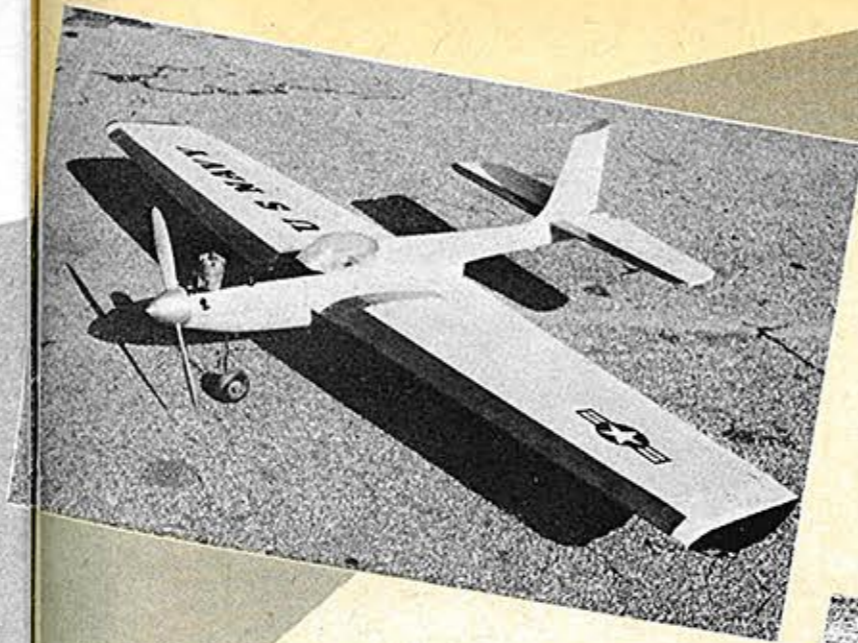
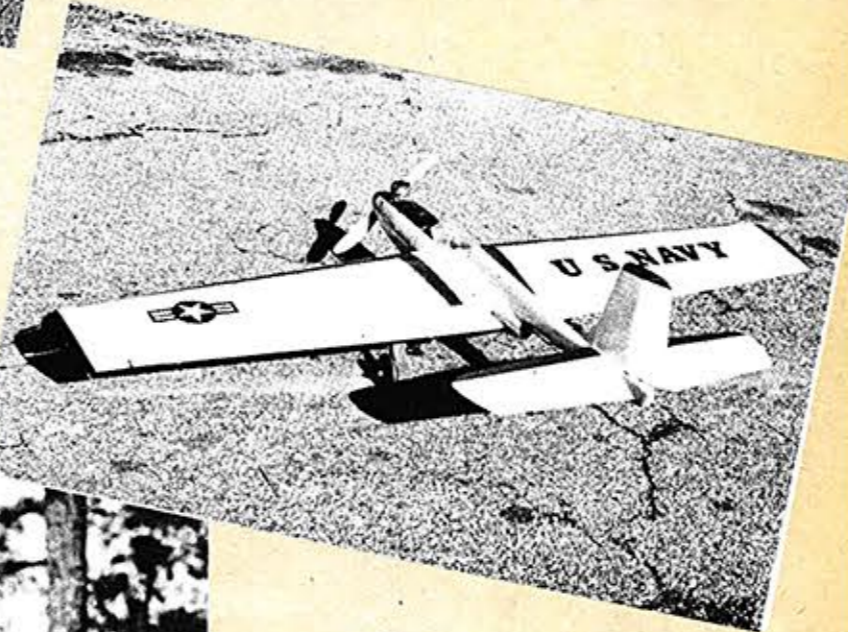


Right: The size of this semi-scale ukie is apparent. Its smooth lines and fine flying characteristics make it a ship that will draw envy from local modellers. Plans easily enlarged with ruler. Full-size parts.



Left: Not all models need be scaled after small racers as this TT-1 design shows. Jets can make excellent model forms. With prop running, it's hard to tell which type of model you are looking at. Simulated jet duct and trike gear add eye-appeal. Temco's prototype has a bright yellow scheme. You can dress the ship up as you want.



Stunt designed around the popular Navy Jet Trainer

# TEMCO TT-1

Most semi-scale Stunt models are designed with the configuration of the Goodyear-type racer of a few years ago, or the piston-engine fighters of World War II.

The idea of the Temco TT-1 was to produce a full-scale Stunt model with all the grace and sleek appearance of the jet primary trainer designed for the U. S. Navy by the Temco Aircraft Corporation.

If you are interested in learning more about the Temco Model TT-1 jet trainer, refer to "Aviation Week" of October 15, 1956. It is probably available at your local Library. According to the published specifications, it has a maximum speed of 285 knots and cruises at 235 knots. The rate of climb is 1900 feet per minute with a service ceiling of 30,000 feet. The power plant

is a Continental YJ69-7-9 with a 920 lb. thrust. Take-off is made at 75 to 80 knots and approach speed is between 70 and 75 knots.

While striving for an eye-appealing design, maneuverability was never overlooked and the model adheres strictly to the basic proportions required to accomplish the entire stunt pattern.

For the modeler interested in statistics, here they are: Wingspan 52"; wing area 480 sq. in.; chord at root 11"; chord at the tip 7 1/2"; Overall length 29"; Recommended motor, .35 displacement; airfoil 15% thick; weight approximately 34 ounces.

And now, if you would like to have the fun of building a model from scratch, and witnessing the look of surprise and envy on the faces of the other



Above: The fast, sleek look is best seen in this photo. Rakish lines of the gear and the bubble canopy add that snap. Good hot 35's should be used here.

by J. E. Wells

fellows when you first take the Temco TT-1 to the flying field, let's get started.

The fuselage is carved from one piece of medium-soft solid balsa 3" wide x 2" thick x 36" long. First, saw the stock piece into two 18" lengths and spot cement both pieces together. One piece will be the top and the other piece the bottom of the fuselage. Now, trace the outline of the top view of the fuselage on the top piece of balsa and saw out to shape. Next, trace the outline of the side view on the side of the block and saw to shape. Then, round off the fuselage block to the profile shown, separate the two pieces and hollow out, leaving about 1/4" wall thickness except where the motor mounts fasten to the lower shell. Use oak,

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