



The North American T-6

HISTORY

The T-6, one of the most popular warbird aircraft today, is an outstanding single engine trainer that has been used by air forces of over 30 countries. It is an excellent aircraft for anyone transitioning to a high horsepower tailwheel fighter.

MODEL DIFFERENCES

The T-6/SNJ/Harvard aircraft have been produced in a number of model designations. Most of the changes are small and do not affect today's warbird operator. The following section is devoted to discussing the most common differences.

Fuel Capacity- The T-6 has 110 gallons on all models except the T-6G and Harvard MK IV, which have 140 gallons. With a cruise fuel burn of 30 GPH, 110 gallons is adequate for most operators.

Tail wheel steering/locking systems- The Navy type is lockable only. The pilot is able to lock the tailwheel to a straight-ahead position for take off and landing. Steering is accomplished by differential braking. The steerable type system (also called P-51 type) uses an interconnect from the rudder pedals to the tailwheel steering system. This system allows the pilot to steer the aircraft by use of the rudder pedals. Full forward stick movement unlocks this system. When unlocked the tailwheel becomes full swivel and steering is again by differential braking. Either of these systems is adequate for most civilian operators.

Hydraulic system- The original system incorporated a pilot controlled bypass. In order to use the gear or flaps, a small button must first be pushed before activation of the system. This button pressurizes the system and a time delay circuit depressurizes the system after approximately 45 seconds. Later aircraft (T-6G/Harvard MK-4) had a modified linkage that engaged the system automatically. For practical purposes, either system is satisfactory. There are several variations in other areas such as instrument panel layout and cockpit glass. Many aircraft have been modified to incorporate various combinations of the above systems. For the most part, any of these systems work well for the civilian operator



CERTIFICATION BASIS

Several Varieties

The American built aircraft are certified in the Standard Category in the USA. The Harvard MK-IV aircraft built in Canada by Canadian Car and Foundry are certified in the Experimental-Exhibition Category. Some early Harvard MK-II's were built in the US and can be certified in the Standard Category



PERFORMANCE

R-1340AN-1 Engine, Two Blade Prop

Normal cruise speed is 155 MPH (30 GPH) at 8000'. The aircraft is stressed for aerobatics and is capable of most maneuvers with the exception of sustained



WHAT TO LOOK FOR IN A T-6 SERIES AIRCRAFT

For the average civilian operator, the exact model should not be as big a concern as finding a good clean aircraft at the investment level desired. Most of these aircraft have been in civilian ownership for a number years; therefore, they have been well taken care of. A pre-purchase inspection by a qualified shop is always a good idea. General condition and lack of major corrosion are important. Since these aircraft were designed as trainers they may have had some damage in their lifetimes. If the damage was repaired and the appropriate parts were replaced, the damage history of the aircraft will not be a major issue. The level of restoration is a big variable and greatly affects the price of the aircraft. It is best to acquire the most aircraft available for the investment and to not be overly specific on an exact model.

WATCH THE T-6 IN ACTION!



*Oshkosh Texan Day! -80th Anniversary of the
T-6- EAA AirVenture Oshkosh 2018
Produced by AirshowStuff*



Advanced Flight Training with the AT-6 SNJ: Take
-Offs, Approaches & Landings
Produced by the Department of the Navy

**SHOULD YOU BE INTERESTED IN THE NORTH AMERICAN
T-6/HARVARD/SNJ, CONTACT MARK CLARK AT 815-229-5112 OR
EMAIL MARK@COURTESYAIRCRAFT.COM**

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