

# Heron

OLD TIMER Model of the Month

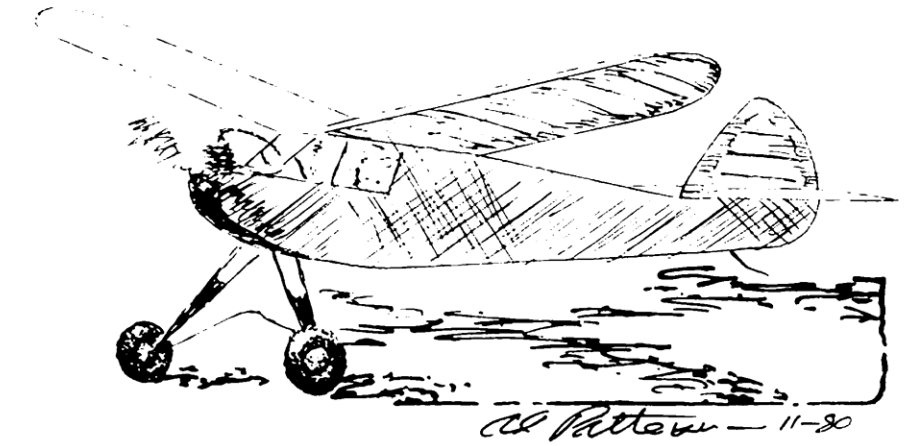
Designed by: Frank Gagne

Drawn by: Al Patterson

Text by: Phil Bernhardt

• This month's Old Timer, a relatively unknown cabin job, was the featured gas model in the December 1939 issue of *Flying Aces*. Nick Limber was the individual given credit in the byline, when in fact the actual designer was a fellow by the name of Frank Gagne; Limber merely wrote the text, and may have drawn the magazine plans too. The original Heron was flown in New York's Van Cortland Park and so was something of a small-field ship, ideally suited to Class A or small Class B motors (the photos showed a small O&R).

Construction is strictly conventional with the exception of the wraparound



1/32 balsa leading edge sheeting. If you elect to do each wing panel with a single piece of wood, as called for on the plan, we'd suggest using medium-soft A-grain balsa with strips of masking tape stuck on chordwise, about a half-inch apart, to keep the sheet from splitting. You may have to soak the balsa in hot water first to make it pliable . . . experiment and see what works best. The use of masking tape is an old Walt Mooney trick and works beautifully for bending balsa sheet around tight curves.

One more suggestion would be to

web the two front spars with vertical-grain 1/32 balsa, especially if you are doing an R/C version. At least you'll be able to throw in an occasional loop without fear of snapping the wing in half.

Span on the Heron is 48 inches, wing area is about 356 square inches (those are *planform* measurements, by the way). Minimum weight for SAM contests is 20 oz. For O.T. R/C events a .15 is the biggest legal engine size, but for general sport flying an .09 or .10 would be ideal. •