sparked off most of the present interest in registration numbers. At any rate, in trying to be accurate, much of my reference was made to the CAA records, if not to the nameplate within the aircraft itself.

I learned many things through this. For one thing, the nameplate and the CAA records quite often were not in accord at all. Another thing, sad to say, was that roughly ninety percent of the pilot-owners did not know what kind of airplane they flew, and/or didn't particularly care. Thus, something had to be accepted as accurate, and since I knew that the CAA records were error laden, even in general details, I accepted the nameplate information as fact. Upon these facts, I have set up my entire filing and cataloging system. Where the nameplate could not be consulted, then the CAA records had to be accepted, until proven in error.

Then came the problem of the home-built aircraft, which neither boasted a nameplate, or even a license in some cases. Those who built an airplane were primarily interested in putting it in the air, not with preserving a record of it. A name other than a pet name didn't seem of any importance to them. But, some better means of identification seemed necessary, and whether the builder liked it or not, something had to be done for record purposes. Figuring that all production aircraft were primarily identified by the manufacturer's name and then secondly, their popular name, it seemed only proper to use the builder's surname for main identification, and then their pet name, unless some other provisions had been made. For that reason, I classify all aircraft, such as the various "Knight Twisters", by their builder, because seldom are two of them alike in all respects. Each has a different engine, cowlings, accessories, etc. This seemed to be generally accepted, within the realm of those interested, although it was not official.

There was also the problem of rebuilds, which still poses many headaches. To get down to basics, the fuselage airframe is considered the main component of the airplane, and therefore should retain, in part, its original identification, if that basic structure has not been redesigned. Wings, engines and mounts, tail groups, and landing gears can all be changed, but the main structure is there underneath. Many rebuilds retain their original identification, which is perfect for our purposes. Others again do not. Many aircraft have been lost to the world for this very reason, though their basic structure is still flying. For instance, the "Little Audrey" is basically the old Howard DGA-3 "Pete", and was the "Baker Special" in between. The Beville "Li'l Spook" is actually built around a Church fuselage. Even Sammy Mason's Curtiss "Jenny" (NX-2939), now fitted with a 220 hp. Continental, flies on an old Travel Air fuselage.

"Little Audrey" offers a good example in point. Originally built from the Howard "Pete", and fitted with Luscombe outer wing panels (although other wings could be adapted), it is recorded by the CAA as the Paul H. Poberezny "Little Poop Deck". Yet, it is named "Little Audrey". Furthermore, the registration certificate identifies it only as "Poop Deck 2". ("Poop Deck" is a nickname that we all know Poberezny by. The first "Little Poop Deck" was a clipped wing Taylorcraft 1-A, and since the basic fuselage structure remains the same, it is still basically a modified Taylorcraft 1-A. It too, was registered as only the "Little Poop Deck"). It was

already evident that the identification was conflicting, and by no means adequate. Hence, for my records if no other, I recorded it as the Howard-Poberezny "Little Audrey", (Howard for Howard Aircraft Co., not because it is Poberezny's middle name, and often answers to it.) which seemed to satisfy all around, but has not officially corrected the particular situation. It was recently sold to Joe Yutz of Pottsville, Pennsylvania. Should Yutz decide to rebuild it and change its lines, and call it by something else, there will be no record of its original origin. On the other hand, if he were to cut up the fuselage for materials, then the original Howard airframe would become non-existent, and whatever is built up from those materials or sections, Yutz would have every right to identify as his own airframe.

This matter of joining its original identity with its present identity in such a situation, is, in my opinion, the only logical, reasonable and practical way of identifying such an aircraft. If the builder doesn't want to name his airplane anything, then it must be done for him. Even the CAA requests such identification, and they have many aircraft in their records of "unknown manufacture".

I myself have brought the matter up before the EAA membership on several occasions, but it apparently fell on deaf ears, for what I feel they did not fully comprehend the latent importance of the subject, or deemed it unimportant to the immediate purposes of the organization.

Now, in my encounters with home-builders who have an airplane in the works, I personally try to explain and impress upon them the importance of proper identification, in addition to their pet name for it. I would suggest that all of the readers, in such a situation, do likewise, explaining to them that it only takes a minute or two to decide upon a proper name and model designation and serial number. If that identification is strictly adhered to, all the way through, half of our problems would be over.

I am in close contact with the Corben Aircraft Co., and have learned that all the Corben kit aircraft will be known as Corbens, although there is no way to enforce this if the builder feels differently about it. If such a circumstance is known to us, we should try to impress upon the builder, the importance of giving Corben part credit, even though the builder wants to add his own name. Also, the kit of the "Baby Ace" is designated as C-1 and D for the new version. Almost every one built will be different in various respects, and consequently not identical aircraft. The question of whether that model designation will be used is a perplexing one, and will bear watching. Similar questions are bound to arise in the case of "Honey Bees", Stits "Playboys", Wittman "Tailwinds", Loving "Loves", "Midget Mustangs" and others.

I know that many builders cannot be encouraged to go along with this line of reasoning, and if they don't, some system has to be used to keep the records straight.

Another interesting aspect arises out of an airplane constructed by one or more persons for somebody else. The Sundelin "Knight Twister" is a fine example of this, which I have recorded as the Anderson & Babcock "Knight Twister". In a personal conversation, Mr. Maurice Anderson told me that he and Mr. Babcock built the airplane for Mr. E. Olaf Sundelin, but it should definitely be known as the Anderson & Babcock "Knight Twister". I am still trying to decide whether or not to accept this particular one as the Sundelin, by which it is generally known.

Another case is that of the three Carpenter "Specials" built back in 1933 by Wilbur Staib, to the requirements of Mr. Merrell D. Carpenter. Through mutual agreement, the aircraft were to be known as Carpenter "Specials", even though Staib has since built several under his own name.

The Kensinger "'Tater Chip" was designed and built by Ned Kensinger, as a joint effort by he and Maynard Korkell, although it bears Kensinger's name. And such exchanges are reflected up and down the whole list of home-builts, particularly so in the 180 cu. in. racer class.

I sincerely hope that this letter will serve to explain my views on this subject, which I feel are as advanced as any. I will be most happy to assist any reader, as much as I can, in their quest for photos and information, and I appreciate this opportunity to get acquainted with the readers.

Leo J. Kohn  
Milwaukee, Wisconsin

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Dear Mr. Larkins:

A number of fellows in the East have rather similar interests to ours...as regards old planes. Some, with the green stuff, have been able to get an old craft or two, and rebuild them, thereby preserving for others a small part of Aviation history. It seems to me...that there is a need for a national organization whose main interest is the preservation of all aeronautica, be it old, ancient, new, or airplanes, articles, photographs, or what-have-you. Some, like yourself, take photos. Still others collect air-mail stamps, airline posters, tickets, plans, articles, etc., but it is mainly through their efforts and diligence and perserverance that a good deal of this priceless aeronautica is kept from being discarded. We have all felt the need for an organization on at least a national scale in order to contact others with similar interests, and, what's more important, to foster that interest into the higher channels, meaning the Government and the manufacturers of aircraft, to preserve whatever historical equipment becomes available. All too often the makers of aircraft do not consider it of any importance to even photograph their airplanes, let alone do it in the manner which we have been doing for so many years...

Relative to a catalog of home-built aircraft, perhaps you could enlist the aid of the membership of the EAA. I have entertained the idea of contacting all the airport managers and owners in the several adjacent states inquiring if there were or are any home-built, experimental, or old airplanes at their respective fields. My intention is to enclose a self-addressed card which requires just the checking of a few boxes.

...It might be undertaken on a country-wide scale once the organization builds up a reputable name for itself. Then, too, if the AAHS has a large enough membership, it could be divided up into sectors with each member responsible for the coverage of a particular area near his home, notifying the AAHS headquarters of all aircraft of interest in his sector. HQ would then have a complete list of such aircraft for the information of interested members. The owners of such aircraft could then be requested

in the name of the organization to cooperate with the membership for photos, information, etc.

...It seems that with the advent of the jet age, the real romantic period of Aviation disappeared. It is a period we remember so well, because it occurred during our formative years, and we can look back on it with relish. It was a period of individual endeavor with its resultant heartbreaks, a period of typical American rugged individualism which in the years to come will manifest its importance to world-wide Aviation development, and as such should not be discarded to the four winds without some attempt to preserve its products. You and the other lads are to be commended for the foresight and the initiative in trying to establish this organization, and to bring together so many of us who, without your efforts would never have known that the other fellow exists.

Warren D. Shipp  
Brooklyn, New York

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#### INTRODUCING THE MEMBERS

William T. Larkins, 175 Clarie Drive, Concord, California. Age 34, married, two daughters. By profession an Audio-Visual Specialist for the University of California, and my interest has always been one of pure enthusiasm. Got started in 1934 building 10¢ balsa kits and reading "Dare Devil Aces" and "War Birds" (remember?), and have been at it ever since. Private pilots license through CPTP in 1941, and three years in AAF during WW2. Collect photos, books, magazines, nameplates, and other items. Basically I am an aircraft recognition specialist in that I am interested in any information that will completely and correctly identify a given photo or airplane. My special interests include U.S. civil registrations, external markings and symbols of any kind, U.S. Marine Corps aircraft, and all aircraft of the 1927-1937 period.

Charles Mandrake, 434 1/2 Center Street, Ashtabula, Ohio. By profession I do radio and TV broadcasting. Aviation, art and music are my principle interests. I do commercial illustrating on the side and of course like nothing better than illustrating airplanes. I am interested in all phases of aviation but have always leaned toward the period dating from the first world war thru 1939. In particular, I have specialized in racing and speed aircraft and have a sizable collection of all kinds of material which is growing all the time. Beyond the racing plane collection I have a growing library of books and several thousand clippings as an assist in my art work. I also build models when I have time.

David W. Lucabaugh, 4404D Alan Drive, Baltimore 29, Md. I am 28 years old, employed by Westinghouse Electric Corp. and am interested in all phases of aviation. Special interests are U.S. military aircraft for the 1930-1945 period, with particular attention to fighter aircraft; the history of the National Air Races; and the collection of any aircraft three-view scale drawings. I build detailed scale solid model aircraft, with particular attention to authentic detailed cockpits--mostly 1930-1945 aircraft. I collect and take aircraft photos, interested in enlarging my collection via exchange. Am interested in collecting nameplates, especially for 1930-1945 military aircraft.