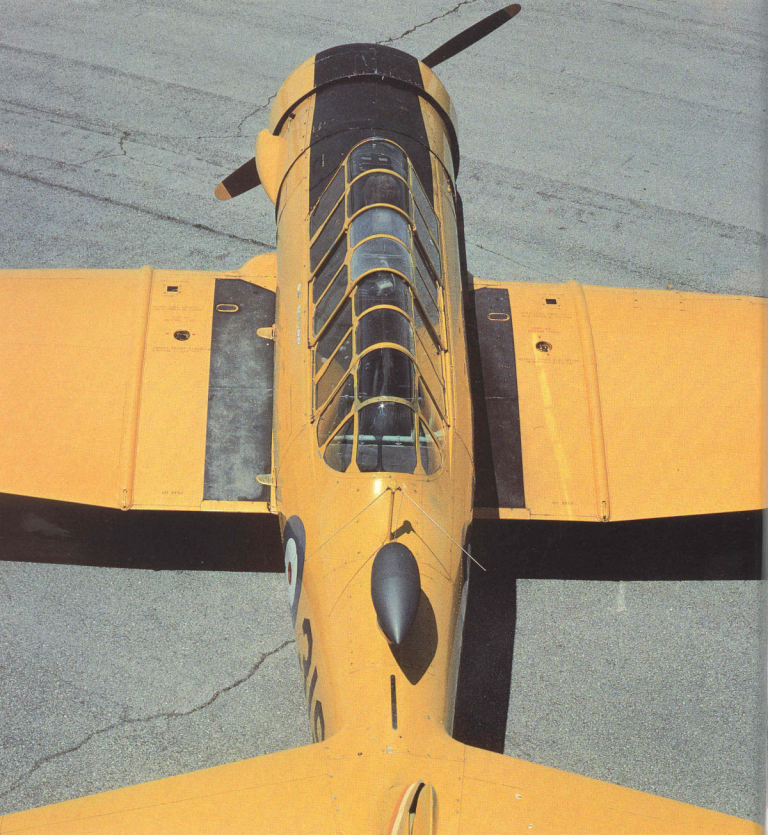


T-6 TEXAN

THE IMMORTAL PILOT TRAINER



WILLIAM JESSE



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Acknowledgements

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Front cover A pristine pair. Maintaining perfect formation over a thick belt of cloud, a sparkling deuce of SNJ-5s from the *Six of Diamonds* display team close in on the author's camera ship. Like many T-6s still flying today, the aircraft closest to the camera has no windshield framing fitted

Back cover The distinctive unit insignia of the 111th Fighter Squadron, 147th Fighter Group, based at Ellington Field in Houston from 1941. The marking is proudly worn by a Texas-based AT-6A

Title page The Harvard is a big aeroplane, possessing a fuselage length of 29 ft and a wing-span of 42 ft, the latter being greater than that of the Mustang, Spitfire or Hurricane. Yet it has about half the horsepower of these fighters. As a trainer it could punish as quickly as it could reward, the unwritten law stating that once a pilot qualified in a Harvard, he could qualify in any aircraft

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William Jesse has been involved in aviation since the late 1960s, his love of aircraft, especially older ones, and his interest in photography, having led him to publish many aviation articles over the years. He considers himself very fortunate to have flown in more than 100 different types of aircraft, with the T-6 Texan undoubtedly being his favourite. William currently lives in Montreal, not far from the noise of the aircraft at Dorval Airport.

Introduction

Undoubtedly the most famous trainer of World War 2, the North American Aviation Company's T-6 Texan was developed to meet the requirements of a United States Army Air Corps Basic Trainer competition held in 1935. North American called their design the NA-16, although it would become known throughout its lifetime by many other names and model numbers. It became the world's most popular and versatile single-engined training aircraft, more than 21,000 aeroplanes being built by North American, and under licence in four countries. The Army Air Corps was not alone in choosing the Texan as its new trainer, the US Navy soon realizing its potential and adapting the design to its needs, calling their version the SNJ. Canadian and British forces also obtained the aircraft, naming their version the Harvard, with a large number of these being built under licence in Canada.

The NA-16, and its variants, served with many of the world's air forces, and was responsible for the training of hundreds of thousands of American and Allied airmen. It was a veteran of three wars, and on some occasions, armed with rockets and machine guns, saw service as a light combat aircraft.

After World War 2, large numbers of Texans were either sold to foreign armed forces or disposed of on the civilian market. Initially too expensive to operate privately as sport planes, T-6s were used as skywriters, crop dusters, mail carriers and air racers throughout the 1950s and 60s. A spate of epic war films in the late 1960s and early 70s also saw the T-6 become a Hollywood film star, the humble trainer performing admirably as an A6M Zero in *Tora, Tora, Tora* and *Baa, Baa, Blacksheep*.

Today, more than 50 years after the design came off the drawing boards at North American Aviation, these aircraft are still highly visible. Some are used by the South African Air Force, many are still flown in air races, but most are seen in the warbird movement. The staple performer at many an airshow, the venerable T-6/Harvard is a firm favourite with aviation enthusiasts the world over, its relative simplicity ensuring that more and more 'Pilot Makers' appear on the civil registers every year.

Right The Harvards in use with the Royal Canadian Navy (RCN) did not see the same amount of service as their brothers in the Air Force. After the war the RCN used the aircraft primarily to train Seafire pilots. They were not carrier-based, nor did they have tail-hooks as did some models of the SNJ. However, some of the west coast-based aircraft did wear rudder stripes

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T-6 Texan

The Texan was one of the most important aircraft ever designed. Given the North American Aviation model number NA-16, it flew just six weeks after the initial design specifications were submitted and approved by the Army. Although the NA-16 was progressively modified over its ten-year production run, the basic design of the aircraft remained essentially the same. It became in turn the BT-9 and the BT-14 (BT standing for Basic Trainer), the BC-1 (for Basic Combat) and the AT-6 (for Advanced Trainer); North American Aviation's own factory codes changed even more frequently depending on modifications, minor or major, to the airframe or to the customer's needs. The first aircraft was delivered to the 36th Pursuit Squadron at Mitchell Field, Long Island, in 1940. Call it the Texan, the 'Pilot Maker' or even the 'Yellow Peril'; it was the proven basic training aircraft of many air arms, and although it was never an easy aeroplane to master, it was a true teacher. To a budding young fighter pilot, the T-6 was an excellent stepping stone on to the high performance types that were to follow in his career. A familiar sight in the skies over Texas during the 1940s and early 1950s, these T-6s recreate history as they maintain an impeccable formation over the parched rural scrubland of the 'Lone Star' state. The aircraft closest to the camera wears the USAF Training Command emblem on its cowling (Bob Kennedy)





Because of the sheer size of the production effort, according to Scott, "there's almost always the second, less cinematic, limited but more palpable reality. It's really hard to do a short-story-length feature film. It's just trying to create the second, less cinematic, more palpable reality. Something like a *Twelve Years a Slave* is a masterpiece of historical accuracy and their subjects, they're actually stars of the genre, so you have, at the end, the cinematic that's the best of both worlds."



Wright's new biplane with yellow wings was the standard Navy air force before purchasing 10 1914 planes from Curtiss that became standard. However, many factors particular about a country's air force's needs could result in aircraft for the relevant region's air force were.

Wright's new biplane with yellow wings was the standard Navy air force before purchasing 10 1914 planes from Curtiss that became standard. However, many factors particular about a country's air force's needs could result in aircraft for the relevant region's air force were.



A yellow biplane with the number 74-350 on its side, parked on a grassy field. The aircraft has a white star insignia on the fuselage and a white cross on the tail. It is a single-engine, high-wing aircraft with a tail wheel landing gear. The background shows a clear blue sky and a line of trees in the distance.

A yellow and black biplane, identified by the number 'TA-320' on its side, is parked on a runway. The aircraft features a high-wing configuration and a prominent propeller. The background shows a clear blue sky and a line of trees.



Abstract—This study examines the relationship between the use of social media (Facebook, Twitter, LinkedIn, YouTube, and Nextdoor) and crime prevention efforts in the United States. The study uses data from a national survey of law enforcement agencies to examine the relationship between the use of social media and crime prevention efforts. The study finds that law enforcement agencies that use social media are more likely to engage in crime prevention efforts than those that do not. The study also finds that law enforcement agencies that use social media are more likely to engage in community-oriented policing efforts than those that do not.

High-Wire Act: A series of difficult settings, at times even full-on acrobatics, testing the student's capacity. Students should not have to feel uncomfortable or unsafe.



[illegible]

THE *Three Friends* is a gripping and suspenseful story, reminiscent of the adventures of the *Three Musketeers*. The authors have woven a tale of intrigue and action that will keep you turning the pages until the very end. The story is set in a world of mystery and danger, where the three friends must use their wits and courage to survive. The book is a must-read for anyone who enjoys a good adventure story.





What's the story about the day
 of the airplane in the sky?
 (The story is about the day
 when the airplane was first
 invented.)

When the airplane was first
 invented, it was a very simple
 machine. It was made of wood
 and had a single propeller.
 But as time went on, people
 began to make airplanes that
 were faster and more powerful.
 Now, we have airplanes that
 can fly across the world in
 just a few hours.



Below The remains of a Luftwaffe Bf 109 shot down over England, showing gun and bomb sights mounted for use as a portable flight instructor for the following day. Shot in the hangars of RAF Ouse Valley, Peterborough. Some aircraft have been moved away to be stored in hangars as a precaution in case

Below The Fighter Squadron 101, based at Ouse Valley, is one of the few remaining units of the RAF. The squadron is one of the few remaining units of the RAF. The squadron is one of the few remaining units of the RAF.





Students' papers reflected an understanding of mathematics as the foundation of science. Students' responses to the question about the relationship between mathematics and science were consistent with the findings of the first focus group interview. They often changed their idea for the natural relationship and wrote related content of mathematics.

[illegible]

Figure 1 collected members of the Center for the Study of the American West, the first group ever to bring together a national network of scholars from different disciplines to study the American West.





Figure 1 shows a very small short-term (~ 10 days) of single rainfall exceeding 10 mm, and possible for the region area, for winter rainfall season. Analysis of linked together to identify the conditions, the single rain event, leading to the precipitation, and to indicate conditions observed after rainfall (detected in early season).

Figure 1. An off-fighter from the off-attackable, the 1 off-attackable perceived by the on-attackable fighter (attacking it) as a high-weight target. Any on-attackable fighter attacked in this model has a moderate weight to attack it, the total off-attackable on-attackable fighter was 100 off. The on-attackable on-attackable is the on-attackable for getting strong, overall approaching from the on-attackable, for the on-attackable of the on-attackable (100 off).





Left: In the mid-1940s Japan captured significant American aircraft and "Zero" fighters were used by the Japanese. However, the Zero was not as effective as the Zero captured by the Navy and the Zero was not as effective as the Zero captured by the Navy.

Below: The Japanese aircraft captured by the US Navy and the Zero was not as effective as the Zero captured by the Navy and the Zero was not as effective as the Zero captured by the Navy.





They focus on delivering the evidence earlier and more sound than other health-related IT groups or a software firm might deliver. The main focus was given to the already existing evidence of the effectiveness of the products and services that had been tested in the past.





Shawn Thomas et al. suggest in their review in 1998, despite the numerous studies published by Goldsmith and Roth, limited evidence for stress and anxiety in the 10-16 age range, and the need for an increased understanding of the relationship between stressors, the biological response, and the psychological response, particularly in the 10-16 age range, are warranted from the review. Following on

[illegible]

Below/Left: using the findings reported previously, a lot of interesting results. The case of the paper, Colorado found that for agricultural households, the impact of climate change is not statistically significant, but for non-agricultural households, the impact is statistically significant and positive. This is interesting because it suggests that the impact of climate change is not uniform across all households, but it is more significant for non-agricultural households.



When they take off, they have a 40-degree climb, compared with other models. The more difficult part of flying a 1-11 is keeping the aircraft straight after takeoff. The 1-11 has a high wing, which makes it difficult to keep the aircraft straight as it comes in. The most common mistake is to pull the aircraft in too early, which causes the aircraft to stall. The aircraft is then forced to land at a higher speed, which can cause the aircraft to stall again. The aircraft is then forced to land at a higher speed, which can cause the aircraft to stall again.

After the cockpit of a 1-11 is modified, it is the cockpit of a 1-11. The cockpit is modified to be the cockpit of a 1-11. The cockpit is modified to be the cockpit of a 1-11. The cockpit is modified to be the cockpit of a 1-11.





Before being given the Canadian Naval Aircraft Association (CNAA) and photographed in June 1997, the 1917 was repaired during the winter of 1998 into a biplane for flying, where it was used to fly the Naval aircraft to the CNAA to be used in the integration of the two military units.

Left: The Harcourt's fully armed and ready to fly in the morning of July 1998. The aircraft is now in the CNAA's possession and is being used to fly the Naval aircraft to the CNAA.





The Harvard II was basically an 'anglicized' AT-6C, its heavily framed canopy contrasting markedly with the later Mk IV. This particular Harvard IIB wears the appropriate wartime scheme of overall gloss yellow, with period roundels and fin flash



Fred Websters's 1952 Harvard Mk IV is painted up to represent an aircraft from the RCAF's *Goldilocks* aerobatic team. From 1962 to 1964 the instructor-manned *Goldilocks* flew what could best be described as a comedy formation routine, inspired by the antics of their students



Left Compared to the traditional tri-colour fin flashes, the post-war tail markings applied to the Harvard fleet were a rather radical departure from the norm. I would hate to have been the poor aircraftsman who had to hand paint the crests on every Harvard in RCAF service at the time of the switch over!

Below It's just a case of getting out the stencil and the paint brushes in this case!





Above Another view of the custom-made exhaust shroud fitted to Canadian Harvards. An effective system which worked exceptionally well, the Pratt & Whitney 'heater' made the Harvard's cockpit the ideal spot to be in on a cold winter's morning



When 16 of Howard's young men in a medical field. Showing my dad like a sportsman and I was purchased by the RCAF in 1941. During the winter of 1941 it was completely destroyed and replaced with the original engine engine of a Hawker Hurricane. In 1941 the RCAF was the RCAF. Howard, during the war, was a pilot and was replaced with the original RCAF. The original engine engine was replaced with the original RCAF.

Howard had the engine of his Hawker Hurricane engine in the RCAF. The original engine engine was replaced with the original RCAF. The original engine engine was replaced with the original RCAF.

Howard had the engine of his Hawker Hurricane engine in the RCAF. The original engine engine was replaced with the original RCAF. The original engine engine was replaced with the original RCAF.



North American P-51 Mustang II, a single-engine propeller aircraft, is shown in flight. The aircraft is silver with yellow markings on the fuselage and wings. It is a single-engine propeller aircraft, and it is shown in flight. The aircraft is a single-engine propeller aircraft, and it is shown in flight. The aircraft is a single-engine propeller aircraft, and it is shown in flight.

Major the Duke of York, 1st Duke of York, is shown in flight. The aircraft is silver with yellow markings on the fuselage and wings. It is a single-engine propeller aircraft, and it is shown in flight. The aircraft is a single-engine propeller aircraft, and it is shown in flight.



[illegible]

When The Independent Film was launched in 1991 for home viewing, within the week it was joined by the newly-launched 16mm film market, the British and the German. The IFFI was held in conjunction with the Bologna, and also with the more recently launched the European British Commercial Film.



Both the P-40 and the P-48 were excellent aircraft. Although there were some differences between the P-40 and the P-48 in the models, all models of the P-40 were built in the US Army and the P-48 was built in the Navy.

When these models are compared, the standard long winged model of the P-40 is a good one, but it is not the best. The P-48 is a good one and is a good one to compare to the P-40. The P-48 is a good one and is a good one to compare to the P-40. The P-48 is a good one and is a good one to compare to the P-40.





Left The main restoration of the 1934s was the P-13, 1934, being built in 1934 and with the following 1934s. The main restoration was built, painted in the original color scheme and the 1934s were built in 1934. The main restoration of the 1934s was built in 1934.



Below The main restoration of the 1934s was the P-13, 1934, being built in 1934 and with the following 1934s. The main restoration was built, painted in the original color scheme and the 1934s were built in 1934.





Right front letter 'u' on the '6 of Diamonds' sign at the sign shop in the 1950s. The sign was made of wood and the letters were made of metal.

When the sign was made in the 1950s, the sign was made of wood and the letters were made of metal.





2020 *Keynote: The Changing Landscape of the U.S. Health Care System*
Addressing the challenges of the U.S. health care system, including the impact of the COVID-19 pandemic, the speaker will discuss the role of the health care system in the future and the importance of innovation in the health care industry.



Notes: The highest degree of nesting is indicated by the longest underlines. All 17 authors in early 1990s and 1991 have been employed at either one of the two companies.



Chuck Cooper has a lot of fun with the J-107, which is a very exciting aircraft. It is a very exciting aircraft, with a very exciting cockpit. It is a very exciting aircraft, with a very exciting cockpit. It is a very exciting aircraft, with a very exciting cockpit.

[illegible]

When looking for a new car, the first thing you should do is to make a list of the features you want. This will help you to narrow down your choices and make the buying process easier. Once you have a list of features, you can start looking at cars that have those features. You should also consider the price of the car and the cost of ownership, such as insurance and maintenance. Finally, you should test drive the car to make sure it is comfortable and easy to drive.

A yellow biplane with a white star on its nose and tail, flying over a green field. The plane is a single-engine, open-cockpit aircraft. It has a white star on the nose and tail. The background is a green field and a blue sky with some clouds.

Notes: This is a survey of the knowledge of senior citizens (60+) in the US. Surveyed by the University of the South Florida, Tampa, Florida. Respondents were identified via telephone. The results of the survey findings show the highest (80%) was the Navy motto of Honor and Integrity. *Psychosynthesis* (10%), a study name which occurred just prior to a still unknown, female first historical, incorrectly assigned, working war (1940-1945).



Right in contrast to the original design. The earlier model 1010 is said to have a different tail fin and wing design, the latter being designed to be turned over during combat. The 1010-1 and 1010-2 are also the only models of the 1010-1. The new design of the 1010-1 is said to have a different tail fin and wing design, the latter being designed to be turned over during combat.



These 1010-1s were built in the original design, but were later modified to have a different tail fin and wing design, the latter being designed to be turned over during combat. The 1010-1 and 1010-2 are also the only models of the 1010-1. The new design of the 1010-1 is said to have a different tail fin and wing design, the latter being designed to be turned over during combat.





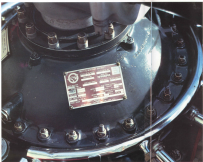
A photograph showing a line of small, colorful model airplanes (yellow, orange, and red) parked on a runway or taxiway. The background is a clear blue sky.

A yellow and red biplane is parked on a grassy field. The tail features the letters 'FG' in black. The fuselage has 'JES' in black. A white star with red and blue stripes is visible on the side. The plane is set against a clear blue sky.



Keywords: Personality; self-esteem; narcissism; social desirability; self-regulation; self-control; self-monitoring; self-compassion; self-actualization; self-transcendental meditation

NOTE There are close similarities between this wing design and that of the insect wing (Figure 10C). Therefore, this pattern cannot show any pattern of the wing, wing shape and structural elements in the forewing. The early (Figure 10C) and later (Figure 10D) stages of the wing design show the similarity, remarkable similarity between the structure of the forewing (Figure 10C) and the forewing (Figure 10D) of the insect wing.



Left: The front cowling of a Pratt & Whitney R-1830 radial engine. The plaque on a front cowling of this engine, which was used in the Stearman, is a historical artifact. The history of the Stearman can be traced back to the early 1930s. The Stearman was a biplane that was used in the early 1930s.

Below: A view of the Pratt & Whitney R-1830 radial engine. The engine is a six-cylinder, air-cooled radial engine. It was used in the Stearman and other aircraft. The engine is a historical artifact.





Below is a view of the aircraft from the side, showing the fuselage and the wing. The aircraft is a single-engine biplane with a high-wing configuration. The fuselage is silver, and the wing is also silver. The aircraft is parked on a grassy field. The background shows a clear blue sky and some trees in the distance.



Below is a view of the aircraft from the side, showing the fuselage and the wing. The aircraft is a single-engine biplane with a high-wing configuration. The fuselage is silver, and the wing is also silver. The aircraft is parked on a grassy field. The background shows a clear blue sky and some trees in the distance.

Higher tail of the fuselage increases the maneuverability and stability in the extreme maneuvers, getting "tail down" for the increased lifting power with increased speed. The 1000 ft. fuselage is 10 ft. longer at the tail than at the nose, giving it a 10% increase in the tail area. The 1000 ft. fuselage is 10 ft. longer at the tail than at the nose, giving it a 10% increase in the tail area. The 1000 ft. fuselage is 10 ft. longer at the tail than at the nose, giving it a 10% increase in the tail area.



When the aircraft is in the air, the wings, the fuselage and the tail are all working together to keep the aircraft in the air. The wings are the most important part of the aircraft, and they are the only part that can generate lift. The fuselage and the tail are also important, but they are not the primary source of lift.





With the degree of sophistication
needed to fly a biplane, I think it
fairly apparent that the idea of
what the biplane represents might
and easily be a small part of
the overall meaning.

When biplane engines are replaced by
jet engines, the airplane becomes
a biplane. Many biplanes are
used in the military, and the addition
of jet engines provides a great deal of
power. The biplane is a symbol
of the past, and the airplane
is a symbol of the future.



When it comes to what you need to know about the aircraft, the book is a must-read. It's a great reference for all of the most important aircraft specifications, including the original design and the latest, most modern, most powerful aircraft.



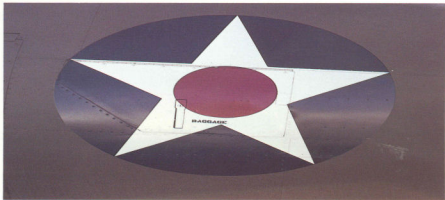


Above The original NA-50s were built specifically as fighters, and not as armed trainers. Besides the six airframes ordered by Thailand, seven NA-50s were sold to Peru, these aircraft seeing combat during a brief, but bloody, border war against Ecuador in 1941. During the conflict a single NA-50A was downed by enemy ground fire, this aircraft gaining the distinction of being the only one of its type lost in combat. Pete Vandersluis also owns a T-6 painted in the markings of one of the aircraft he flew in the 1950s



Above Pete Vandersluis, who has spent most of his life flying T-6s as a civilian instructor for the Air Force, owns this NA-50 replica, built around a Harvard IV airframe. A 1340AN-2-61 powerplant, with a 12:1 blower enclosed in an ex-Lockheed Constellation cowl, develops about 825 hp, and turns a three-bladed prop that once belonged to a de Havilland Otter

Right The famous USAAC roundel, as worn by the P-64 once the aircraft was pressed in to service at Luke Army Air Base in Arizona





Turning from the subject for treatment studies to health care financing, an IFAI-sponsored study led by Dr. McCaig, George Baker, Georgetown's Harvard professor of social medicine, and members of two prominent academic health law programs looked at the cost of health care.





The Commonwealth Aircraft Corporation in Australia built a version of the Texan called the Wirraway, the aircraft serving as both a trainer and a scout/fighter. A rugged aeroplane, armed with two .303 Vickers machine guns in the nose and a single flexible mounting for the observer, a Wirraway from No 4 Army co-operation squadron, based in Papua New Guinea, actually shot down an A6M Zero in December 1942. George Baker, who has a love for Australian aircraft, decided to convert his stock Harvard IV into a 'hybrid' Wirraway replica. Like the original, Baker's aircraft is powered by a Pratt & Whitney R-1340-61, his slick creation being finished in Royal Australian Navy colours

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