

Cleveland Model Supply —Seventy Years in the Business



Walk to this old warehouse and across the loading dock on Detroit Avenue; open the unmarked door, and you're in modeling heaven.

■ James Busch

E.T. PACKARD started the Cleveland Model and Supply Company in 1919. This fact wouldn't be unusual, except that he's still at it. Way back in the late thirties and early forties I would hitch a ride to Cleveland with my dad when he went there on business.

A streetcar ride east on Lorain Avenue brought me to heaven. Long showcases full of dope and glue, shelves and shelves

loading with model airplane kits—this kid was overwhelmed.

In 1947 I built my last Cleveland-designed model—a 72-inch Giant Condor Glider. The plans are still available. Early this year I learned that Cleveland Model is not only still in business, but they are offering plans for scratch builders.

I sent for their catalog and ordered what is probably a life supply of plans.

The order was filled promptly, and I expected a big fully-computerized order department. But no such thing. Mr. Packard and his capable assistant, Mrs. Mildred Filtsinger, do it all!

The current location of the shop is a bit off the beaten path. Patrons park behind an old building on Detroit Avenue and walk over a loading dock to an unmarked door, then climb three flights of stairs.



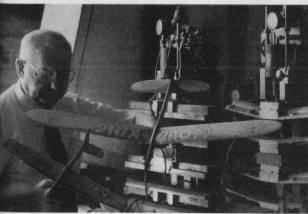
E.T. Packard with Packard Demoiselles, named in honor of family volunteers. The model is by Ohioan Dan Scherry; spoked wheel construction is included. Plan is available in six scales.



Like the Great Wall of China, this great wall of balsa is well seasoned!



Every size of balsa is still in stock. The showroom is a little hard to find on the third floor of a warehouse, but it's well worth the climb for anyone who's nuts about modeling.



presses are ready to go again. Wings of the gliders shown here are formed on these machines in the late 1940s.



The photographer, a born again model builder, gets a little help from the master. His Waco-C, made with Cleveland Design plans, looks better now. It's black with silver wings and red trim.

heh! Maybe it's this daily climb that keeps Mr. Packard so young and energetic. More likely it's his enthusiasm for the world of modeling.

With a twinkle in his eyes, he bid me welcome, and I instantly realized my trip had been well worth it. Of course there are a few kits still available, but for me it's the plans—the wonderful plans!

There are 275 scale plans in the Cleveland-designed series and over a hundred more in other series. Most are available in $\frac{3}{8}$ -in., $\frac{1}{2}$ -in., and $\frac{3}{4}$ -in. scale. Many are printed in one-inch, two-inch, and two-and-a-half-inch scale. Wingspans range from a few inches to a whopping 124 inches. Boy oh boy, could the RC crowd find plans for some really unique models.

Mr. Packard has a large stock of balsa wood and the tools for forming glider wings. Boxes and boxes of hardwood parts for the Cleveland-designed scale plans are ready and waiting for the trainees.

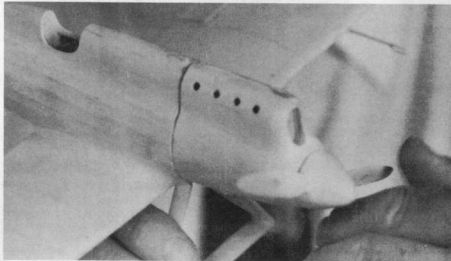
Still, what impressed me most were the models. A few are still intact, but most have suffered from varying degrees of



Mrs. Mildred Filtsinger looks up back-ordered plans in her file. She is the only employee left in an organization that once employed a hundred people.



The \$1 kit. In 1931 even the dope was included. This is Benny Howard's Pete. The Bee was also available in this series.



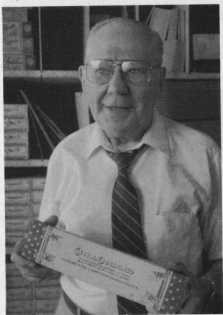
Detail of Benny Howard's tiny "Pete."

hangar rash over the years. Sadly, many of them are in pieces.

Mr. Packard credits his volunteers for their help in drafting and inking plans for reproduction.

In 1945, there were nearly one hundred employees producing kits. Many young people today have fallen victim to the plastic plague, but we stick-and-paper builders have a good friend in Cleveland.

(Cleveland Model and Supply Co., 10307 Detroit Avenue, Cleveland, Ohio 44102; or telephone 216/961-3600. →



E.T. Packard holds one of the few kits left from the good old days.



One of the many models suffering from hangar rash. Frank T. Roberts (Jamesberg, North Carolina) built it in 1937. Note its interesting exhaust system detail.