

TT-1 Pinto "U.S. NAVY Jet Trainer"

GB

The origin of TT-1 is connected with US Air Force specifications that called for basic trainer aircraft. These specifications were issued by US Air Force on April 15, 1952. The latter USAF competition was won by Cessna T-37. One of the unsuccessful candidates was Project 51 proposed by small company TEMCO. Eventually, Model 51 was ordered by US Navy, since in 1950s US Navy also considered the introduction of the jet engine powered trainer for basic training. TEMCO designed twin-seater with straight wing, retractable tricycle landing gear that was powered by one J-69T-2 jet engine. J-69T-2 jet engine was a license produced Turbomeca Marbore II engine. The trainee and the instructor sat behind each other under large canopy. The first prototype took off in March 1956. After successful trials US Navy ordered small series of 14 aircraft and used them for evaluation of operational training of cadets without any previous experiences on propeller machines. Pilots were fairly satisfied with Pintos the only exception was the low power output of the jet engine. Because of the latter and also due to its small size the aircraft received unofficial name "Tinkertoy". This name derived from the well known US children's building blocks. TT-1s served with US Navy until 1960 and later were sold to civil users. Some of the machines still fly today.

Length: 9.38 m, Wingspan: 9.15 m, Max. Speed: 555 kmh, Range: 725 km, Service Ceiling: 9,817 m.

CZ

Vznik letounu TT-1 Pinto je spojen s požadavky US Air Force na proudový letoun pro základní výcvik. To vydalo 15. dubna 1952 požadavky na takový letoun. Soutěž vypsanou USAF nakonec vyhrál typ Cessna T-37. Jedním z neúspěšných kandidátů soutěže byl projekt model 51 malé firmy TEMCO. Americké námořnictvo, které v padesátých letech minulého století také zvažovalo zavedení cvičného letounu s proudovým pohonem již pro základní výcvik, ale model 51 objednalo. TEMCO zkonstruovalo dvoumístný proudový stroj s přímým křídlem, zatahovacím tříkolým podvozkem a poháněný jedním motorem J-69T-2. J-69T-2 byl licenční motor Turbomeca Marbore II. Cvičený žák a instruktor seděli za sebou pod rozměrným krytem. První prototyp vzlétl v březnu 1956. Po úspěšných zkouškách prototypu US Navy objednalo malou sérii 14 letadel. Ty použilo k testům operačního výcviku kadetů bez toho, aby nejprve létali na vrtulovém letounu. S letouny Pinto byli piloti celkem spokojeni, ale vadil nízký výkon motoru. Kvůli tomu a také vzhledem k malým rozměrům dostal letoun neoficiální pojmenování Tinkertoy, podle známé americké dětské stavebnice. U US Navy létaly TT-1 do roku 1960, pak byly prodány civilním zájemcům. Některé létají dodnes.

délka: 9,38 m, rozpětí: 9.15 m, max. rychlost: 555 km/h, dolet: 725 km, dostup: 9,817 m.

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H1010 HANDLE FOR OUR SAWS
- PRICELESS TOOL FOR RESIN
PARTS ADJUSTMENT



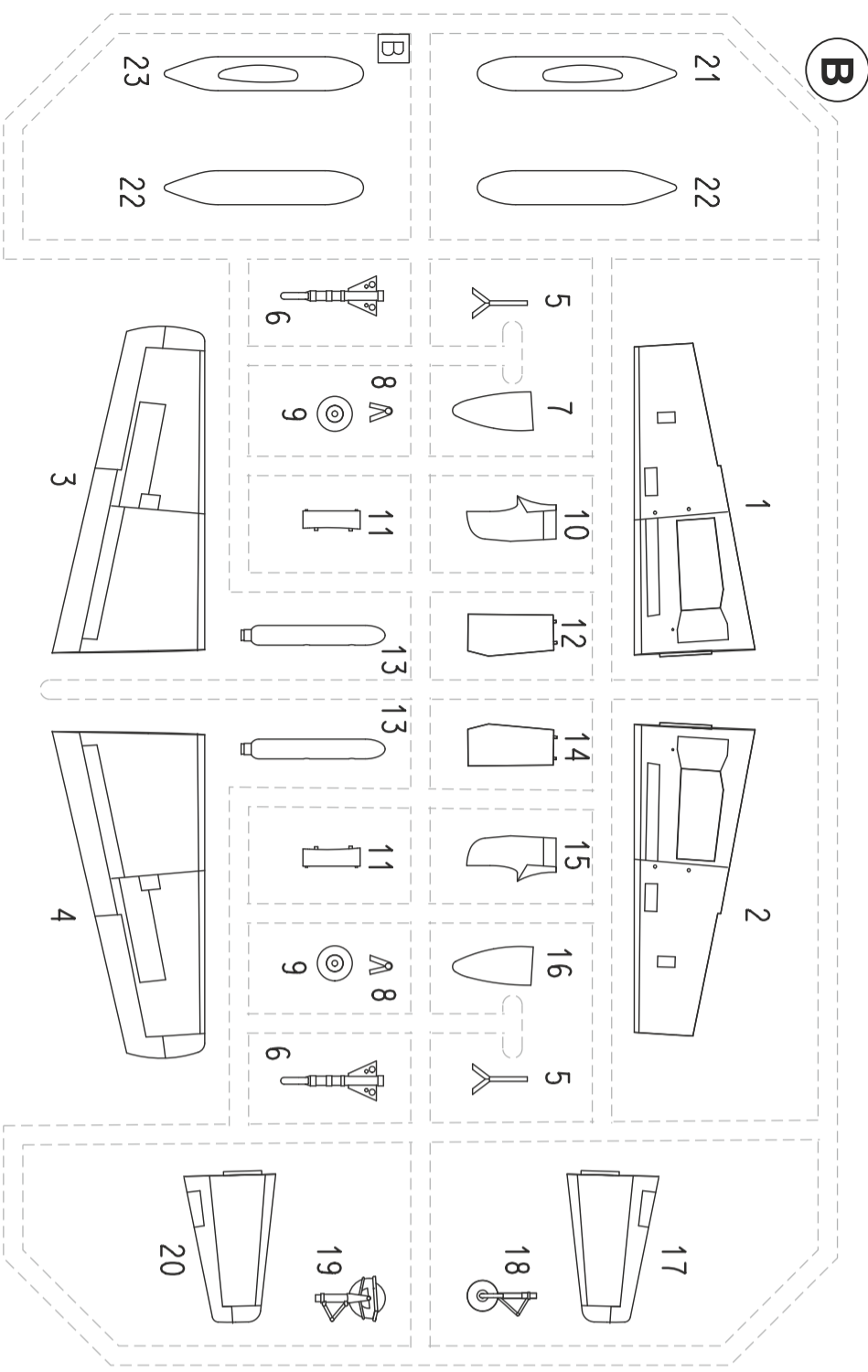
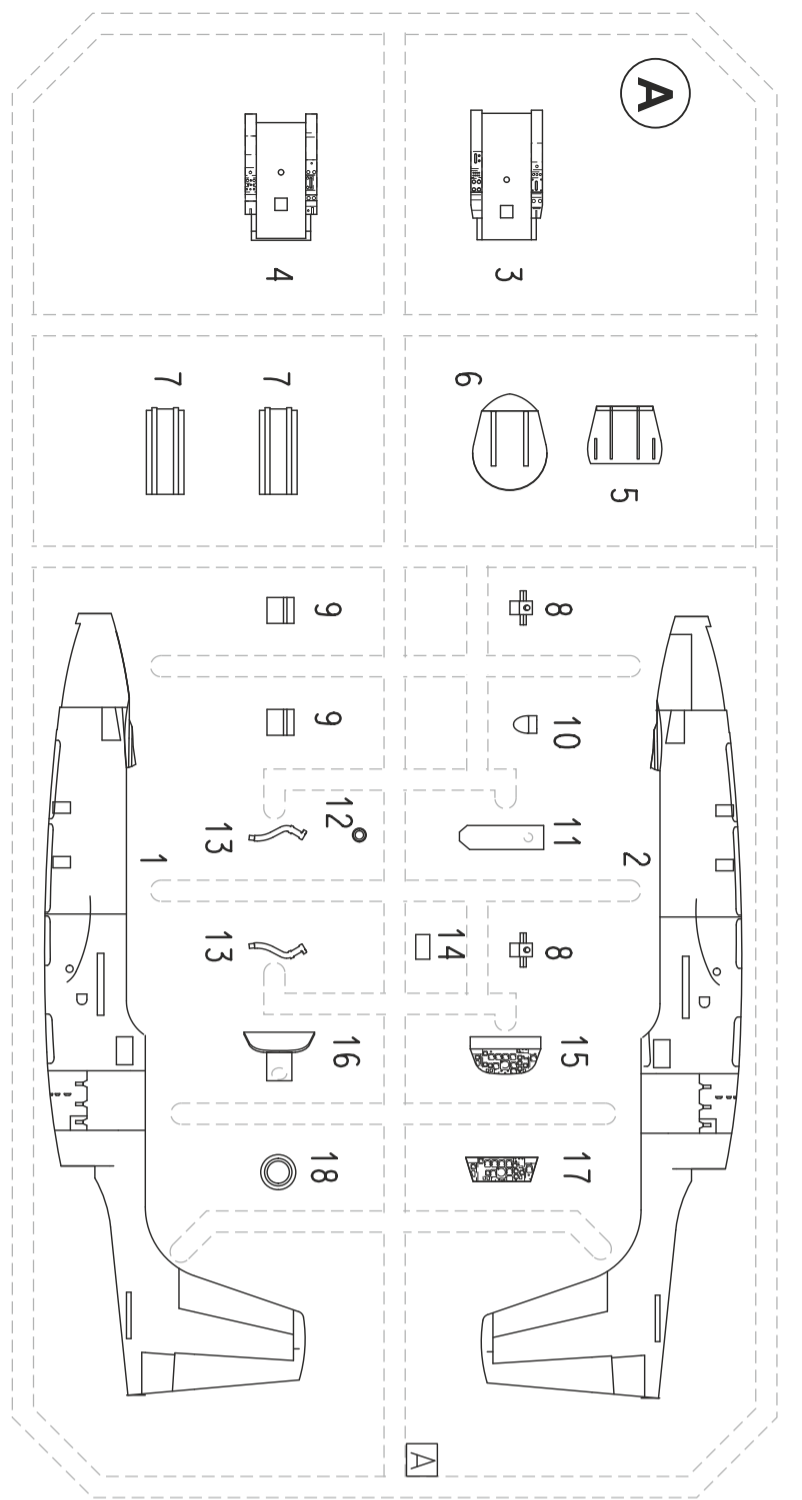
H1011 CMK SANDING STICK
- FOUR DIFFERENT GRIT
OF SANDING PAPERS ON
ONE SANDING STICK.



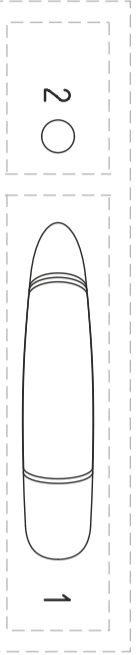
Star Dust
weathering pigments

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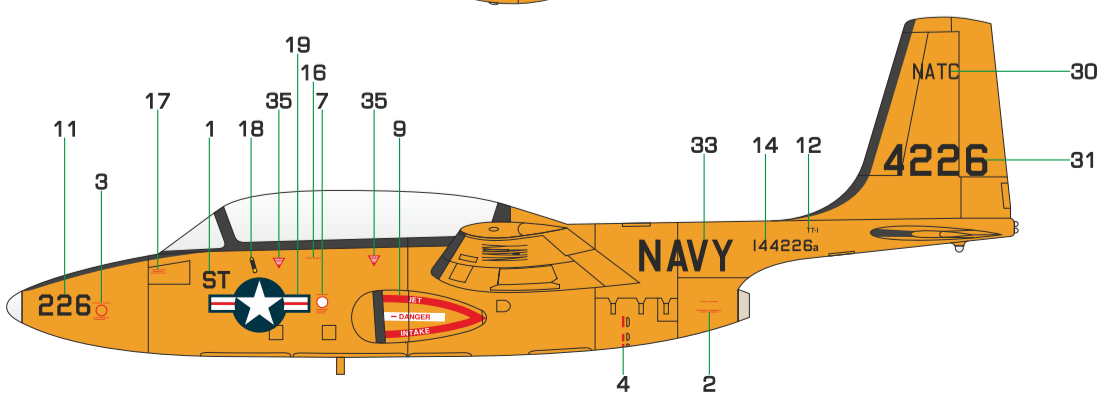
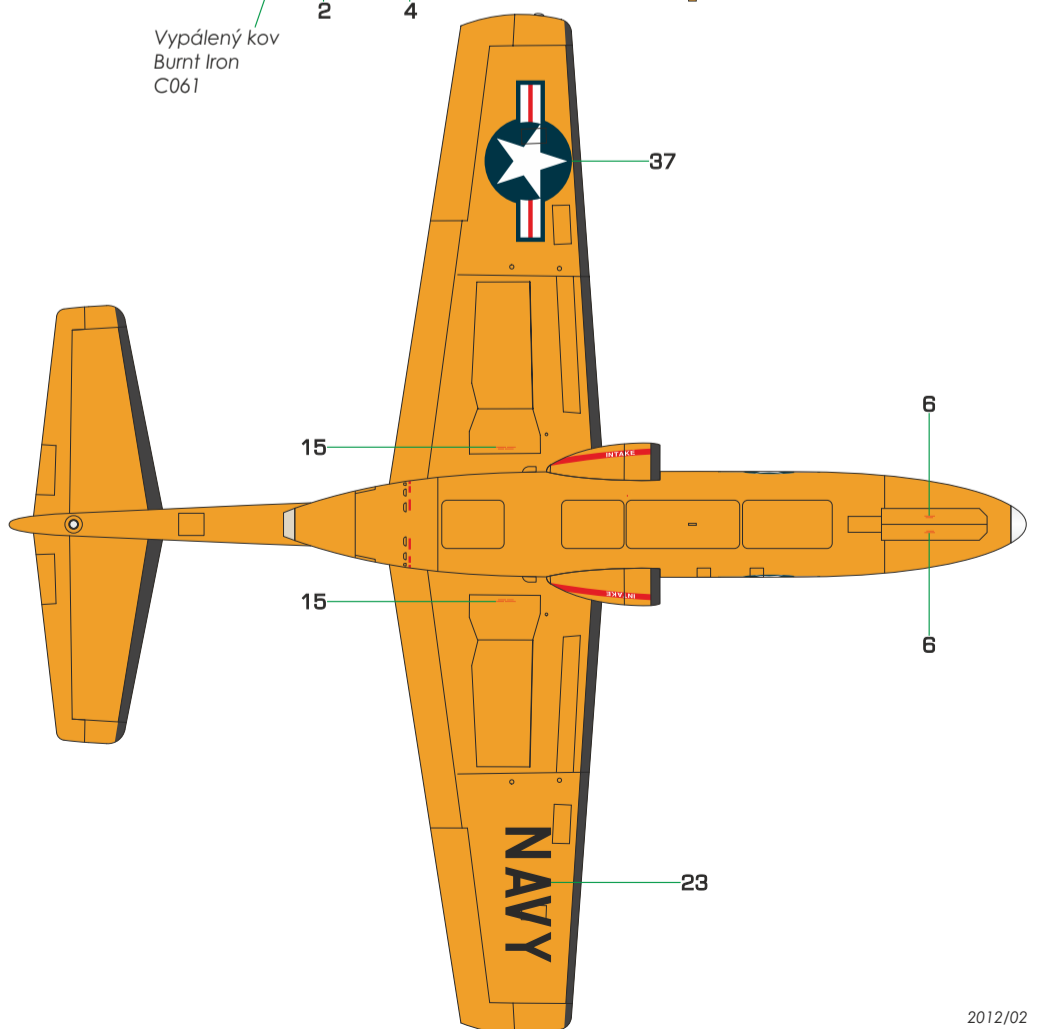
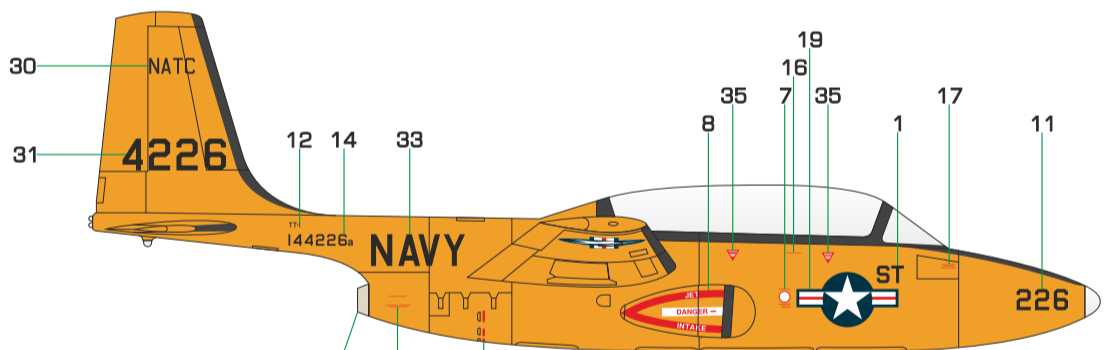
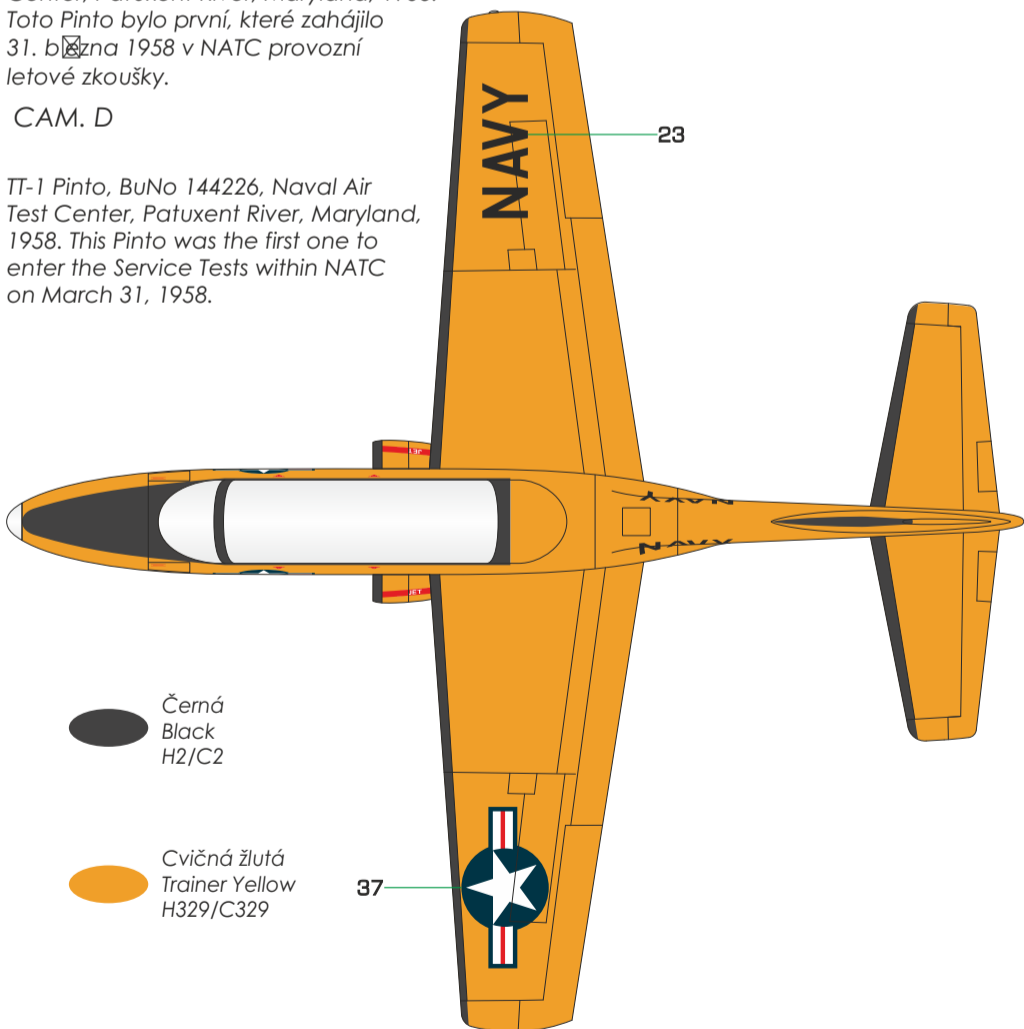
CLEAR Parts



- SYMBOLS**
- MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
 - POUŽÍTKY ANOAKRYLATOVE LEPIDLO
INSTANTANÍ ZVANOAKRYLATE GLUE
ADHESIF ZVANOAKRYLAT
 - OHNOUT
BEND
BIEGEN
COURBER
 - ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER
 - REZAVRÁT
CUT OFF/DRIILL
ENTFERNEN
DETACHIER
 - GSI
COLOURS CODE
PENNDRE
 - NATRIT
COLOUR
FARBEN
PENNDRE

TT-1 Pinto, BuNo 144226, Naval Air Test Center, Patuxent River, Maryland, 1958. Toto Pinto bylo první, které zahájilo 31. března 1958 v NATC provozní letové zkoušky.

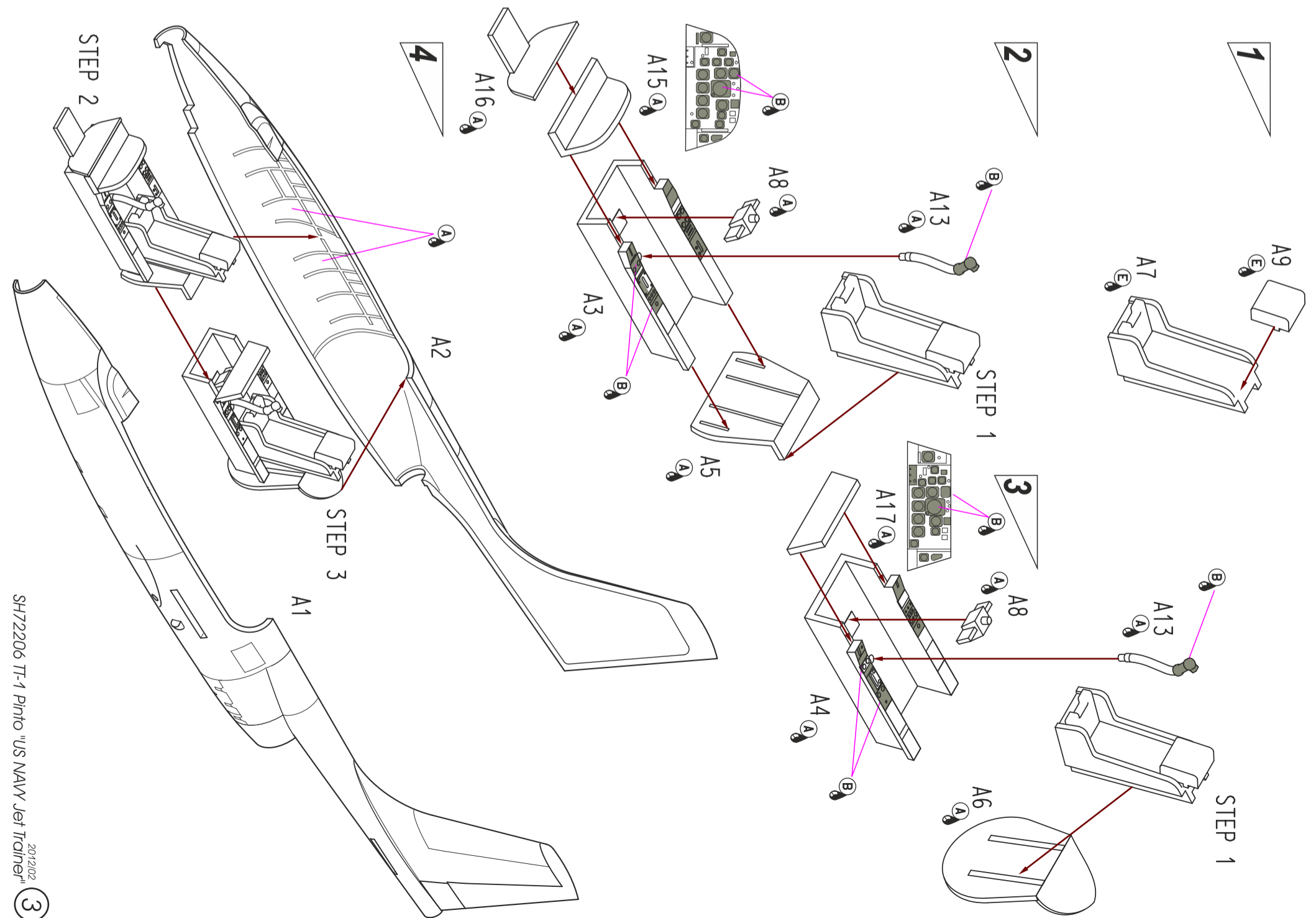
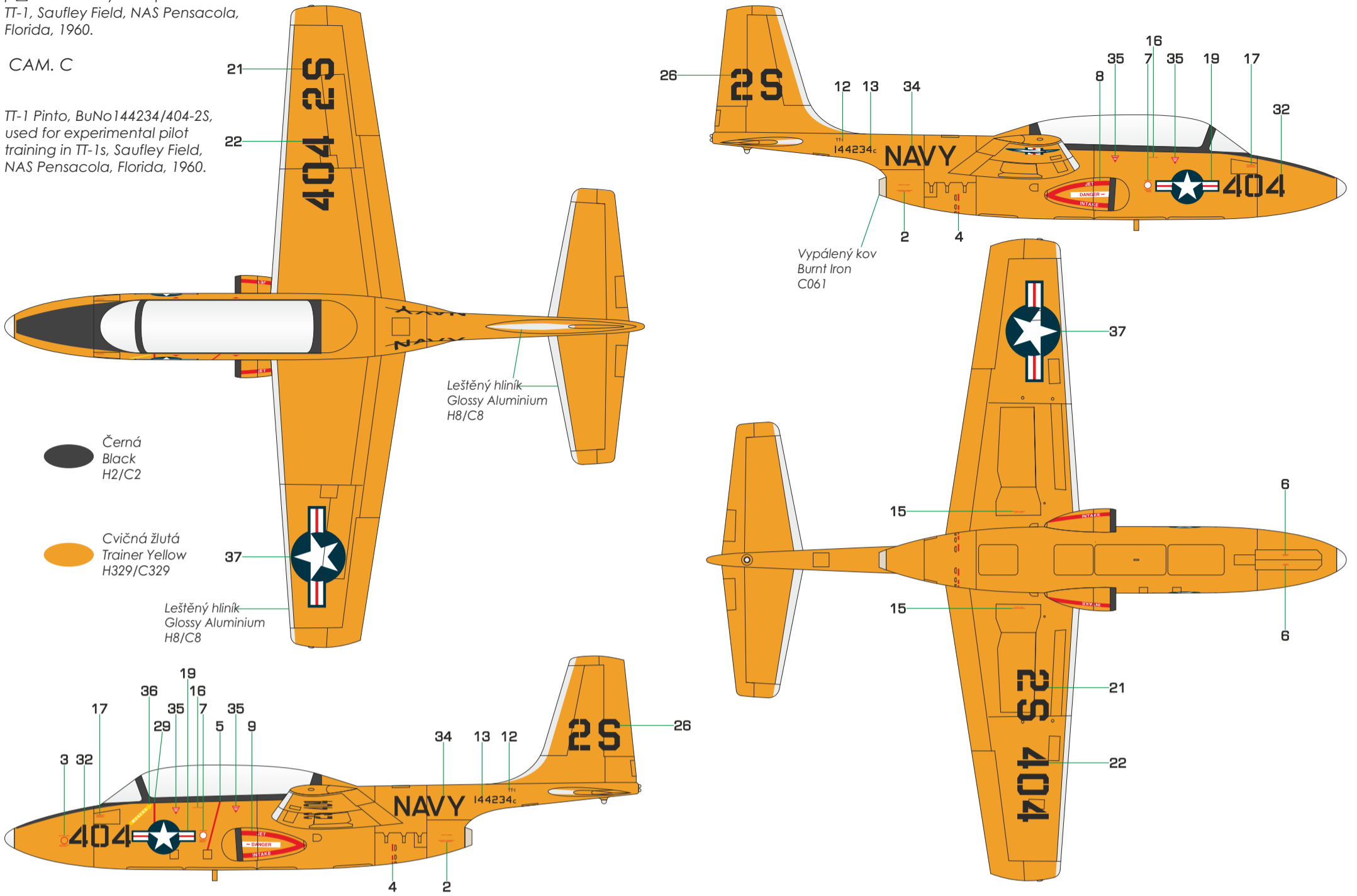
TT-1 Pinto, BuNo 144226, Naval Air Test Center, Patuxent River, Maryland, 1958. This Pinto was the first one to enter the Service Tests within NATC on March 31, 1958.



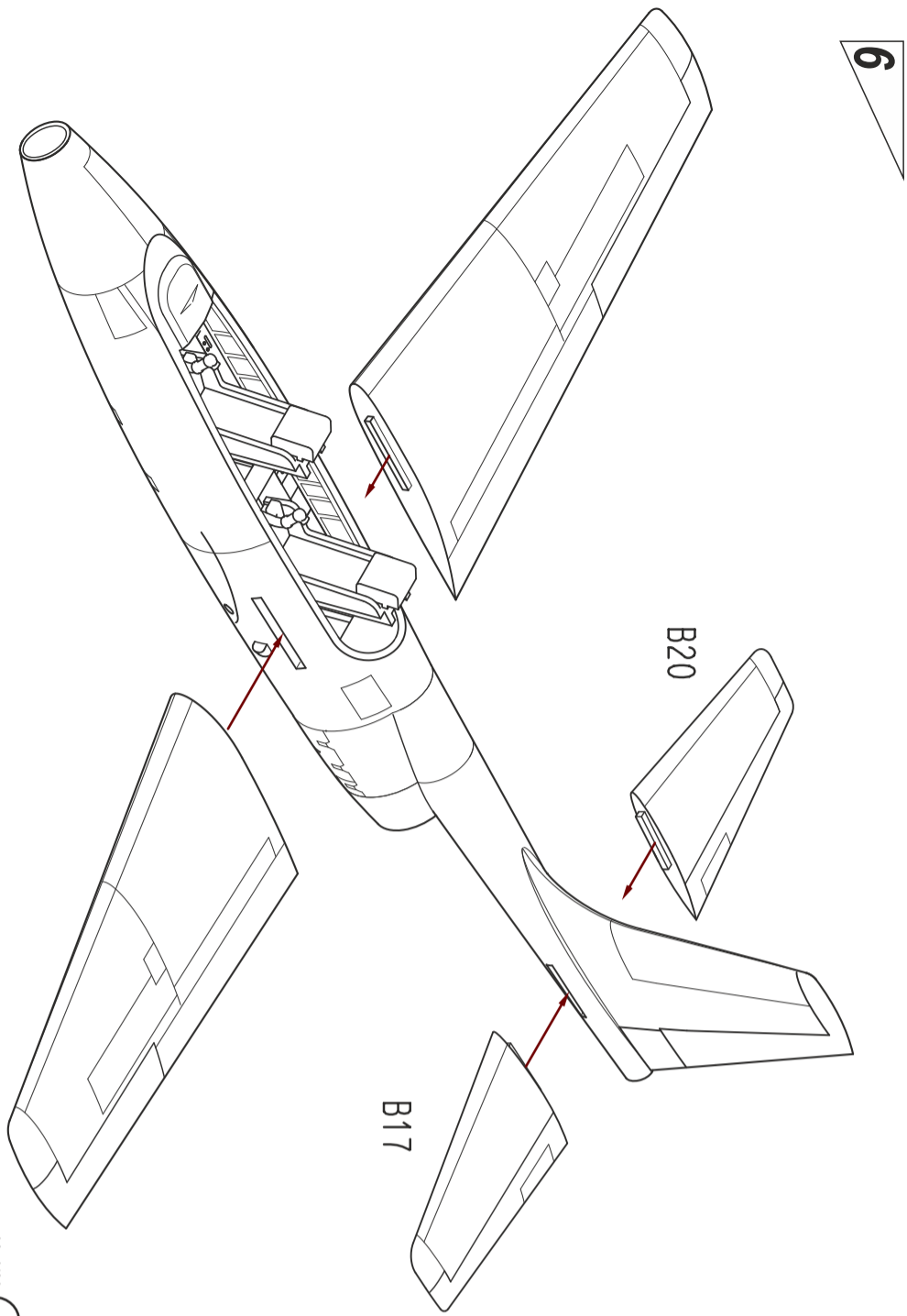
TT-1 Pinto, BuNo144234/404-2S, používaný
 při výcvikovém vycvičení pilotních žáků na
 TT-1, Saufley Field, NAS Pensacola,
 Florida, 1960.

CAM. C

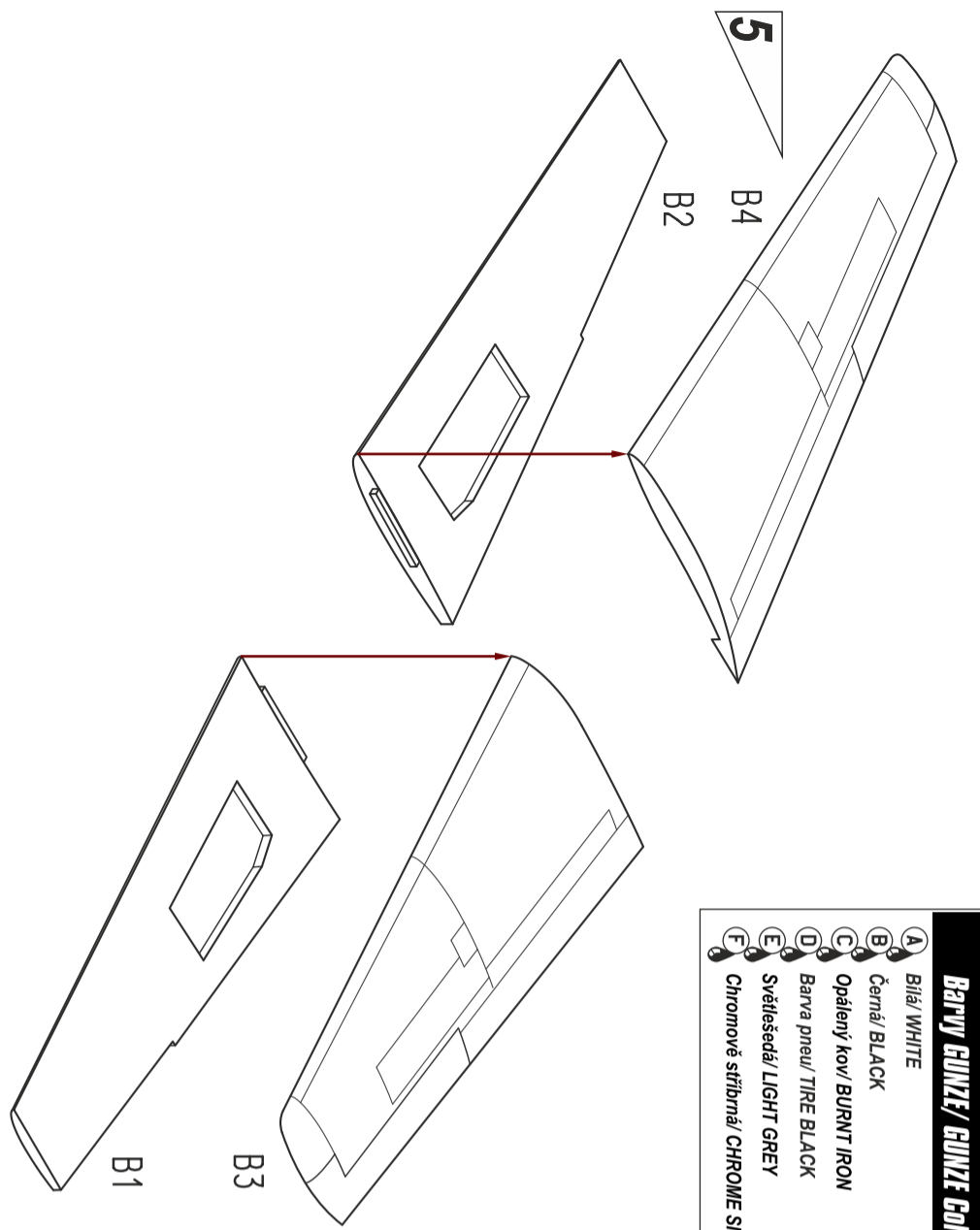
TT-1 Pinto, BuNo144234/404-2S,
 used for experimental pilot
 training in TT-1s, Saufley Field,
 NAS Pensacola, Florida, 1960.



SH72206 TT-1 Pinto "US NAVY Jet Trainer" 2019/02 4



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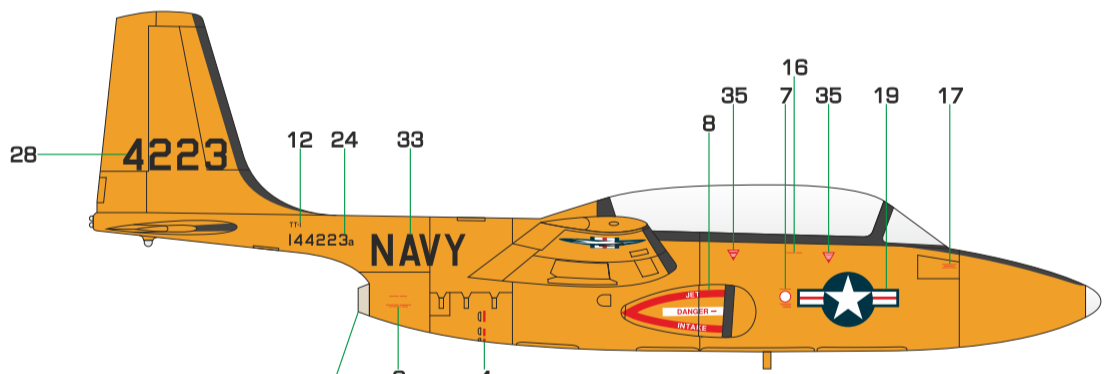
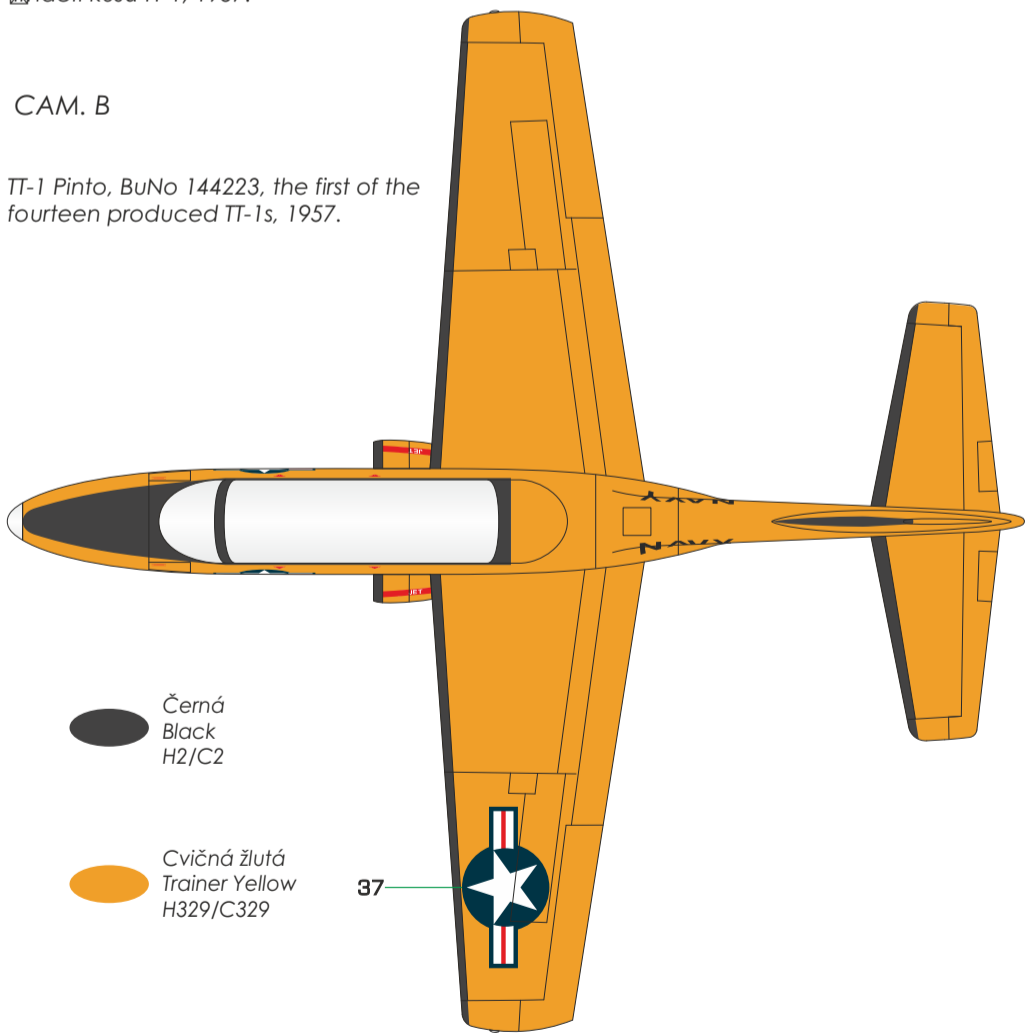


Barvy GUNZE / GUNZE Colour No.	
A	Bílá / WHITE H1/C1
B	Černá / BLACK H12/C33
C	Opálený kov / BURNT IRON H76/C61
D	Barva pneu / TIRE BLACK H77/C137
E	Světlešedá / LIGHT GREY H338/C338
F	Chromové stříbrná / CHROME SILVER MC211

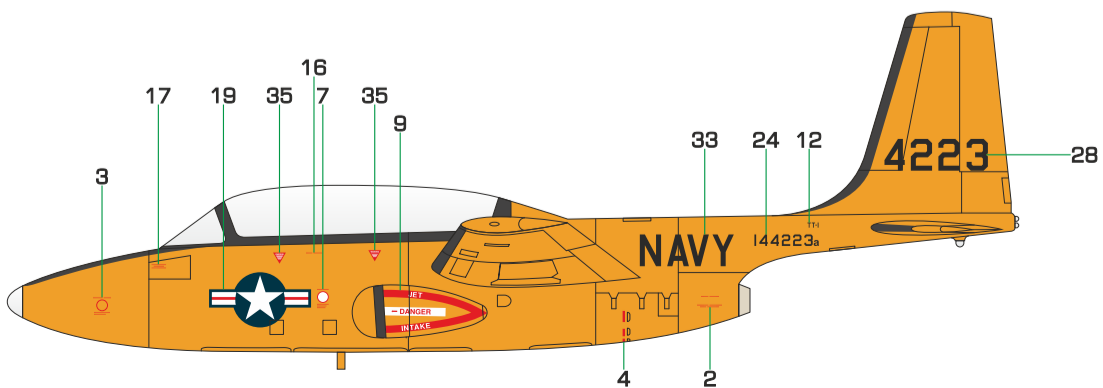
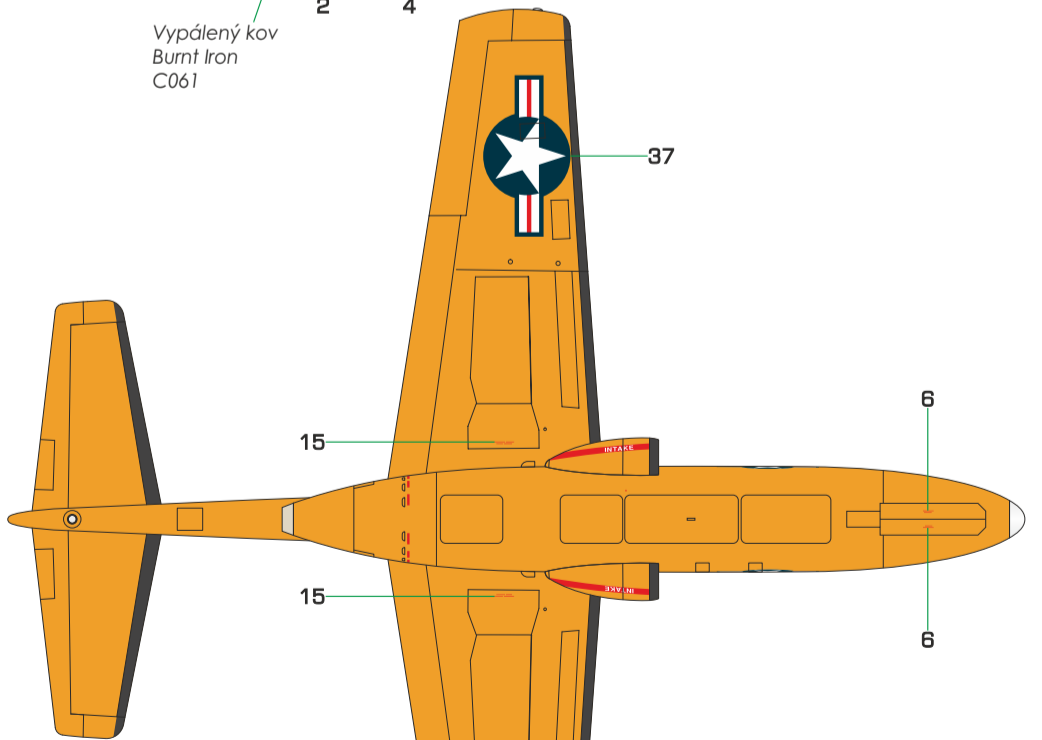
TT-1 Pinto, BuNo 144223, první z vyrobených dvacíti kusů TT-1, 1957.

CAM. B

TT-1 Pinto, BuNo 144223, the first of the fourteen produced TT-1s, 1957.



Vypálený kov
Burnt Iron
C061

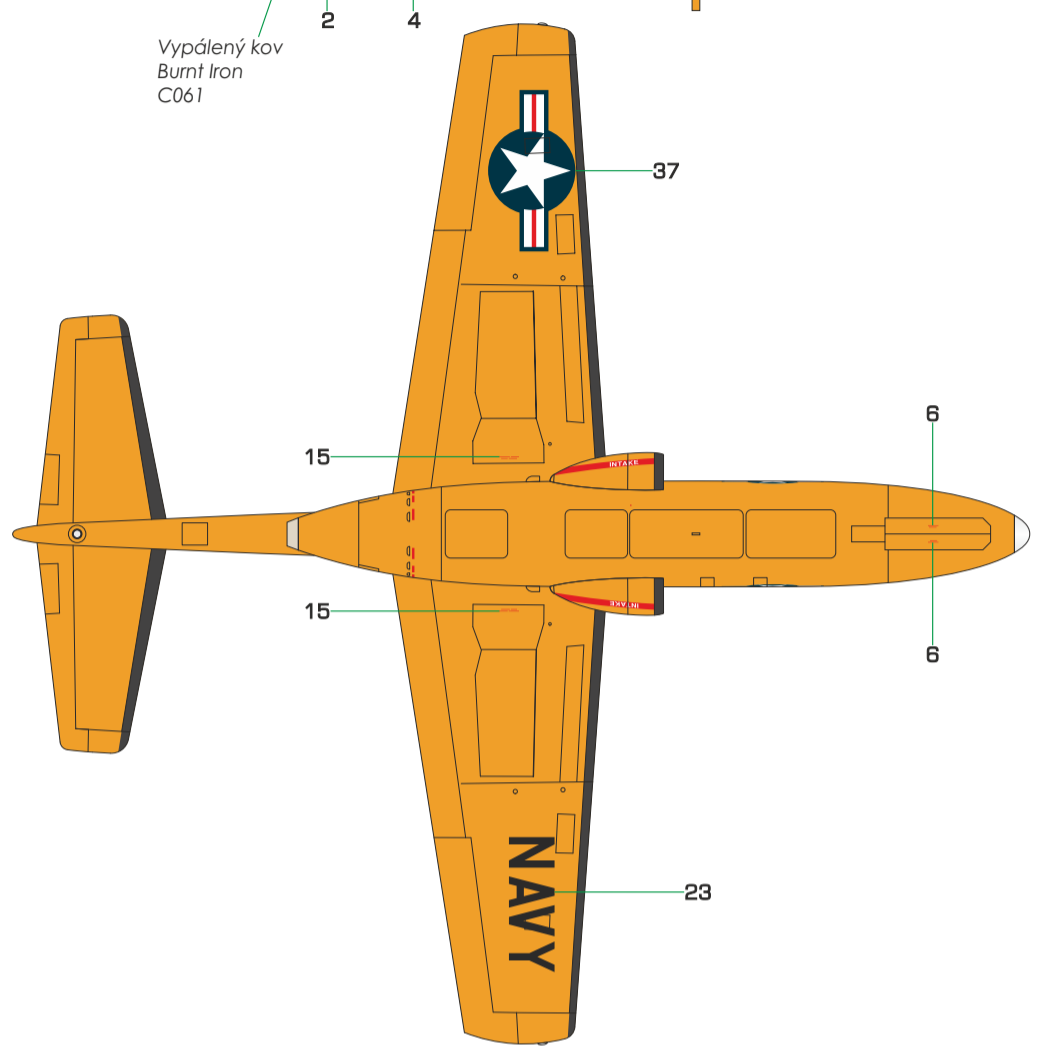
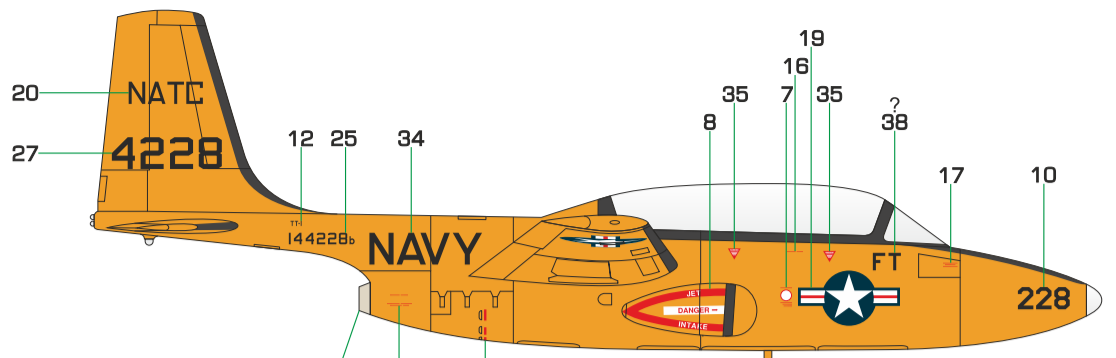
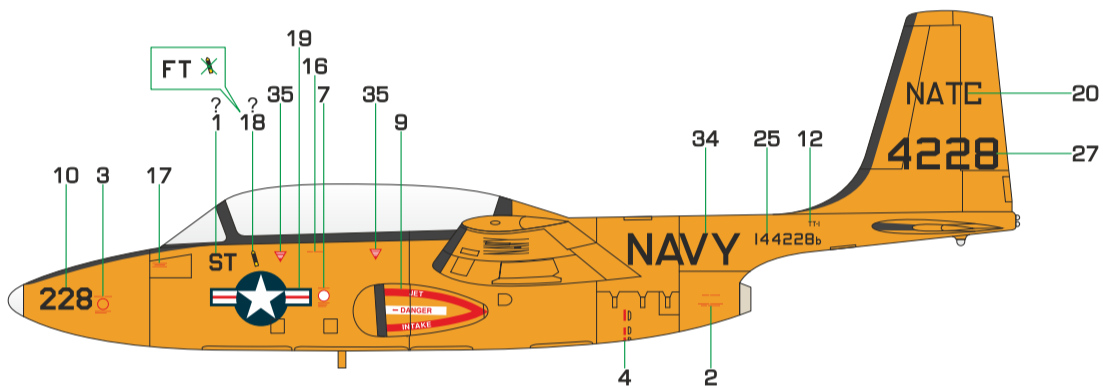
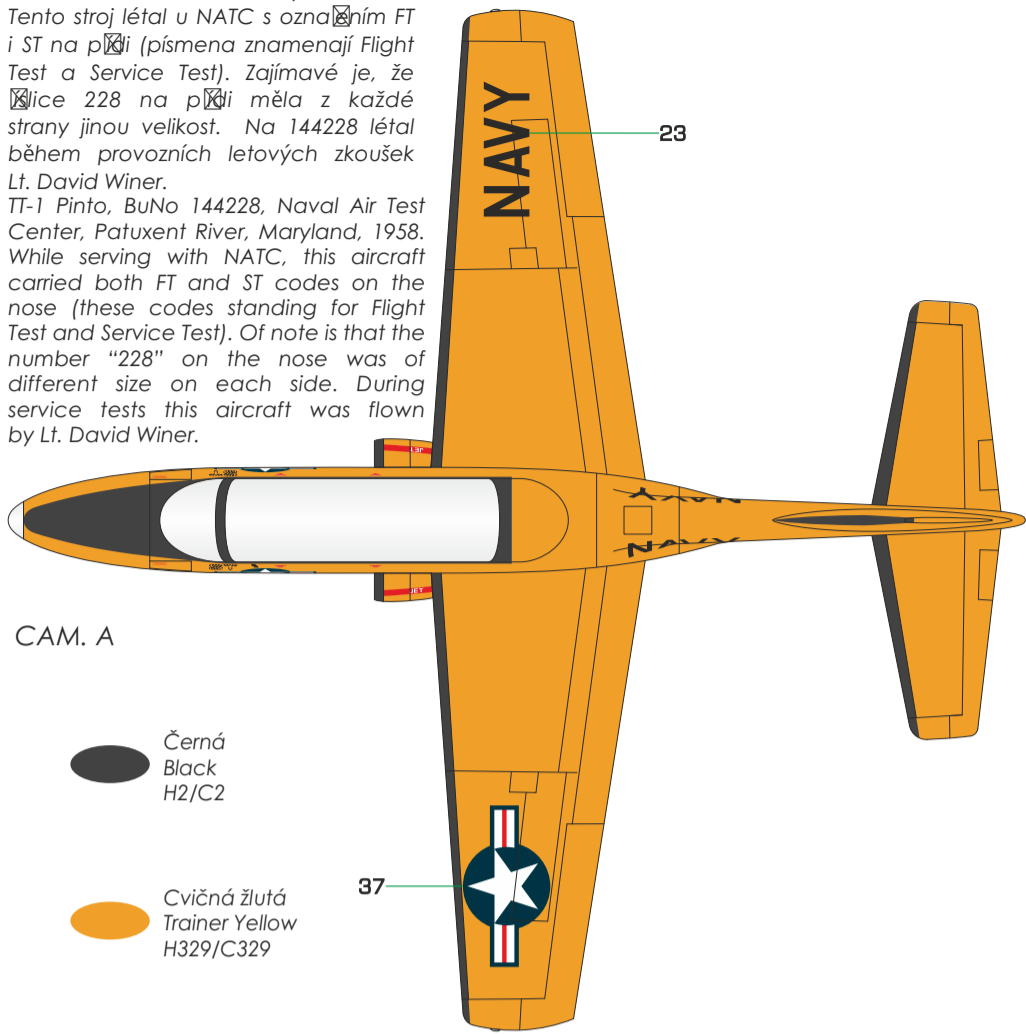


TT-1 Pinto, BuNo 144228, Naval Air Test Center, Patuxent River, Maryland, 1958. Tento stroj létal u NATC s označením FT i ST na ploši (písmena znamenají Flight Test a Service Test). Zajímavé je, že číslice 228 na ploši měla z každé strany jinou velikost. Na 144228 létal během provozních letových zkoušek Lt. David Winer.

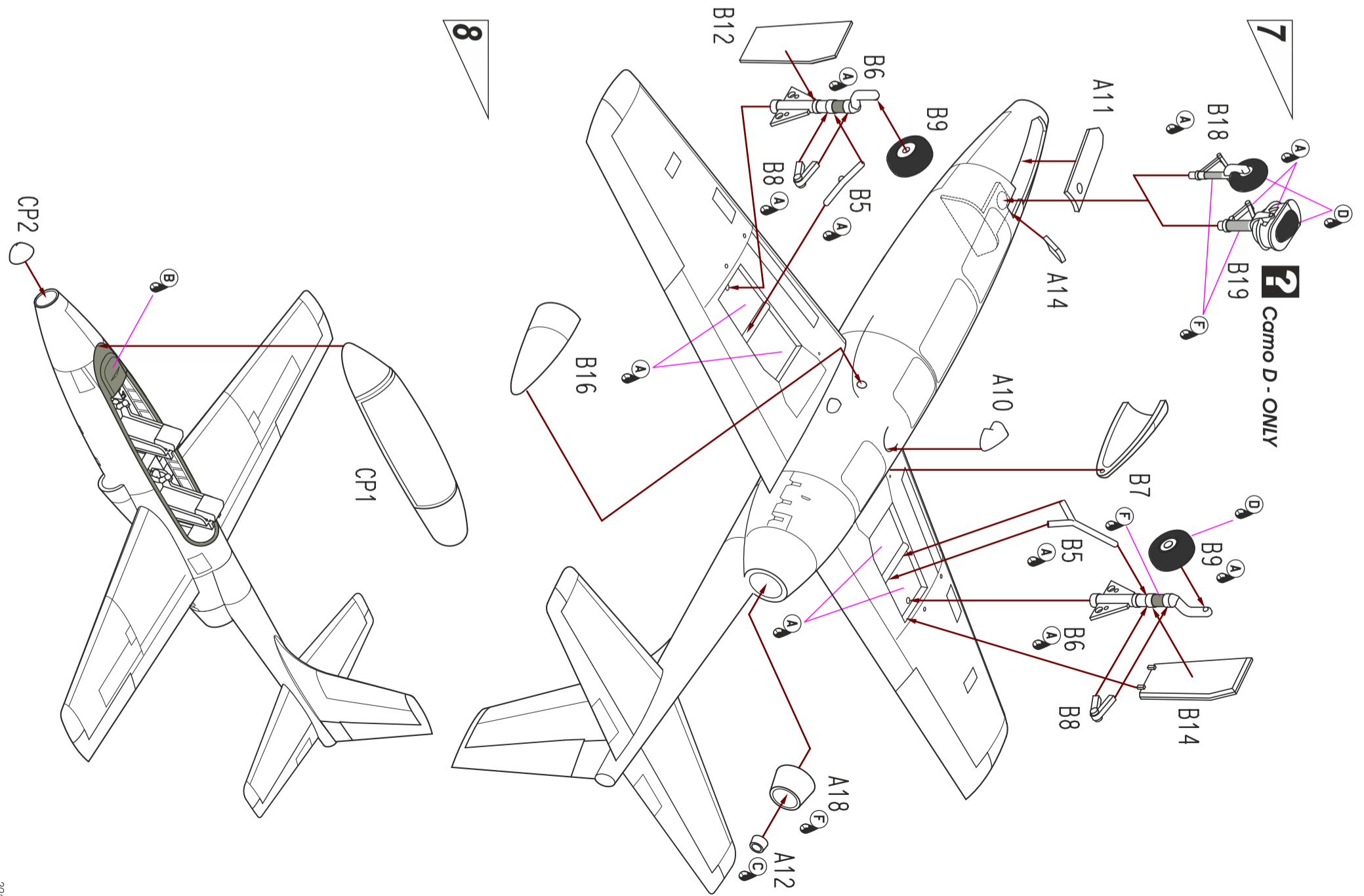
TT-1 Pinto, BuNo 144228, Naval Air Test Center, Patuxent River, Maryland, 1958. While serving with NATC, this aircraft carried both FT and ST codes on the nose (these codes standing for Flight Test and Service Test). Of note is that the number "228" on the nose was of different size on each side. During service tests this aircraft was flown by Lt. David Winer.

CAM. A

-  Černá
Black
H2/C2
-  Cvičná žlutá
Trainer Yellow
H329/C329



Vypálený kov
Burnt Iron
C061

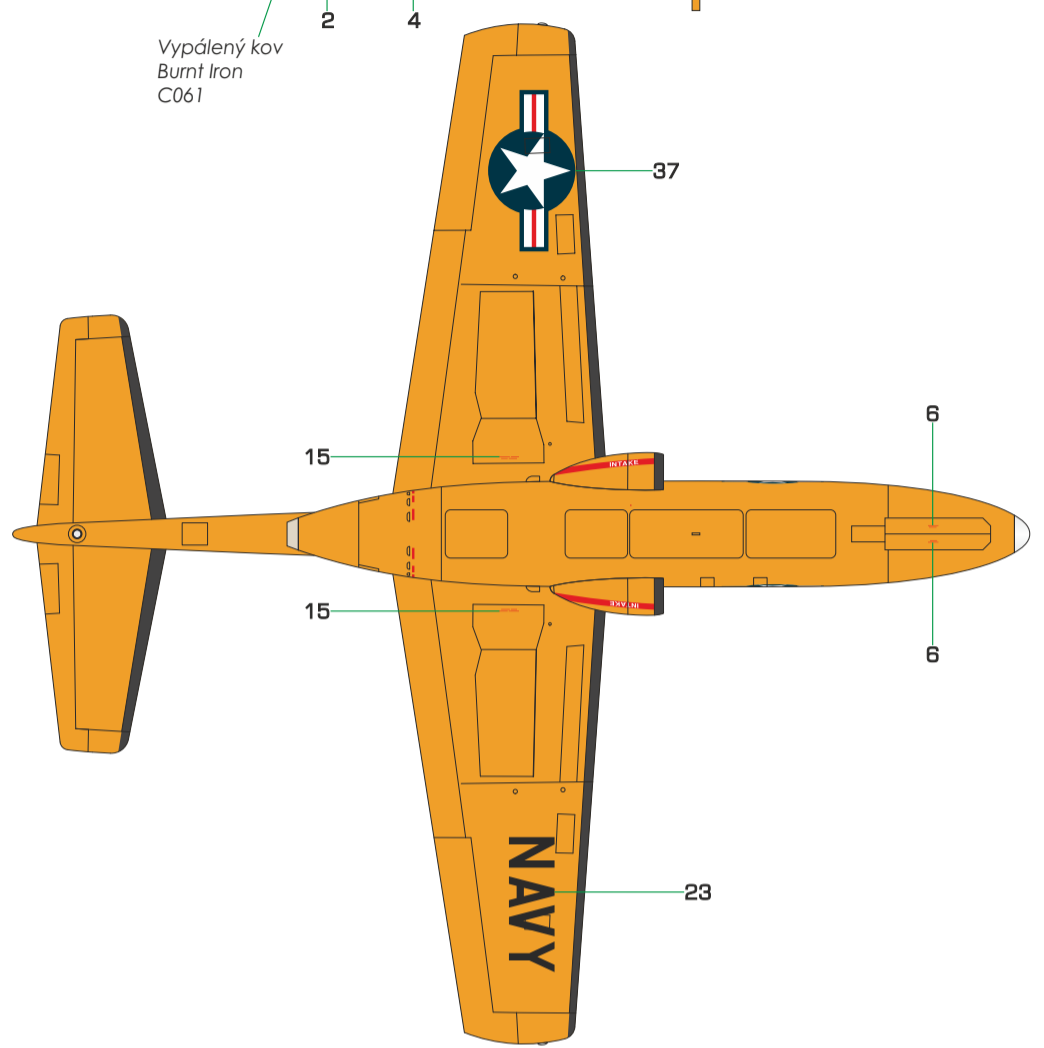
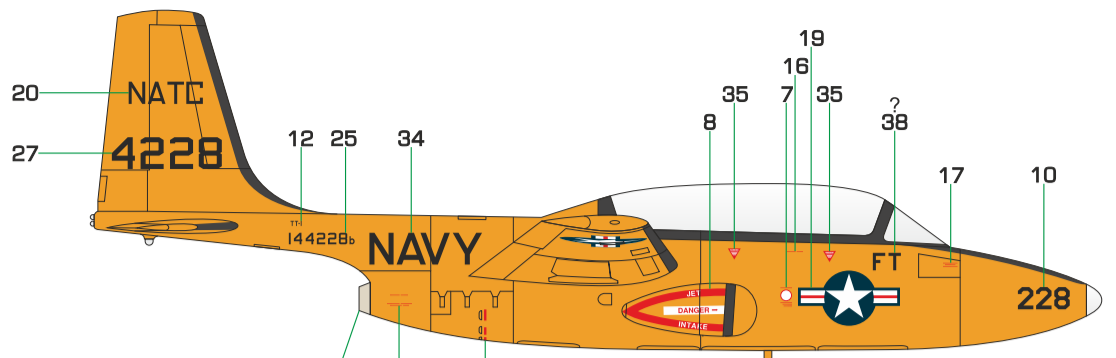
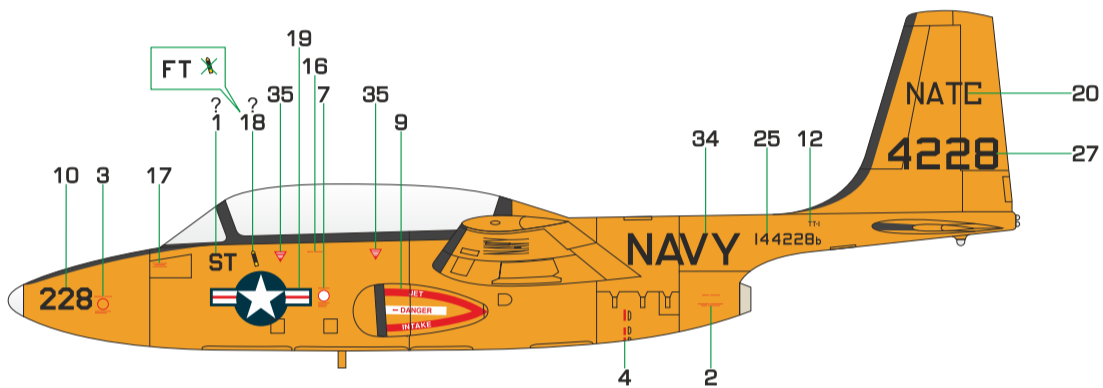
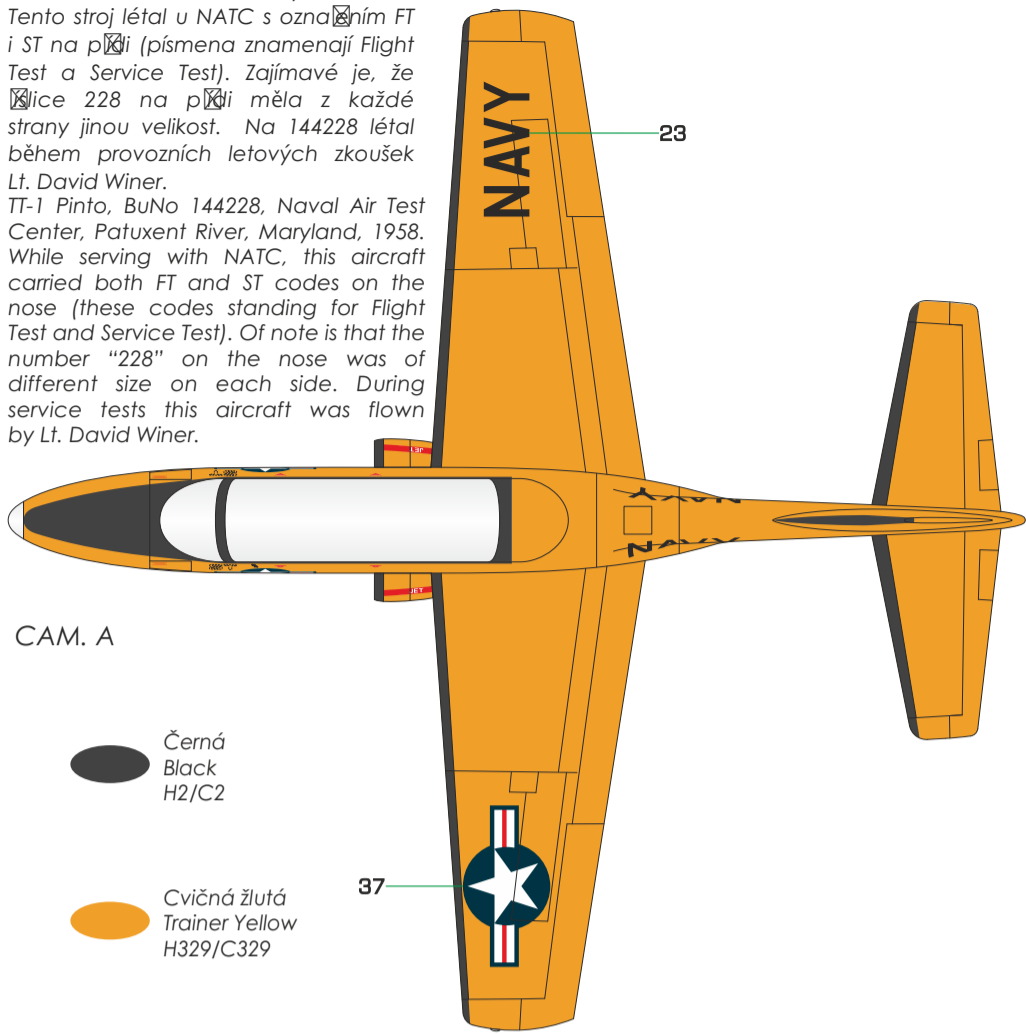


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CAM. A

-  Černá
Black
H2/C2
-  Cvičná žlutá
Trainer Yellow
H329/C329



Vypálený kov
Burnt Iron
C061

