

# NORTH AMERICAN AT-6 TEXAN

## AT-6 SERVICE

*Manufacturer:* North American Aviation Inc., Inglewood, California, USA  
*Models:* NA-16, NA-18, NA-19, NA-20, NA-22, NA-23, NA-26, NA-27, NA-28, NA-29, NA-30, NA-31, NA-32, NA-33, NA-34, NA-36, NA-37, NA-38, NA-41, NA-42, NA-43, NA-44, NA-45, NA-46, NA-47, NA-48, NA-49, NA-50, NA-52, NA-53, NA-54, NA-55, NA-56, NA-57, NA-58, NA-59, NA-61, NA-64, NA-65, NA-66, NA-68, NA-69, NA-71, NA-72, NA-74, NA-75, NA-76, NA-77, NA-78, NA-79, NA-81, NA-84, NA-85, NA-88, NA-119, NA-121, NA-128, NA-142, NA-168, NA-182, NA-186, NA-188, NA-195, NA-197, NA-198  
*Designations:* AT-6; A-27, AT-16, BC, BT, NJ, P-64, SNJ, SN2J, T-6, TJ-8  
*Names:* Texan (USAAF, USN); Harvard (RAF), Yale (RCAF), Wirraway (CAC built), "Oak" (Japan, US codename)

*First official flight:* NA-16 01 Apr 1935  
*Factory production period:* 1935 – 1946  
1939 – 1956 (Foreign built)  
*Primary service period:* 1936 – 1960s  
*Last official flight:* T-6G 1960s

## AT-6 VARIANTS

### US Military

1935	<b>NA-16</b>	<b>NA-16</b> <i>Prototype</i>	1	<b>Total: 00001</b>
1936	<b>NA-19</b>	<b>BT-9</b>	42	
1936	<b>NA-19A</b>	<b>BT-9A</b>	40	
1937	<b>NA-23</b>	<b>BT-9B</b>	117	
1937	<b>NA-29</b>	<b>BT-9C</b>	67	
1937	<b>NA-28</b>	<b>NJ-1</b>	40	
1939	<b>NA-58</b>	<b>BT-14</b>	251	<b>Total: 00557</b>
1937	<b>NA-26</b>	<b>NA-26</b>	1	
1938	<b>NA-44</b>	<b>NA-44</b>	1	
1938	<b>NA-36</b>	<b>BC-1</b>	177	
1939	<b>NA-55</b>	<b>BC-1A</b>	83	
1939	<b>NA-54</b>	<b>BC-2</b>	3	<b>Total: 00265</b>
1940	<b>NA-55 / -59</b>	<b>AT-6</b>	94	
1941	<b>NA-77 / -78</b>	<b>AT-6A</b>	1847	
1942	<b>NA-84</b>	<b>AT-6B</b>	400	
1942	<b>NA-88</b>	<b>AT-6C</b>	2970	
1943	<b>NA-88 / -121</b>	<b>AT-6D</b>	4388	
1945	<b>NA-121</b>	<b>AT-6F</b>	956	<b>Total: 10655</b>

1939	<b>NA-52</b>	<b>SNJ-1</b>	16	
1940	<b>NA-65 / -79</b>	<b>SNJ-2</b>	61	
1941	<b>NA-77 / -78</b>	<b>SNJ-3</b>	270	
1943	<b>NA-88</b>	<b>SNJ-4</b>	2400	
1943	<b>NA-88</b>	<b>SNJ-5</b>	373	
1947	<b>NA-142</b>	<b>XSN2J-1</b>	2	<b>Total: 03122</b>

**Total: 14600**

**Foreign Military**

1938	<b>NA-49 / -61</b>	<b>Harvard Mk. I</b>	430	
1940	<b>NA-66 / -75 / -76 / -81</b>	<b>Harvard Mk. II</b>	1275	
	<i>NAA Export Orders:</i>		764	<b><u>Total: 02469</u></b>

*Foreign built – Australia:*

1939	<b>NA-33</b>	<b>CAC Wirraway</b>	755	<b>Total: 00755</b>
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*Foreign built – Canada:*

1942	<b>NA-77</b>	<b>AT-16</b>	1800	
1940	<b>NA-76</b>	<b>Harvard Mk. II</b>	210	
1944	<b>NA-81</b>	<b>Harvard Mk. IIB</b>	757	
1951	<b>NA-16-1E</b>	<b>Harvard Mk. 4</b>	555	<b>Total: 03322</b>

*Foreign built – Japan:*

1941	-	<b>Watanabe K10W1 “Oak”</b>	176	<b>Total: 00176</b>
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*Foreign built – Sweden:*

1939	-	<b>Sk. 14</b>	52	
1942	-	<b>Sk. 14A</b>	83	<b>Total: 00135</b>

**Total: 04388**

**Grand Total: 21457**

**AT-6 VARIANTS – TYPE COMPARISON**

*Figures for each type are final totals built or converted.*

<b><u>USAAF</u></b>		<b><u>US Navy</u></b>		<b><u>British RAF</u></b>		<b><u>Foreign built</u></b>
<b>NA-16</b>	1	-		-		-
<hr/>						
<b>BT-9</b>	42	-		-		-
<b>BT-9A</b>	40	-		-		-
<b>BT-9B</b>	117	<b>NJ-1</b>	40	-		-
<b>BT-9C</b>	67	-		-		-
<b>BT-14</b>	251	-		-		-
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<b>NA-26</b>	1	-		-		-
<b>NA-44</b>	1	-		-		-
<b>BC-1</b>	177	<b>SNJ-1</b>	16	<b>Harvard Mk. I</b>	430	<b>CAC Wirraway 755</b>
		<b>SNJ-2</b>	61	-		-
<b>BC-1A</b>	83	-		-		-
<b>BC-2</b>	3	-		-		-

<b>AT-6</b>	94	-		<b>Harvard Mk. II</b>	1275	<b>Harvard Mk. II</b>	210
<b>AT-6A</b>	1847	<b>SNJ-3</b>	568	-		<b>AT-16</b>	2557
						( <b>Harvard Mk. IIB</b> )	
<b>AT-6B</b>	400	-		-		-	
<b>AT-6C</b>	2970	<b>SNJ-4</b>	2400	<b>Harvard Mk. IIA</b>	747	-	
				<b>Harvard Mk. III</b>	5	-	
<b>AT-6D</b>	4388	<b>SNJ-5</b>	1568	<b>Harvard Mk. III</b>	532	-	
<b>AT-6F</b>	956	<b>SNJ-6</b>	411	-		-	
-		<b>XSN2J-1</b>	2	-		-	
<b>T-6G</b>		<b>SNJ-7</b>		-		<b>Harvard Mk. 4</b>	270
						( <b>T-6H</b> )	
<b>T-6G</b>		-		-		<b>Harvard Mk. IV</b>	285
						( <b>T-6J</b> )	

## AT-6 PRODUCTION

### US Military

#### **NA-16**

*Company owned prototype trainer, fixed u/c.  
Initially with open cockpit, 2-bladed prop.  
Later modified as **NA-18** (NC2080, c/n: 18-1)  
and sent to Argentina.*

*produced 1935*

North American Inglewood, California (NA)  
NX2080 16-1

1 **Total: 00001**

#### **BT-9**

*USAAC version of NA-18,  
fixed undercarriage.*

*produced 1936*

North American Inglewood, California (NA)  
36-028, 36-029 19-1, 19-3  
36-030 / 36-036 19-5 / 11

*- 36-036 modified as **NA-22**  
primary trainer prototype.*

36-037 / 36-051 19-20 / 34

36-052 / 36-069 19-50 / 67

42 **Total: 00042**

#### **BT-9A**

*As BT-9, 2 machine guns, camera gun.*

*produced 1936 – 1937*

North American Inglewood, California (NA)

36-088 19-4

36-089 / 36-096 19-12 / 19

36-097 / 36-111 19-35 / 49

36-112 / 35-127 19-68 / 83

40 **Total: 00040**

#### **BT-9B**

*As BT-9, minor changes, unarmed.*

*produced 1937 – 1938*

North American Inglewood, California (NA)

37-115 / 37-231 23-85 / 201

117 **Total: 00117**

**BT-9C**

*As BT-9A, equipped for Organized Reserve use.*

*produced 1937 – 1938*

North American Inglewood, California (NA)

37-383 / 37-415                      29-353 / 385

38-224 / 38-257                      29-505 / 538

67 **Total: 00067**

**NJ-1**

*USN version of BT-9B, engine upgrade, unarmed.*

*produced 1937*

North American Inglewood, California (J)

BuNo. 0910 / 0949                      28-313 / 352

40 **Total: 00040**

**BT-14**

*Redesigned (all metal) fuselage, tail, wings, fixed undercarriage, engine upgrade.*

*produced 1939 – 1940*

North American Inglewood, California (NA)

40-1110 / 40-1360                      58-1655 / 1905

251 **Total: 00251**

**NA-26**

*Prototype civil demonstrator with retractable u/c. To Canada in 1940 as (RCAF) 3345.*

*produced 1937*

North American Inglewood, California (NA)

NX18990                                      26-202

1 **Total: 00001**

**NA-44**

*Prototype export fighter version based on BC-1A, engine upgrade, armed.*

*To Canada in 1940 as (RCAF) 3344.*

*produced 1938*

North American Inglewood, California (NA)

NX18981                                      44-747

1 **Total: 00001**

**BC-1**

*Basic Combat trainer version of the BT-9D, retractable undercarriage, engine upgrade, 2-bladed prop, armed.*

*produced 1938 – 1939*

North American Inglewood, California (NA)

37-416 / 37-456                      36-420 / 460

37-636 / 37-679                      36-461 / 504

38-356 / 38-447                      36-596 / 687

177 **Total: 00177**

**BC-1A**

*Redesignation of BC-2, 2-bladed prop.*

*produced 1939 – 1940*

North American Inglewood, California (NA)

39-798 / 39-856                      55-1548 / 1606

40-707 / 40-716                      55-1607 / 1616

40-726 / 40-739                      55-1617 / 1630

83 **Total: 00083**

**BC-2**

*As BC-1, redesigned (all metal) fuselage, tail, wings, engine upgrade, 3-bladed prop, redesignated BC-1A after third airframe.*

*produced 1939*

North American Inglewood, California (NA)

38-448 / 38-450                      54-688 / 690

3 **Total: 00003**

**AT-6**

*Redesignation of BC-1A, minor changes.*

*produced 1940*

North American Inglewood, California (NA)

40-717 / 40-725                      55-1631 / 1639

40-2080 / 40-2164                      59-1906 / 1990

94 **Total: 00094**

**AT-6A**

*As AT-6, engine upgrade, minor changes, armed. 298 delivered to US Navy as **SNJ-3**.*

*produced 1940 – 1942*

North American Inglewood, California (NA)

41-149 / 41-173                      77-3958 / 3982

41-174 / 41-665                      77-4133 / 4624

517

North American Dallas, Texas (NT)

41-666 / 41-785                      78-4625 / 4744

41-15824 / 41-17033                      78-6202 / 7411

1330 **Total: 01847**

**AT-6B**

*As AT-6A, gunnery trainer version, engine upgrade.*

*produced 1941 – 1942*

North American Dallas, Texas (NT)

41-17034 / 41-17433                      84-7412 / 7811

400 **Total: 00400**

**AT-6C**

*As AT-6B, use of wooden components.*

*produced 1942 – 1943*

North American Dallas, Texas (NT)

41-32073 / 41-33819                      *mixed 88-9013 to 14382*

42-3884 / 42-4243                      *mixed 88-11588 to 12561*

42-43847 / 42-44411                      *mixed 88-13220 to 14314*

42-48772 / 42-49069                      *mixed 88-12562 to 13124*

2970 **Total: 02970**

**AT-6D**

*As AT-6B, 24-volt electrical system.*

*1195 delivered to US Navy as **SNJ-5**.*

*produced 1943 – 1945*

North American Dallas, Texas (NT)

41-33820 / 41-34672                      *mixed 88-14383 to 15943*

42-44412 / 42-44746                      *mixed 88-14385 to 15230*

42-84163 / 42-86562                      88-15944 / 18343

44-80845 / 44-81644                      121-41567 / 42366

4388 **Total: 04388**

*1200 NA-128 additional airframes cancelled.*

**AT-6F**

*As AT-6D, strengthened airframe,  
prop-spinner, drop tank.  
produced 1944 – 1945*

North American Dallas, Texas (NT)  
44-81645 / 44-82600      121-42367 / 43322  
*417 additional airframes cancelled.*

956 **Total: 00956**

**SNJ-1**

*USN version of BC-1, all metal fuselage.  
produced 1939*

North American Inglewood, California (J)  
BuNo. 1552 / 1567      52-956 / 971

16 **Total: 00016**

**SNJ-2**

*As SNJ-1, engine upgrade, minor changes.  
produced*

North American Inglewood, California (J)  
BuNo. 2008 / 2043      65-1997 / 2032  
BuNo. 2548 / 2572      79-3983 / 4007

61 **Total: 00061**

**SNJ-3**

*USN version of AT-6A, NA-85 order became  
NA-78. 298 also delivered from AT-6A.  
produced*

North American Inglewood, California (J)  
BuNo. 6755 / 6874      77-5932 / 6051  
North American Dallas, Texas (J)  
BuNo. 6875 / 7024      78-6052 / 6201

120

150 **Total: 00270**

**SNJ-4**

*USN version of AT-6C.  
produced 1942 – 1943*

North American Dallas, Texas (J)  
BuNo. 05527 / 05674      *mixed 88-9034 to 9331*  
BuNo. 09817 / 10316      *mixed 88-9332 to 10321*  
BuNo. 26427 / 27851      *mixed 88-10322 to 13587*  
BuNo. 51350 / 51676      *mixed 88-13617 to 14364*

2400 **Total: 02400**

**SNJ-5**

*USN version of AT-6D.  
1195 also delivered from AT-6D.  
produced 1943*

North American Dallas, Texas (J)  
BuNo. 51677 / 52049      *mixed 88-14425 to 15302*

373 **Total: 00373**

*(NA-198) SNJ-8 – 240 on order cancelled, was to become the TJ-8.*

**XSN2J-1**

*Prototype basic trainer development  
of SNJ variants, engine upgrade.  
produced 1946 – 1947*

North American Dallas, Texas (J)  
BuNo. 121449, 121450      142-38427, 38428

2 **Total: 00002**

**Total: 14600**

## Foreign Military

### **Harvard Mk. I**

*RAF version of BC-1, British equipment, engine upgrade. produced 1938 – 1939*

North American Inglewood, California (NA)

(RAF) N7000 / N7199	49-748 / 947	
(RAF) P5783 / P5982	49-1053 / 1252	400
(RCAF) 1321 / 1335	61-1503 / 1517	
(RCAF) 1336 / 1350	61-1640 / 1654	30

**Total: 00430**

### **Harvard Mk. II**

*RAF version of the BC-1A / AT-6, British equipment. produced 1940 – 1942*

North American Inglewood, California (NA)

(RAF) AH185 / AH204	<i>mixed 66-2234 to 2833</i>	
<i>- 20 to RCAF, no s/n change.</i>		
(RAF) AJ538 / AJ987	76-3508 / 3957	
<i>- 42 to RCAF, no s/n change.</i>		
<i>- 38 to RNZAF as NZ968 / NZ1005.</i>		
(RAF) BW184 / BW207	81-4109 / 4132	494
<i>- 24 to RCAF, no s/n change.</i>		
(RCAF) 2501 / 3013	<i>mixed 66-2234 to 2833</i>	
<i>- 25 to RAF as BD130 / BD137, BJ410 / BJ415, BS808, DG430 / DG439.</i>		
(RCAF) 3014 / 3033	81-4008 / 4027	
(RCAF) 3134 / 3143	75-3048 / 3057	
(RCAF) 3144 / 3233	75-3418 / 3507	
(RCAF) 3761 / 3841	81-4028 / 4108	714
(RNZAF) NZ901 / NZ967	<i>mixed 66-2694 to 2787</i>	67

**Total: 01275**

### *NAA Export Orders –*

#### *Argentina:*

<b>NA-34</b>	1938, NA-16-4P, BT-9, <i>armed aircraft.</i>	
-	34-389 / 418	30

#### *Australia:*

<b>NA-32</b>	1938, NA-16-1A, BT-9, <i>CAC Wirraway prototype.</i>	
(RAAF) A20-1	32-387	1
<b>NA-33</b>	1938, NA-16-2K, BC-1, <i>CAC Wirraway prototype.</i>	
(RAAF) A20-2	33-388	1

#### *Brazil:*

<b>NA-43</b>	<i>NA-16-1G, cancelled.</i>	
<b>NA-46</b>	1939, NA-16-4, BT-9C, <i>armed.</i>	
	D1Na192 / D1Na197	46-972 / 977
	D1Na198 / D1Na203	46-1991 / 1996
		12
<b>NA-72</b>	1940, NA-44 (BC-1A), <i>attack version, 5 guns, bomb rack.</i>	
	1193 / 1212	72-3077 / 3096
	1213 / 1222	72-4757 / 4766
		30
<b>NA-119</b>	<i>USAAF AT-6D (T-6-1LS) sub assemblies.</i>	
	1376 / 1394	119-40086 / 40104
	1531 / 1592	119-40105 / 40166
		81

<i>Chile:</i>		
<b>NA-74</b>	1940, NA-44, <i>attack version, 5 guns, bomb rack.</i>	
-	74-4745 / 4756	12
<i>China:</i>		
<b>NA-41</b>	1938, NA-16-4, BT-9C.	
-	41-697 / 731	35
<b>NA-48</b>	1938, NA-16-3C, BC-1.	
-	48-732 / 746	15
<b>NA-53</b>	<i>NA-16-5, cancelled.</i>	
<b>NA-56</b>	1940, NA-16-4, BC-1.	
-	56-1453 / 1502	50
<i>France:</i>		
<b>NA-57</b>	1939, NA-57, BT-9B, <i>French equipment.</i>	
	Et2-1 / Et2-200	57-1253 / 1452
	Et2-201 / Et2-230	57-1518 / 1547
	214 to France with 30 to French Navy as U-416 / U-445. 16 to RCAF as <b>Yale Mk. I.</b>	230
<b>NA-64</b>	1940, NA-64, BT-14, <i>French equipment.</i>	
	P2-1 / P2-200	64-2033 / 2232
	P2-201 / P2-230	64-3018 / 3047
	111 to France. 119 to RCAF as <b>Yale Mk. I</b> , 3346 / 3464.	230
<i>Honduras:</i>		
<b>NA-20</b>	1938, NA-16-2H, BT-9, <i>prototype.</i>	
	NC16025	16-2
	(Honduras) 20	1
<b>NA-42</b>	1938, NA-16-2A, BT-9, <i>armed.</i>	
	NR16025	42-691, 692
		2
<i>Japan:</i>		
<b>NA-37</b>	1937, NA-16-4R, BT-9, <i>designated KXA1.</i>	
-	37-539	1
<b>NA-47</b>	1938, NA-16-4RW, BT-9, <i>designated KXA2.</i>	
-	47-696	1
<i>Netherlands:</i>		
<b>NA-27</b>	1937, NA-16-2H, BC-1, <i>to Fokker.</i>	
	NR17377	27-312
	(Netherlands) PH-APG	1
<i>Peru:</i>		
<b>NA-50</b>	1939, NA-16-50 (NA-16-5), BC-1A, <i>single seat fighter.</i>	
	XXI-41-1 / XXI-41-7	50-948 / 954
		7
<i>Sweden:</i>		
<b>NA-31</b>	1937, NA-16-4M, BT-9B, <i>prototype for Sk. 14.</i>	
	(Sweden) 671	31-386
		1
<b>NA-38</b>	1938, NA-16-4M, BT-9B, <i>prototype for Sk. 14.</i>	
	(Sweden) 609	38-540
		1
<i>Thailand:</i>		
<b>NA-68</b>	1940, NA-50A, <i>single seat fighter.</i>	
	<i>Diverted to USAAF as P-64.</i>	
	41-19082 / 41-19087	68-3058 / 3063
		6



<b>NA-69</b>	1940, NA-44, <i>attack version, 5 guns, bomb racks.</i> <i>Diverted to USAAF as A-27.</i>	41-18890 / 41-18899	69-3064 / 3073	10
<i>Venezuela:</i>				
<b>NA-45</b>	1938, NA-16-1GV, BC-1.	-	45-693 / 695	3
<b>NA-71</b>	1940, NA-16-3, AT-6, <i>armed.</i>	1 / 3	71-3074 / 3076	3
				<b>Total: 00764</b>
				<b><u>Total: 02469</u></b>

*Foreign built – Australia:*

**CAC Wirraway**

*CAC version of BC-1, "Wirraway" is derived from an Aboriginal dialect meaning to "Challenge".  
Delivered to the RAAF as the: CA-1 Wirraway I (40), CA-3/-5/-7/-8/-9 Wirraway II (580), CA-16 Wirraway III (135).  
CA-10 Wirraway Bomber and CA-20 RAN version cancelled.  
Later designs led to CAC Boomerang (1942, 250 built) and the CAC Ceres crop-duster (1958, 20 converted).  
produced 1939 – 1946*

Commonwealth Aircraft Corp. (CAC),  
Melbourne, Victoria, Australia  
(RAAF)

(CA-1) A20-3 / A20-42	1 / 40	
(CA-3) A20-43 / A20-102	41 / 100	
(CA-5) A20-103 / A20-134	103 / 134	
(CA-7) A20-135 / A20-234	135 / 234	
(CA-8) A20-235 / A20-434	436 / 635	
(CA-9) A20-435 / A20-622	636 / 823	
(CA-16) A20-623 / A20-757	1075 / 1209	755
<i>15 additional airframes cancelled.</i>		<b>Total: 00755</b>

*Foreign built – Canada:*

**AT-16**

*ND built version of AT-6A.  
produced 1942 – 1944*

Noorduyn Aviation Ltd., Montreal, Quebec, Canada (ND)

42-464 / 42-963	14-1 / 500	
42-12254 / 42-12553	14-501 / 800	
43-12502 / 43-13201	14A-801 / 1500	
43-34615 / 43-34914	14A-1501 / 1800	1800

*All delivered as Harvard Mk. IIB to:*

(RAF) FE267 / FE999  
(RAF) FH100 / FH166  
(RAF) FS661 / FS999  
(RAF) FT100 / FT460  
(RAF) FX198 / FX497

## Harvard Mk. II

*ND built version of the AT-6.*

*produced 1940 – 1942*

Noorduyn Aviation Ltd., Montreal, Quebec, Canada (ND)

(RCAF) 3034 / 3133      07-1 / 100

(RCAF) 3234 / 3343      07-101 / 210      210

## Harvard Mk. IIB

*ND built version of the AT-6A. Also*

*carries the AT-16 designation.*

*produced 1944 – 1945*

Noorduyn Aviation Ltd., Montreal, Quebec, Canada (ND)

(RAF) KF100 / KF261      14A-1801 / 1962

(RAF) KF262      N-18-1

(RAF) KF263 / KF757      14A-1963 / 2457

- 3 to RNZAF as NZ1100 / NZ1102.

(RAF) KF901 / KF999      N-18-2 / 100      757

- Delivered as **Harvard TT.Mk. IIB**, Target Tugs.

353 additional airframes cancelled.

## Harvard Mk. 4

*Post WW2 variant for the RCAF.*

*produced 1951 – 1954*

Canadian Car & Foundry Co., Fort William,  
Ontario, Canada (CCF)

*Delivered as Harvard Mk. 4 (T-6H-CCF) to:*

(RCAF) 20210 / 20479      CCF4-1 / 270      270

*Delivered as Harvard Mk. IV (T-6J-CCF, NA-186) to MDAP:*

51-17089 / 51-17231      CCF4-271 / 413

52-8493 / 52-8612      CCF4-414 / 533

53-4615 / 53-4636      CCF4-534 / 555      285 **Total: 03322**

*Foreign built – Japan:*

## Watanabe K10W1 “Oak”

### (Naval Type 2 Intermediate Trainer)

*Japanese version of the BT-9, later redesignated  
as the Kyushu K10W1.*

*produced 1941 – 1944*

Watanabe Tekkosho KK, Fukoaka, Japan      26

(Later became Kyushu Hikoki KK)

Nippon Hikoki KK, Tokyo, Japan      150 **Total: 00176**

*Foreign built – Sweden:*

## Sk. 14

*Similar to BT-9 / AT-6.*

*produced 1938 – 1941*

AB Svenska Jarnvagsverkstaderna, Sweden

603 / 608      127 / 132

672 / 699      99 / 126

5810 / 5827      176 / 193      52

## Sk. 14A

*Similar to BT-9 / AT-6.*

*produced 1941 – 1946*

AB Svenska Jarnvagsverkstaderna, Sweden

5828 / 5850

5828 / 5850

23

Svenska Aeroplan AB, Sweden

14001 / 14060

14001 / 14060

60 **Total: 00135**

**Total: 04388**

## AT-6 CONVERSIONS & TRANSFERS

### USAAF

<b>NA-22</b>	<b>1</b>	BT-9 (36-036), primary trainer prototype, tandem open cockpit.
<b>BT-9D</b>	<b>1</b>	BT-9B (37-208), 1937, prototype to BT-14 / BC-1, redesigned fuselage. Later redesignated as YBT-14.
<b>BT-10</b>	<b>1</b>	BT-9C (37-383), 1937-1942, factory built engine upgrade. Original designation was Y1BT-10, later redesignated BT-10A. Production BT-10 (NA-30), cancelled.
BT-14A	27	BT-14, 1941, engine upgrade.
BC-1B	1	BC-1A, conversion with AT-6A wing center section.
BC-1I	30	BC-1, modifications for instrument training.
<b>XAT-6E</b>	<b>1</b>	AT-6D (42-84241), 1944-1947, V12 engine upgrade.

### USAF

<b>T-6A</b>	<b>1+</b>	1948 redesignation of AT-6A.
<b>T-6C</b>	<b>68</b>	1948 redesignation of AT-6C / SNJ-4, new s/n: 48-1301 / 48-1368.
<b>T-6D</b>	<b>1+</b>	1948 redesignation of AT-6D. 35 rebuilt as T-6D-NT for Greece, new s/n: 49-2722 / 49-2756.
<b>T-6F</b>	<b>1+</b>	1948 redesignation of AT-6F.
<b>T-6G</b>	<b>1802</b>	T-6 / SNJ models, 1949-1953, major airframe remanufacture. New s/n, c/n: <b>T-6G-NA</b> (NA-188) (Long Beach, California) 51-16071 / 51-16077 188-101 / 107 7 <b>T-6G-NF</b> (NA-195, NA-197) (Fresno, California) 51-17354 / 51-17364 195-1 / 11 52-8197 / 52-8246 197-1 / 50 53-4555 / 53-4614 197-51 / 110 121 <b>T-6G-NH</b> (NA-182, NA-188) (Columbus, Ohio) <i>Original designation was T-6H-NH.</i> 51-14314 / 51-15137 182-1 / 824 51-15138 / 51-15237 188-1 / 100 924 <b>T-6G-NI</b> (NA-168) (Downey, California) <i>Original designation was T-6H-NT.</i> 49-2897 / 49-3596 <i>mixed</i> 168-1 to 750 50-1277 / 50-1286 168-441 / 450 50-1287 / 50-1296 168-501 / 510 50-1297 / 50-1306 168-561 / 570 50-1307 / 50-1316 168-621 / 630 50-1317 / 50-1326 168-372 / 381 750
(LT-6G)	97	T-6G, 1950, Liaison designation, used in Korean War.
(FT-6G)	1	T-6G, prototype attack version, bombs on wing racks.
(RLT-6G)	4	T-6G, deliveries to Iran.

### US Navy

NJ-2	1	NJ-1 (BuNo. 0949), temporary engine upgrade.
<b>SNJ-3</b>	<b>298</b>	AT-6A, 1941, aircraft in service with the US Navy. Assigned BuNo. 01771 / 01976, 05435 / 05526.
SNJ-3C	55	SNJ-3, conversions with carrier arrestor hooks.
SNJ-4C	85	SNJ-4, conversions with carrier arrestor hooks.
<b>SNJ-5</b>	<b>1195</b>	AT-6D, 1943, aircraft in service with the US Navy. Assigned BuNo. 43638 / 44037, 84819 / 85093, 90582 / 91101. 5 additional transfers cancelled.
(SNJ-5C)	1+	SNJ-5, conversions for deck landing training.
<b>SNJ-6</b>	<b>411</b>	AT-6F, 1945, aircraft in service with the US Navy. Assigned BuNo. 111949 / 112359. 169 additional transfers cancelled.
(SNJ-6B)	1+	SNJ-6, armed conversions.
(SNJ-6C)	1+	SNJ-6, conversions with carrier arrestor hooks.
<b>SNJ-7</b>	<b>6</b>	SNJ-4 / -5 / -6, 1952, rebuilds to T-6G standards.
(SNJ-7B)	1+	SNJ-7, armed conversions.
(SNJ-7C)	3	SNJ-7, conversions with carrier arrestor hooks.

### British RAF

<b>Harvard Mk. IIA</b>	<b>747</b>	AT-6C, aircraft in service with the RAF. Assigned RAF s/n: EX100 / EX846. 53 to RNZAF as NZ1006 / NZ1057, NZ1070. Some to SAAF and Rhodesia.
<b>Harvard Mk. III</b>	<b>537</b>	532 AT-6D / 5 SNJ-4, aircraft in service with the RAF. Assigned RAF s/n: EX847 / EX999, EZ100 / EZ458, FT955 / FT974, KE305 / KE309. 41 to RNZAF as NZ1058 / NZ1069, NZ1071 / NZ1099. 341 additional transfers cancelled.

### **FOREIGN MILITARY / CIVILIAN SERVICE**

- *NA-16 series operated during and post WW2 by as many as 56 Air Forces around the world.*
- *Many countries used the T-6 as an attack / fighter aircraft up to the 1970s.*
- *Many aircraft sold on the civil market as sprayers, private aircraft, circuit racers, mail carriers and warbirds.*
- **Bacon Super T-6S**, 1957, civil prototype attempt by Erle L. Bacon Corp., CA. to remanufacture the T-6G with engine upgrade, wingtip tanks, tricycle landing gear and new canopy.