

**CONSTRUCTION**

For rapid, strong construction, it is recommended that you use 5-minute epoxy throughout (Hobby epoxy 4 or Devcon). First familiarize yourself with all the pieces furnished in the kit. Identify them by comparing them to the plan, which is 75% of full size.

Follow these steps:

1. Laminate F2 and F3.
2. Glue the laminated formers F2-F3 and also former F4 to the right hand fuselage side, making sure they are at right angles.
3. Glue the left hand side to F2-F3 and F4. Double check for squareness.
4. Cement plywood plate F5 to bottom of fuselage.
5. Pull tail together and cement after double checking alignment.
6. Position landing gear against F2-F3 and epoxy.
7. Epoxy nose doubler sections inside the nose making sure that the shorter doubler is on the right.
8. Glue the trailing edge dowel doublers into place.
9. Drill for and position blind nuts on back of firewall for engine (Cox .049 Golden Bee is recommended).
10. Cement firewall to sides using masking tape or rubber bands to pull sides together.
11. Give firewall and landing gear another coat of epoxy.
12. Cement top and bottom 1/4" nose sheets in place.
13. Install the landing gear anti-spreader.
14. Plank bottom of fuselage (cross grained 3/32" sheet) except for where the plywood tail skid mount goes.
15. Cement stabilizer on the fuselage, checking for square and alignment.
16. Cement tail skid and mount to bottom.
17. Install wing dowels-doublers need to be drilled.
18. Cement fin and dorsal into position. Check alignment.
19. Join the elevator halves using 1/16" music wire.
20. Install elevator and rudder using hinges of your choice.

Sand the entire fuselage and surfaces smooth. Finish as desired. You can simply dope to color wanted, or cover with any of the covering materials available.

Build and finish the wing according to the enclosed instructions, with the addition of a 3" piece of 1/8" sq. spruce at the center of the trailing edge for protection from the rubber bands. The wing configuration and dihedral is indicated by the drawing on the plan.

**RADIO INSTALLATION**

If you are going to fly rudder only, follow the illustration for the method and location of the radio installation. The Ace R/O Stomper package is recommended. Glue the elevator solid to the stabilizer or make it adjustable using thin metal hinges.

For two channel operation, fabricate doublers to hold the spruce mounting rails into place using the 3/32 balsa furnished. The example shown is for an EK LRB.

**FLYING**

Check for center of gravity, as shown on the plans by balancing the plane holding it near the fuselage. Shift the batteries if necessary.

On test glide your plane should go out of your hand with a slight push at a good STRAIGHT glide forward without any tendency to stall or dive. Shifting of batteries for different CG may help if you experience any of these. Incidentally, with the wing on, always measure CG (balance point) at the fuselage--and not the tips. However, the CG shown on the plans should put you in business.

When satisfied with the glide, fuel up--but don't fill the tank. You may need to change either the right thrust or down thrust that is built in.

When engine is running satisfactorily, and radio on (BOTH transmitter and receiver), hand launch with a gentle shove forward and nose pointed straight ahead.

The plane should want to fly right out of your hand. Watch for any tendency to turn or to stall or dive under power. These you correct by changing the thrust line of the engine by adding washers where needed.

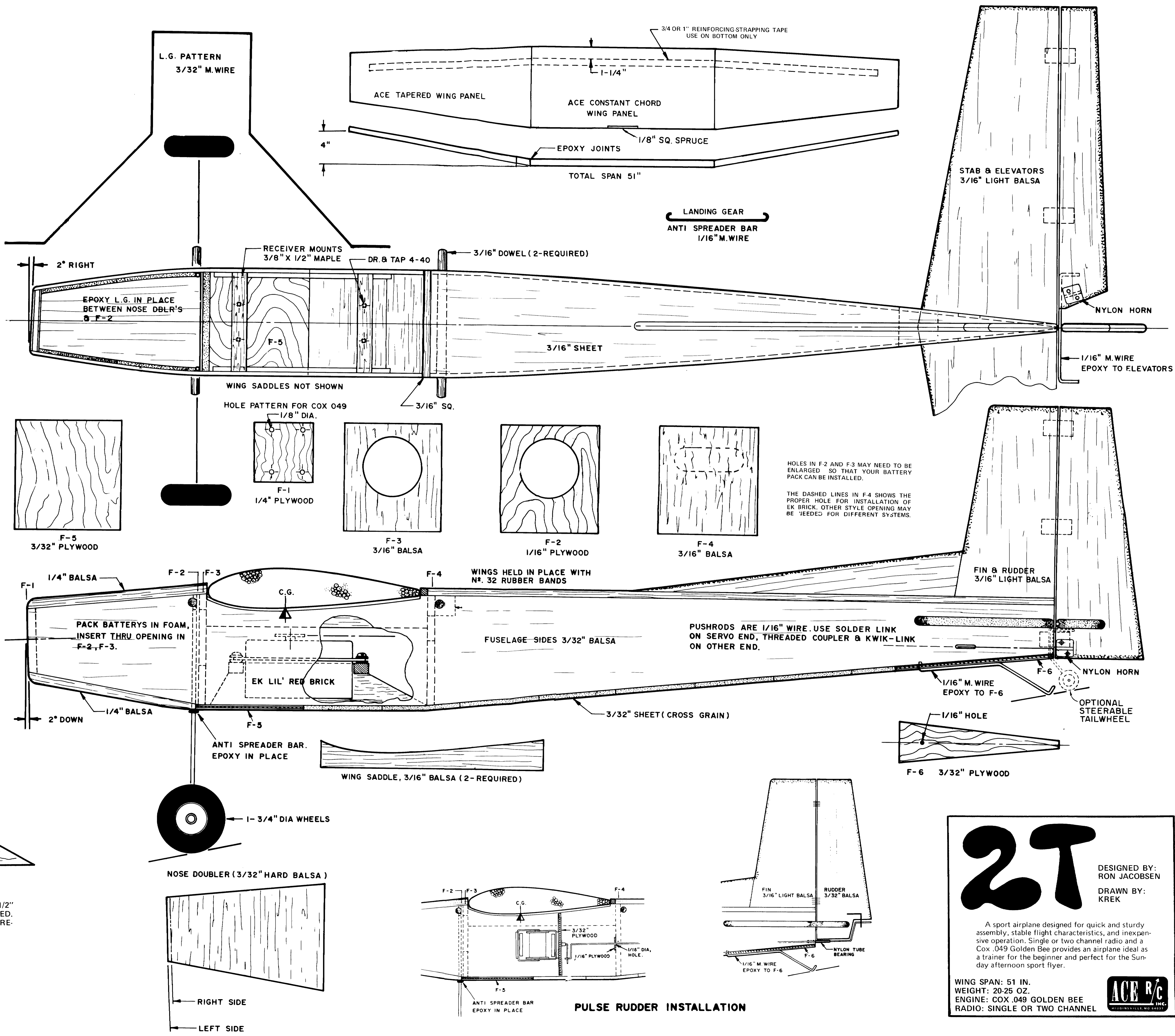
After you are satisfied with your test hops, gas her up full and you are set to go. Your 2-T should go up in a gentle climb, even in 10-15 mph wind (you may have to trim in a bit of down) and when you get to altitude, start running her through her paces. As you become more familiar with it, you'll find she will go almost anywhere you command.

It has been one of the most pleasing and easy to handle jobs we've ever flown.

--Ron Jacobsen

**EXAMPLE FOR EK LRB**

YOUR KIT IS SUPPLIED WITH TWO PIECES OF 3/32 x 1 x 5 1/2" Balsa for use as radio mount doublers, IF DESIRED. PATTERN SHOWN IS FOR EK LRB--OTHER SYSTEMS MAY REQUIRE CUTTING TO DIFFERENT SHAPE.



**2T** DESIGNED BY: RON JACOBSEN  
DRAWN BY: KREK

A sport airplane designed for quick and sturdy assembly, stable flight characteristics, and inexpensive operation. Single or two channel radio and a Cox .049 Golden Bee provides an airplane ideal as a trainer for the beginner and perfect for the Sunday afternoon sport flyer.

WING SPAN: 51 IN.  
WEIGHT: 20-25 OZ.  
ENGINE: COX .049 GOLDEN BEE  
RADIO: SINGLE OR TWO CHANNEL

**ACE R/C** INC.  
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