

AT-6C/D & SNJ-3/3C Texan 'Training to Win'

EN The AT-6 Texan/Harvard is most likely the most famous of the WW2 training aeroplanes, it also arguably is one of the most famous aeroplanes ever built. Its origins dates back to the late 1930 when the designers of the recently established North American company proposed the NA-16 project to fit the requirements issued by the USAAF calling for a so-called basic trainer. The NA-16 was a standard low-wing monoplane of mixed construction, the pilots's cockpits were left open in a true old fashion way. The USAAF, however, sent back updated request for a handful of changes o be incorporated in a new prototype, including an enclosed cockpit, which give birth to the re-worked NA-18 prototype. This type was later produced for the USAAF under the designation the BT-9 and for the Navy as the NJ-1. Further modernization saw the change in the airframe construction which turned to being semi-monococque and as such, the type was produced for the USAAF as the BT-14, under a contract with the RAF as the Yale Mk.I and for the French as the NA-64. Next version, the BC-1/SNJ-1 was already fitted with retractable undercarriage, it reverted to a fuselage with fabric covering though. The RAF placed an order for this version, calling it the Harvard Mk.I. The final version of the type became the BC-1A, which featured both the semi-monococque fuselage construction and the retractable gear. The BC-1A became later redesignated the AT-6 as the USAAF introduced a new category of aeroplanes, the advanced trainers, differing from the earlier basic trainer by the increased weight and engine power. The US Navy operated the type as the SNJ-2. Several more versions were being developed to meet the still changing war needs, bringing to existence the AT-6A, B, C, D and F airframes, all of which were powered by various versions of the R-1340 engine. Only the AT-6E was fitted with a Ranger V-770 powerplant and the type did not go beyond the prototype stage. After the war, the production line was delivering the AT-6G version airframes. Both the Navy and Marines operated the Texans too, calling the SNJ-2 through to SNJ-7. The SNJ-4 was fitted with an arrestor hook and was used for carrier landing trainings of naval airmen. The Harvards produced for the UK differed in many respects, as required by the customer. The Mk.II version was the AT-6(BC-1A) in the US parlance, the Mk.IIA was basically the AT-6C. At the Noorduyn production plant, the Mk.IIB were produced under licence. The Harvard Mk.III originated in the AT-6D version, while the Mk.IV Harvard was a post-war development corresponding the AT-6G airframes and remained in production in Canada until 1951.

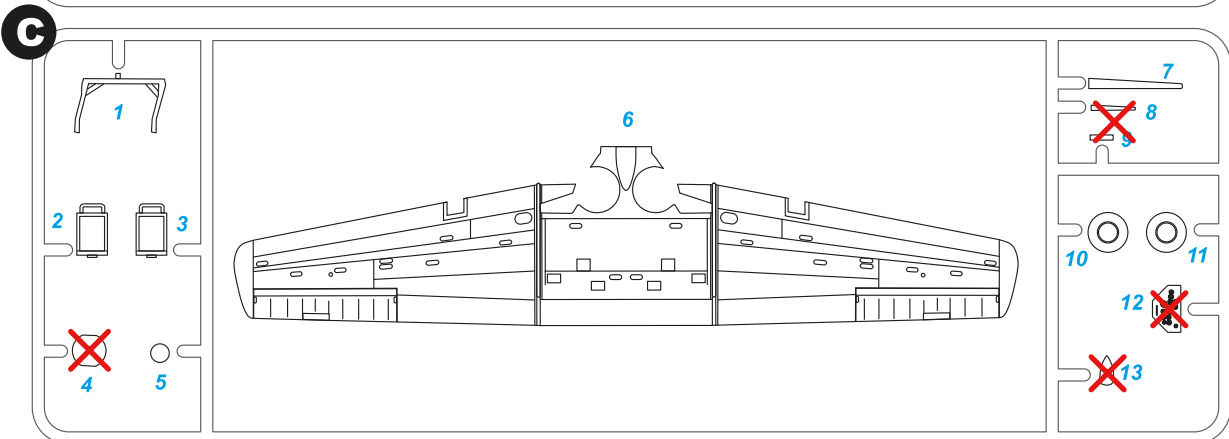
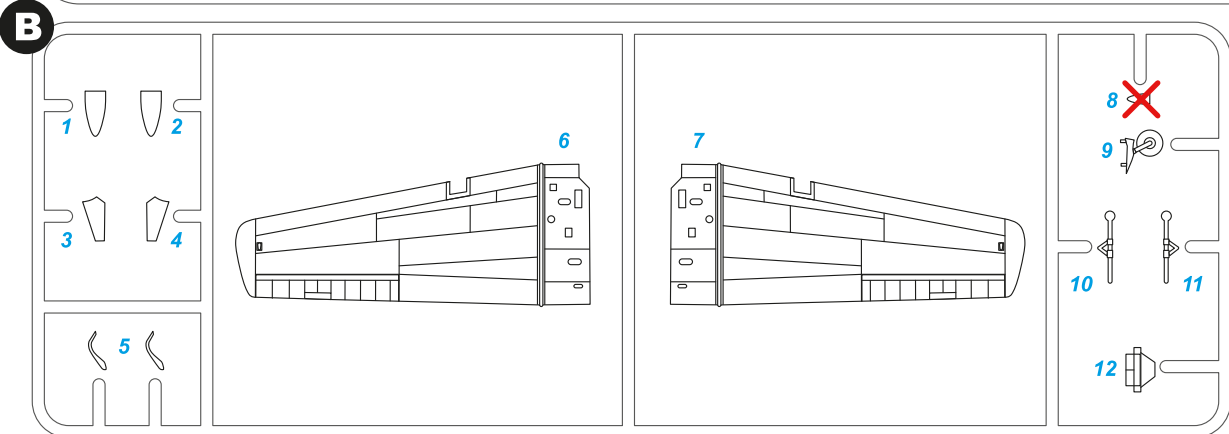
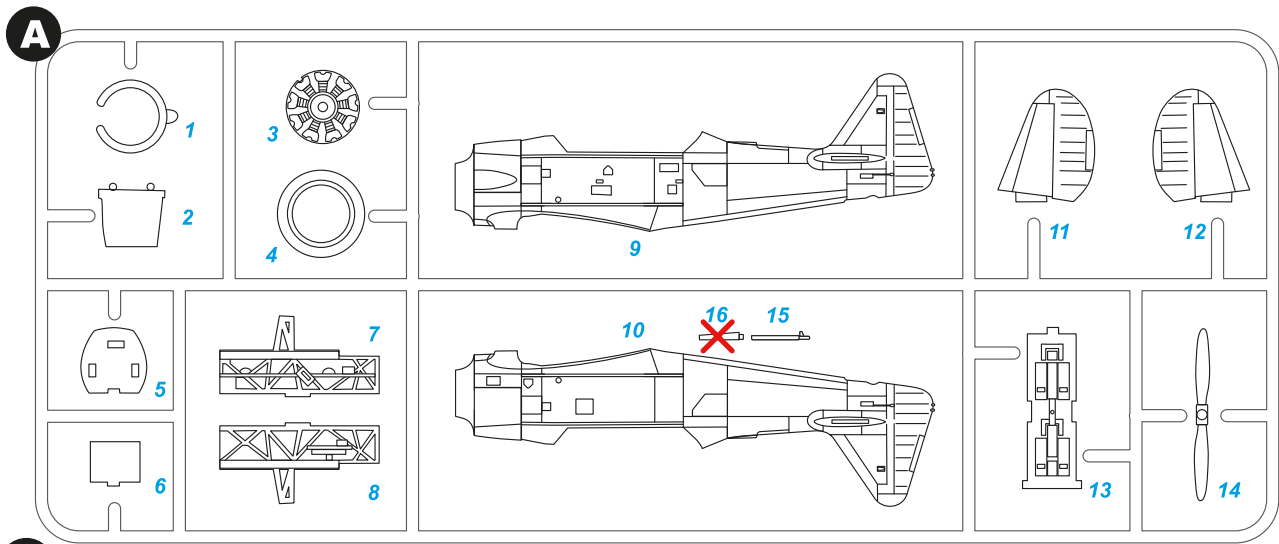
According to the version built, the Texans/Harvards were put in service either in pilot's or gunnery training role. The Harvards were operated not just with the RAF, they also went to other air forces of Commonwealth nations as were the RCAF, RNZAF, RSAAF, SRAF or the IAF. Because of the total number of built and also due to their excellent performance, they literally flooded the air forces across the world in the post war years. What also contributed to this was that the type had been really good at the light ground attack role, the type also saw the Korean War in the forward air control role. The total list of the military operators of the type is quite wide, indeed.

Span: 12.81 m, length: 8.84 m, heigth: 3.57 m, max. speed: 335 km/h, ceiling: 7,400 m, range: 1,175 km.

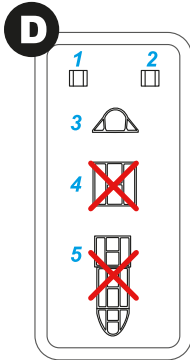
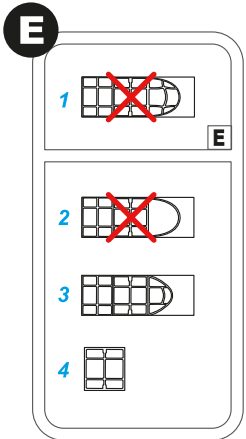
CZ AT-6 Texan/Harvard je patrně nejslavnější cvičný letoun druhé světové války a jeden z nejslavnějších letounů světa vůbec. Vznikl u mladé firmy North American na konci třicátých let minulého století. Pro soutěž vypsanou USAAF pro kategorii basic trainer zkonstruovali konstruktéři North Americanu prototyp NA-16, dolnoplošník smíšené konstrukce s otevřenými prostory osádky. Podle požadavků USAAF dostal překonstruovaný prototyp, přeznačený na NA-18, uzavřený překryt osádky. Pro USAAF byl vyráběn jako BT-9, pro US Navy jako NJ-1. Další modernizace přinesla poloskořepinovou konstrukci trupu. S tou byl tento letoun vyráběn pro USAAF (BT-14), dle požadavků RAF (Yale Mk.I) a Francie (NA-64). Zatahovací podvozek se objevil u další verze, BC-1/SNJ-1, která se ale vrátila k trupu potaženému plátnem. RAF tuto verzi objednalo pod označením Harvard Mk.I. Finální verzi, kombinující poloskořepinovou konstrukci trupu se zatahovacím podvozkem se stala verze BC-1A, přeznačená na AT-6. USAAF totiž zavedlo novou kategorii advanced trainer, do které se stále těžší a výkonnější letoun skvěle hodil. Pro US Navy se vyráběl pod označením SNJ-2. Další verze byly vyvíjeny dle válečných potřeb. Postupně byly do konce války vyrobeny verze AT-6A, B, C, D a F. Všechny tyto verze byly poháněny verzemi motoru R-1340. Verze AT-6E, poháněná motorem Ranger V-770, zůstala v prototypu. Po válce byla vyráběna verze AT-6G. US Navy a US Marines používalo Texany také, SNJ-2 až SNJ-7. Verze SNJ-4C dostala přistávací hák a byla používána pro výcvik námořních pilotů. Pro Velkou Británii byly vyráběny Harvardy s odlišnostmi dle britských požadavků. Verze Mk.II odpovídala AT-6(BC-1A), verze Mk.IIA odpovídala AT-6C. V licenci firmy Noorduyn byl pro RAF vyráběn Harvard Mk.IIB. Verze Harvard Mk.III vycházela z verze AT-6D. Harvard Mk.IV byl pak poválečnou verzí, odpovídající AT-6G. Ta byla vyráběna v Kanadě od roku 1951.

Podle verzí byly Texany/Harvardy používány k pilotnímu nebo střežnému výcviku. Harvardy používalo nejen britské RAF, ale i další letectva Commonwealthu, RCAF, RNZAF, RSAAF, SRAF nebo IAF. Vzhledem k počtu vyrobených letadel a jejich kvalitě se Texany/Harvardy během a po druhé světové válce masivně rozšířily po celém světě. K tomu přispělo i to, že se kromě výcviku dal použít jako lehký bitevní letoun. Poválečná verze AT-6G byla použita ve válce v Koreji jako letoun vzdušných návodčích. Výčet uživatelů je velmi široký.

Rozpětí: 12,81 m, délka: 8,84 m, výška: 3,57 m, maximální rychlost: 335 km/h, dostup: 7 400 m, dolet: 1 175 km.



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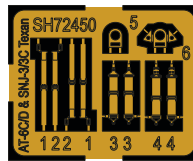


Film

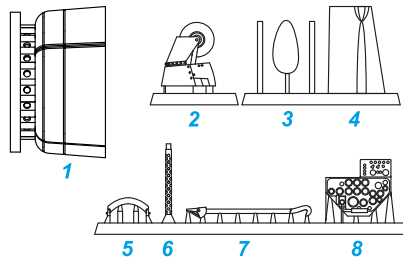


SH72450

Photo-Etched Parts (PE)



Resin Parts (PUR)



Barvy GUNZE/ GUNZE Colour No.

A	Aluminium / hliník	H8/C8
B	Flat Black / černá matná	H12/C33
C	Interior Green / interiérová zelená	H57/C27
D	Linen (Tan) / plátno	H27/C44
E	Olive Drab / olivová	H52/C12
F	Burnt Iron / opálený kov	H76/C61
G	Tire Black / barva pneu	H77/C137
H	Gloss Black / černá lesklá	H2/C2
I	Grayish Blue / modrošedá	H337/C337
J	Clear Red / čirá červená	H90/C47
K	Clear Blue / čirá modrá	H93/C50
L	Clear Green / čirá zelená	H94/C138
M	Clear Amber / čirá jantarová	H92/C49
N	White / lesklá bílá	H1/C1

SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER

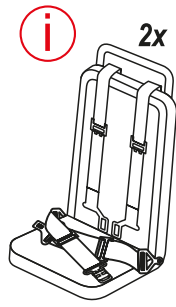
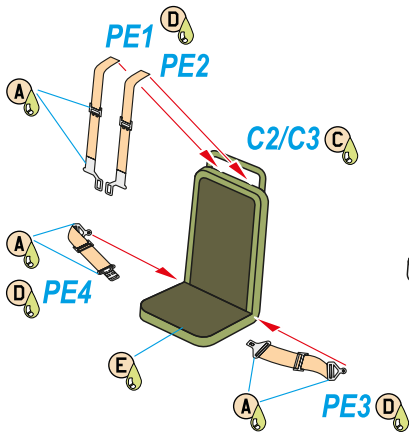


CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER

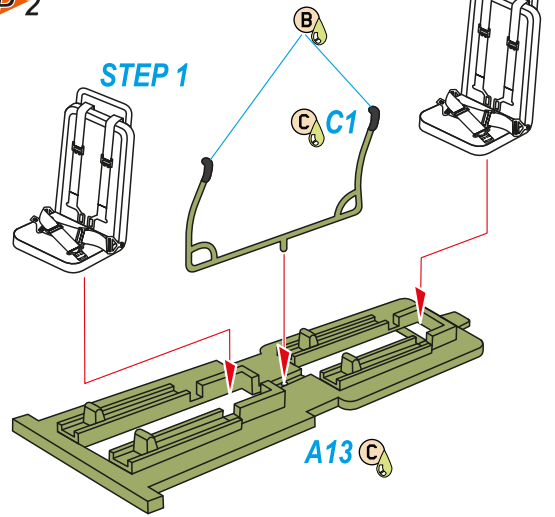
GSI
colours code

COLOUR
NATRÍT
FARBEN
PEINDRE

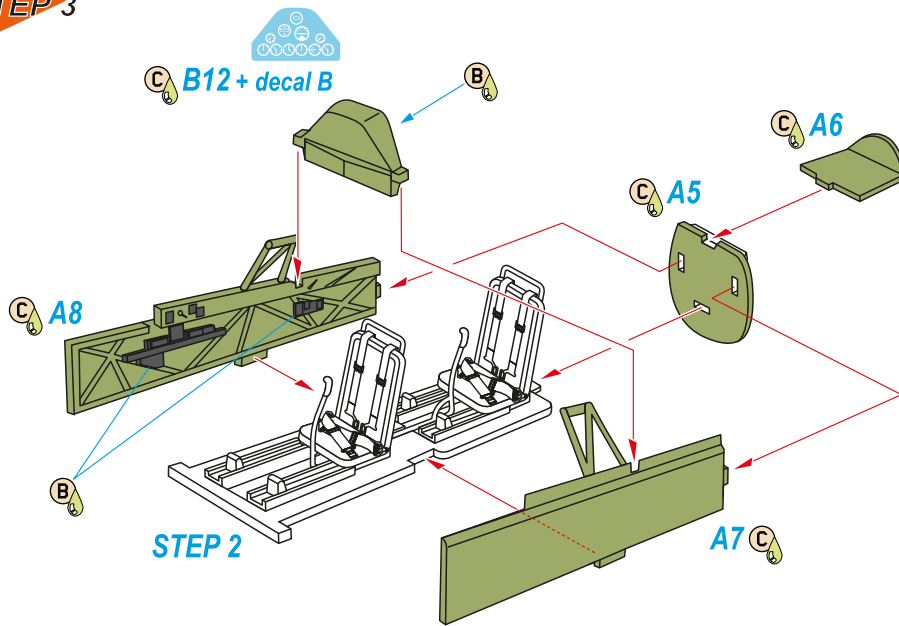
STEP 1



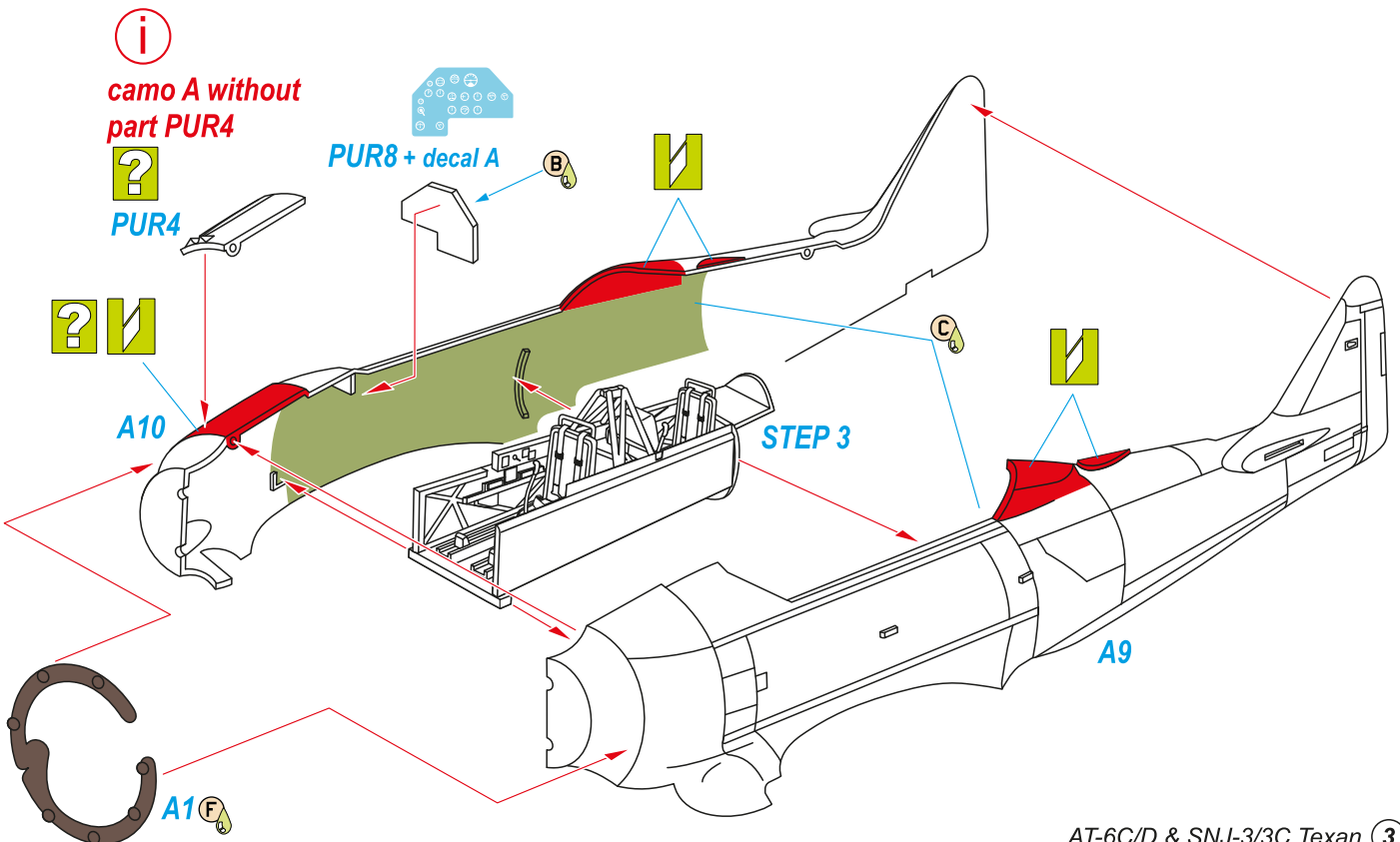
STEP 2



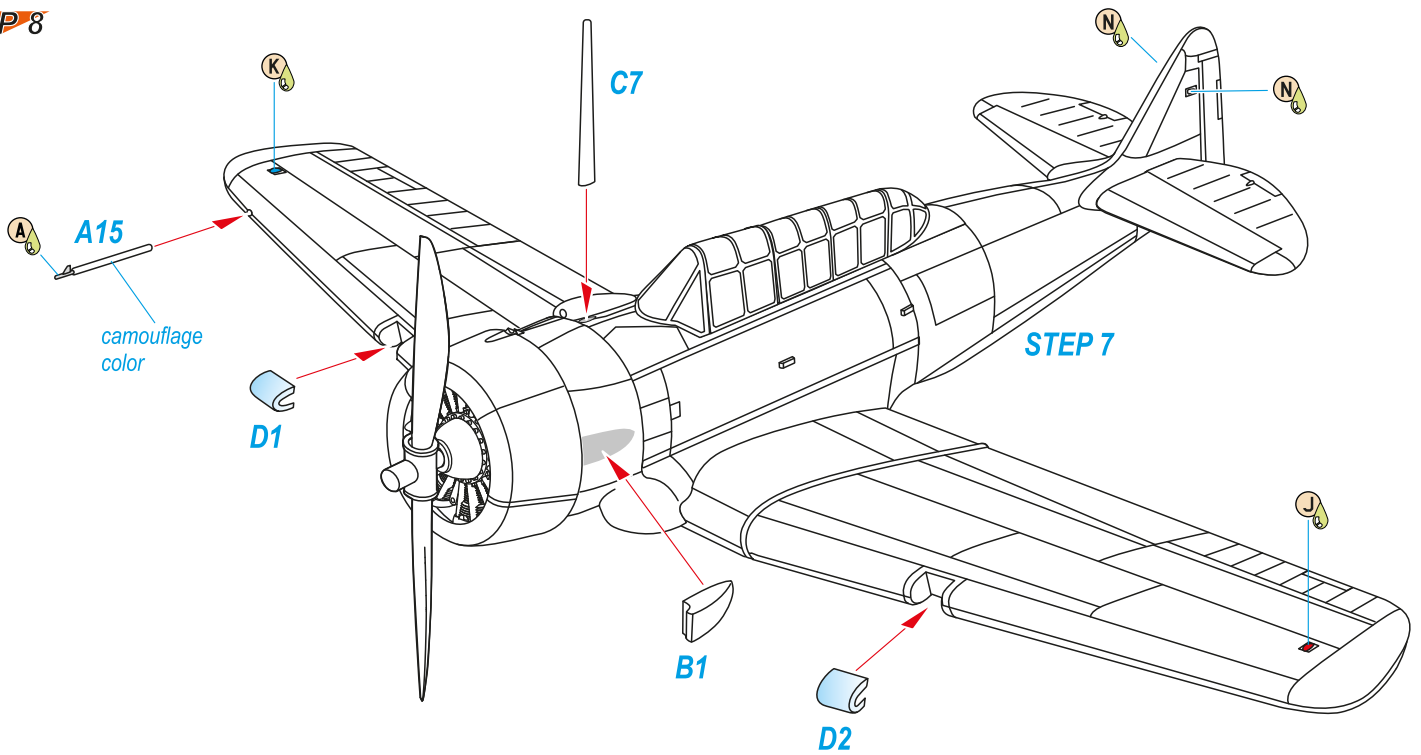
STEP 3



STEP 4

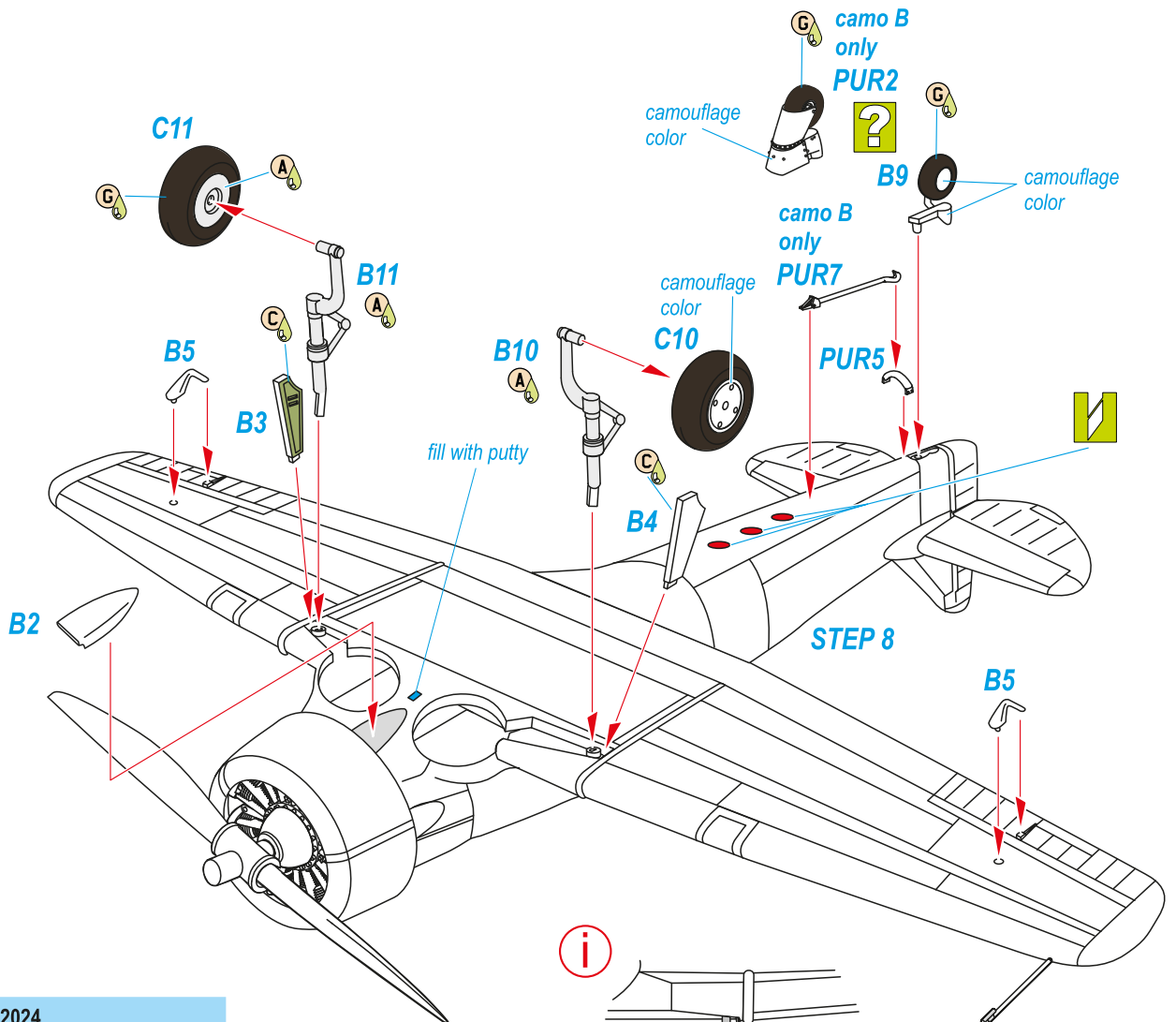


STEP 8

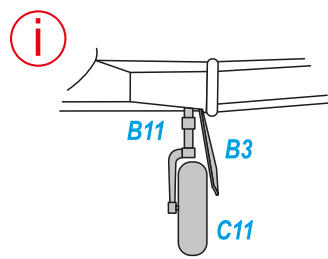


STEP 7

STEP 9



STEP 8



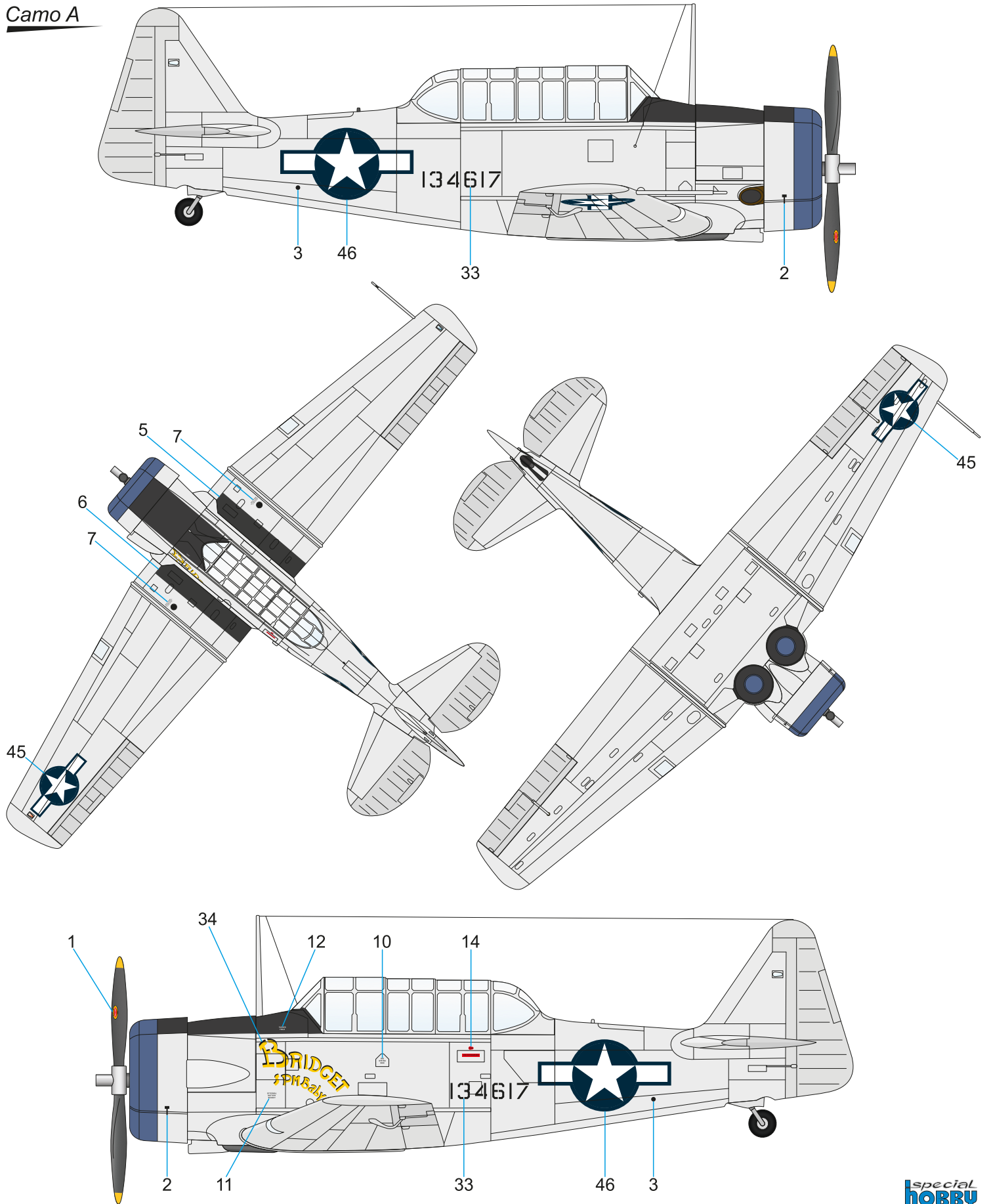
Special MASK 1/72 M72024 AT-6 Texan/Harvard Mk.II/IIA/IIB

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AT-6D-NT Texan, 4134617, named Bridget SPM Baby, 67th Tactical Reconnaissance Group, based at Middle Wallop (USAAF Station 449), Great Britain, 1944. The aircraft was used for liaison duties.

AT-6D-NT Texan, 4134617, pojmenovaný Bridget SPM Baby, 67th Tactical Reconnaissance Group, základna Middle Wallop (USAAF Station 449), Velká Británie, 1944. Letoun byl používán jako spojovací.

Camo A

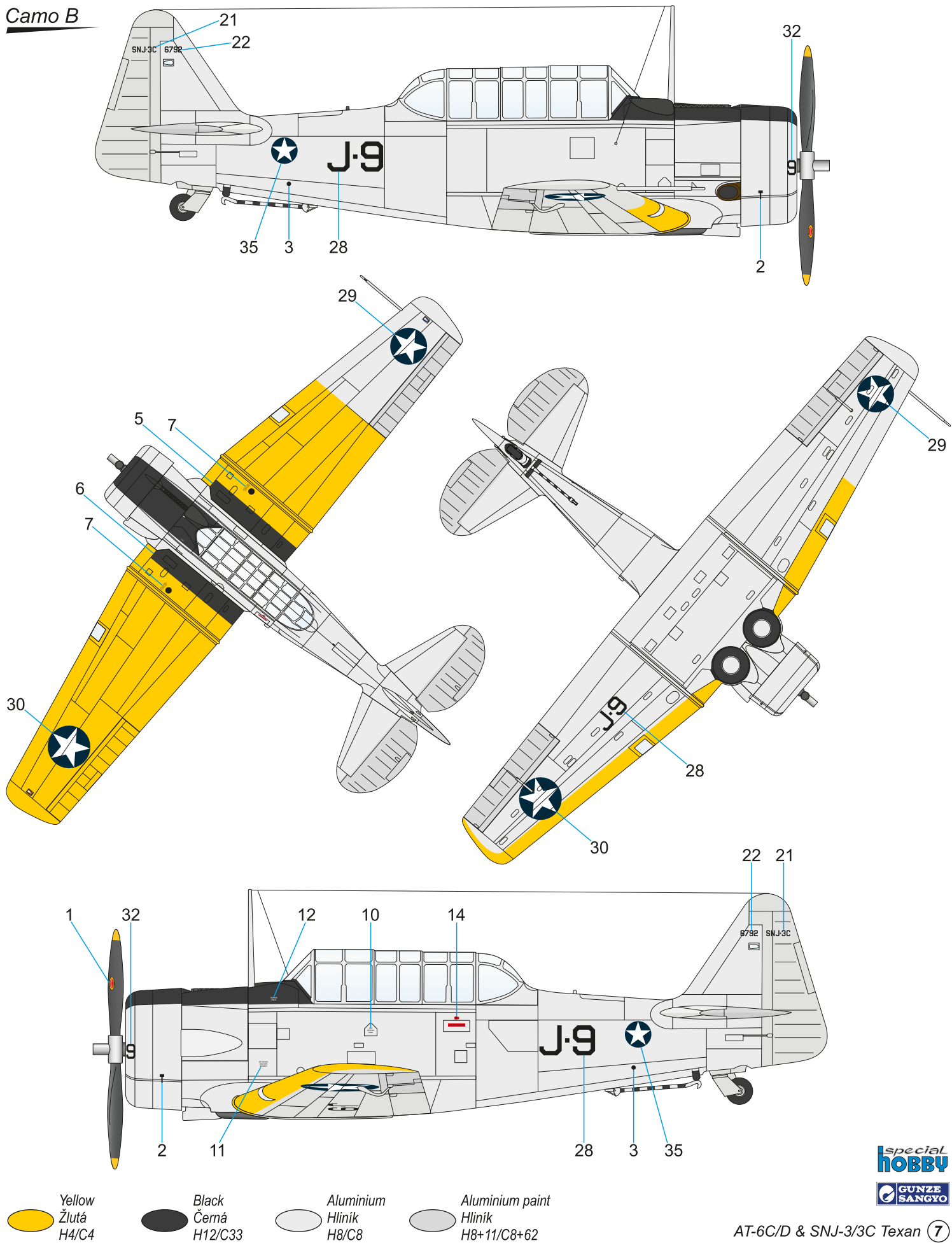


- | | | | | |
|---|---|--|--|--|
|  Yellow
Žlutá
H4/C4 |  Black
Černá
H12/C33 |  Blue
Modrá
H5/C5 |  Aluminium
Hliník
H8/C8 |  Aluminium paint
Hliník
H8+11/C8+62 |
|---|---|--|--|--|

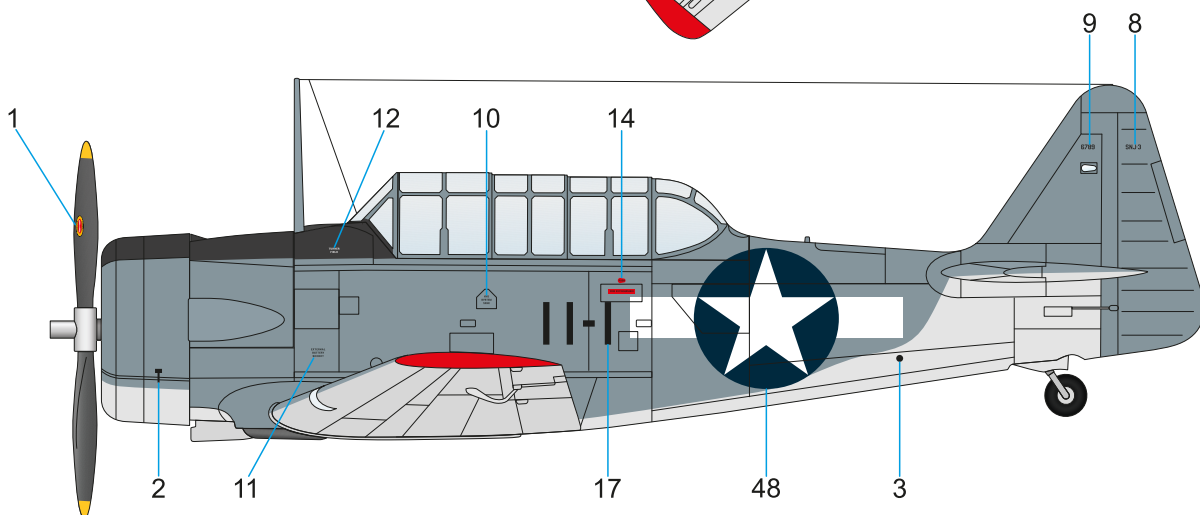
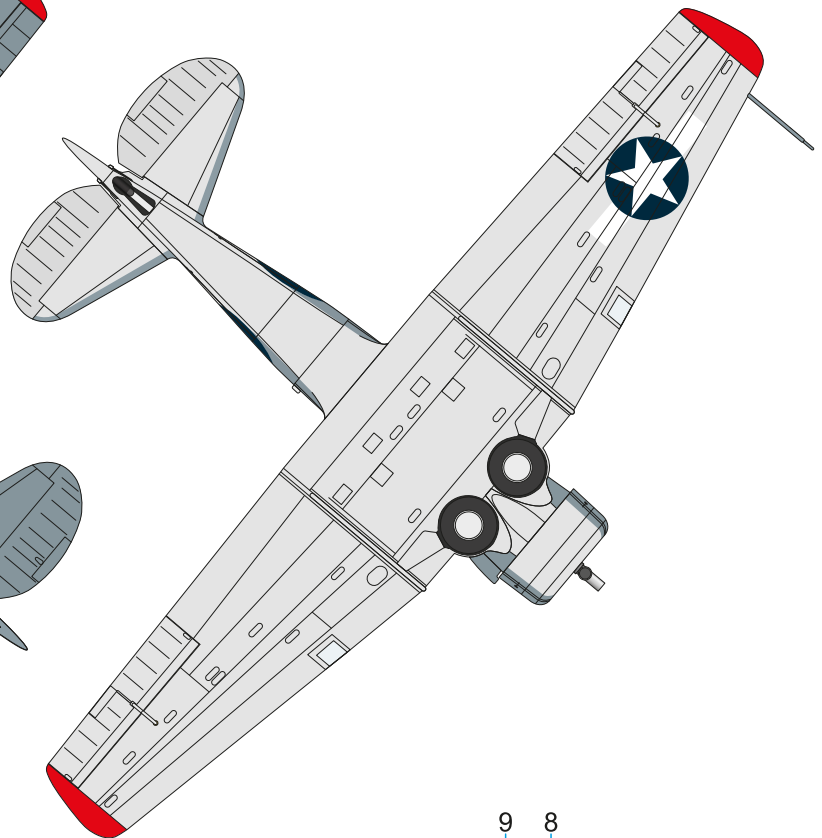
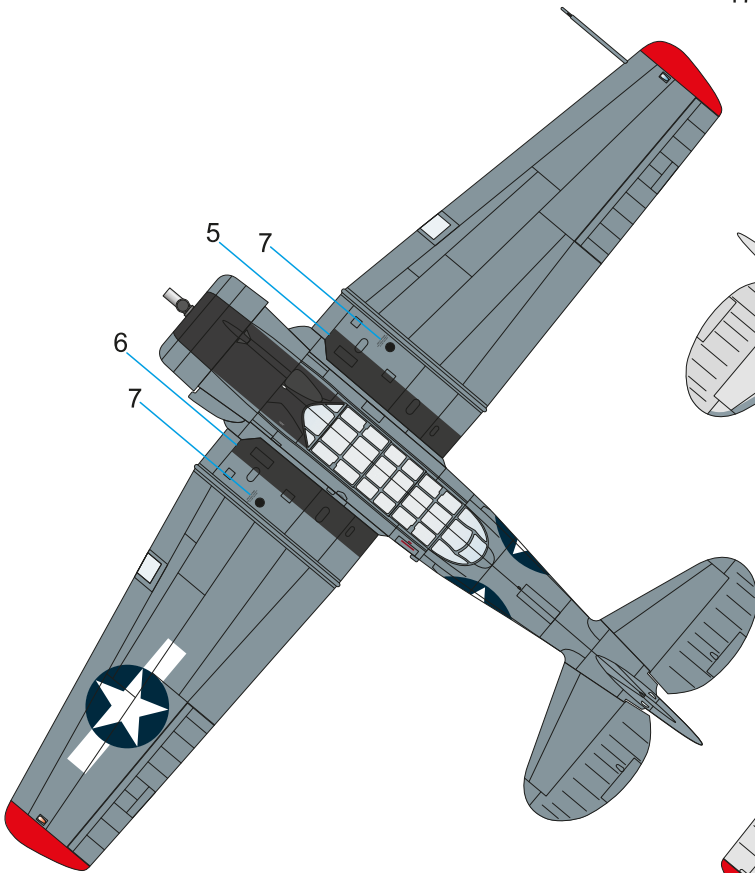
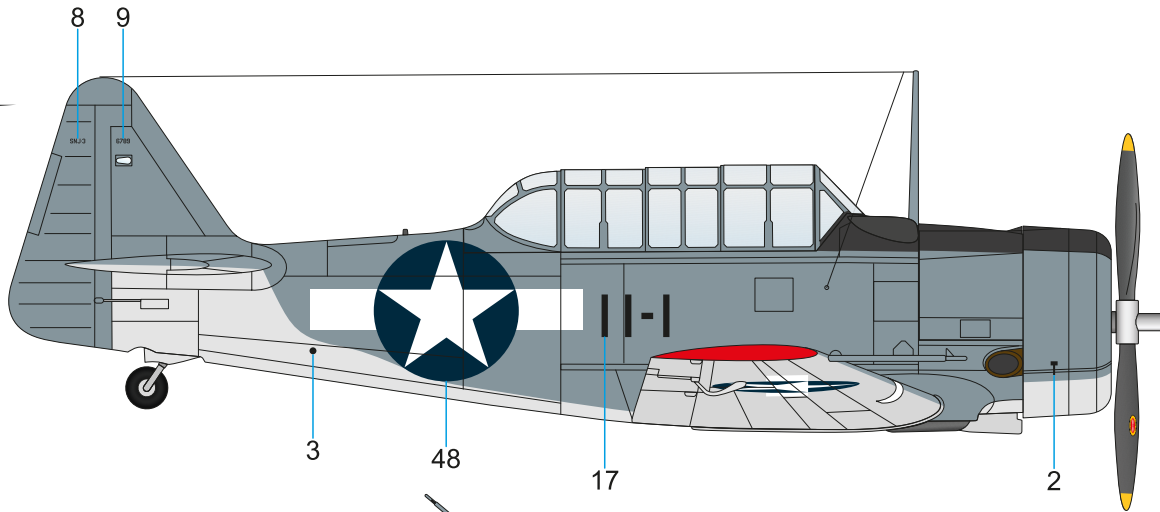
SNJ-3C Texan, BuNo 6792, J-9. The aircraft was on strength of the Carrier Qualification Unit at NAS Glenview, Illinois, and was flown from aircraft carrier USS Wolverine, one of the training carriers sailing on the Great Lakes on the US/Canada border, in Autumn 1942. The machine may have had the starboard wing panel replaced which seems to account for its different colour. The elevators possibly underwent some sort of repair, too, and the aluminium colour of their fabric covering also got past the hinge line on the stabilizer in an uneven line.

SNJ-3C Texan, BuNo 6792, J-9. Letoun byl zařazen do stavu Carrier Qualification Unit se sídlem na NAS Glenview, Illinois, ale operoval z letadlové lodě USS Wolverine, jedné z cvičných letadlových lodí operujících na Velkých jezerech na hranici USA a Kanady, podzim 1942. U tohoto stroje došlo patrně k výměně pravé poloviny křídla. Proto je křídlo zbarveno asymetricky. Pravděpodobně při opravě plátěných kormidel došlo k k nanesení hliníkové barvy na stabilizátor vodorovně ocasní plochy v nepravidelné lince.

Camo B



Camo C



Yellow
Žlutá
H4/C4

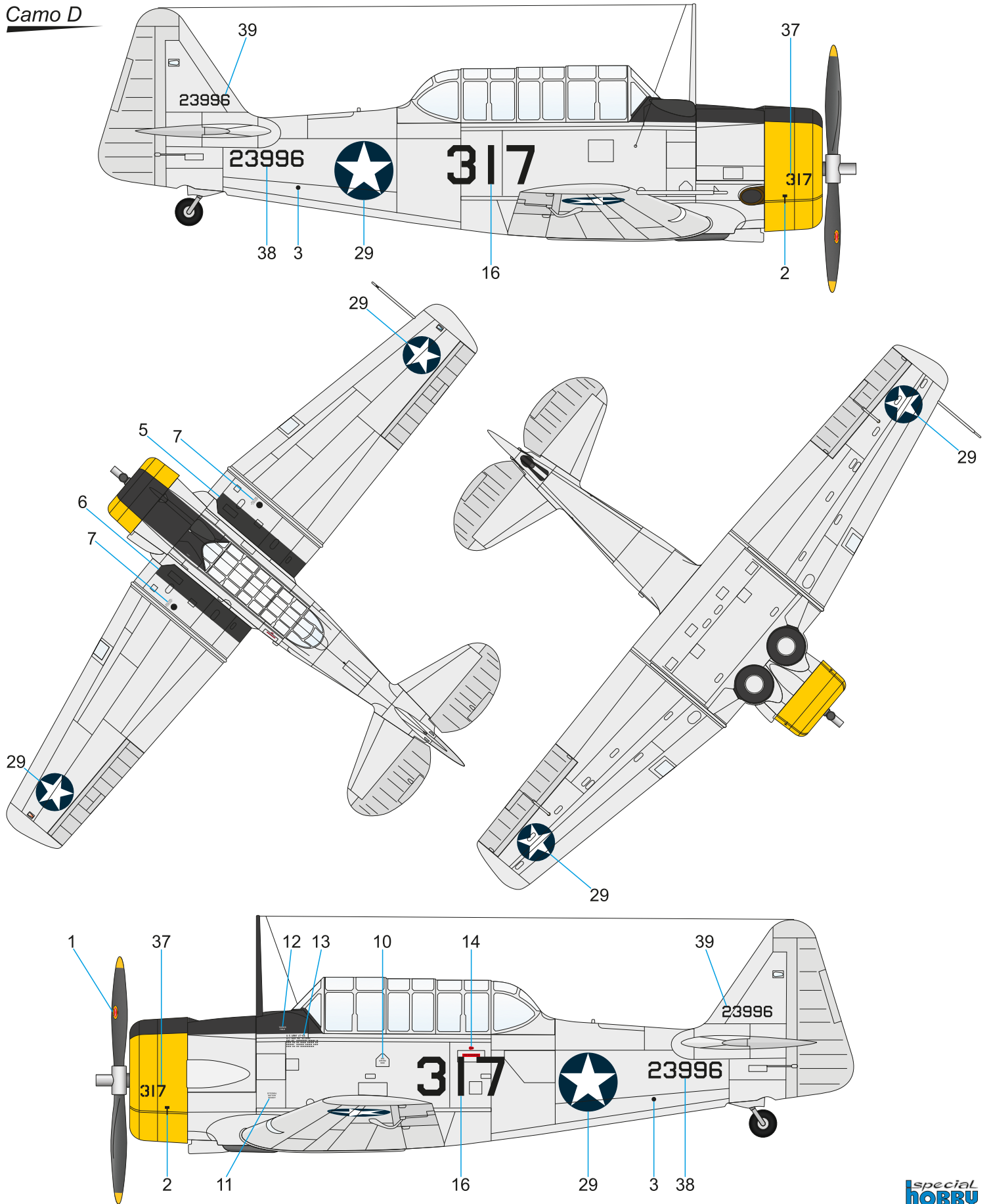
Black
Černá
H12/C33

Blue Gray
Modrošedá
H42/C72

Light Gray
Světle šedá
H325/C325

Red
Červená
H3/C3

Camo D



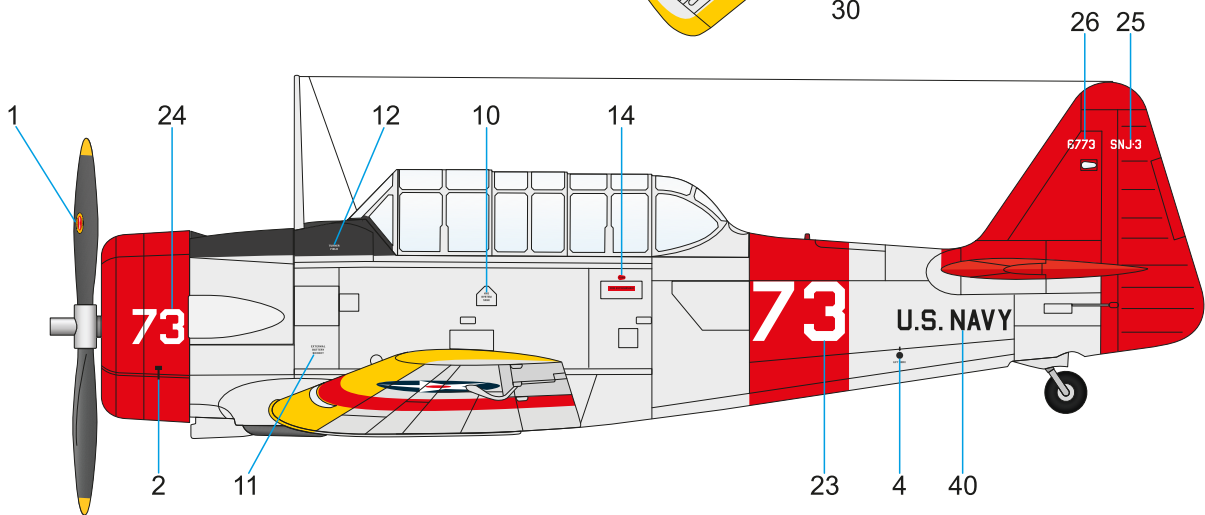
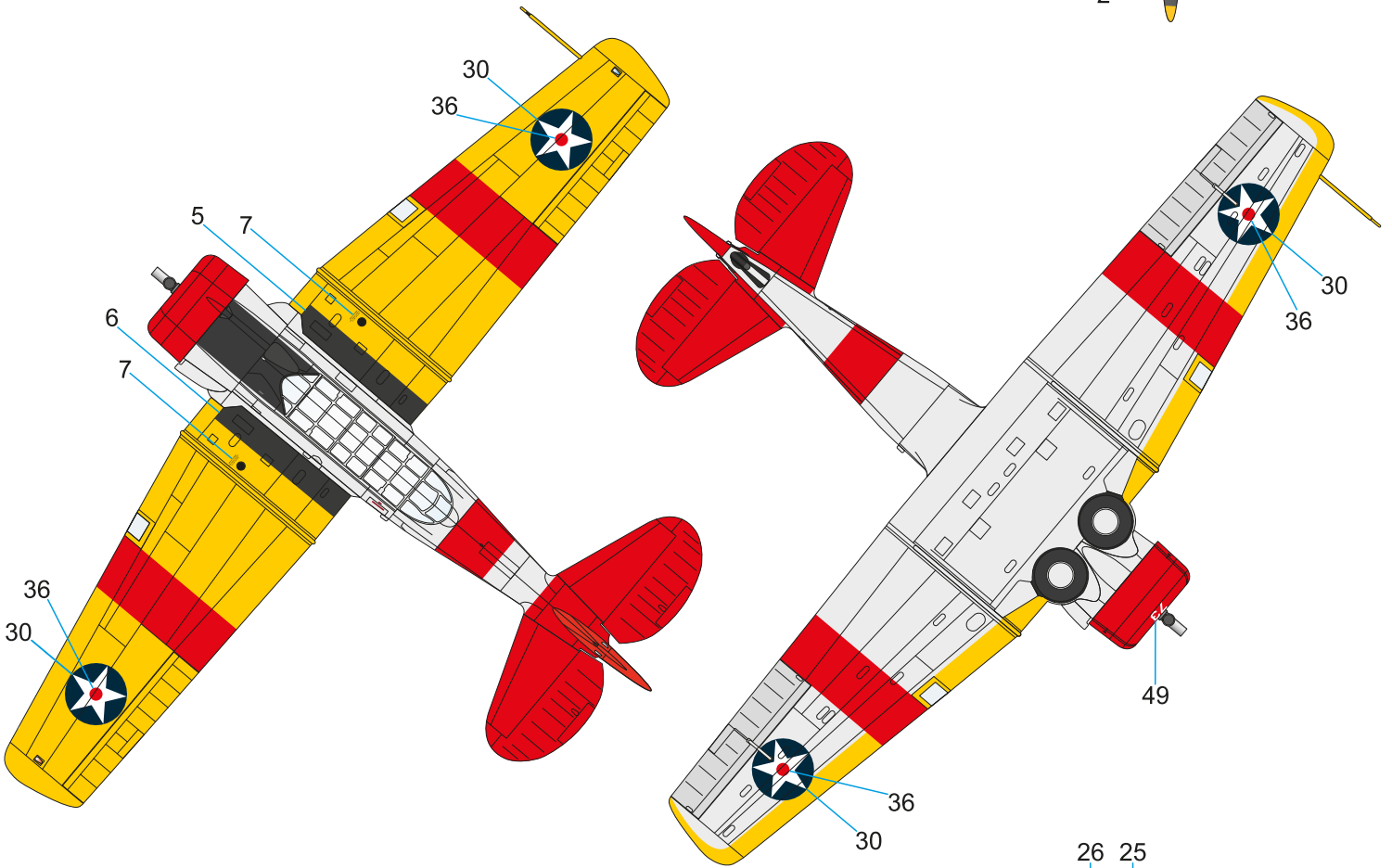
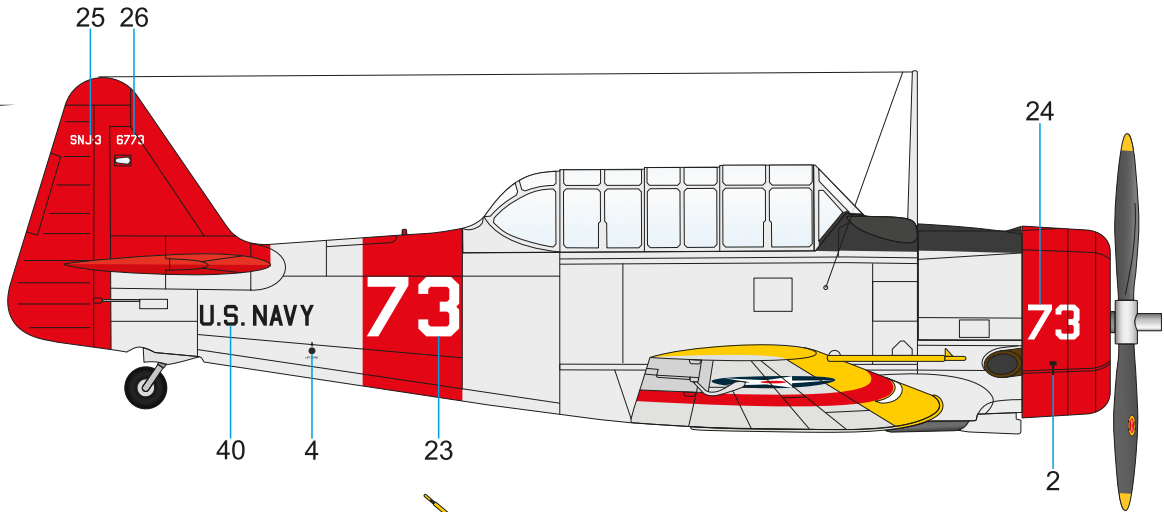
Yellow
Žlutá
H4/C4

Black
Černá
H12/C33

Aluminium
Hliník
H8/C8

Aluminium paint
Hliník
H8+11/C8+62

Camo E



Yellow
Žlutá
H4/C4

Black
Černá
H12/C33

Aluminium
Hliník
H8/C8

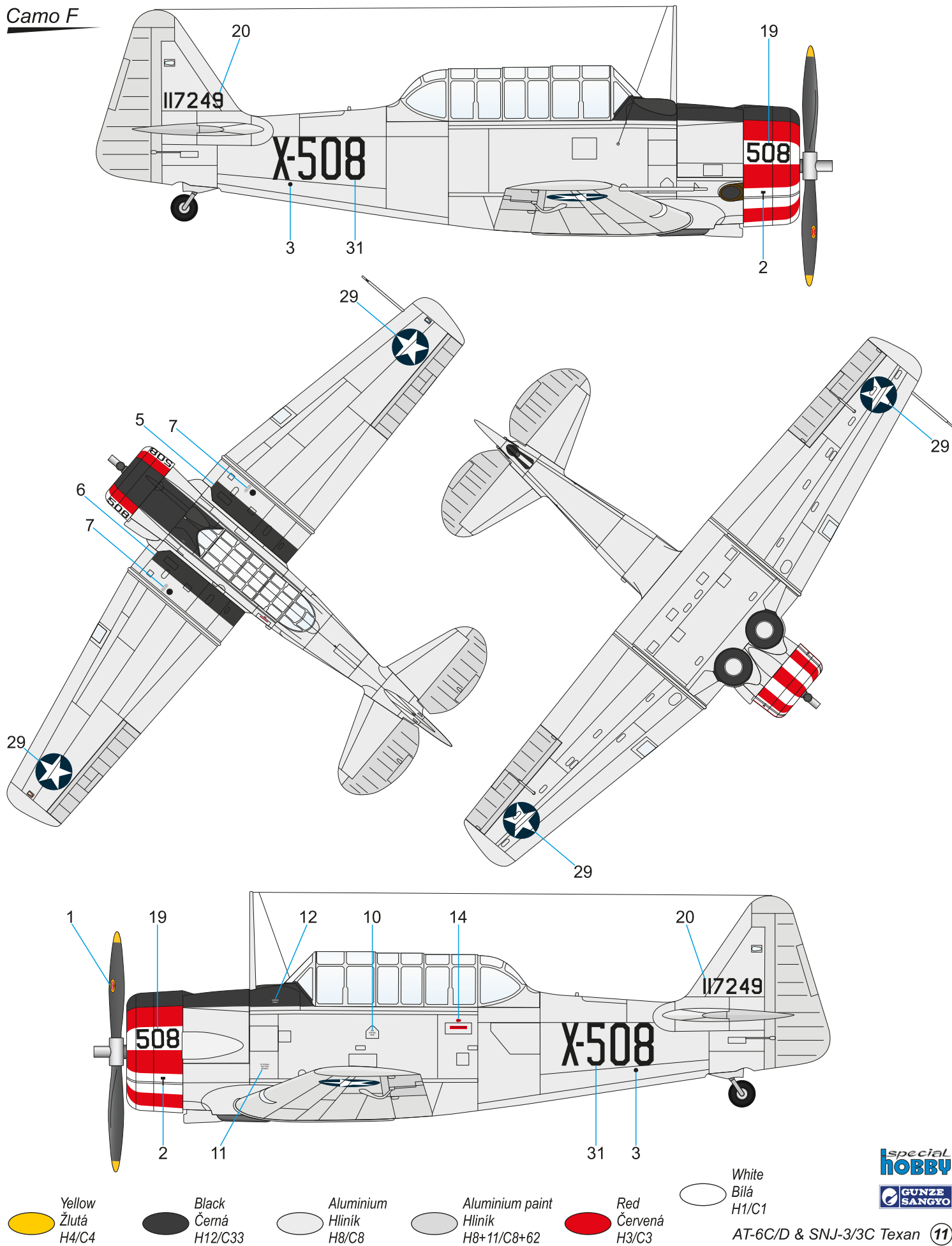
Aluminium paint
Hliník
H8+11/C8+62

Red
Červená
H3/C3

AT-6C Texan, 41-17249, X-508, Luke Field, Arizona, 1942. In period photographs, the aircraft can be seen wearing the rudder stripes and no serial number as well as without the stripes and with the serial.

AT-6C Texan, 41-17249, X-508, základna Luke Field, Arizona, 1942. Letoun je fotograficky doložen jak s pruhy na kormidle a bez serial, tak se seriálem, ale bez pruhů.

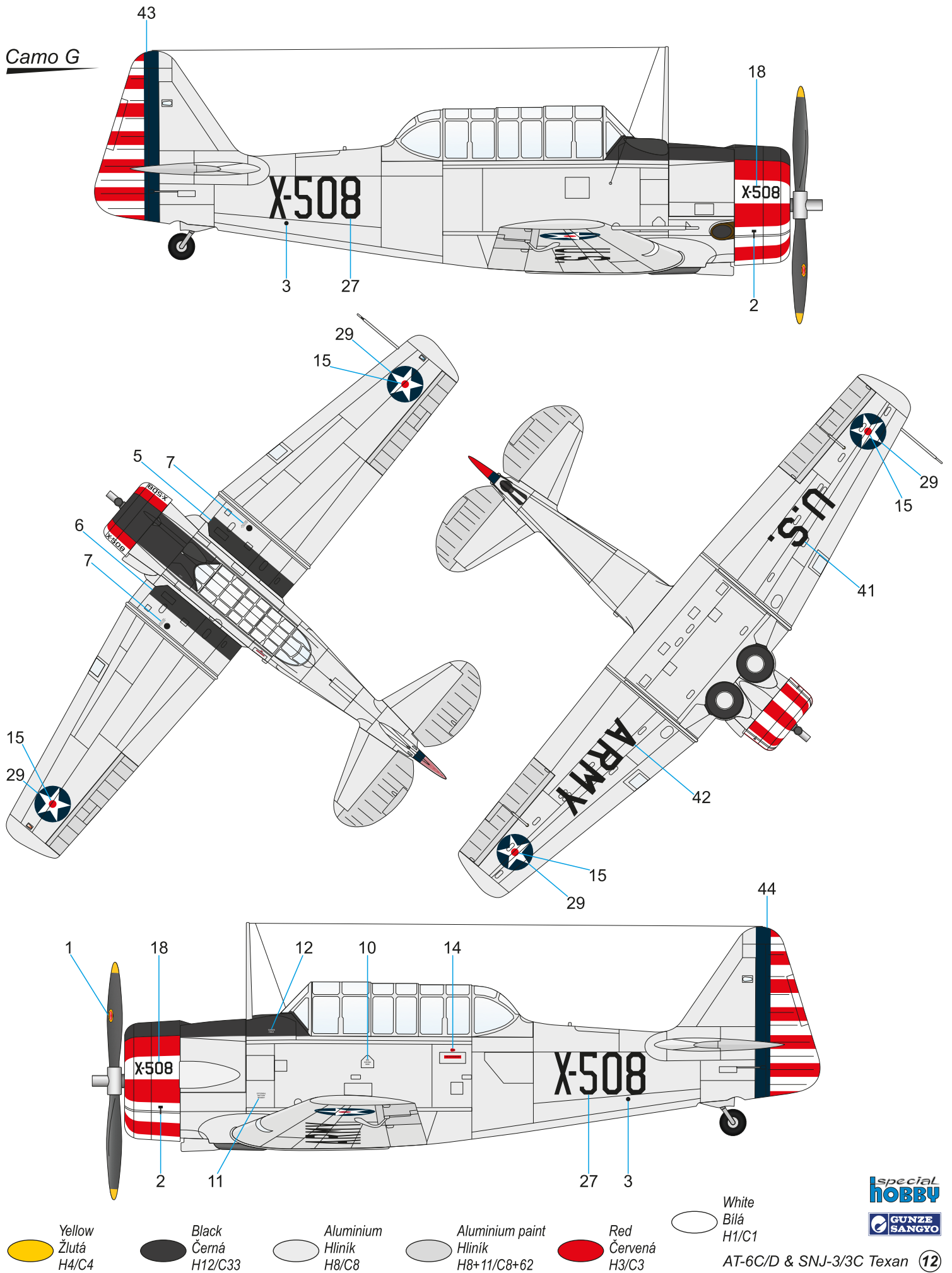
Camo F



AT-6C Texan, 41-17249, X-508, Luke Field, Arizona, 1942. In period photographs, the aircraft can be seen wearing the rudder stripes and no serial number as well as without the stripes and with the serial.

AT-6C Texan, 41-17249, X-508, základna Luke Field, Arizona, 1942. Letoun je fotograficky doložen jak s pruhy na kormidle a bez serial, tak se seriálem, ale bez pruhů.

Camo G



Yellow
Žlutá
H4/C4

Black
Černá
H12/C33

Aluminium
Hliník
H8/C8

Aluminium paint
Hliník
H8+11/C8+62

Red
Červená
H3/C3

White
Bílá
H1/C1

AT-6C/D & SNJ-3/3C Texan (12)

