

● Welcome to the "Pronto"! Since you have decided to read this, it is a fair assumption that you are already somewhat interested, and are seeking enlightenment. First, I would like to establish a few things about the "Pronto"—for example, it will *not* fly the complete FAI Pattern with near perfection, and therefore is not the optimum Pattern design for 1972. Also, it is not the "perfect" trainer for a potential modeler who wishes to learn to fly alone and unaided (more on this later).

Now that I have eliminated the major reasons for most new designs, perhaps I ought to fill in with a little background on the "Pronto." "Pronto" dates back to the early spring of 1971, when it was designed to fill a gap that I feel exists in our selection of Sport models. Okay! I realize that a Sport model can be almost anything from a scale, six-foot P-51 to a Junior Falcon rudder-only—it kind of depends on individual taste. Sometimes it also seems that a model is tagged as a Sport design or "Sunday flyer" because it doesn't "cut the mustard" as an adequate Pattern ship by modern standards. The "Pronto" was designed with the following requirements in mind: 1) it looks like a real airplane; 2) fast, easy construction; 3) small, economical engine requirements; 4) good qualities as a trainer, especially to prepare a modeler for the advanced low-wing Stunt planes; 5) in particular, fun to fly in a confined area with undeveloped runways.

The optimum arrangement with the "Pronto" seems to be when it is equipped with a 3-channel control set-up, and powered with a good .15 engine. At one extreme, it does O.K. with an .09 and rudder only, and at the other extreme it goes like a bat when powered with a strong .23! As of now, about 25 "Prontos" have been built and flown by a variety of people with various skill levels, and all have expressed pleasure with it.

Perhaps its strongest area is as a pure "fun" airplane for the pilot with some stick time who is looking for a change of pace. Earlier, I pointed out the "Pronto's" unsuitability as a Pattern aircraft. Actually that is misleading 'cause the "Pronto" can be a very maneuverable airplane in skilled hands. For a full Scale parallel, watch a hot pilot wring out a J-3 Cub at near ground zero altitudes. The "Pronto" instills that same feeling of confidence in your plane. The maneuvers you do may not be "ten pointers," but they still look great to the crowd of uninformed spectators.

**Construction Tips:** Rather than go into a blow-by-blow construction article, I would rather discuss a few points of interest and importance. First, the basic construction—I have found it a big help to sort of cut out a "kit" of parts before actual assembly is begun. A small power  
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Right over the transmitter, Dave flies close in, on the bottom of the wing. Dressed up with its military decals it looks quite racy.

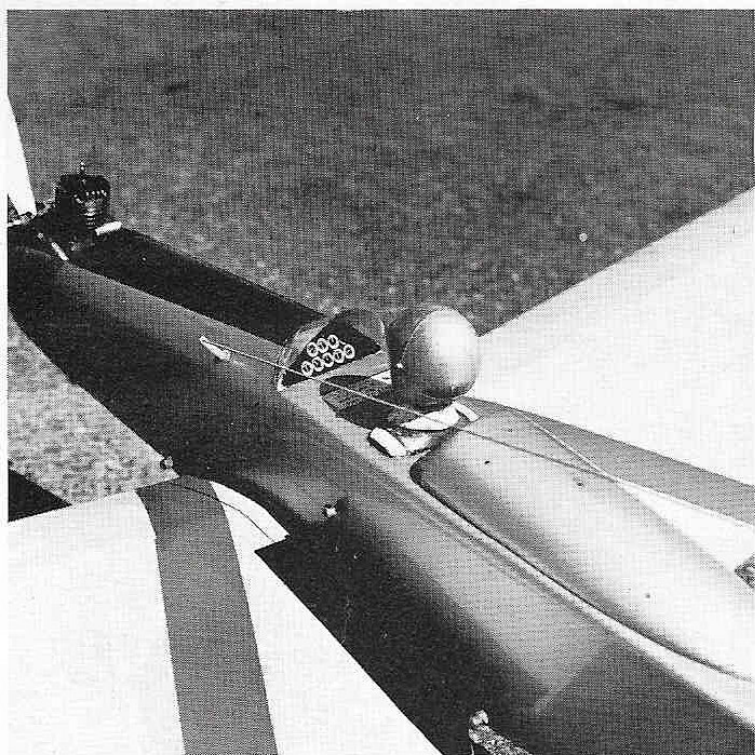
# Pronto

No, it's not designed to do the FAI Pattern nor can it be called the perfect trainer, but it sure can be called the Sport model of the year! It's 'right on'...

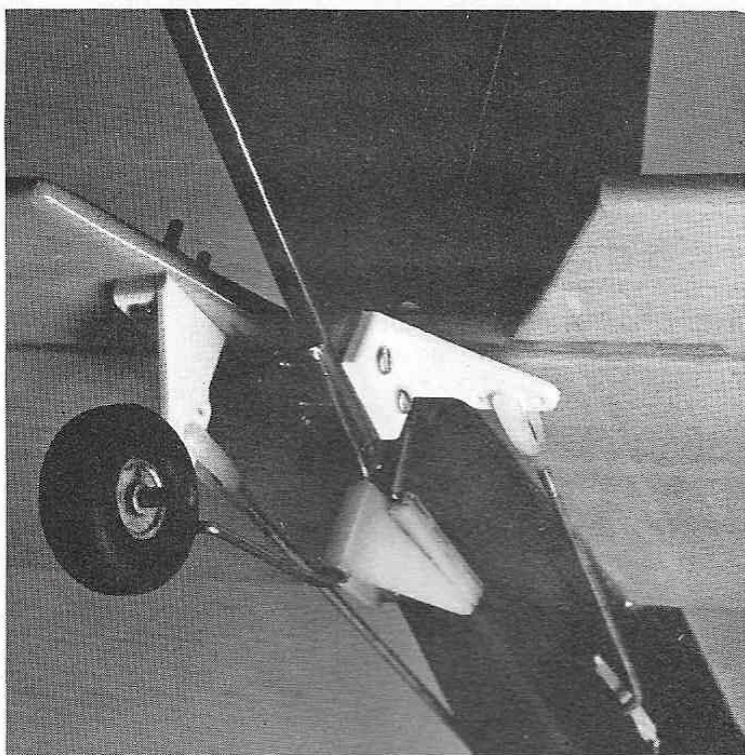
BY DAVE ROBELEN



Dave, after a typical East Coast day of flying — heavy coat, fur hat, can't see the gloves but they were there! You 365-days-a-year flyers on the West Coast have it real good!



Pilot has a clear view of the instrument panel, wind screen. Nice detail.



Aft end shows rudder, elevator horn and rod details, also tail wheel.

## PRONTO . . . CONTINUED

saw such as the "Dremel Moto Shop" can be a fabulous asset here, enabling you to stack the wing ribs together and breeze through a bunch of them at once. Also, such parts as the motor mounts and plywood bulkheads really are a snap with such a tool. I use Weldwood Contact Cement to fasten the fuselage doublers in place, and to be real sneaky, I cut both sides and doublers at once for a real matched set.

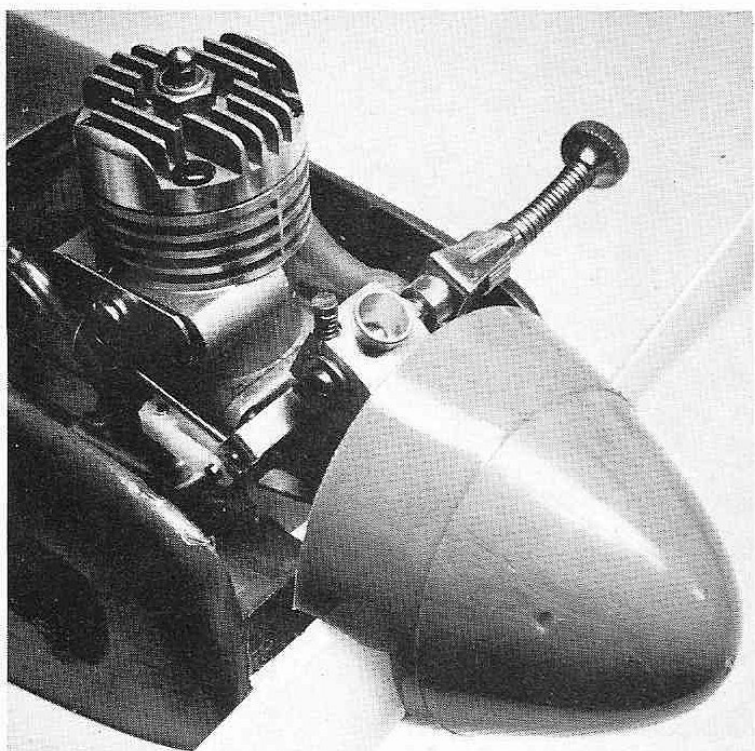
For general cementing of the structure I prefer "Titebond"; however, epoxy cements are just the ticket around the firewall and engine mount. The wing

is a cinch to assemble and should offer no problems. (Ha!? I know fellows who can get into trouble with a North Pacific 5¢ glider!) However, the "Pronto" wing is straightforward, without any special tricks. (Well-l-l—just one or two, would you believe?) The dowel leading edge is great for resisting denting, etc., when you taxi into your fuel can! (O.K., so I'm the only one who can do that!) Anyhow, I digress—I built my wing with Titebond throughout except for joining the two halves. Epoxy is the only way here! Take some time now and sand everything real smooth and neat 'cause

you sure as heck can't go back and do it *after* you've covered your masterpiece and have discovered all the little irritating lumps and corners.

In case you haven't noticed, I have not yet mentioned assembling the tail to the fuselage, nor the headrest either, for that matter. The reason is this—if you are going to cover with MonoKote, etc., it's a lot easier to cover the separate components and then assemble them. If you choose to paint your "Pronto," then, of course, you can compete assembly and hinging before applying the finish.

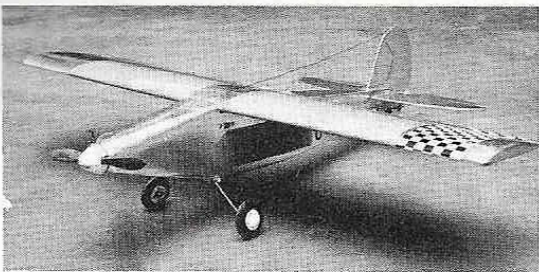
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Power end shows Enya .15 installation; throttle rod exits through tubing.



Not the easiest way to wash the bird—quite a puddle that it landed in!



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## Pronto

(Continued from page 28)

While I've got you, let's talk about MonoKote, for a moment. According to the instructions, you should fasten the MonoKote only to the edges of the parts, and then shrink out the wrinkles. Now, don't misunderstand, I think MonoKote is the greatest thing since S—; however, nothing's perfect, and Mr. Axelrod's brainchild is no exception! Where I live (Hampton, Va.) there are large changes in humidity. No big thing, huh? Well, just wait 'till your masterpiece gets all puckered and wrinkled with the weather changes; I bet you'd have been as shook as I was. Things I've found helpful are to seal the MonoKote completely to the wood whenever possible, and to avoid the use of decals (the heat of occasional re-shrinking is rough on them). Really, it's a great material and just needs some understanding. (Sorry 'bout that, Top Flite.)

Everybody in class has completed finishing his "Pronto" by now, so c'mon and get moving; we've got to wrap this thing up before the Blue Max comes on!

Let's button up the project by mounting things and checking the balance. The sheet metal screws called for on the engine and landing gear are really great, so think twice before messing around with blind nuts or other things. Wrap a little foam around the fuel tank, and stuff it through the opening

in F2 into the forward compartment. I'd tell you how to hook up the fuel line, but then I wouldn't have any secrets (well, hardly any). Anyhow, position the R/C gear so that the balance point is as shown, and mount as per the individual set's literature. That's right, sir, there are still some manufacturers hoping the airplane designer will tell you how to mount his set. Well, shame on them! Make up pushrods as per plan, and adjust things to give the proper movement at rudder and elevator. I use a thin music wire (.031) pushrod in a plastic tube housing for the throttle, and connect it to the carburetor with a nifty little plastic fitting.

Just about done, you say? Well I've got news! Now we begin checking things, such as, is left stick left rudder?—Rest of the control movements okay?—Anything jamming or rubbing?—Plenty of padding for the receiver and battery? — How about warps? Check the wing real good, and then assemble the plane to check the tail alignment. I don't care if it is a piddling little .15 Sport plane, it deserves the same checkout you'd give the best Scale model or Pattern ship. All done? Great! Charge the batteries properly and prepare for some real fun.

*Flying the "Pronto":* I suppose because the "Pronto" is a low wing tail dragger without aileron control, you are expecting all the words of caution that would seem appropriate. No need! Disregard the well-meant warnings of local experts who will tell you it can't fly decently without ailerons, or that it's going to ground-loop all over creation. They are really going to have to eat crow if you did your building job well. It *would* be a kind gesture to offer them a little stick time, as you've got lots to look forward to exploring the world of fun-flying with your "Pronto," and you will appear to be a real generous person. See you out flying!

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