

- 1 - Examine kit contents carefully.
- 2 - Determine whether you want to fly free flight or controllable.
- 3 - Remove die-cut printed parts from the sheets.
- 4 - Remaining die-cut parts are planking gores with sole exception of the stabilizer elevator spars. These are located on one end of the planking sheets, and measure 5 1/16" and 5 1/2" long.
- 5 - Group parts according to letter - W for wing, F for fuselage etc.
- 6 - WING: Start actual construction with a wing panel. Pin trailing edge to plan.
- 7 - Slip 1/16" by 1/8" spar through ribs W-1 through W-7.
- 8 - Shim ribs W-1 (laminated), and W-2 up. (Use any die-cut wood scrap) to allow for planking.
- 9 - Position ribs W-3, W-4, W-5, W-6, W-7, spacing along spar and cementing to trailing edge. Pin flat against plan.
- 10 - Install leading edge and top front 1/16" x 1/8" spar. Allow structure to dry.
- 11 - Remove panel from plan and construct other panel.
- 12 - Add leading edge sheeting and landing gear installation if desired.
- 13 - Add center section planking, after the shear pins have been tested for clearance and the holes in the ribs thoroughly reinforced with wire and celluloid, etc.
- 14 - STABILIZER: The stabilizer may be constructed in the same manner as the wing. Align carefully, and build in one piece, reinforcing well in the center.
- 15 - Remove from plan when dry. Plank the center section as indicated.
- 16 - ELEVATORS: Construct in like manner over the plan. Make two.
- 17 - FUSELAGE: The fuselage is assembled in half shells.
- 18 - Pin die-cut keel strips F-13, F-14, F-15, and F-16 to the side view.
- 19 - Allow for planking thickness when pinning in place.
- 20 - Position former halves F-1 through F-11. F-12 may be added as the half shell is removed from the plan.
- 21 - Side keel strip F-17 and F-18 are now installed.
- 22 - When structure of half shell is dry, remove from plan and cement right side former halves in place.
- 23 - Add 1/8" square reinforcements between F-8 and F-9 at wing position.
- 24 - Install "Monoline" (Or bellcrank), if desired, as shown on the plan. Run pushed rearward.
- 25 - Position Double "Jet 50" engine, making mount removable through bottom. Lower keel strip may be cut away, but not until fuselage has been planked. Note suggested kitchen type aluminum foil duct. Form around 3/4" down.
- 26 - Install eyelets for nose gear, reinforce, etc.
- 27 - Fo-6 fits in planked with sheet provided in four sections. Moisten with hot water to ease bending.
- 28 - Apply die-cut planking gores. As each is installed, bevel slightly with sandpaper for flush joints. Each has been die-cut as closely as possible to the shape you will need. Trim slightly as necessary.
- 29 - Tack cement nose block in place. Trim to contours. Remove and hollow with model knife and drill to dotted line.
- 30 - Cement nose block in position permanently.
- 31 - Install bubble canopy, and optional kitchen type aluminum foil trim.
- 32 - RUDDER FIN: The rudder may be assembled in the same manner as the stabilizer, bearing in mind, however, that the spar must not be positioned until after stabilizer is cemented in place. Assemble the rudder directly on the fuselage, referring to plan for alignment, etc. Position rib RF-1 and RF-5 and install 1/8" square leading edge. Install RF-2, RF-3 and RF-4. Align over side view and from the top.

**BUILDING INSTRUCTIONS**

**OPTIONAL TIP TANK**

**BLOCK TIP**

Plank the rudder fin as indicated with material provided. Construct dorsal from die-cut parts. Assemble movable portion of rudder in same manner as the elevators, but it cannot be fully cemented together directly on the plan due to the bulge on the spar. Plank the lower portion as indicated. The elevators may now be hinged to the stabilizer. For free flight a copper wire hinge is suggested, allowing for adjustment. For controllable, cloth type hinges. (Wrapped around) is easiest, though you may wish to use a wire and tubing type hinge.

33 **ASSEMBLY:** The wing panels are retained by a rubber band attached to the hooks installed in the wing panels, and passing through the fuselage. The panels are held in proper alignment by two lengths of 1/8" square balsa, which pass through the fuselage, and into wing ribs W-1 and W-2. Ends should be tapered to fit. These 1/8" square strips are not cemented to anything. They act as shear pins, breaking if necessary on hard impact. Always carry a few spares. The stabilizer should be cemented in place.

34 **FLYING:** Wait for a calm day is good solid advice, and rarely followed. Test glide into tall grass or weeds, with gear removed. Trim incidence elevator. If model tends to dive, lower the trailing edge a fraction. Spin it about 1/2" at a time to obtain the best setting for your model. Each model will vary slightly due to minute warps, etc. Trim for a fairly straight even glide, and if possible glide the model from a height as a further check. Load your "Pass" unit according to directions, and hand launch into the wind with a smooth even motion, as the unit develops full thrust. Launch the model as you would test the glide. The deflector at the exhaust may be bent to trim the climb. Observe the path of the flight carefully, and if the model seems to labor on a stalling angle under power, trim accordingly, for it is foolish to waste the available power in this manner. For "Monoline" trim fly on a short line on a calm day. Take off on launch downward.

# NAVY NAVY NAVY

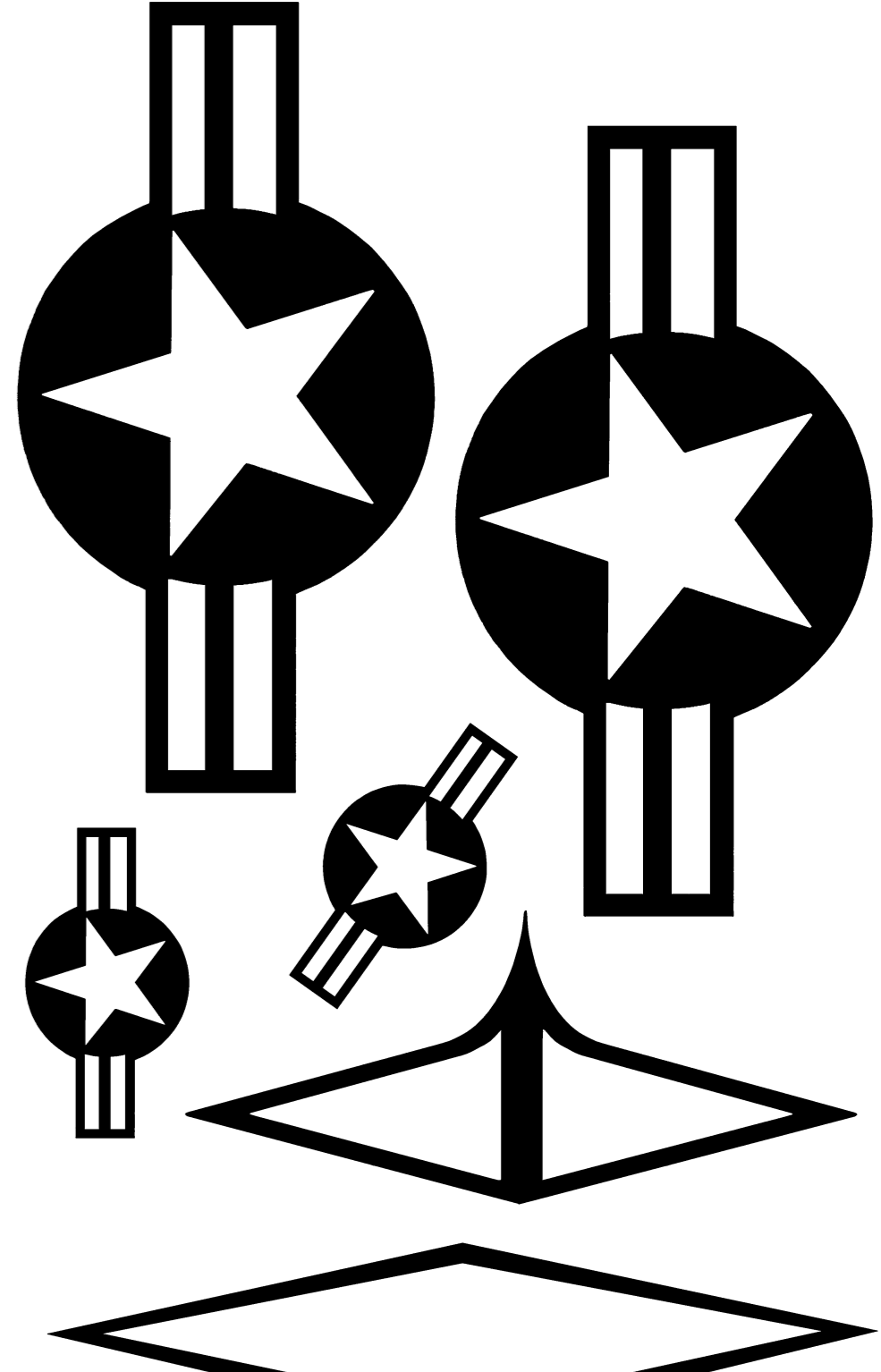
**T2J-1 Trainer**

144218 **T2J-1 Trainer**

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AIR FORCE MODEL T2J-1  
AIR FORCE SERIAL NO. 58-958  
NORTH AMERICAN AVIATION  
EMERGENCY DANGER DANGER DANGER  
T2J-1 T2J-1

MAN WITH HANDLE OIL AND FUEL FILLER CAMPY JET MOTOR EQUIPMENT COMPARTMENT STEP RUBBER BANDS NUMBERED PRESS SHEET  
CREW WEIGHT 400 LBS. NOTE: THESE DECALS ARE NOT FULL PROOF. SPRAY WITH FUEL PROOFER AFTER APPLYING TO MODEL, WHEN USING METHANOL BASE FUEL. NEVER USE OILS OVER THESE DECALS. BEWARE OF BLAST BEWARE OF BLAST



**NOTE:**

NO PRINTWOOD WITH THIS ONE, THE PARTS WERE DIE-CUT. THE MODEL IS BUILDABLE IF YOU LOOK CAREFULLY AT THE PLAN. THE NEEDED PARTS ARE SHOWN SOMEWHERE ON THE PLAN, OFTEN IN ONE OF THE TOP OR SIDE VIEWS. THE ROOT WING RIB IS SHOWN ON THE FUSELAGE SIDE VIEW, JUST REDUCE THE RIB PROPORTIONALLY FOR EACH RIB. MAKE ADDITIONAL COPIES OF THE PLAN AND CUT THE PIECES FROM THE PLAN FOR PARTS PATTERNS. ADHERE THE PATTERN TO Balsa SHEET WITH A "GLUE STICK" AVAILABLE FROM AN OFFICE SUPPLY STORE MAKING SURE THE GRAIN OF THE Balsa IS IN THE CORRECT DIRECTION. THEN CUT THE PART OUT WITH A KNIFE AND PEEL THE PATTERN OFF THE Balsa PART. USE ALCOHOL IF THE GLUE DOESN'T WANT TO COME LOOSE. YOU WILL HAVE TO MATCH UP THE THICKNESS OF THE PART WITH THE PLAN.

**"PLANEMAN"**

## T-2J-1

NORTH AMERICAN AVIATION JET TRAINER

FOR DOUBLE "JETMASTER" REACTION ENGINES (OR JETMASTER "150") "FREE-FLIGHT" OR "MONOLINE"

KIT ENGINEERED BY: BILL EFFINGER KIT NO. 24-B 23" WINGSPAN  
DESIGNED AND DRAWN BY: DON MCGOVERN FULL SIZE PLANS 5/8" = 1" SCALE

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