



# MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

2020-4



UDET U8 "LIMOUSINE" / LEGAL EAGLES



Abram Van Dover orders Dave back to the building board at one of the Highland Springs meets from a few years back. Rest in peace, Abram.



Would you buy a used car from these men? The brain trust of The Pinkham Field Irregulars: John Stott, Paul Stott, and Never Ready Eddy Novak, posing with Phineas Pinkham himself.



Dick Gorman has another Volare Products Ford Stout in the works. Fine corrugation and decal work! Wheels custom made by Enrique Maltz. Nice!



Tom Nallen 2 sent in this photo of Mitch Kimble's drop-dead gorgeous Kingfisher. Mitch flies up in Vermont, typically off rivers. ROW? Stay tuned...



Another sharp model from Mitch Kimble, a Miles M.18 in a postwar restoration scheme. Mitch and Tom Nallen 2 are doing an M.18 group build.



Tom's Miles, done up in King's Cup livery. At 24" wingspan, Tom says they're both coming in at about 28g for a *very* attractive wing loading of .25g/sq.in.

## MAXFAX 2020-4

Hello everyone, and warm Season's Greetings! With any luck, this issue will make it to you before the end of the year. Speaking strictly for me, I'm not sorry to see 2020 out the door. Let's all hope for a less turbulent 2021!

Whatever brightness 2021 brings, it will be diminished by the recent loss of three of our close modeling friends: **Abram Van Dover, Sharon Appling, and Tena Nippert.**



I knew Van best as the good-hearted but gruff, no-nonsense CD of the Highland Springs indoor meets. What Van said was law! Small wonder; Abram served in the U.S. Army for 30 years and retired as a Command Sergeant Major. He served the military and the Brainbusters model club to the utmost of his ability, up to the last day of life.

Sharon Appling and her husband John were fixtures of the Maxcuters' indoor meets at the National Building Museum for years. A strong competitor, Sharon built and flew for all the events, but I remember she had a particular knack for the helicopter challenge. She had an easy charm that will be missed.



Tena Nippert was, of course, right hand woman to Vic Nippert, and had been a fixture on the FAC scene for what seems like forever; watching them together was always a study in teamwork. Tena is one of three women inductees to the FAC Hall of Fame. Her good humor and wit will be missed by all.

This issue features a neo-dimer (the Udet U8) from your editor, and not one but TWO skeletal Legal Eagle plans by the ever-prolific **Peter Kaiteris**. At least I *hope* he's ever prolific, 'cause I could sure get used to a regular diet of original plans being sent to me...! Be forewarned however that the "Twin Boom Observation Plane" is an unbuild, untested, and unchallenged design...you're on your own should you require legal assistance to make it through the event rules! The MaxFax Advance Strike Team managed to extract yet a *third* Legal Eagle plan from the mysterious **Smigley Riggs**. If these don't whet your appetite for trying the event, I don't know what will. Finally, I share some modeling tips, and **Wally Farrell** rounds things out with a bit of wing wisdom. Enjoy....and use the good wood!

**SUBMISSIONS** - send articles, plans and high-resolution photos to Dave. Electronic submissions preferred, but I do old school too.

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**MEMBERSHIP** - Dues for membership in the DC MAXECUTERS are \$25 per year for residents of the USA, Canada, and Mexico, and \$35 for all other countries.

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Bethesda, MD 20817

Make checks payable to "D.C. MAXECUTERS"

OR you may use PayPal at the website:  
[www.dcmmaxecuter.org](http://www.dcmmaxecuter.org)

Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. [stew.meyers@verizon.net](mailto:stew.meyers@verizon.net)

Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

## UPCOMING EVENTS:

### Maxcuters ZOOM meetings

Second Tuesday of each month at 11:30am

Hosted by Carl Hampton

To receive an invitation, E-mail Carl at:

[champton3@cox.net](mailto:champton3@cox.net)

# RANDOM THOUGHTS ON MAKING WINGS FOR FAC SCALE MODELS

by WALLY FARRELL

As an introduction, the usual caveats apply. Some of this material may have been "absorbed" during the past 30 years of reading about model airplanes. We will endeavor to provide some guidance and support in the construction of the wing.

1. The root ribs- one critical place to start is ensuring the root ribs are forming a true rectangle- truly parallel front/back and left to right. Don't trust an old plan that may have been copied. Take the time to measure or use "story sticks"- a piece of balsa that tells the diagonals are exactly the same.

2. Trailing edges-a friend of mine told me not to worry about the TE since that will be the part of the wing that goes through the fence last. Although I'm not advocating for 12 lb balsa in the TE, it would be a good idea to use firm stock. Wood that is too soft is too easily pulled up by the tissue.

3. Dihedral- there are already sources/guidelines on how much is allowed (see the PPLC on the FAC website). When you cut the dihedral, you can use a sharp razor or razor saw. I strongly recommend making a dihedral support that runs the full length of the tip rib. Do not apply pressure when gluing the wing section to the center. Leave the wing on the plan, carefully cut/sand the wing section to get the parts to match with the desired height. I use small squares to be sure that the leading edge is directly on the line for the LE on both sides.

4. Gussets- I always add gussets at the LE/TE and top spar on both sides of the cut, while the wing is still set on the building board with the tip supports in place. All of these glue joints are end grain and so they will benefit from additional glue area. The last thing you want to see is those

tips drooping as you remove the tip supports.

5. Covering- a topic in itself. For the wing specifically, leave the tissue on a flat surface. Carefully lay the tissue over the top. Begin by burnishing the tissue on the top spar. Then use a long, extremely straight piece of balsa to adhere the rest of the tissue from the top spar to the LE and the TE. Avoid pulling. If you have to pull, use an even approach. Pull in directly opposite locations on the tissue.

6. Fuselage/wing interface- this can be tricky. You want to be sure that when you seat the wing into the fuselage there is absolutely no tweaking or pressure to get it to sit flat. Any twist at this main center section will be compounded, effectively warping the entire panel, thus making it very difficult to trim the ship.

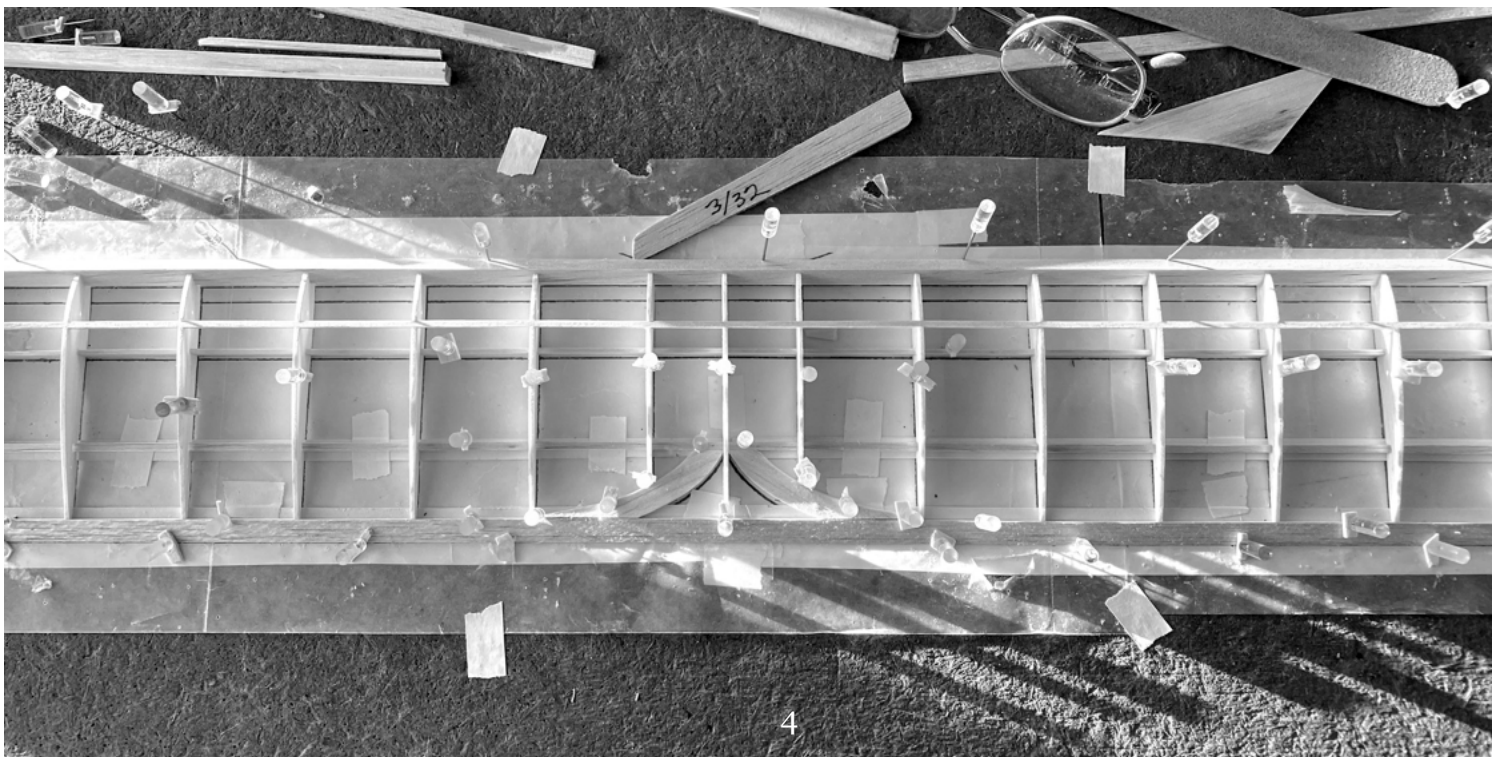
7. Trammel the wing. When the wing is ready to be glued on, I take a length of string with a small piece of aluminum tubing on it, with one end tied to a pin. I push the pin in about where the tail wheel goes. I then slide the aluminum tube out to a convenient location, usually the trailing edge of the last rib, to "mark" the distance. Without moving the position of the tube, the string can then be pivoted to the opposite wing tip to make sure that both tips exactly the same distance from the pin. I find this easier than using a ruler.

-WF

## MORE GOOD WING BUILDING PRACTICE

**Tom Hallman** is working on a Scotch Monoped, and sent in the photo below. Note that even though the trailing edge ultimately curves in at the fuselage center section, rather than building the panels as separate assemblies, Tom has run the trailing edge stock (as well as the leading edge) continuously across the center section at this stage. The center section of the TE will of course be cut away later. This ensures that the two wings will be of the same width and will make alignment later an easier task!

-Ed



# LEGAL EAGLE LEGAL BEAGLE

The Maxecuters engaged the law firm of *Schling, Mudd and Runne, Esq.* to provide this helpful legal analysis of the rules for the popular Pinkham Field Handbook event, "Legal Eagle".

**LEGAL EAGLE**

This event is designed to allow the "rule bender" types to try their skill. The rules are as important in what they *do not* say, as well as what they *do* say. Also, it is a challenging lesson in compromise for model designers. Design latitudes are not as restricted as they seem at first glance. There is great opportunity for originality. Have a look for yourself...

**DRAWING REQUIREMENTS.**

1. Drawing must fit on one side of one sheet of legal size (8.5 X 14) paper.
2. No parts drawing may be superimposed or overlap one another and the edge of the paper by at least 1/8 inch.
3. Wing(s) and stabilizer(s) must be drawn full span tip to tip.
4. Fin(s) may be drawn where space allows and not necessarily shown in place on the side view.
5. Landing gear must be drawn in its place on the side view showing its full length.
6. No top or front view is required.
7. Drawing must be presented to Contest Director on demand.

**DESIGN REQUIREMENTS**

1. Smallest wood size to be 1/16 square.
2. Fuselage volume must contain a box 1 X 1 1/2 X 3 inches.
3. Fuselage must contain a cabin or open cockpit with a raised windshield of at least 30 degrees. Cockpit must actually be open with a headrest or canopy.
4. Flight Surfaces: Leading and trailing edges cannot parallel each other.
5. Tip outlines must have no straight lines except for stabilizer where twin fins are mounted on the tips.
6. If twin fins or two wings are used in the design, parts may be built in exact duplicate over the same drawing.
7. Jap tissue covering. No Gampi or other light weight covering is to be used. Flight surfaces may be single or double surface covered.
8. Landing gear must use at least one 1" hardwood wheel.
9. Use of motor sticks or motor tubes is O.K.

**FLYING**

1. Model must ROG from ground, ice, table top, gym floor, or any solid place designated by the Contest Director on the day of the contest.
2. Highest total of 3 flights wins. FAC timing rules in effect.

**FINES**

Although not an official part of the Legal Eagle rules, it has been our custom to fine a first time entrant for any deviation found in checking his entrant for rules compliance. The fine is an arbitrary percentage of his flight time to be gained with consideration of the magnitude of the deviance. The Contest Director or his appointee acts as "Judge Roy Bean" in this matter. Any attempt to re-enter an uncorrected model will result in disqualification.

**GET RID OF YOUR OLD HANDBOOK**

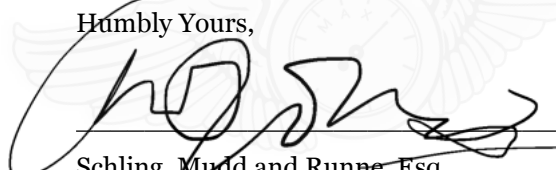
*Handwritten annotations:*  
Drawing of what?  
MM? CM? Inches?  
legal size (8.5 X 14) paper.  
one another and the edge of the paper by at least 1/8 inch.  
MM OR INCHES!?!?  
Nice try. An open cockpit. With a canopy.  
Define  
What if I want to mount twin fins on curved tips? And anyway, are they even "tips" anymore if there are fins mounted as integral parts of the structure?

*Comments:*  
Unclear whether adjective "legal" modifies the word "size" or refers more broadly to an assumed "known" convention of paper sizing.  
Incomprehensible  
Discriminatory and preferential treatment of Fin(s), Top and Front views. Landing gear must meet a higher standard just to compete.  
Fails to establish universal requirement for all event participants, opening the door for preferential treatment, coercion, bribery, subversion, authoritarianism, etc.  
THANK YOU. Geez.  
Inclusive or exclusive of surrounding structure? Definition of "box" unclear. Material requirements for "box"?  
A "box" AND a "cabin" OR an "open cockpit"? Where will the rubber go?!? What kind of cabin? Log? If the cockpit must be open, can the box be open too?  
Oh sure, go ahead, throw in a freezing cold windshield. Why not.  
Why not? And if we agree to agree, do you mean in plan view or elevation?  
Yet more LGROG targeting. Onerous burden. The concept of "hardwood" is vague and nearly impossible to define.  
ROG = Rise Off Ground  
ROI = Rise Off Ice  
ROT = Rise Off Tabletop  
Etc.  
Fails to establish any meaningful definition or standard for "old".

Insofar as the verbiage under "FINES" appears as the penultimate item listed in the "rules" for the "event", it is misleading at best and disingenuous at worst to claim that they are not an official "part" of said "rules".

Duplicitous. Actually ENCOURAGES deviancy by suggesting that the fine / penalty is "an arbitrary percentage" of "flight time to be **gained**" (emphasis ours). Also, uses big words to, in the event of confrontation, evidently legitimize via obfuscation possible self-exculpatory intent.

Respectfully Submitted, we are,  
Humbly Yours,

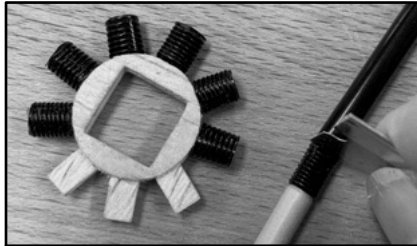


Schling, Mudd and Runne, Esq.

# GET YOUR CYLINDERS IN ORDER!

By Dave Mitchell

For a long time, I *really* hated the task of mounting exposed engine cylinders onto a model. No matter how hard I tried, they always looked all higgledy-piggledy, angled off this way and that, and not seeming very orderly and engine-like. I was complaining at length about it to my wife one day at breakfast when she suddenly stood up, grabbed a piece of hard 1/16" and rapped me smartly on the knuckles. "What are you going to DO about it? EH?!?" She gave me \*that\* look and stalked off to do her ballet exercises. I'm always eager to impress her with my modeling skills, so I decided then and there to apply the little grey cells to the problem.



The "spoked" plate has been sandwiched between 1/16" nose formers. Cylinders are cut from plastic accordion soda straw, slipped over the spokes and capped with paper.

The easiest solution, ideal for dimers and other less detailed models, is to incorporate a 1/16" sheet spoked radial plate into the nose block assembly. Ideally, this is fixed to the model rather than coming away with the nose plug, so you don't have to handle it all the time when winding. With the

plate in place, it's a simple matter to slip a piece of rolled paper or soda straw on each spoke, and there you have it! This is how I made the engine for the Udet U8 Dimer shown in the picture. You could go one better than I did and cross-laminate two pieces of 1/32"--that way you'd eliminate weak spokes with cross-grain bases.

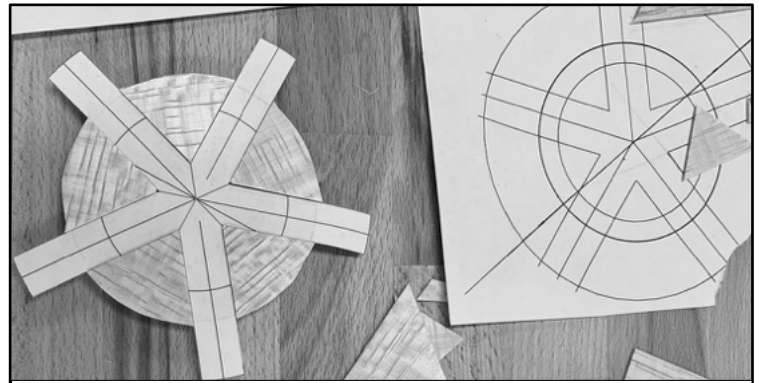


The simple finished engine in place, with the nose plug fitted.

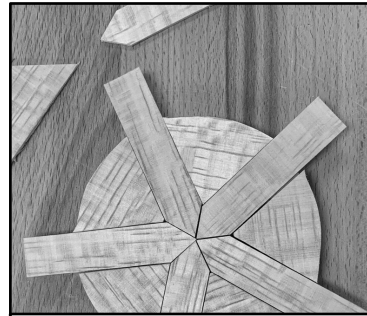
More detailed models might want a different approach. My ongoing 54" Bellanca CF project has turned into a process laboratory of sorts, as I look for ways to buff up my scale presentation. The CF sports a ten-cylinder, twin row Anzani engine, and I realized it would be impractical to build in fixed spoked plates like on the Udet, not least because with all that junk in the way it would make it difficult to do the cowl paneling I had in mind. So I came up with a way to create pockets for plug-in spokes, after which the process is very like that used for the Udet: glue the spoke in, and slip the completed cylinder assembly onto the spoke; shape the bottom as need to fit the nose; glue the cylinder in place. Voila!

The nose was blocked up from three rings: a forward, a center, and a rear ring (which is integral with the fuselage), tack glued together, shaped, then separated for the rest of the procedure. CAD drawing can make layout of the plates a snap, but it's also pretty easy to do it old-school with a protractor, compass, and a ruler.

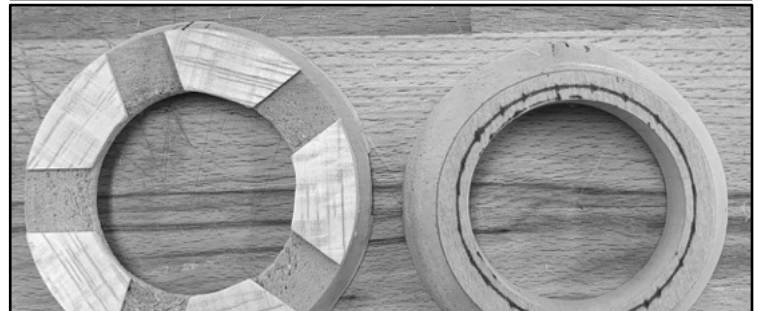
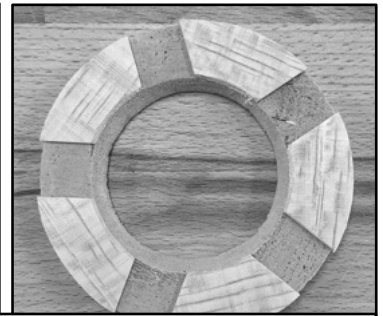
There you have it: two ways to bring order out of chaos. Your significant other will be SO impressed. Give one of 'em a try!<sup>6</sup>



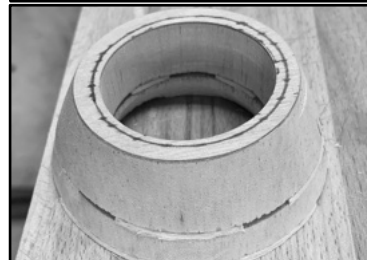
1/16" sheet balsa wedges are glued into place on the back of the center nose ring, using the paper pattern visible at right.



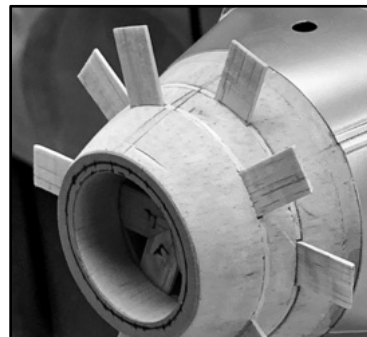
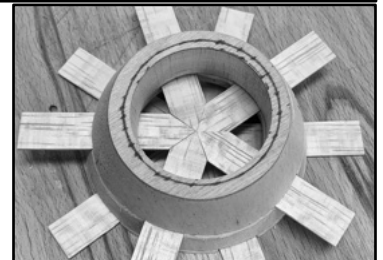
1/16" sheet spokes are test fitted and removed; at right, the center of the nose ring has been opened out.



The process is repeated on the front side of the center ring, rotated 36 degrees for the radial offset. The ring is 5/16" thick to offset the cylinders fore and aft. To the right is the front nose ring, which will be glued to the face of the center.



At left, the completed nose sub-assembly. Note the pockets for the spokes. The rear pockets will be finished off when the assembly is glued to the rear ring, which is an integral part of the fuselage. Trial fit of the spokes at right.



At left, the forward sub-assembly has been glued to the rear ring and the spokes dry-fitted. At right, the same view after the nose cowling panels have been glued in place. Cylinders, anyone?

# UDET U8 "LIMOUSINE" Neo Dimer by Dave Mitchell

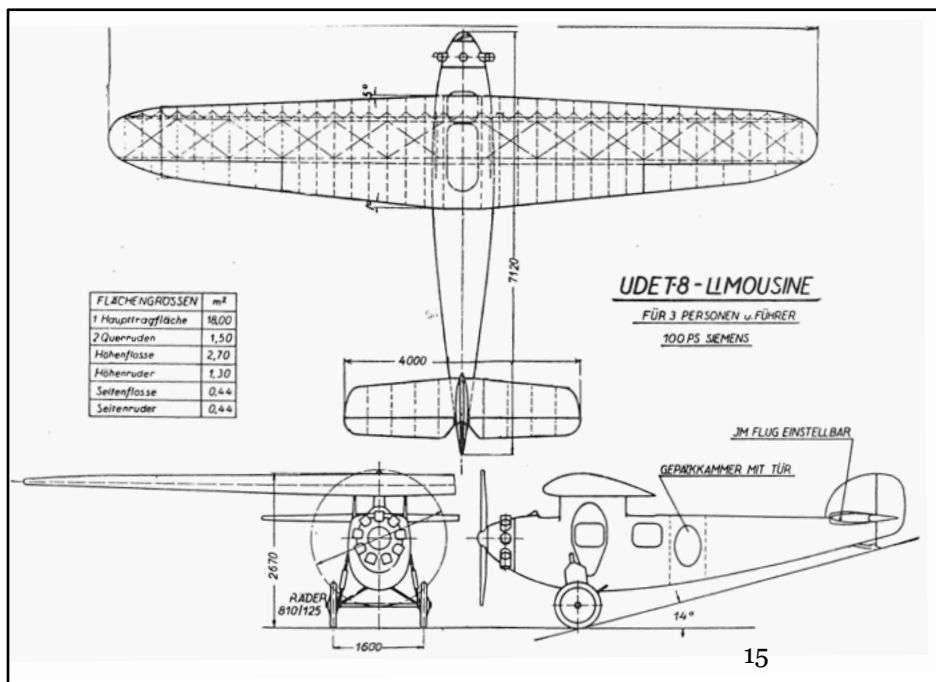
My name is Dave and I have a problem. It's pretty much a daily occurrence that I fall in love with some old airplane while scouring the internet. Sometimes it's the color scheme, sometimes it's the layout, sometimes it's the weird tale of the bird's rise and fall (if it rose and fell at all). Every now and then the object of my passing affection seems to also offer up the possibility of good flight performance for a rubber FF model, and if I can find a decent three view I'll make an earnest stab at a plan. However, all this enthusiasm usually withers on the vine when the NEXT pretty thing floats in to view. You wouldn't believe how many of these half-baked plans lurk on my computer....it's a problem.

Well folks, when I came across the Udet U8 I saw it had it all, and I realized that I was going to have to consummate the relationship. I hear you, unbeliever. I see you roll your eyes. You're asking, "You mean you actually BUILT it this time?" Yes. Yes I did, and I'm glad of it.



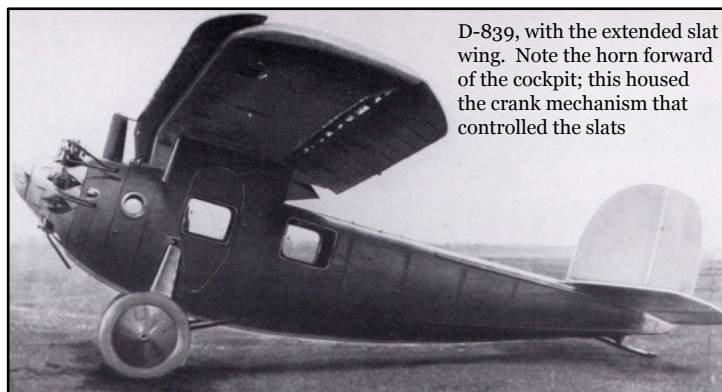
Let's start with the color. Natural varnished plywood fuselage, silver wings and tail feathers, black markings. That my friends is what you call classic. Sharp. Enduring. None of this crazy technicolor-nightmare inkjet printed flimflammy, nossir. Not on this bird. Chalked / colored tissue, and black ink. Old school.

Layout? It's got a nice big wing, super easy to mount on parallel vertical pylon plates, with an open cockpit under the leading edge and, get this, an open fuselage area over where



the passengers sat. Yep, this was a passenger airliner, and the sales brochure makes much of how all that fresh air in the cabin would keep everyone happy and prevent air sickness. Generous side windows were provided for the benefit of anyone not wishing to stand and stick their head up between the pylons for the flight. I would've, I dunno about you. AND it has porthole windows forward of the cockpit. I tell you, it was love at first sight. Real love.

Designed by Hans Henry Herrmann, chief designer at *Udet Flugzeugbau GmbH*, there were five U8s built beginning in 1924, with some obvious variations visible in photographs; some types had a low-aspect ratio rudder, and appear to have had a strongly tapered wing planform. Others have a taller rudder (presaging that of the 1925 Udet U-12 Flamingo) and what \*appears\* to be a less tapered wing. A variety of engines were employed, everything from a Siemens-Halske 9 cylinder radial to a 3 cylinder Bristol Lucifer. If you find a picture of the one with the Lucifer, let me know. The last of the lot to be built had a wing fitted with Lippmann / Handley Page extending slats, making it the first aircraft in Germany to feature this cutting-edge technology.



What of *Udet Flugzeugbau GmbH*? Like its founder, Ernst Udet, the company lived fast and died (relatively) young; despite producing a highly successful design in the U12 "Flamingo", an expensive and unsuccessful gamble on the four-engined pusher U10 transport left the company in dire financial straits. In 1926 the company was merged with *Bayerische Flugzeugwerke AG*, which itself became *Messerschmitt AG* in 1938. You may have heard of them....as for H.H. Herrmann, he may well have continued as an aircraft designer, but I've not run across his name after the merger with BFW. For my money, the U8 is his most elegant, greatest contribution to aviation.

Yes, but what about the model? Ok, it was designed top to bottom as an honest-to-Pete dimer. That means *I didn't* go after the full oval fuselage that the real thing had. I took minor liberties with the landing gear struts. But seriously, other than that? The real thing practically SCREAMS dimer as is. The available three views didn't really comport with the specific aircraft I wanted to model, but they gave me a place to start. I chose

D670 not least because there were several photos available, and it seems to have had the most developed markings of the lot--including, beginning in 1926, the elegant Deutsche Lufthansa logo on the rudder.



Squeamish builders may well look at the strong bend at the nose in plan view and blanch. My friends, you can do this! Build your sides as per the plan, wet them, and carefully pre-bend them over...something. A coffee can. A form made of crap balsa. Your knees. OK, I made up the knees part. The point is, find a way to put a pre-bend into the sides! Me, I glued the plan view onto a squared chunk of 1-1/2" foam insulation, then carved and sanded the foam to the line, giving me a nice mould to tape the wetted sides to while they dried---and more (see photo essay). Oh, I can hear you now: "The kids in the 1930's didn't have foam insulation!" Wah wah wah. Which is why I said that part about knees. Just...do it. Tap into the spirit of invention and find a way. You will be glad you did, because when you've done it once, you will never again quiver at the thought of building a model with a hard bend at the nose! You will be enabled!! Here's the thing though---that hard bend takes up material length, so the savvy (OCD?) builder will add a little to the length of the sides to make up for it. An extra 1/16" of length at the tail end will do the trick. And hey--while you're in a bendy mood, why not pre-bend that bottom longeron?

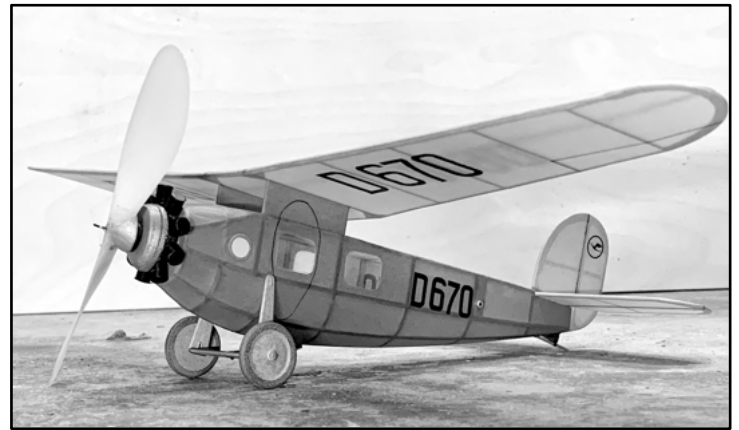
Once the side are pre-bent, the nice flat top line of the fuselage makes framing the fuselage box a snap. Just note that in the area under the wing, the cross pieces at the top in the wing area don't always line up with the verticals--this is to allow for the funky open-topped cabin arrangement.

Another area of interest is the M2 former. This piece gets sandwiched between M1 and M3, and gives you something to hang the engine cylinders on. I went into my stash drawer of incredibly valuable raw material / junk and pulled out some old bendy straws--you know, the ones with the accordion section that makes them look like worms? I grabbed a handful of these last time I was in a McDonald's (ca. 1997) and for once, at last, I was glad I did, because having been cut to length, capped and slipped over the arms of M2, they made perfect dimer-style engine cylinders.

The spinner gave me pause. It was clearly integral to the look of the plane, but how to fit such a shallow spinner over a prop? The answer is, DON'T. I glued a round back plate

onto the prop, glued in a couple of gussets for reference, then packed soft balsa around the prop hub. Careful work with an X-acto and sandpaper got me to a satisfactory spinner in short order.

Flying the thing was...a *qualified* joy. Set up in your typical high-wing style, which is to say a couple of degrees down thrust, a couple degrees right, it was persistently auguring in hard to the right, even at low winds. I checked the wing for warps, everything looked good. I began to cautiously back



out the right thrust, but it still seemed determined to auger right. I began to fiddle with the rudder. **Don Srull** wandered up. "Hey Dave, what's going on here?" I told him what had been the pattern so far, and handed him the model. He checked it over for warps--nothing there. There was a brief pause, while the database was accessed. Then he says: "You know....it's incredible...Carl Goldberg...the Zipper. Pylon ship. Two degrees left thrust. Something about pylon ships....give it a try." Enabled, I backed out the remaining right thrust and ventured into mild left thrust territory.

At this point I will briefly digress to say that as much as I love them, I no longer use the Gizmo Geezer adjustable thrust buttons on my dimers. I still use them on my larger models, but I've decided they do not fit into my idea of what a dimer is. So--all adjustments mentioned above were accomplished via a Peck nylon thrust button, which I had intentionally drilled out off-axis to accept a brass bushing. This allows me to rotate the thrust button to arrive at a blend of downthrust and side thrust that varies according to how much the button is rotated. Viewed from the front, a six o'clock position would present maximum down thrust and



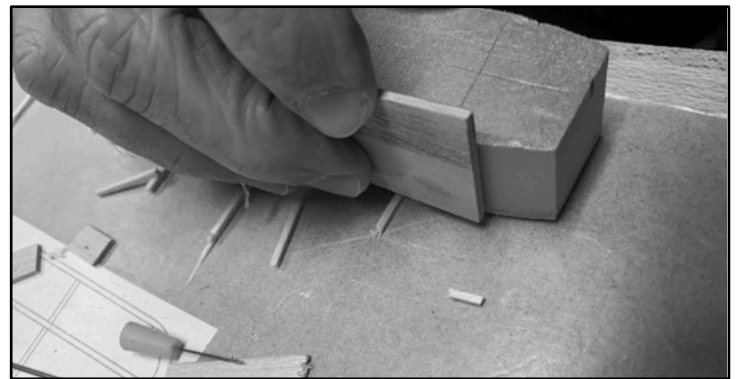
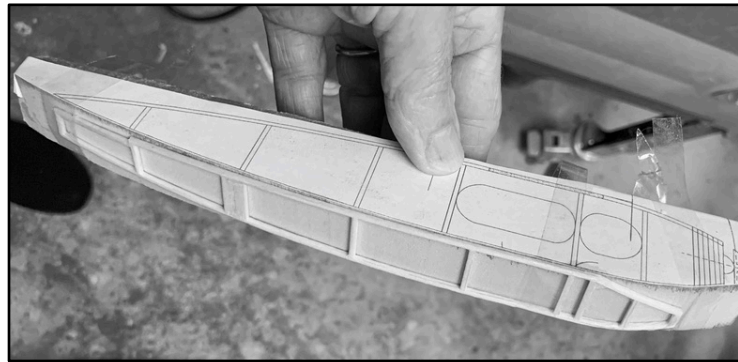


no side thrust. Three o'clock would be maximum left thrust, no down thrust. Etc. It's a dead simple way of getting things going, and allows a surprising amount of precision. All that is wanted is that you have a nice, tight fit of the thrust button to the nose block, so it will hold your setting.

So what happened after the Srull intervention? Magic. The bird left my hand and took off like the proverbial homesick angel. Now, there WAS a monster thermal, but still. Five minutes later Hung responded to my anguished wails and let me have her back. Thank you Hung. Thank you Don. Thank you H.H. Herrmann.

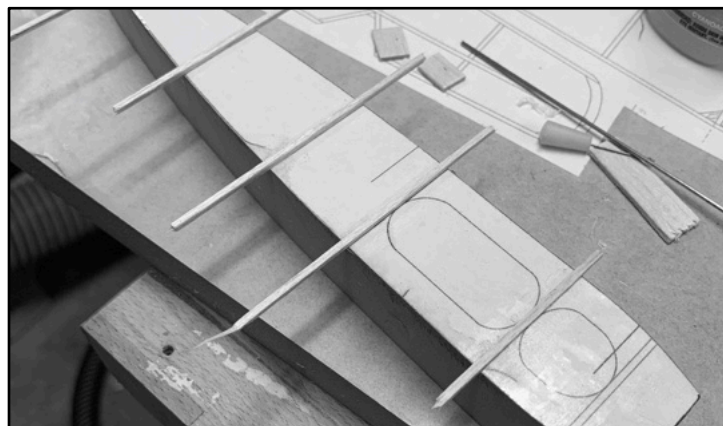
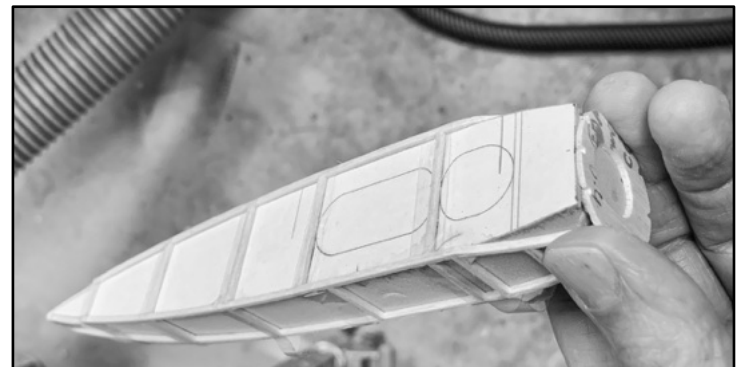
### CONSTRUCTION HINTS

I created a fuselage mold out of foam insulation, which was easy to cut and sand to the plan view glued to the top. Initially, I only planned to use this as a pre-bending aid (note the side frame drying in place in the photo above), but then it



occurred to me that I could use it as a guide to cut my cross-pieces, and as an assembly aid as well. First I glued wax paper to the plan to help keep the cross sticks from getting permanently glued to the plan during assembly. Then I tacked the rough cross-pieces into position using a thin wiper of glue-stick, and put the whole thing top down on a smooth, flat surface.

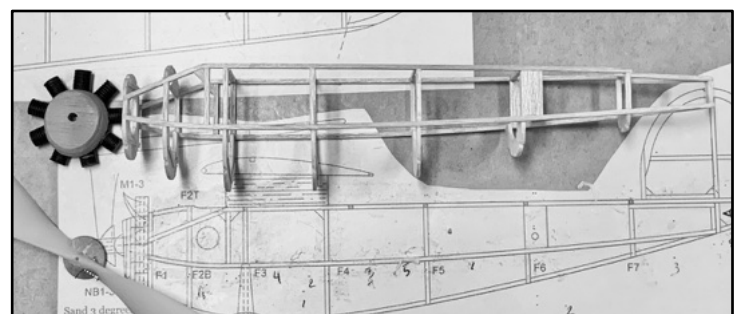
A razor blade glued to the side of a piece of hard balsa makes



reminded of a construction method that **Tom Arnold** once advocated, where he would build an entire fuselage structure over a foam core and then melt the foam out using solvent. Yeeech!) Once the mold was out, I glued the bottom formers into place and hey presto, a nice, true fuselage. Adding the pre-bent bottom stringer firmed everything up nicely; two more (also pre-bent) stringers on either side of that and I was off and running.

-Dm

the perfect tool for cutting the cross sticks flush to the sides of the mold. It was then a pretty simple matter to glue the sides into position, using a bit of tape to hold things together until the glue dried. I went as far as to glue on the F1 former before I \*carefully\* extracted the foam mold from the assembly. Yeah, I had to do a bit of delicate work with an X-acto to get it free, but basically, it worked great! (I was



## PETE KAITERIS on LEGAL EAGLES

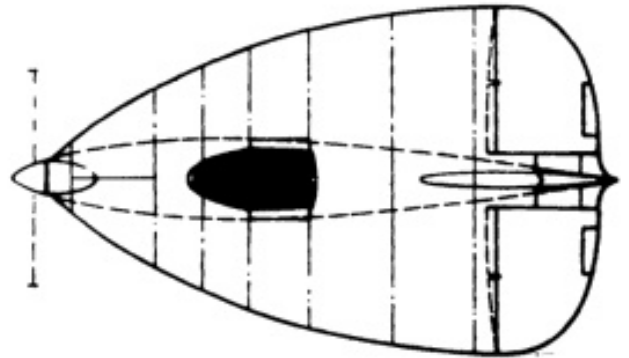
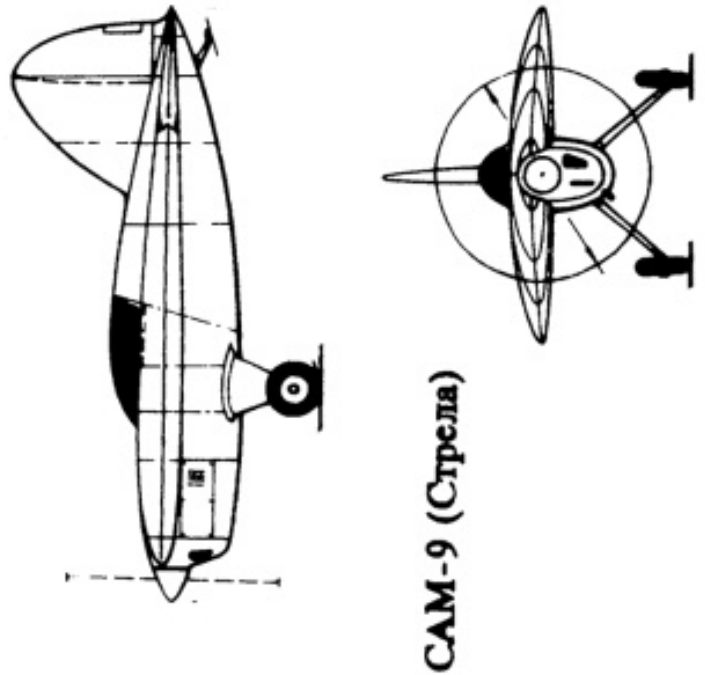
**Rick Pendzick** posted a picture of his new Legal Eagle biplane and I just had to start drawing one for myself. The rules allow any part on the plan to be reproduced as many times as you want, so this is a twin fin equal span cabin biplane with a lifting stab....the Taperwing Wacko Legal Eagle. Area is about 70 sq". Only one wheel is required, but two wheels were installed because that seemed to fit the look. Compared to its hot rod stable mate (The 50% Solution, upcoming in the next FACNL---Ed) it's more of a family sedan. The wing (airfoil) template is a 8.5% log spiral and gives the same shape for any chord. The stab has a 1/16" x 3/16" spar, so the rib shape is "just sand it till it looks about right". As for *Illegal* Eagles, the rules state that what is NOT in the rules is just as important as what IS in the rules.

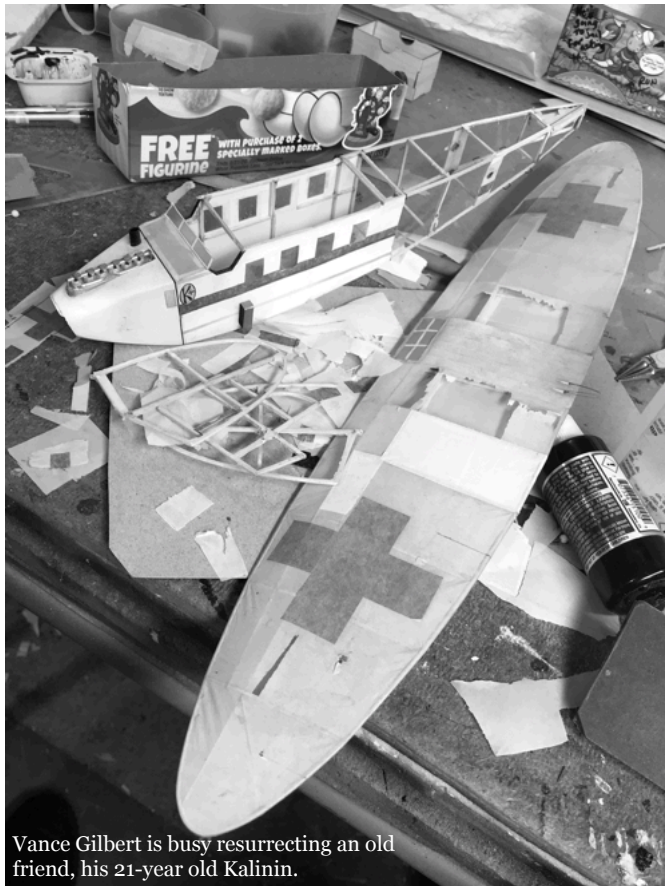
**Eddie Novak** and **Paul Stott** are the local judges of legality. An illegal model may be flown at its first appearance with a "fine". It can never again compete without fixing the illegal feature. It's all in the rules....or not. You are allowed to get within 1/8" of the 8.5" x 14" paper sheet edges and parts have to be separated by 1/8". I usually build to a "line" drawing, placing balsa alongside the lines.

--- PK

*WARNING! Legal Eagle is an original event dreamt up long ago by Dave Stott. The rules appear in the Pinkham Field Handbook and the event is flown regularly by the Pinkham Field Irregulars and their compadres, who have jealously guarded having their fun with it. It is high time the Maxcutters moved in on the action and showed everyone how gentlemen operate. However, given the deliberately highly subjective and open-ended nature of the rules (see independant legal review of the Legal Eagle rules, page 5), we feel we must be prepared for potentially outrageous assaults upon our integrity and professionalism, as the Pinkham Field lads are well known for perfidious acts, self aggrandizement, the pursuit of filthy lucre, and generally questionable behavior.*

-Ed.

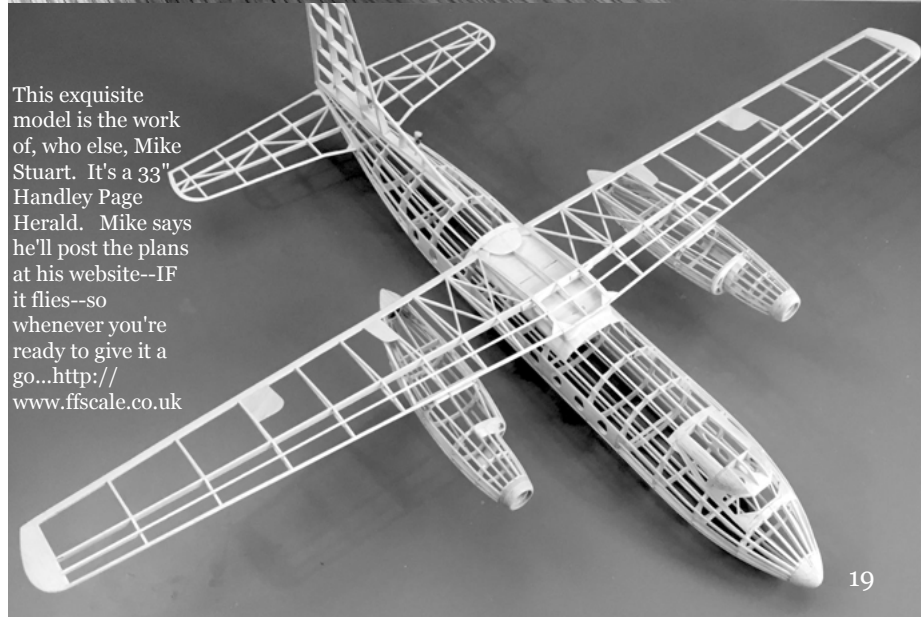




Vance Gilbert is busy resurrecting an old friend, his 21-year old Kalinin.



The Herald's nose

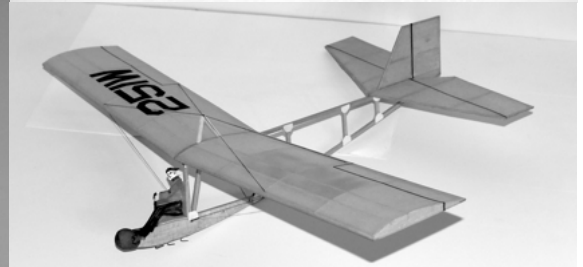
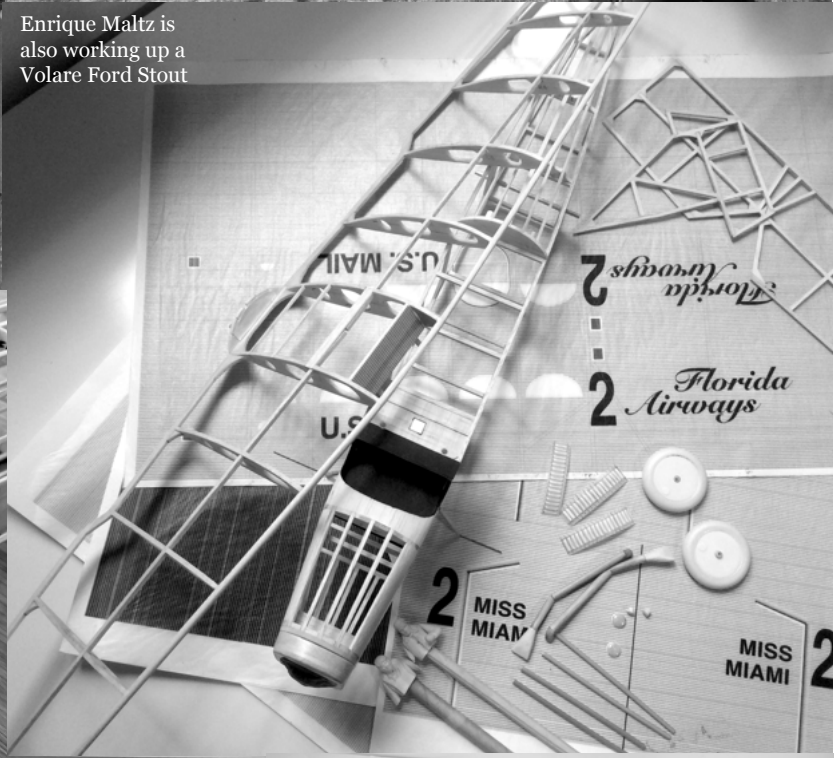


This exquisite model is the work of, who else, Mike Stuart. It's a 33" Handley Page Herald. Mike says he'll post the plans at his website--IF it flies--so whenever you're ready to give it a go...<http://www.ffscale.co.uk>

Oliver Sand proves that he is fearless, launching his no-cal SAM-9 Strela on a fristy morn at Wawayanda. Flies like a big powered paper airplane!



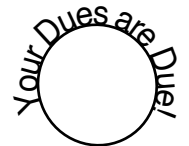
Enrique Maltz is also working up a Volare Ford Stout



The agony, the ecstasy: before and after shots of Pete Kaiteris' Primary Glider rehab

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**Cover images:**

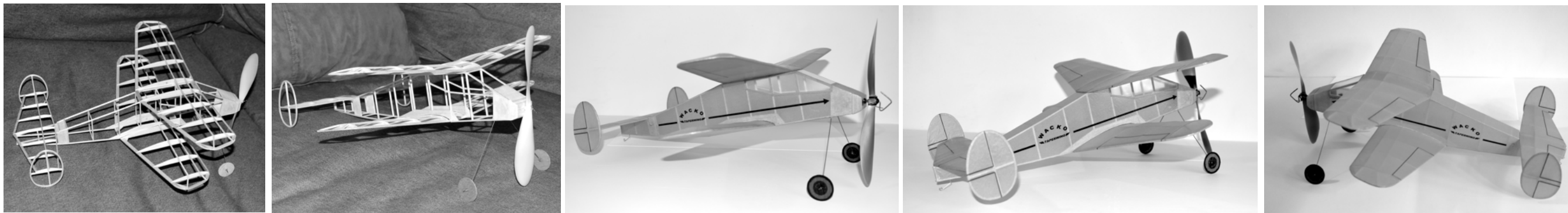
**FRONT:**

The Udet U8 D670 gets checked out by a gaggle of admirers.

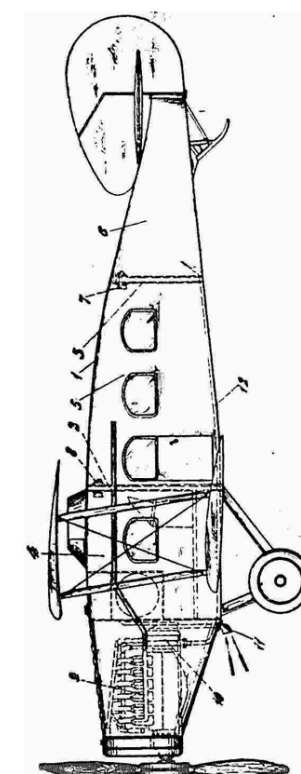
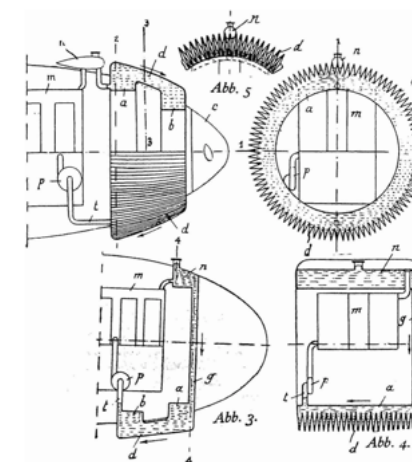
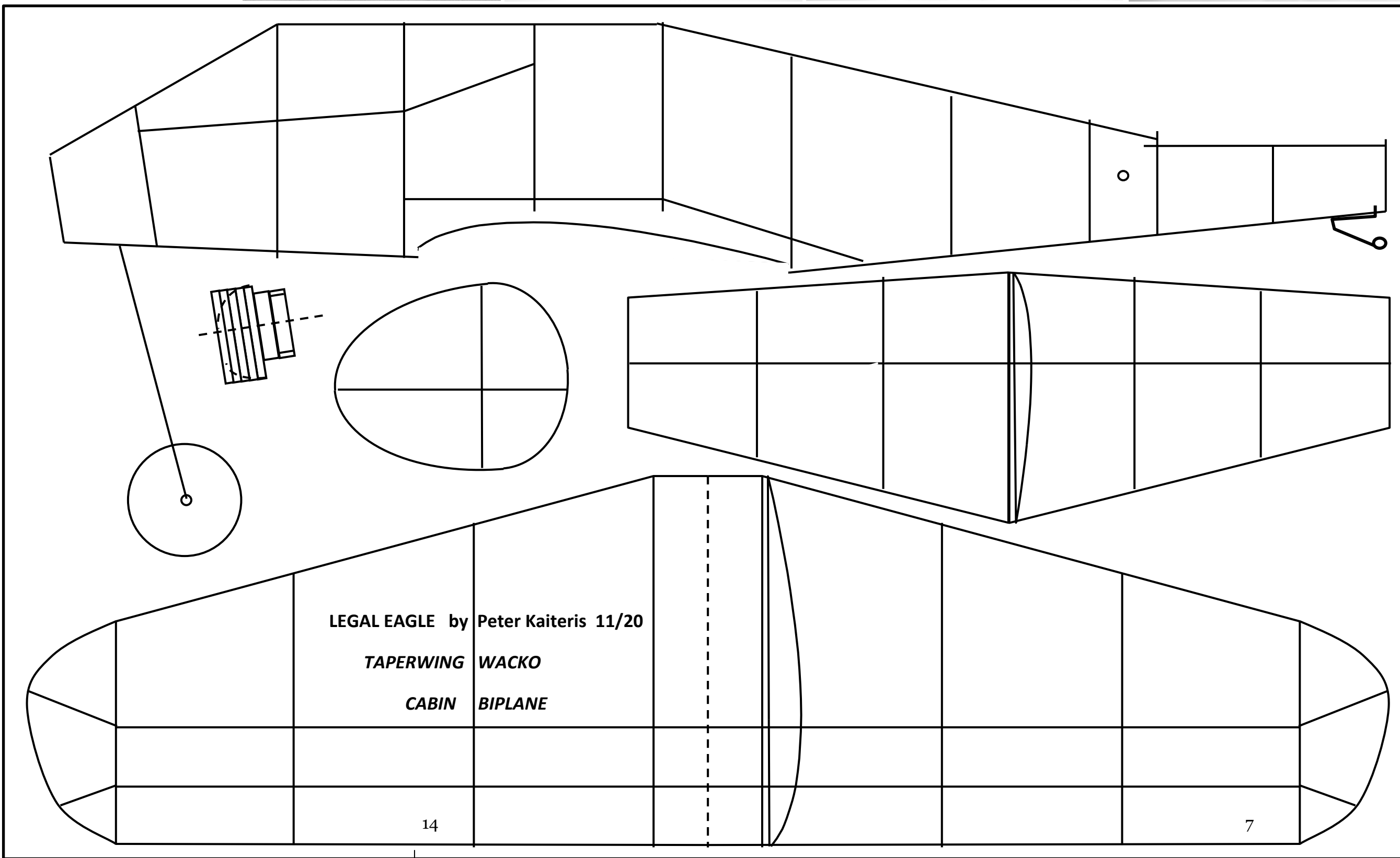
**RIGHT: Shawna Rochelle Kimbrell** is a Lieutenant Colonel in the United States Air Force, and the first female African-American pilot in the history of that service. She flew the F-16 during combat missions in Operation Northern Watch, and is a member of the 78th Attack Squadron where she serves as an MQ-9 Pilot and Mission Commander.

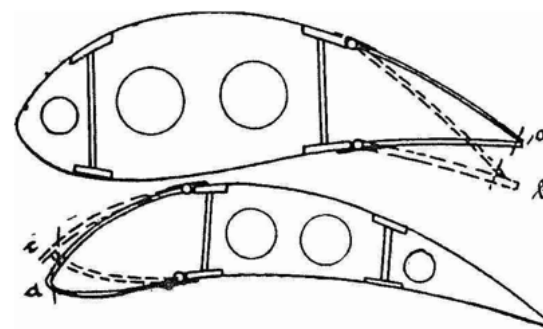
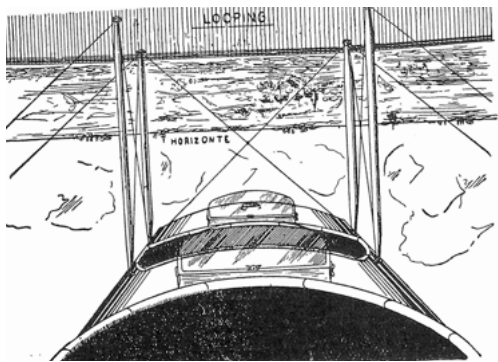
Kimbrell was born in LaFayette, Indiana, the youngest of four children, to Guyanese parents. Her mother and father, Eve Blackman Ng A Qui and Dr. Norman Ng A Qui migrated to the United States for education opportunities and became naturalized U.S. citizens by the time she was born. The family moved to Parker, Colorado and it was there while attending fourth grade Kimbrell decided she wanted to become a fighter pilot. She had her first flight lesson at age fourteen, then later joined the Civil Air Patrol, worked at air shows and earned her private pilot's license. She graduated from the US Air Force Academy in 1998 and earned her pilot wings a year later in August, 1999. She also holds a Bachelor of Science Degree in General Engineering.



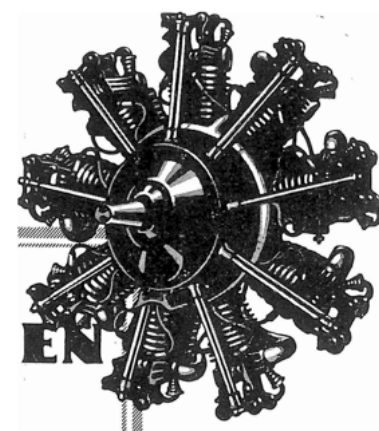
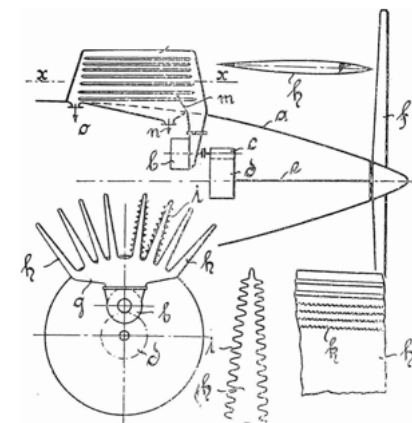
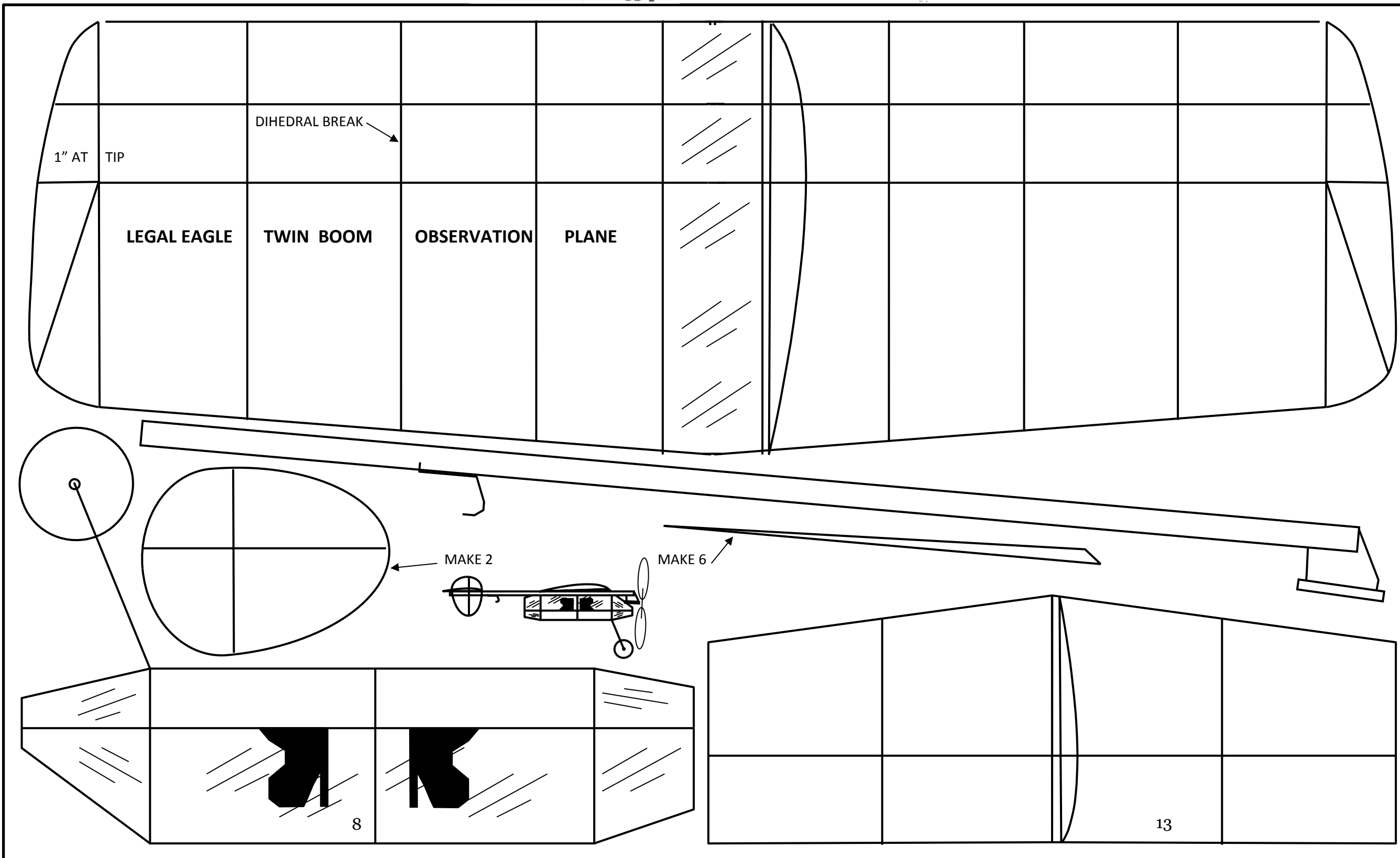


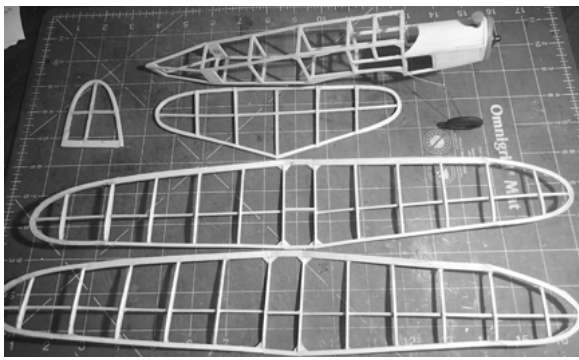
Among the rules for Legal Eagles are those stating that all the parts must appear on an 8.5" x 14" sheet of paper--"Legal" size--that the parts must not overlap, and that they may not come closer than 1/8" to the edges of the plan. Any part appearing on the plan may be built in multiples, as long as they are built identically over the same plan---hence, the Wacko Biplane! As there is no plan view, the builder may in theory taper the nose and tail of the fuselage to suit their tastes, so long as the fuselage volume contains the required 1" x 1.5" x 3" box. See the full Legal Eagle rules on page 18...



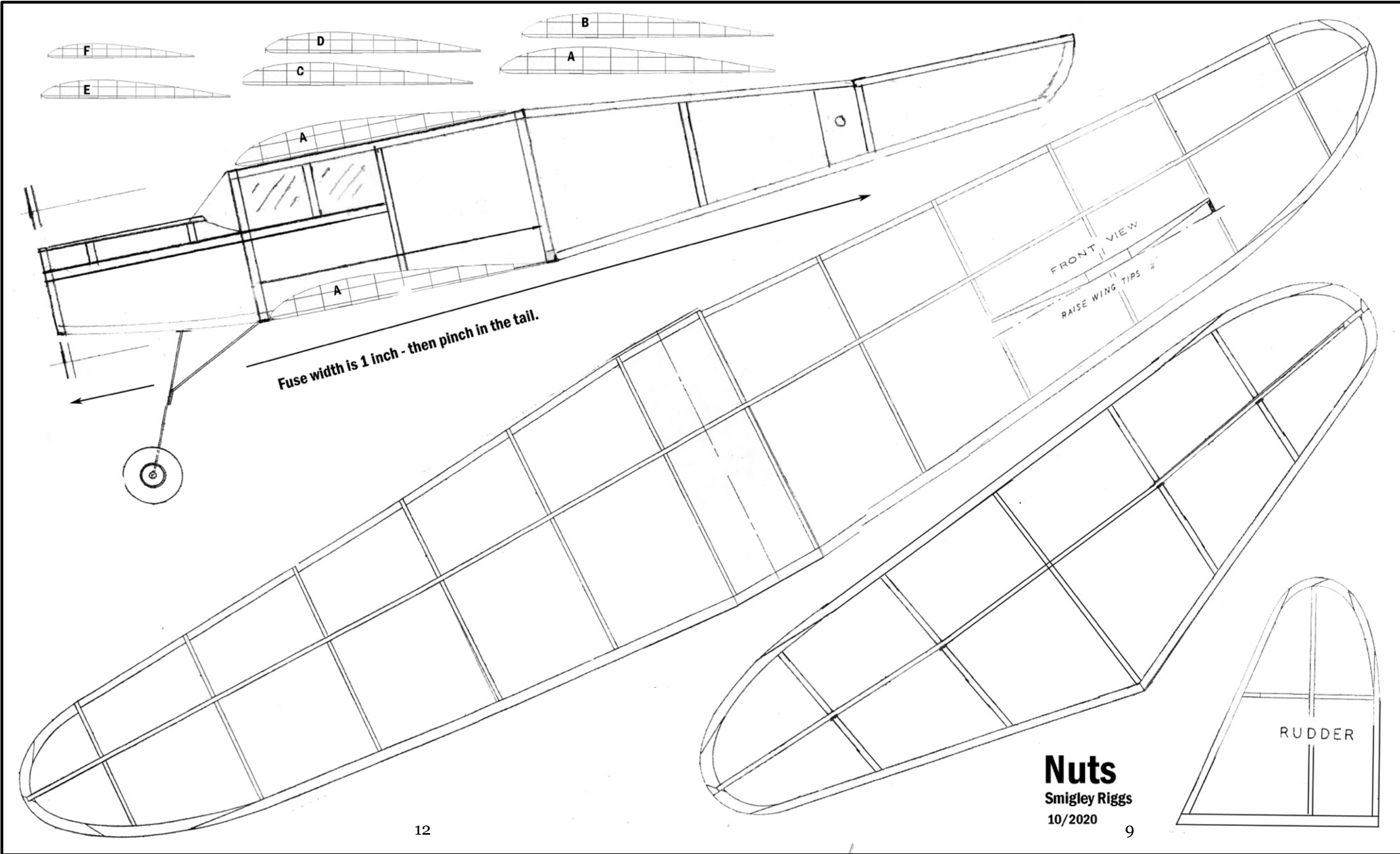


This Legal Eagle plan is an untested concept design. While Pete has insider knowledge of the ins and outs of the Legal Eagle event, having actually competed in it and having survived the whims of the Pinkham Field judges, this plan has NOT been put through the gauntlet, nor has it been built. Make sure your final paper size is 8.5" x 14", which is the dimension of the bounding box.





While **Smigley Riggs** (AKA The Notorious R.I.G.) has been making appearances at meets in the Northeast for many years now, his true identity remains a closely guarded secret. He always dresses for the field in a trenchcoat, fedora, and Groucho Marx glasses, and refuses to speak at any length to the flocks of paparazzi and reporters who shadow his every move, answering each shouted question with the same terse reply: "Nuts!" As might be expected in the absence of any reliable information, rumors about who he really is and what he does swirl about like no-cals in a hurricane; investigators have pored over the scant evidence available looking for details of his life, but to little avail. The attractive if slightly sinister plan presented here, which based on the 8.5" x 14" plan size appears to be a Legal Eagle design of the sort flown at **Pinkham Field**, was obtained at great personal risk by reporters for the MaxFax. Riggs' highly questionable personal symbol, which appears on the left upper wing of this design in the exclusive photos also obtained by the MaxFax, appears to be a grinning bug of some sort, blindfolded, holding unbalanced scales of justice in the right hand while the left hand makes a greedy gesture of accomplishment.



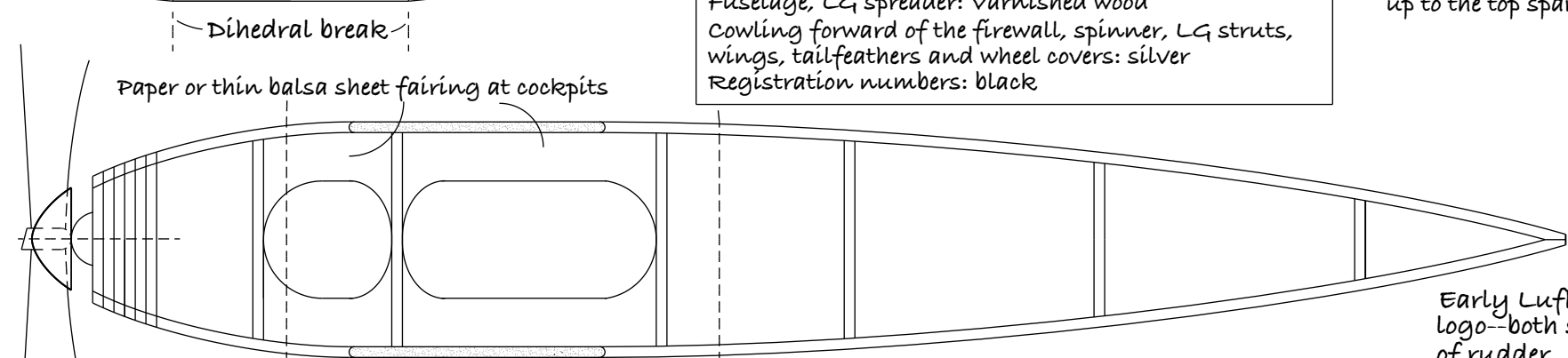
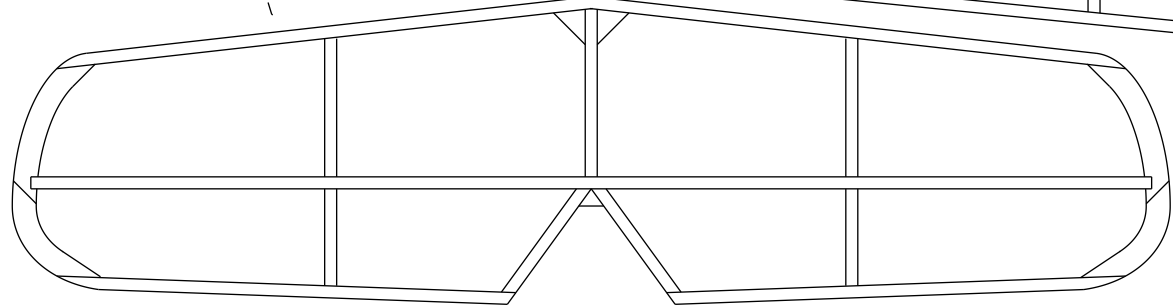
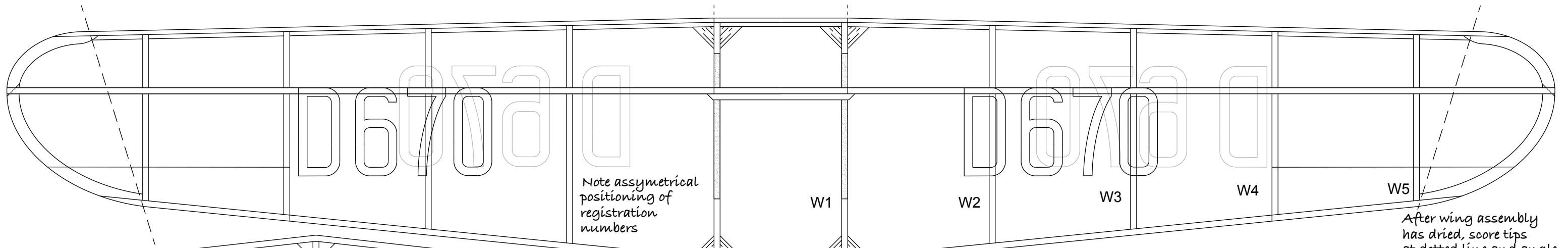
Keen-eyed observers have noted the similarity of this symbol--and indeed, of the model itself --to that shown on a photograph on the **EasyBuilt Models'** website advertising their **Baby Flea** kit, suggesting a possible--and troubling-- connection between Riggs and the well-known Baby Flea aficionado **Rick Pendzick**, Treasurer and IT Director of the FAC. FAC officials have flatly rejected any such speculations, pointing out the wide disparity between the genial behavior of the well-known and well-liked Pendzick, and the boorish, rude and upstaging demeanor of Riggs. When asked for comment, **Dave Nedliezskerski**, owner / operator of Easy Built and an obvious benefactor of Pendzick's very public infatuation with the Baby Flea, would only say that "...if all this flea talk sells more kits, I'm all for it." Pendzick himself professes amusement at the controversy, but has indicated that he is much too busy promoting the FAC to pay it much of any attention at all.

Controversy aside, it must be admitted that Riggs has produced an attractive model, which \*appears\* to meet the requirements of the Legal Eagle event. However, given Riggs' imposing presence, it is questionable whether or not the Pinkham Field powers-that-be who control the judging of that event would be willing to stand up to "the Notorious R.I.G." in the event of a rules infraction.

-Ed.



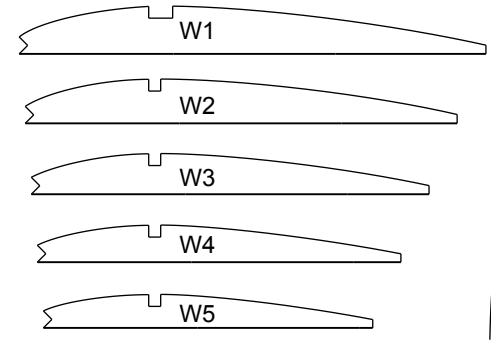
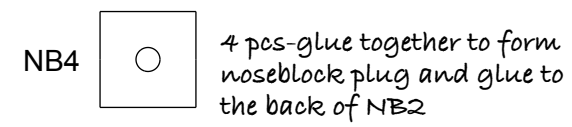
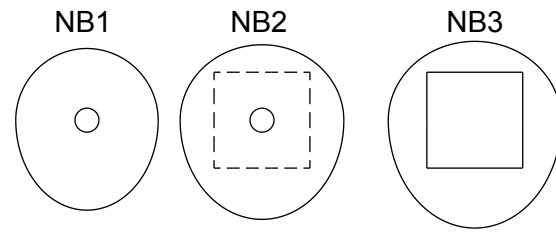
**Nuts**  
Smigley Riggs  
10/2020



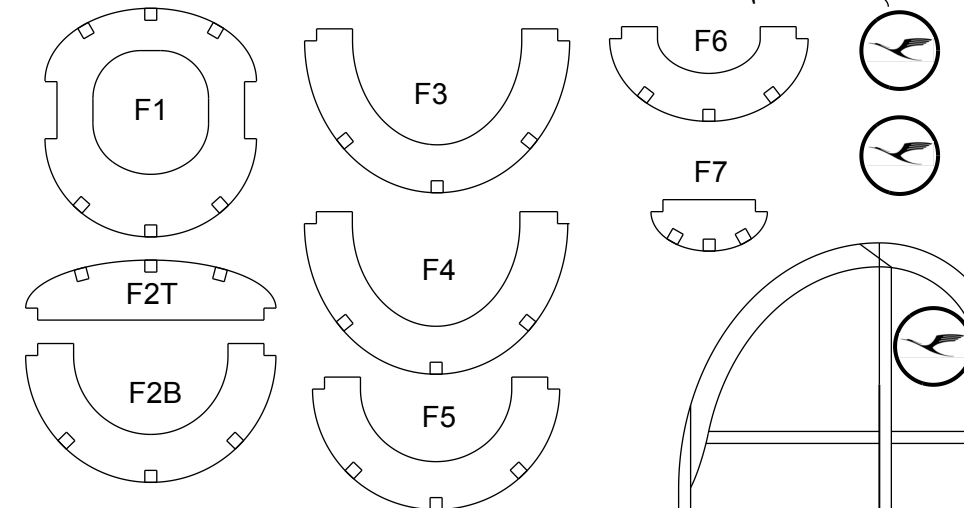
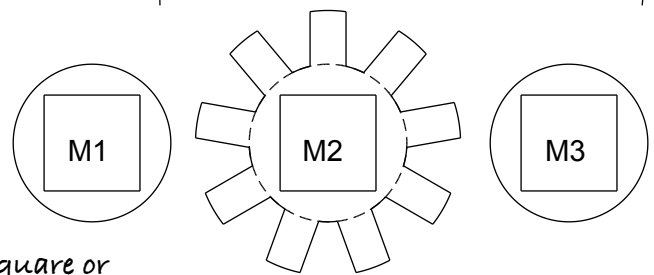
Fuselage, LG spreader: varnished wood  
 Cowling forward of the firewall, spinner, LG struts, wings, tailfeathers and wheel covers: silver  
 Registration numbers: black

After wing assembly has dried, score tips at dotted line and angle up to the top spar

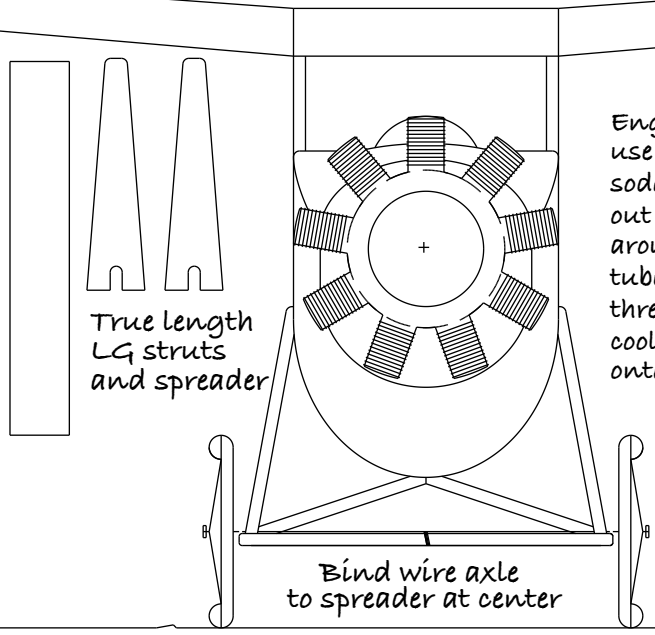
Nose block separates at NB2/NB3  
 Glue NB3 to the face of the M1-M3 radial engine assembly



All materials 1/16" square or 1/16" sheet unless noted.



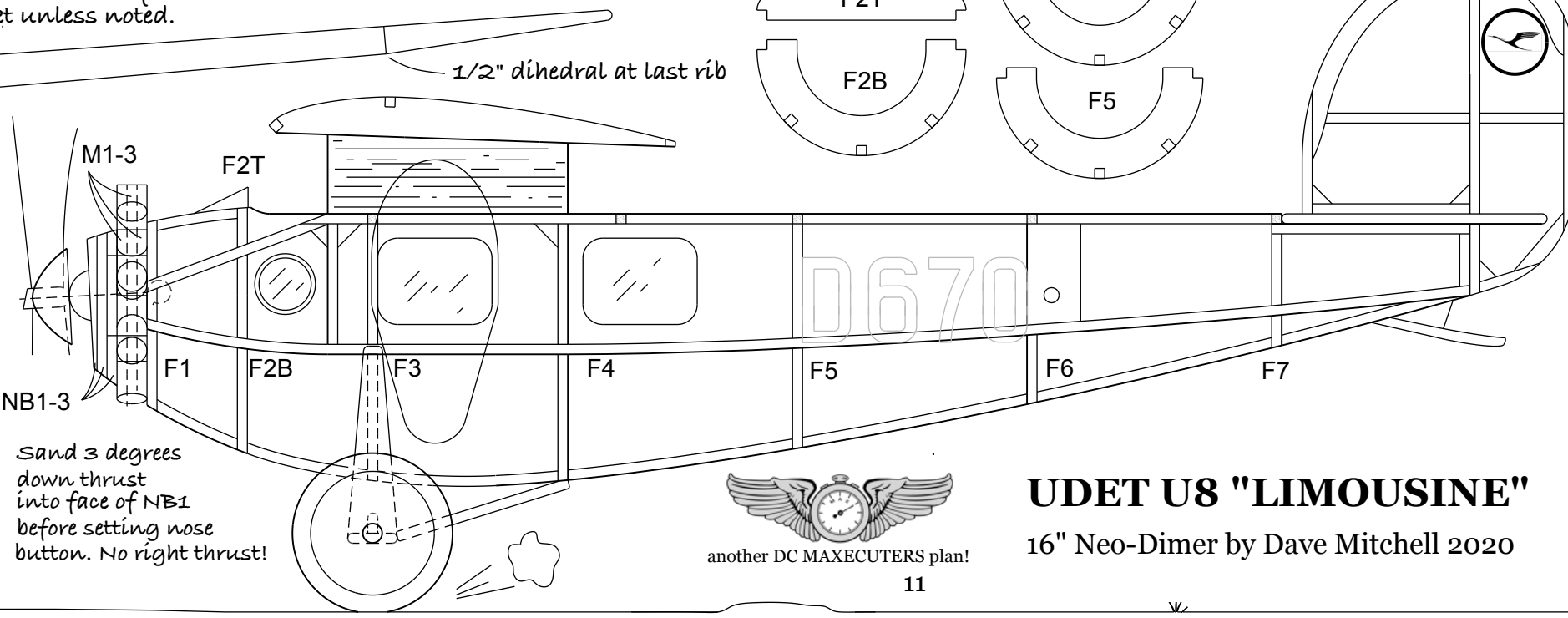
Make the noseplug fit snug!!!



Engine cylinders- use cut lengths of soda straw, or make out of paper wrapped around a 3/16" tube. Wrap with thread for cylinder cooling fins and mount onto M2.

Spinner backplate 1/64" ply or hard balsa. Glue to back of prop hub; pack soft balsa around the prop hub and sand to spinner profile.

Prototype weighs 11.5g  
 6" Easy Built prop, extra pitch bent in 2 loops of 1/16" rubber 20" long  
 Braided 200 turns



# UDET US "LIMOUSINE"

16" Neo-Dimer by Dave Mitchell 2020