



Photo No. 12. Noted English WW-I historian and author, Alex Imrie, is also an avid enthusiast of Old Timers, besides being an engine collector. Miss Tiny with Ohlsson .23.

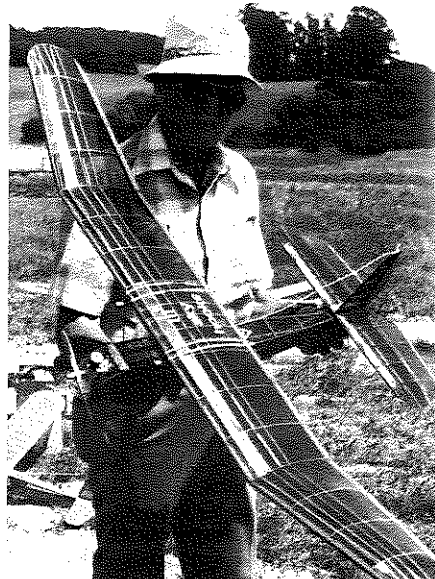


Photo No. 13. The late Bill Hooks with his favorite model, a 1/2A Lanzo Record Breaker.

- 4) Ted Kafer (Challenger) 9:12  
 5) Dave Bruner (Westerner) 5:19  
 SWEEPSTAKES: Don Bekins  
**ENGINE OF THE MONTH**

A lot of O.T. modelers are not aware that Leon Shulman got into the engine manufacturing game back in 1946. Known primarily for his out-of-the-rut designs such as the Wedgy, Zomby, and Banshee, Lee's postwar free flight designs of the Zoomer, etc. failed to catch on like his pre-WW-II designs.

Having gotten out of the Air Force, Shulman (between jobs) hit on the idea of producing a motor. It was the late 1945/early 1946 era where all that pent-up money earned during the war was just crying for a motor . . . any type of motor

that would run.

The new engine by Shulman was first announced in the January issue of *Model Airplane News* just in time to catch the Christmas trade. The new engine was new in comparison to the others; it was a fixed compression, compression ignition motor, popularly called a diesel.

The Drone Diesel featured an all-black case with gold head. Of course, the engine came packaged in a black box with gold lettering. Priced at \$21.50, the engine was claimed to have been designed, engineered, tested, and approved by Leon Shulman (whew!).

Manufactured at 125 Broad St., Elizabeth, New Jersey, the new engine was an

immediate success. The biggest selling point, of course, was the elimination of the pesky ignition system. By the March 1947 issue of *M.A.N.*, their slogan was "out of the carton, ready to run." This was no idle claim, as it turned out to be a bonanza in the control line game which was enjoying unprecedented popularity during this time.

The operating instructions for the Drone B indicate that a fuel mixture of three parts ether to one part of mineral oil was the desired combination. For warm weather operation, the firm recommended adding five drops of SAE

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# Heron

OLD TIMER Model of the Month

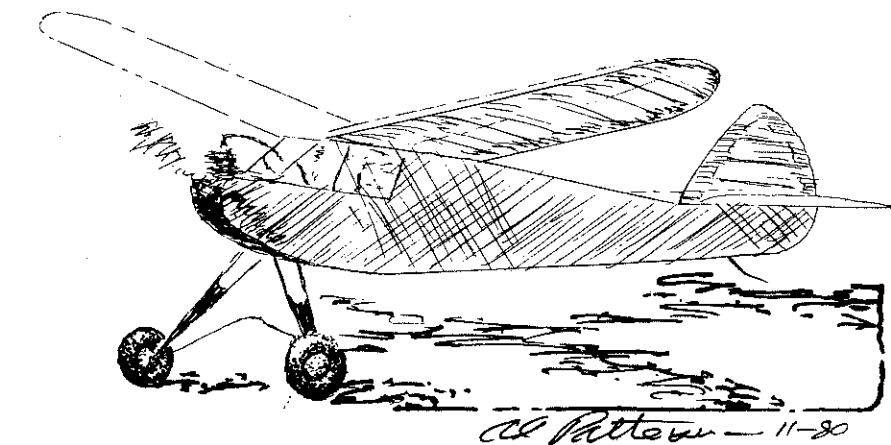
Designed by: Frank Gagne

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

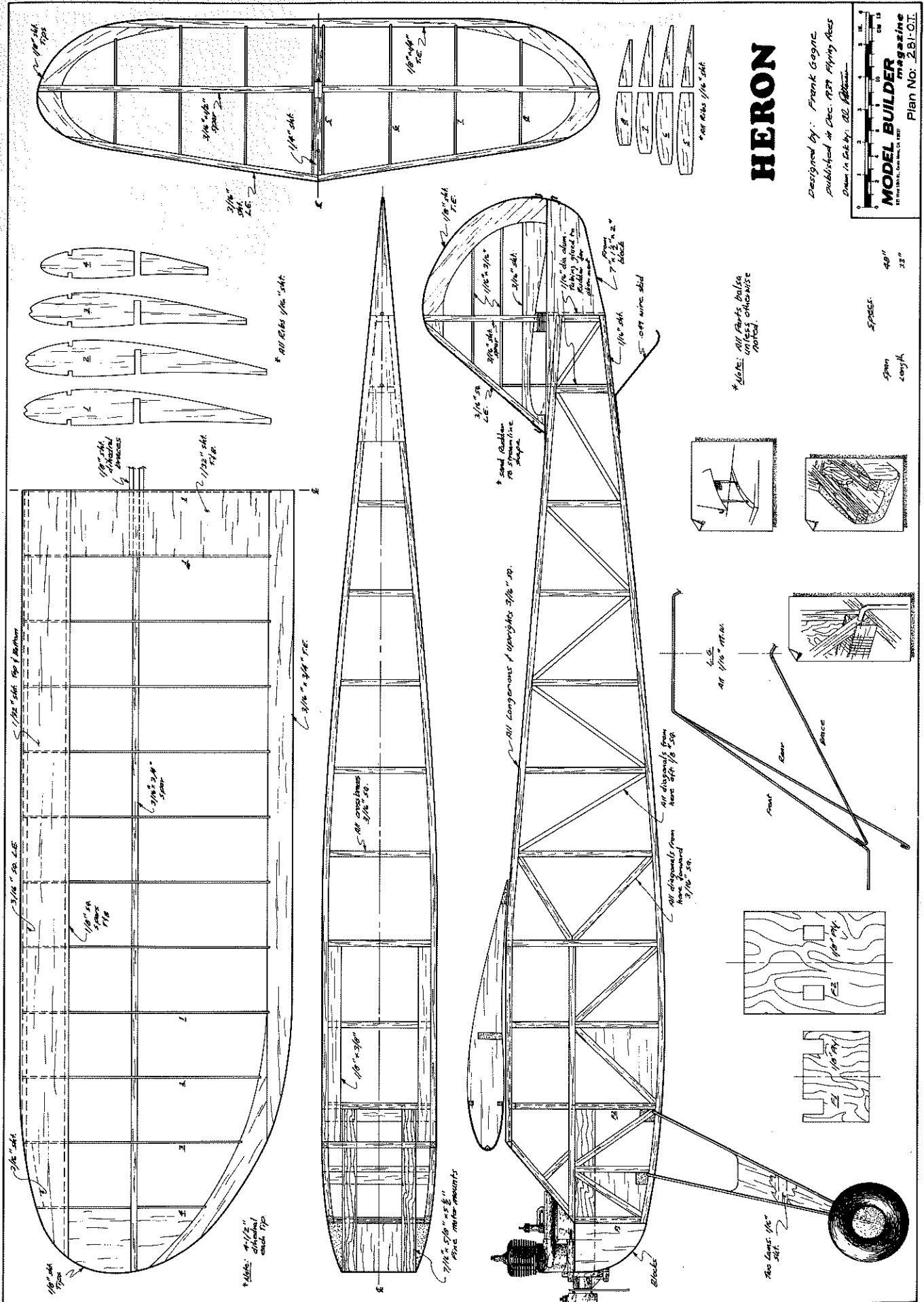


1/32 balsa leading edge sheeting. If you elect to do each wing panel with a single piece of wood, as called for on the plan, we'd suggest using medium-soft A-grain balsa with strips of masking tape stuck on chordwise, about a half-inch apart, to keep the sheet from splitting. You may have to soak the 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.



# HERON

Designed by: Frank Goggin  
 Published in Dec. 1977 Flying Aces  
 Drawn in color by: Ollie Johnson

**MODEL BUILDER**  
 magazine  
 1977-1978

Plan No. 281-GT

Span 40"  
 Length 35"

\*Note: All parts Balsa unless otherwise noted.

