BY H. E. HALL

Aged 49... member Stourbridge & D.M.C.... married, has one son aged 16, also an aero-modeller... has been modelling for 7 years... other interests are the violin and the local amateur operatic society... a professional photographer.

WHETHER for long-range medium speed or high speed medium-range Class B team racing, the Presto is a good-looking speedster to take any 5 c.c. engine. A Frog 500 was used in the original, and following some experimentation with various props, it returned a regular "best" of 73 m.p.h. with good range, using a P.A.W. 8 x 8 propeller.

In musical terms, Presto means go as fast as possible, so if the name means anything to a model, Class B team race modellers would be wise to try this design for the next event.

Construction is best started with the Mainplane by cutting rib templates of W.1 & 6 in ply and cutting two sets of ribs by the sandwich method from 3/32nd sheet balsa blanks. One set must have holes for the lead-out wires. Shape the leading edge and pin to board so that the taper gives dihedral effect. Add ribs, then upper sheeting and T.E. pieces. Take off board and complete sheeting, add bellcrank mount and assembly, lead-out wires and centre sheeting with the push-rod cleared by a slot. Attach tips, the starboard one containing ballast recessed inside. Sand the whole and put aside whilst making the Tailplane assembly from a 1/16 in. sheet sandwich. Actually two 13 x 3 x 1/16 sheets will make the whole tail, with the tapered offcuts for the elevators. Add the horn assembly and cut out the Fin.

Bend the undercarriage and bind firmly to 1/8 in. ply former F.1. Cut out other Fuselage formers and drill bearers to suit your engine. Fit bearers through F.1 and F.2, add backbone to these and then fit other formers onto the backbone. Side pieces are next fitted, and after cementing the tail platform, firmly cement the wing and tail in place, connecting the push-rod at the same time. Add fin and tank, leading the vents out to the leading edges as dummy cannon for pressure feed, and bind on the tailskid.

Fix the engine in place and build up the cowl, then plank the entire fuselage, less side pieces, with 3/8 x 3/32 in. strips. Pilot and canopy can be attached after sanding is completed. The lower cowl, which is detachable and held in place with small wood screws through washers into the bearers, is a simple box structure of 1/8 in. sheet.

Now cover the entire job with Modelsan, dope and colour to your own fancy, and fuel-proof all over. Weight of the original was 221 ounces complete and ready to fly; but, of course, the lighter the better is the maxim for speed in racing.
This is a 1/4 Scale Reproduction of the full size plans which are available price 4/6 post free from the Aeromodeller Plans Service.