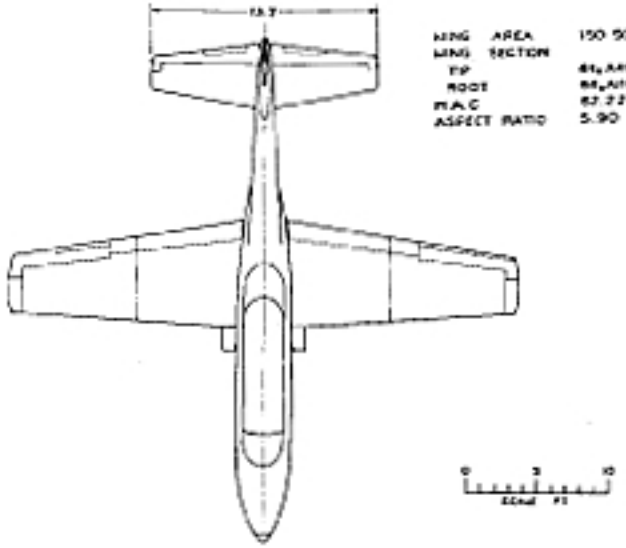
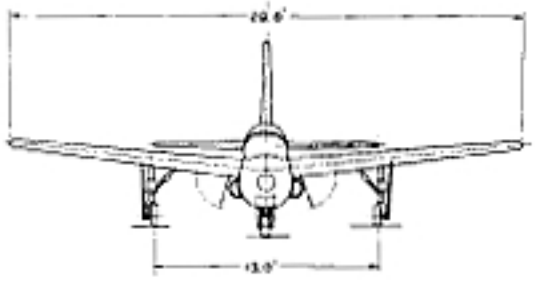

# STANDARD AIRCRAFT CHARACTERISTICS

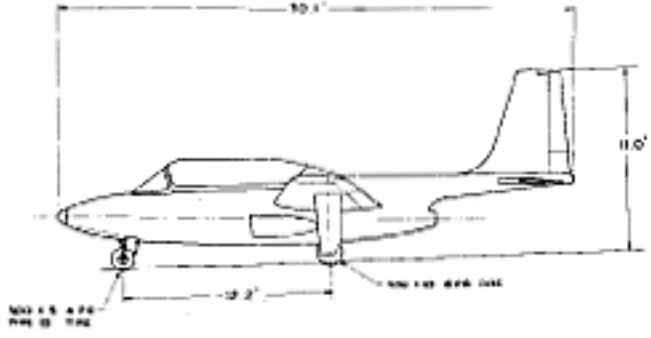
## TT-1

TEMCO

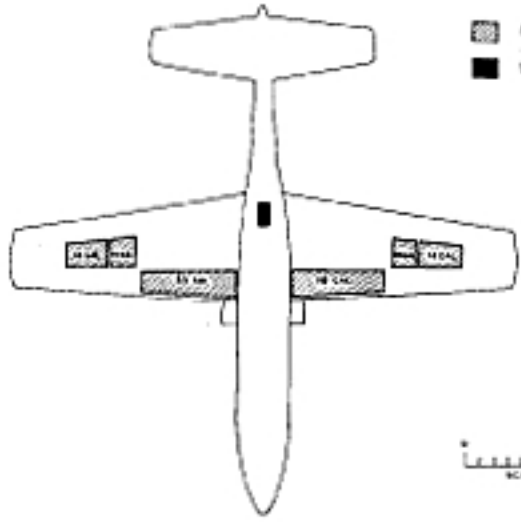
Standard Aircraft Characteristics NAVAER 1335A (SEP, 1-55)

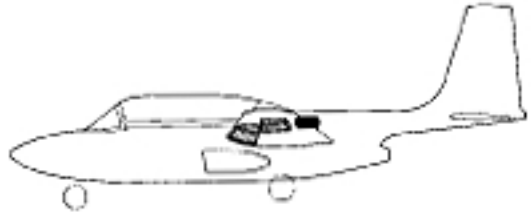




DESCRIPTIVE ARRANGEMENT



ARRANGEMENT & STORAGE

## POWER PLANT

NO. AND MODEL.....(1) J69-T-9
MANUFACTURER.....CONTINENTAL
COMPRESSOR TYPE.....CENTRIFUGAL
LENGTH.....50.30 IN
DIAMETER.....25.60 IN
TAIL PIPE NOZZLE.....FIXED

### RATINGS

| | THRUST | RPM | ALT. |
|---|---|---|---|
| MAXIMUM | 920 | 22,700 | S.S.L. |
| MILITARY | 920 | 22,700 | S.S.L. |
| NORMAL | 725 | 21,000 | S.S.L. |

SPEC. NO. 20699

## ORDNANCE

NONE

## MISSION AND DESCRIPTION

The Temco Model TT-1 is a two-place, single jet engine, land based monoplane, designed for use as a primary trainer.

TT1 configuration features a straight wing with single-slotted flaps, aerodynamic flap-type control surfaces, a split speed brake mounted below the rudder on the vertical tail, and a single speed brake mounted ventrally on the boom. Seating arrangement is tandem and a tricycle landing gear is provided.

### DEVELOPMENT

First Flight..... 26 March 1956
Service Use..... October 1957

## WEIGHTS

| LOADING | LBS. | L.F. |
|---|---|---|
| EMPTY | 3138.9 | 7.5 |
| BASIC | 3149.4 | 7.5 |
| DESIGN | 4400 | 7.5 |
| CURRENT | 4078.0 | 7.5 |
| MAX. T.O. | 4440.0 | 7.5 |
| MAX. LAND. | 4100 | 7.5 |

ALL WEIGHTS ARE A COMBINATION OF ACTUAL AND CALCULATED.

## FUEL AND OIL

| NO. TANKS | CAP. | LOCATION |
|---|---|---|
| 6 | 121 | Wing |

FUEL GRADE.....JP-4
FUEL SPEC.....Applicable MIL-F-5624

### OIL

CAPACITY (QTS.).....7
GRADE.....1010
SPEC.....Applicable MIL-L-7808

## DIMENSIONS

WING
AREA.....150 sq.ft.
SPAN.....29' - 10"
MAC.....5' - 2"
SWEEPBACK (¼ Chord).....19°
LENGTH.....30' - 0"
HEIGHT.....10' -9.6"
TREAD.....12' -9.1"

## ELECTRONICS

UHF COMMUNICATIONS.....AN/ARC-52
UHF-DF.....AN/ARA-25
INDICATORS AND INTERPHONE

Blueprint Aircraft Characteristics NAVAER-1335C (Rev. 1-55)

# PERFORMANCE SUMMARY

| TAKE-OFF LOADING CONDITION | | (1) NORMAL TRAINER |
|---|---|---|
| TAKE-OFF WEIGHT | lb. | 4,364 |
| Fuel JP-4 | lb. | 806 |
| Payload | lb. | — |
| Wing loading | lb./sq.ft. | 29.1 |
| Stall speed - power-off | kn. | 67.4 |
| Take-off run at S.L. - calm (A) | ft. | 2,400 |
| Take-off run at S.L. 25 kn. wind (A) | ft. | 1,240 |
| Take-off to clear 50 ft. - calm (A) | ft. | 3,170 |
| Max. speed/altitude (A) | kn./ft. | 297/15,000 |
| Rate of climb at S.L. (A) | fpm. | 1,730 |
| Time: S.L. to 20,000 ft. (A) | min. | 17.5 |
| Time: S.L. to 30,000 ft. (A) | min. | 38 |
| Service ceiling (100 fpm) (A) | ft. | 30,000 |
| Combat range | n.mi. | 240 |
| Average cruising speed | kn. | 234 |
| Cruising altitude(s) | ft. | 20,900/23,800 |
| Combat radius | n.mi. | — |
| Average cruising speed | kn. | — |
| Mission Time | hr. | 1.08 |
| **COMBAT LOADING CONDITION** | | (2) |
| COMBAT WEIGHT | lb. | 4,042 |
| Engine power | | Military |
| Fuel | lb. | 483 |
| Speed/Altitude | kn./ft. | 267/30,000 |
| Rate of climb/altitude | fpm/ft. | 200/30,000 |
| Combat ceiling (500 fpm) | ft. | 25,200 |
| Rate of climb at S.L. | fpm. | 1,870 |
| Max. speed at S.L. | kn. | 285 |
| Max. speed/altitude | kn./ft. | 297/15,000 |
| LANDING WEIGHT | lb. | 3,739 |
| Fuel | lb. | 183 |
| Stall speed - power-off | kn. | 62.4 |
| Stall speed - with approach power | kn. | 61.4 |

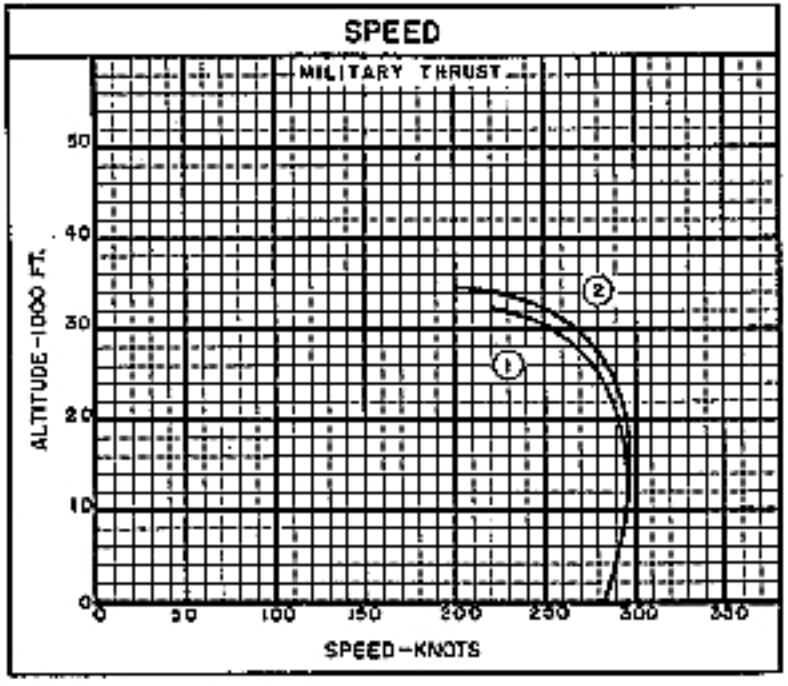
## NOTES

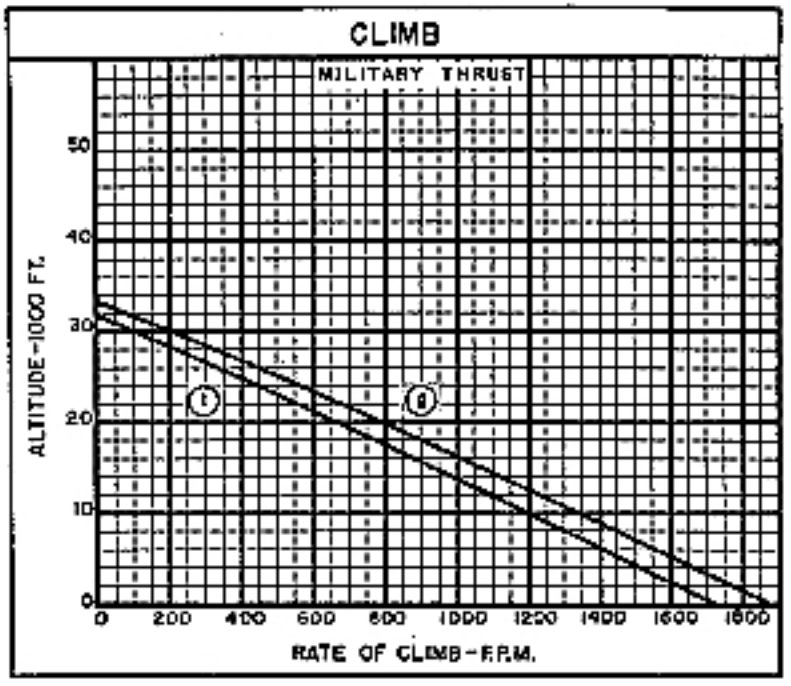
(A) Military Rated Thrust.

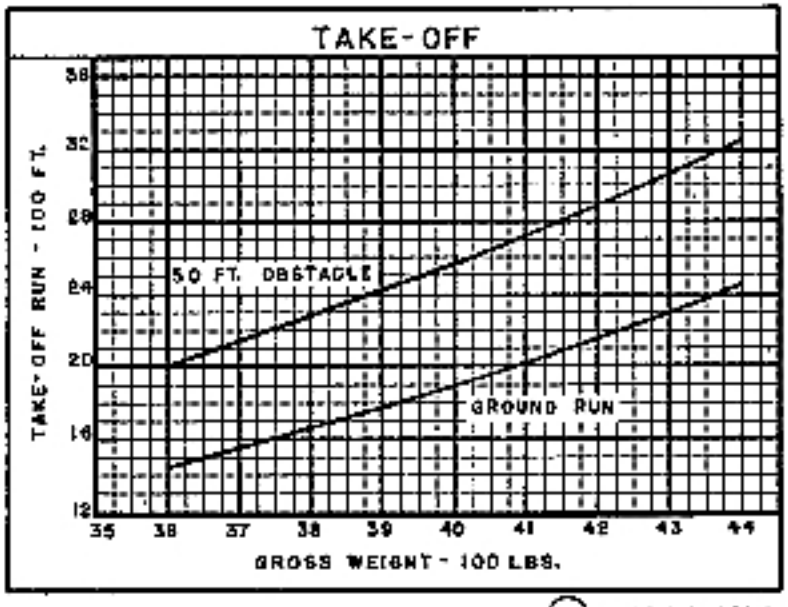
PERFORMANCE BASIS: Calculations.

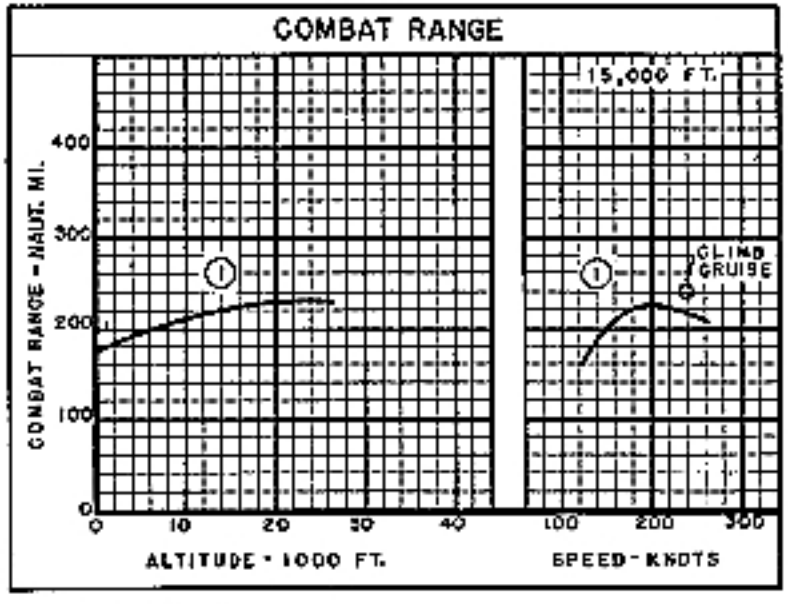
RANGE AND RADIUS are based on engine specification fuel consumption data increased by 5%.

NAVAER-1370 (Rev. 1-55)



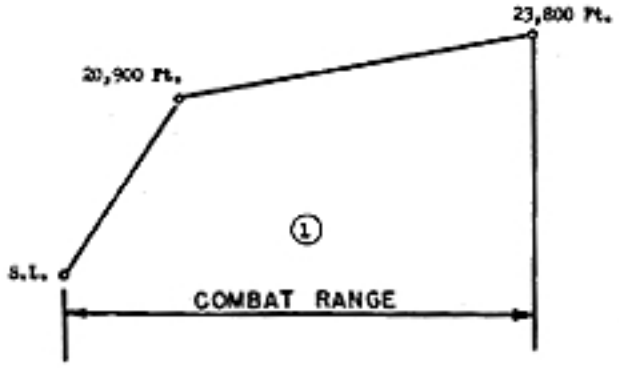




◯ LOADING CONDITION COLUMN NUMBER

# NOTES

RANGE PROBLEM - TRAINER

WARM-UP, TAXI, TAKE-OFF, ACCELERATION: 5 minutes at normal rated thrust at sea level.
CLIMB: On course to cruise altitude with military rated thrust.
CRUISE: At long range speed at cruising ceiling.
RESERVE: 5% of initial fuel plus fuel required for 20 minutes at speed for maximum endurance at sea level.




◯ LOADING CONDITION COLUMN NUMBER