

**SNJ-2, BuAer No. 2549, Commander Carrier Division One, 1940**

Another colourful SNJ-2, this aircraft was the personal aircraft of RADm Finch, Commander Carrier Force One in 1941. The fuselage was Admiral Blue (no FS equivalent: use a very dark blue), with natural metal canopy framing. The panel just behind the exhaust on the starboard side was left unpainted. There are conflicting references for

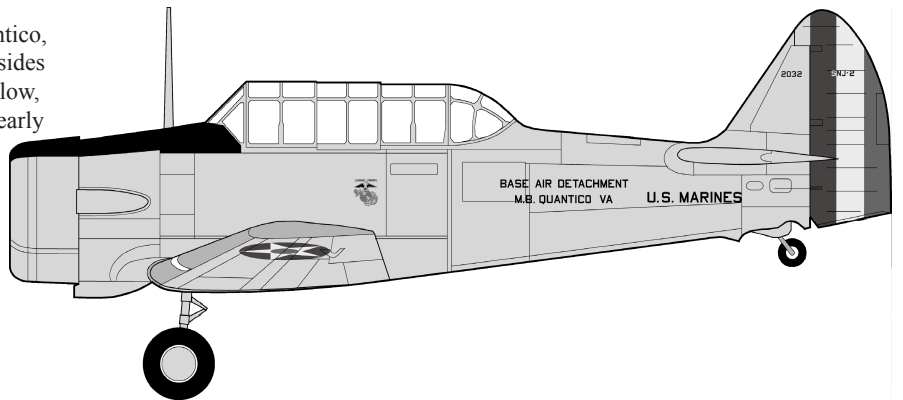
the colour of the fuselage lettering; some say yellow, some suggest aluminum, some say white...we chose white. Vertical fin and horizontal stabilizers were white, while wings were standard chrome yellow over natural metal, and red-centred stars top and bottom. Standard practice for a/c assigned to flag rank was a metal frame to hold the flag insignia when the officer was aboard. This flag holder was carried just behind the canopy on both sides.

**SNJ-2, BuAer No. 2032, USMC, Base Air Detachment Quantico, VA 1940**

They can't all be colourful. This natural metal a/c was assigned to Base Air Detachment at Marine Base Quantico, VA in 1940. A small USMC crest was carried on both sides below the cockpit. Wing top surfaces were chrome yellow, with red-centred stars top and bottom (same as for all early Navy SNJs). Typical for USMC a/c, the rudder carried vertical blue (front) / white / red vertical stripes. Note that on the rudder port side, the 'S' of 'SNJ-2' is white, and it lies on the blue stripe on the rudder...on the other side, '2032' spans the two stripes and carries contrasting colours.

Ref: Squadron/Signal Navy Air Colors Vol. 1, p.43

Ref: Squadron /Signal 'T-6 Texan in Action' p.20



## Belcher Bits Decal BD5: USN SNJ-2 and SNJ-6 1/48

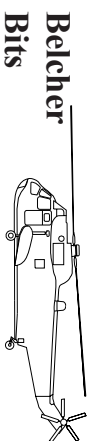
The US Navy's first contact with the North American NA-16 line of trainers began with the fixed gear, fabric fuselage NJ-1 (similar to the North American BT-9 but with the more powerful P&W R-1340 engine) in 1936. Following this, the Scout Trainer SNJ-1 was ordered in 1938. This incorporated the new longer metal covered fuselage introduced in the BT-14 and retracting gear. The SNJ-2 incorporated some of the features of the USAAC BC-1A, particularly new outer wing panels designed to improve the early type's vicious stall. However, they retained the fixed rear canopy and the large flat-bottomed rudder introduced in the -1 (also seen on RAF Harvard Mk 1s). The later SNJ-3, 4 and 5 were externally identical to the USAAC AT-6A, C and D Texan variants with the movable rear canopy and triangular rudder. The SNJ-6 reverted to the fixed rear canopy (although the rear canopy framing was entirely removed); this is a key identification feature of the AT-6F/SNJ-6.

The release of the Occidental kit of the Harvard II (with fixed rear canopy) finally allows the SNJ-2 and -6 variants to be modelled in 1/48 scale. This decal sheet also includes a replacement resin rudder for the SNJ-2. With a little additional work in the cowling area, an SNJ-1 could also be represented.

This decal sheet covers the following aircraft:

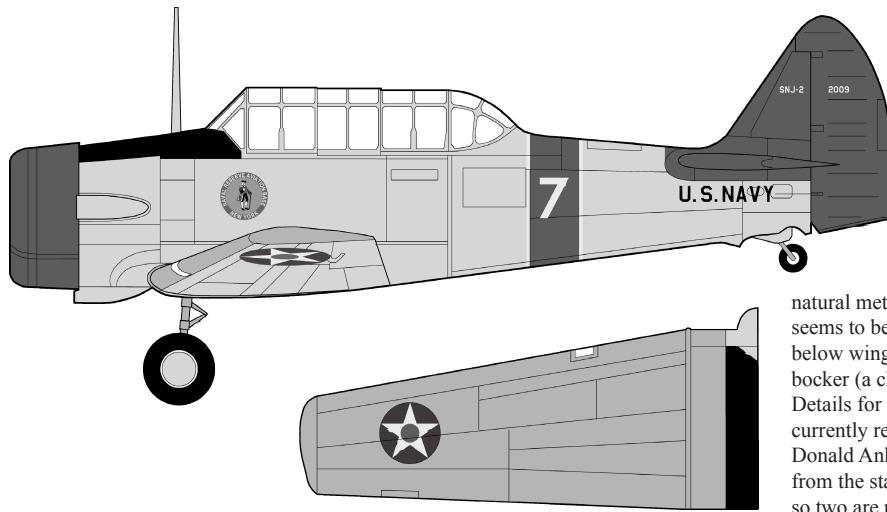
- SNJ-2, BuAer No. 2009, New York Naval Reserve Aviation Base, 1940
- SNJ-2, BuAer No. 2549, Commander Carrier Division One, 1940
- SNJ-2, BuAer No. 2032, USMC, Base Air Detachment Quantico, VA 1940
- SNJ-2, BuAer No. 2566, NAS Jacksonville, 1945
- SNJ-6, s/n 112218, MCAS El Toro, 1952
- SNJ-6, s/n 112034, Naval Air Reserve Grosse Ile, 1955
- AT-6F, s/n 482151, lend-lease to Soviet Union, Dallas, 1944

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**SNJ-2, BuAer No. 2009, New York Naval Reserve Aviation Base, 1940**

One of the prettiest schemes seen on any Harvard / Texan, this a/c flew from Floyd Bennett Field in New York in 1940. Polished natural metal with true-blue (FS 15102) cowling, fuselage stripe, vertical fin and horizontal stabilizers. The fuselage stripe has a narrow white border. Wing top surfaces were chrome yellow (FS 13538); this wraps around the leading edge. Note that the yellow stops at the walkway strip; the fairings over the wheels remained

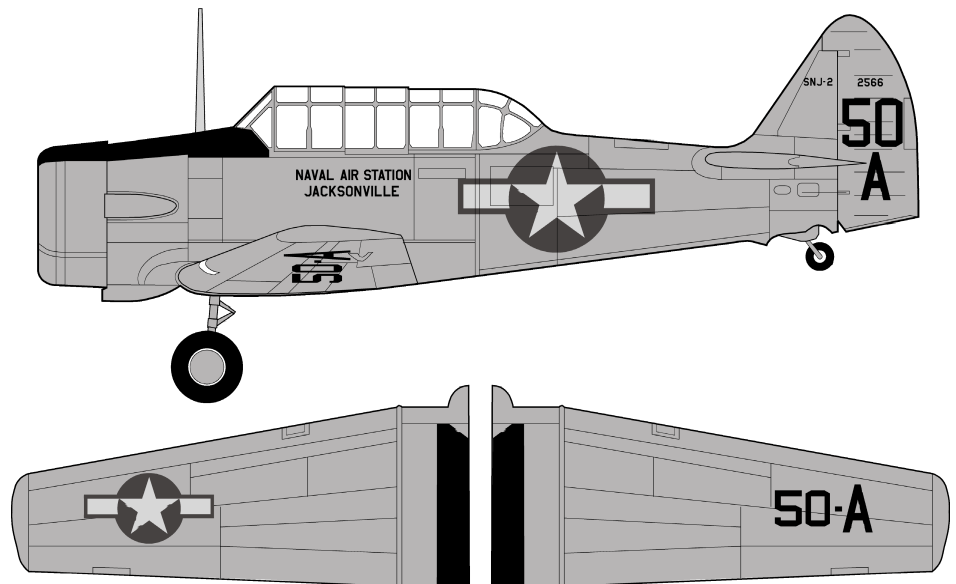
natural metal, and the walkway leading edge was clipped at an angle. This seems to be common to all Navy SNJs. Red-centred stars are above and below wings. The fuselage NYNRAB insignia depicts Father Knickerbocker (a character in a Washington Irving novel about old New York). Details for this crest were supplied by the Fighter Factory who are currently restoring an SNJ-2 to flying condition in this scheme; thanks to Donald Anklin for his kind assistance. The only photos of this scheme are from the starboard side, but the crest was probably carried on both sides, so two are provided.

**Ref: Warbird Tech Series Vol.11 NA-16 / AT-6 / SNJ, cover**

**SNJ-2, BuAer No. 2566, NAS Jacksonville, 1945**

This SNJ-2 continued in service throughout WWII. It represents an a/c serving at Naval Air Station Jacksonville, FL in April 1945. References state overall light grey with aluminum-doped rudder and control surfaces; it is possible that this aircraft could have been overall aluminum lacquer. Black anti-glare forward of the cockpit. Aircraft number '50-A' carried on upper starboard and lower port wings, as well as both sides of the rudder. Station name was carried on both sides of the fuselage. The fuselage stars and bars were very large, even larger than the wing markings.

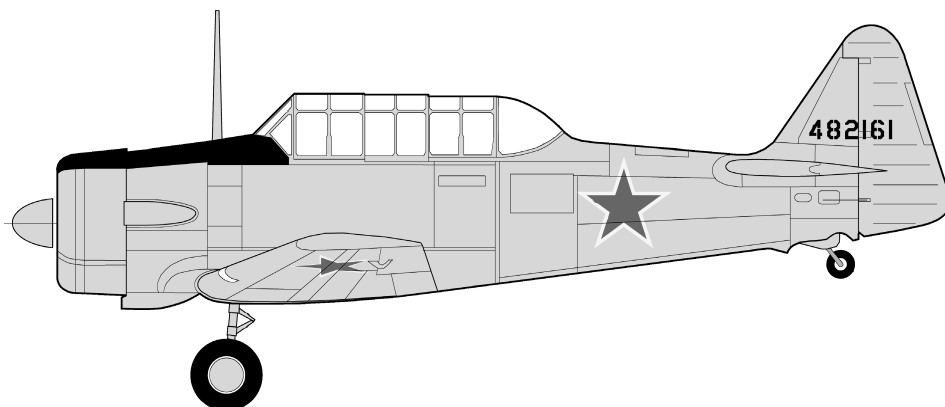
**Ref: Monogram's US Navy and Marine Corps Aircraft Color Guide Vol.2, p.124**

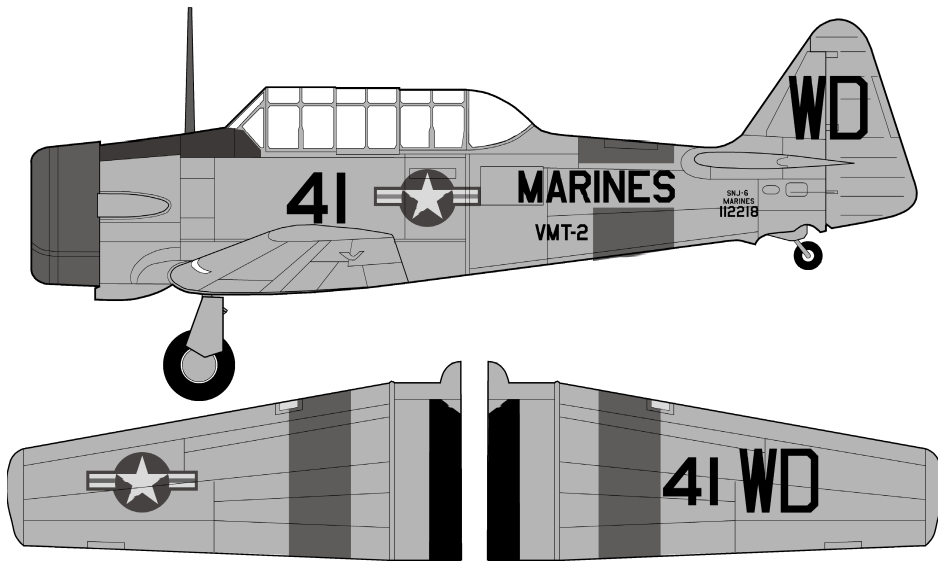


**AT-6F, s/n 482161, lend-lease to Soviet Union, Dallas, 1944**

OK, it's not Navy, and it's not an SNJ. Externally identical to the SNJ-6, the AT-6F was the USAAC equivalent. This machine was built for lend-lease to the Soviet Union. Overall natural metal with a black anti-glare panel, it is marked with white bordered red stars on the fuselage sides and wing under surfaces only. The tail carries the serial number in black, first three digits on the fin, the last three on the rudder. Like most -6s, this machine is fitted with a prop spinner.

**Ref: 'Harvard', p.105**

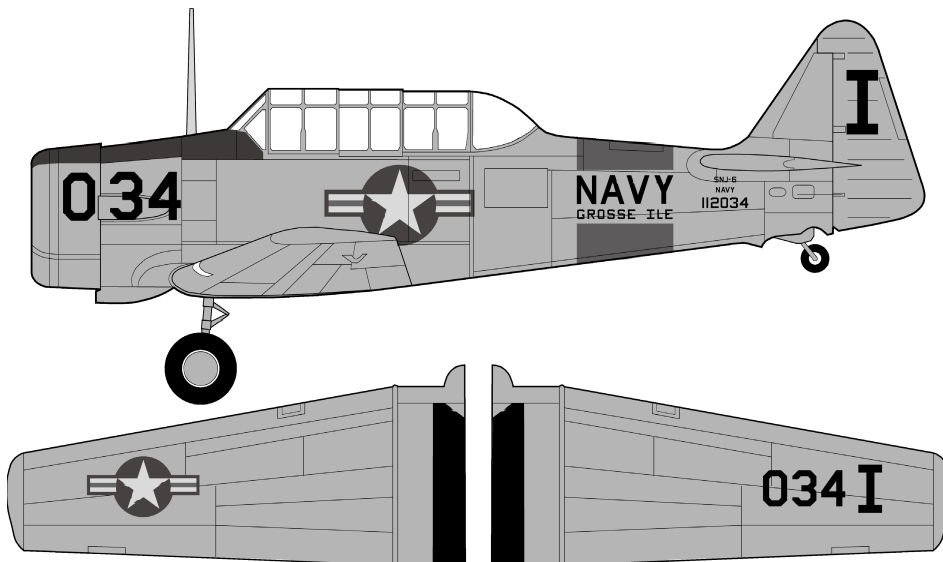




**SNJ-6, s/n 112218, VMT-2, MCAS El Toro, ca.1950-52**

The later SNJ-6 was externally similar to a Harvard II, with the exception of the lack of canopy framing on the fixed rear canopy. Sand off the framing and re-polish the kit part. This SNJ-6 was assigned to VMT-2 at Marine Combat Air Station El Toro as an instrument trainer. Wearing early trainer colours of overall aluminum lacquer (trainer yellow did not come in until about 1954) with an olive-drab anti-glare section forward of the canopy, instrument trainers had light green (same as pre-war willow green) bands around the rear fuselage and on the wings. This machine also had a green cowl. Aircraft number '41-WD' was carried on starboard top and port lower wings. Note that the wing and upper rear fuselage band are regulation 36" width, but the lower fuselage band is narrower (around 30"). The larger wing stars can be used from the '034-I' section of the decal sheet.

**Ref: Monogram US Navy and Marine Corps Color Guide Vol.3, p.144**



**SNJ-6, s/n 112034, Naval Air Reserve Grosse Ile, 1955**

The later SNJ-6 was externally similar to a Harvard II, with the exception of the lack of canopy framing on the fixed rear canopy. Sand off the framing and re-polish the kit part. This SNJ-6 was assigned to Naval Air Reserve unit at NAS Grosse Ile, MI in 1955. Wearing late trainer colours of overall trainer yellow with an olive-drab anti-glare section forward of the canopy, these aircraft also sported an international orange band around the rear fuselage. Aircraft number '034-I' was carried on starboard top and port lower wings. The number 034 was also carried on the nose / cowling area. On the port side, this number was painted over the scoop and the numbers on the decal sheet are somewhat distorted to take this into account.

**Ref: Squadron / Signal T-6 in Action p.37**

**Modelling USN SNJs:** Until recently, no 1/48 kits of the SNJ-2 /-6 existed. The Monogram Texan was close, but it represented the AT-6D with movable rear canopy section required for the gunnery training role. The early SNJ's fixed canopy section was longer and slightly differently shaped. In 1998, a new kit of the Harvard was released by Occidental from Portugal. This kit is excellent and includes the correct fixed rear canopy section. One criticism of the kit is the cowling which is fully cylindrical. All Harvard (and AT-6) cowlings had a slight upward slope on their top surface. Use the Monogram cowling if you have a spare.