are fortunate to have such a record of our own activities . . . our history. It provides our roots and gives us perspective. Besides, it’s really fun to reminisce!

**PLAN OF THE MONTH**

For years I’ve watched fellow club member Clarence Bull fly his Joe Hervat-designed glider in local HLG contests. It has proven to be a winner in his hands, as he frequently beats out the younger and more limber fliers with their modern ships. A quick perusal of the winners of recent A-grain balsa. Make sure the top of the fuselage is a straight line, and don’t do any shaping across the top behind the wing L.E. until the flying surfaces are attached.

Now carefully cut the wing in two at the center. Use a fine-tooth saw such as a Zona saw or X-Accto razor saw. Sand the wing roots equally so that each tip has 3 inches dihedral. Make sure the joint is a good fit—no Old magazine reprints, conversations with our elders, the generosity of our friends and their magazine collections, etc. provide us an unparalleled viewpoint about the history of this great hobby and sport of ours.

SAM Champs will show this glider to be in the top three on a regular basis. I found a small drawing of the model in the 1938 Zona Yearbook (page 170). This month’s plan is an enlarged copy of that drawing.

I reviewed the design to see just what it was that made it such an outstanding model. What stands out for me are the following characteristics:

1. The high aspect ratio elliptical wing. The wing spans 21 inches, making it 3 inches more than the typical current model. The added span plus the elliptical planform give this model a better power-to-glide ratio.

2. A relatively short tail moment and moderate stab size. This combination makes the model easier to throw and less critical on launch.

3. The large fin is offset by a large frontal area. It was typical for the time to use fins that were large (by current standards), which contributed to the bugaboo of many O.T. models: spiral dive. The Hervat has a large fin but it also has a large fuselage side area in front of the wing. So, although you’d expect this model to have a tendency to spin, it doesn’t.

**BUILDING THE HERVAT**

Photocopy the patterns from the magazine pages. Laminate the lightest 1/4-inch C-grain balsa you can find for the wing and cut it to shape. Face the leading edge of the wing with a 1/64-inch basswood strip. Carve and sand the wing airfoil as indicated.

Cut the fin and stab from lightweight 1/16 or 1/20 A-grain balsa. Sand the fin to a symmetrical airfoil shape. Sand the stab to a flat-bottom airfoil shape with a high point around 33 percent.

Although the plans show the fuselage cut from pine, I suggest stringy 10-pound gaps. Using a thick epoxy or Sig Bond, glue both halves together and let the wing cure completely. When totally cured, sand off any glue residue.

Cut a “V” notch in the top of the fuselage for the wing to rest in. Use nail-file sandpaper or other small sanding block to finish up the notch so it is smooth and even. The V should match the angle at the center of the wing. When you’re satisfied with the fit, glue the wing in place using either a thick epoxy or Sig Bond. Be certain the wing is lined up correctly in all perspectives with the fuselage.

The plans don’t show a finger grip, but I suggest you make one from a triangle of 3/16 balsa sheet and glue it in place at the trailing edge root of the left wing (or on the