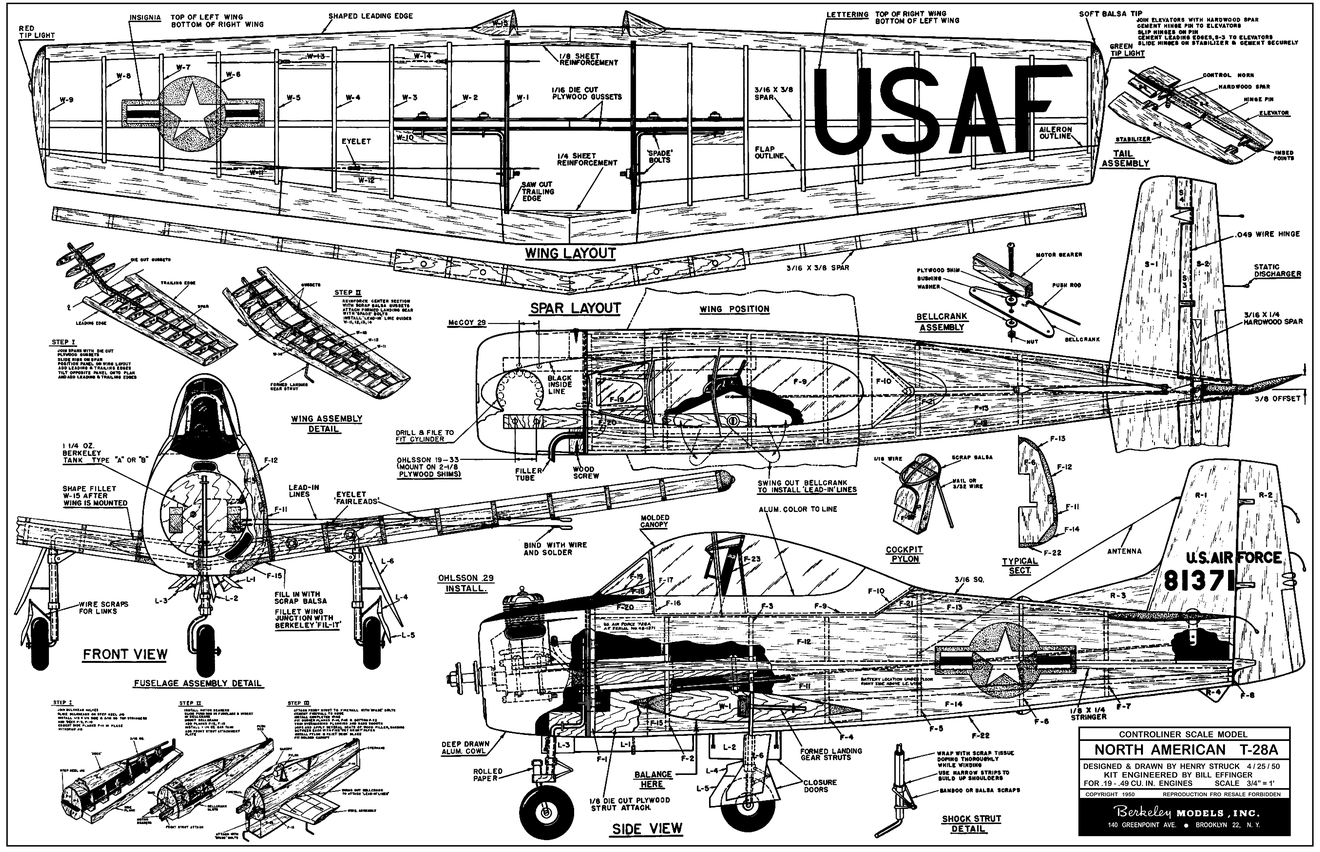
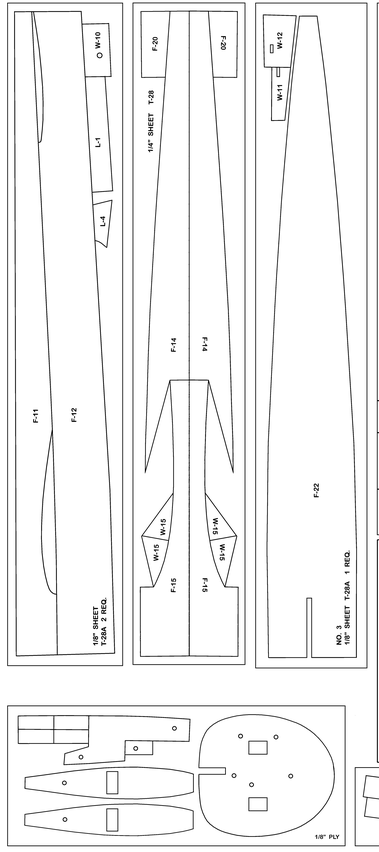




INSTRUCTIONS FOR BUILDING & FLYING

The North American T-28 is the primary basic trainer of the U. S. Air Force. The prototype is built to give the student pilot all the aerobatic and precision flight training necessary to master the great jet fighters and high speed bombers. At the same time it embodies easy handling and safety features that make it highly desirable as a stunt exhibition controliner model. The model is designed to a scale of 3/4" = 1', for use with any engine or 10 to .49 cubic inch displacement.

Since most of the parts are cut to shape and only require sanding, assembly is easy, even for the beginner. However, it is a good idea to read the instructions for hints and pointers on certain steps.

FUSELAGE

Using the "Step-Keel" Construction simplifies assembly. (See step-by-step sketches) since the spacing of the former is accurately done by the individual "steps".

Before sliding the bulkheads on to the "Step-Keel", cement the halves together. Do not cement the bulkheads to the "Step-Keel" as this must be removed later.

Before completing step #3, the wing must be built.

WING

The wing construction is straight forward and only requires following the steps as outlined on the sketches.

ENGINE INSTALLATION

Provide the former for the installation of all Ohlsson Engines and the McCoy "29". Front intake engines are preferred for this model because of the accessibility of the intake.

Note that the ship must balance approximately 1" forward of the spar. With some of the heavier engines, it may be necessary to add ballast to the tail end, while with some of the lighter "19" and "23" engines, weight will have to be added to the nose.

The metal cowl has not been cut out for the engine to allow for adjustment since this will vary with the engine used. Therefore, it will be necessary to lay out the cut-outs in your cowl. Centerpunch holes at 1/8" apart, 1/16" in from border and drill with a 1/8" drill. Then file smoothly. The cowl is held to the fuselage with two wood screws.

The model is primarily designed for glow-plug operation. If spark ignition is used, mount the coil and a wheneer on the back of the firewall. Batteries can be installed in the upper half of fuselage between bulkheads F-3 and F-4.

TAIL SURFACES

Simply fit to a streamlined cross-section and mount as shown on the plans. The rudder can be offset to p the control lines tight. Remember to install push rod end into the elevator horn before mounting tail surfaces.

COVERING & DECORATING

The wing panels are covered with SILKSPAN. This covering material is insolumble in water and can easily applied when wet.

All planking and solid wood parts should be sanded smooth and coated with two coats of wood filler, sanding after each coat. Two coats of silver dope should be applied next. For glow-plug operation, it is good to coat the firewall and other exposed parts with "Fuel-Proofer". If the dope shrinks the paper, apply "fuel-proofer" over entire forward end of model and wherever the exhaust may hit side.

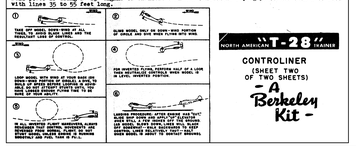
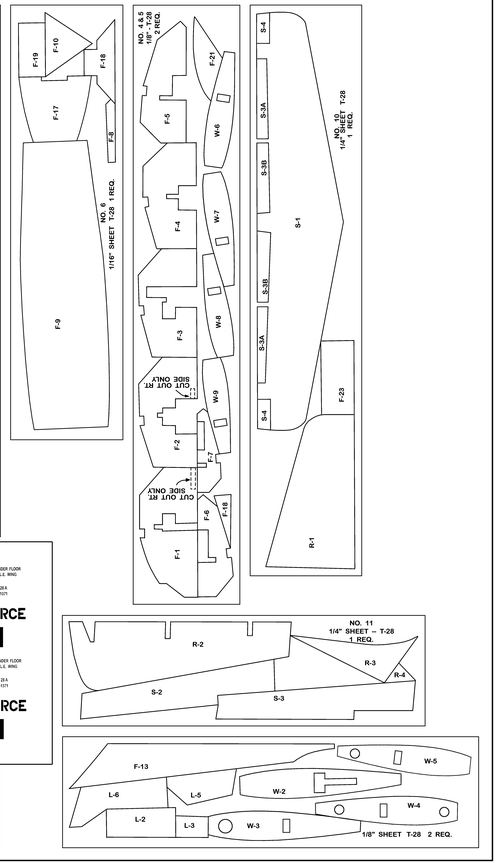
CANOPY

The bubble canopy must be installed after the entire model is finished and decorated. Carefully trim the edges to fit. Paint silver color line as shown. Cement to the fuselage using as little cement as possible.

After the canopy is installed, it must be coated very lightly with "fuel-proofer" or all excess fuel wiped off immediately since the canopy is soluable in some fuels.

DECAL APPLICATION

Soak decals in lukewarm water until paper backing has become water soaked. Lift from the water and slide decal into place. Check position, then wipe off excess water with dry cloth. Allow to dry overnight before applying "Fuel-Proofer".

FLYING

The completed model should balance at the point shown on the plans or a slightly forward of same. Use a wide-bladed propeller of 7" or 8" diameter, depending on the size engine. If sufficiently wide blades are not available, cut down a 9" or 10" prop to 8" diameter. Fly the model at full power if using a "23" engine or smaller. Standard controline flying procedure should be used with lines 35 to 55 feet long.