

HISTORY

The SNJ was the U.S. Navy version of the Air Force T-6 Texan. The genealogy of the T-6/SNJ can be traced back to the North American NA-16 which first flew in 1934. The NA-16 could be distinguished by its fixed landing gear, fabric covered fuselage and rounded rudder and wing tips. The first models ordered by the U.S. Navy in 1936, were essentially the same as the NA-16 and designated NJ-1.

Later models of the T-6/SNJ series featured retracting landing gear, an all metal fuselage, reshaped wing tips and with the SNJ-3 a reshaped rudder which finally gave the *Texan* its familiar outline. The *Texan* enjoyed more success than any other trainer type before or since. During World War II it operated in the service of some 33 different nations, and its military service spanned from the mid '30s, through the war, and for a good many years thereafter. Although primarily a trainer the *Texan* did operate in more aggressive roles during its career. It was occasionally used in tactical roles, and at one point was developed into a single seat fighter-bomber version. It even gave yeoman service as a target spotter as late as the Korean War.

Once the *Texan* passed out of military service, great numbers of them were sold to private individuals. The aircraft's rugged reliability and easy maintenance made it very popular among private pilots. The fact that so many of them have been preserved, means that they have become regular fixtures at air shows and fly-ins, and the *Texan* will remain a familiar shape in the skies for years to come.

SPECIFICATIONS

Engine	550 hp Pratt & Whitney R1340-AN-1, 9 cyl. air-cooled radial
Span	42 ft. 0 1/4 in.

Length	28 ft. 11 7/8 in.
Height	11 ft. 8 1/2 in.
Max. Speed	205 mph @ 5000 ft.
Ceiling	21,000 ft.
Range	730 miles

BEFORE STARTING

1. Study the illustrations and sequence of assembly before beginning.
2. Decide how much detail you wish to add to your model and whether or not you intend to modify or "convert" the basic model in any way. Study carefully all available reference material before beginning to ensure an authentic model.
3. Due to the amount of parts in this kit, do not detach the parts from the runner of the parts tree until you need them. This helps avoid confusion and lost parts.
4. When cementing the parts together, check the way one part fits together with another. This assures a neat job with no surprises.
5. Always remember when working with plastic model cement and paint to keep your work area well ventilated. The fumes from plastic modeling products can be harmful if inhaled.

PREPARATION OF PARTS

1. Never tear parts off the runner (parts tree). Use a Testor Hobby Knife, fingernail clippers, or a small wire cutters to remove the parts from the tree.
2. It is possible some parts may require a little attention with a file or sandpaper to ensure a proper fit and neat appearance. Hobby files and Testor Hobby Sandpaper appropriate for model building are available in most good hobby shops.
3. If you desire you may fill any seams (where parts go together) or imperfections with Testor

Contour Putty for Plastic Models which is also available at good hobby shops.

PAINTING

You can obtain an excellent finish on your model using Testor finish preparation products and paints. Detailed descriptions of paint types and color are included on the pages that follow.

Good brushes are essential for proper detailing. Testor *Model Master* brushes are recommended and available at good hobby stores. Be sure you have the entire selection for all your modeling needs. Always clean them in Testor thinner, wash in soap and water, and store with bristles upward when not in use.

Wash plastic parts before detaching them from the parts tree. Warm water and liquid dishwashing detergent will remove the oils left from the manufacturing process. Let the parts dry and avoid excessive handling. Immediately before painting, wipe the parts with a "tac rag" (available at auto parts stores) to remove dust and lint.

Most small parts are best painted while still attached to the parts tree. You can also detach them and hold with tweezers or "magic" tape while painting. Paint in one direction only. If your paint is the correct thickness brush strokes will disappear as the color dries. If the paint seems too thick, thin with Testor Paint Thinner. Wheels may be detached from the parts tree and fit onto toothpicks or matchsticks for painting. Just hold the paintbrush against the edge of the wheel and rotate the stick and wheel to obtain a neat finish.

Let the paint dry completely before handling. When the parts are dry, assemble the model, following the directions closely. Remember cement will not hold strongly to painted surfaces. Use your Testor Hobby Knife to carefully remove paint from all surfaces to be cemented. After you have assembled the model you can touchup areas where cement might have marred the finish.

Any parts not called out in **Preliminary Painting** instructions should be painted in the **Overall Color** scheme which differs depending on which version you choose to build. See drawings on pages 3 and 4.

1 FUSELAGE ASSEMBLY

Preliminary Painting

3, 9 interior of cockpit area; 1, 2:

FS 34151 Interior Green

14 canopy frames only:

FS 17178 Chrome Silver

5 engine and opening in front of cowl:

FS 37038 Flat Black

7, 8 crew figures:

FS 30277 Armor Sand with **FS 33538 Insignia Yellow** vest and #1170 Light Tan face

5 engine crankcase only:

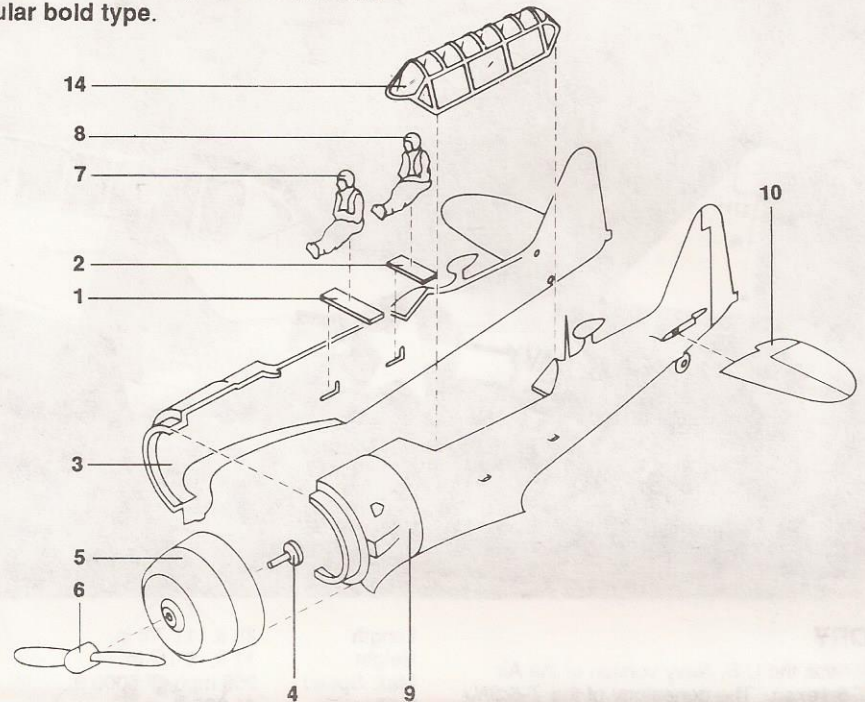
FS 16473 Aircraft Gray

Assembly

1. Cement crew seats 1 and 2 to locators inside fuselage half 3 as shown, noting that the seats are marked "F" and "R" for front and rear. Cement left fuselage half 9 to right fuselage half 3. Adjust seats until they fit properly into locators inside fuselage half 9. Set aside to dry.
2. If you wish to display your model with crew figures, cement them in place now. *Carefully* glue canopy 14 over cockpit opening. Cement stabilizers 10 to each side of rear fuselage as shown.
3. Insert (*do not cement*) prop shaft 4 into hole in backside of cowling 5, then *carefully* cement propeller 6 to tip of shaft. **Do not** get glue on engine or cowling, or propeller will not spin. Cement cowling to front of fuselage.

The Testor **Model Master** paint system is specially designed to be used on plastic models. The **Preliminary Painting** instructions on this sheet indicate which **Model Master** colors to use as indicated by name and Federal Standard (FS) number, if applicable. These colors are called out by **bold italic type**. Wherever **Model Master** colors are not applicable the required Testor color will be called out by number and name in **regular bold type**.

Liquid cement, Testor #3502, is recommended for construction since it can produce the neatest, quickest, and strongest glue joints. Apply small amounts of cement, using the tip of a Testor **Model Master** No. 2 brush, to the surfaces to be joined while holding the parts in place. **Do not** use large amounts of cement.



2 WINGS/DETAILS

Preliminary Painting

12 wheel hubs only; 11:

No. 1781 Aluminum

12 tires only; tail wheel tire:

FS 37038 Flat Black

Assembly

1. Cement wing to underside of fuselage. Cement one main wheel 12 to each landing gear strut 11. Cement struts into appropriate holes under each wing, noting that the axle fork faces inward and the oleo scissors face backward as shown. Cement one landing gear door 13 to each wing just outside of each landing gear strut so that they appear as in the diagrams shown at **Figure A**.
2. If you wish to mount your model on the display stand, cement support 15 onto base 16. Cement tab on end of support into slot 17 on underside of wing.

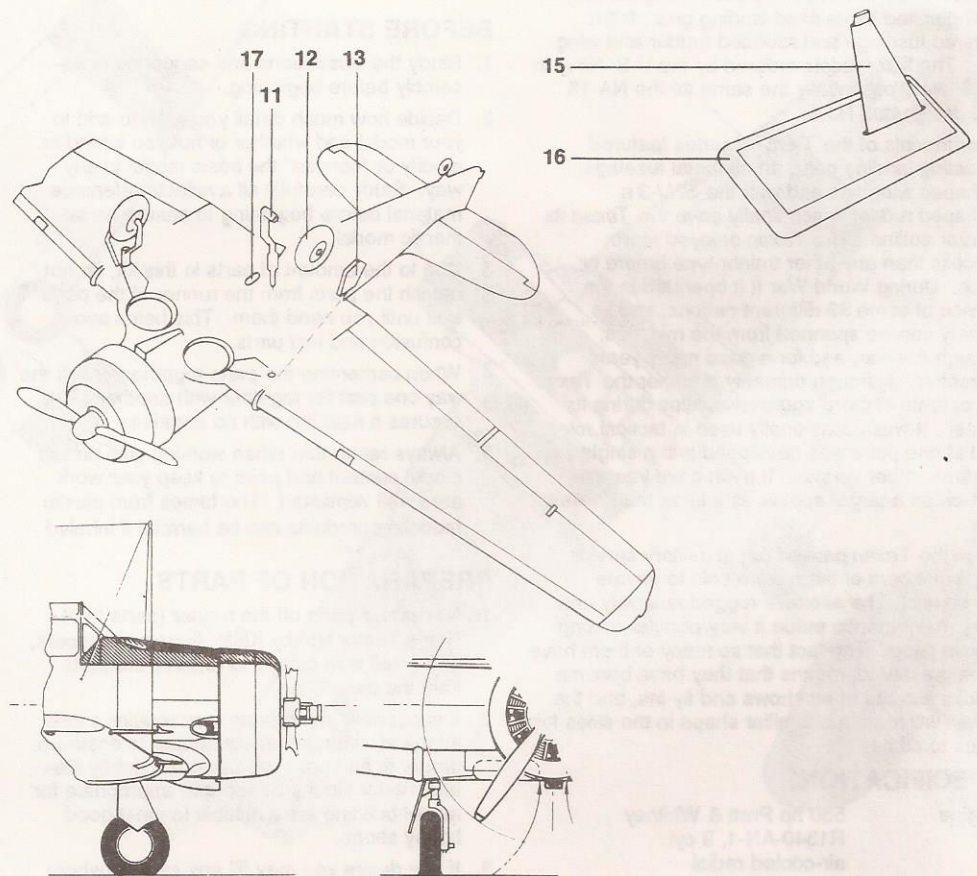


Figure A

COLOR KEY



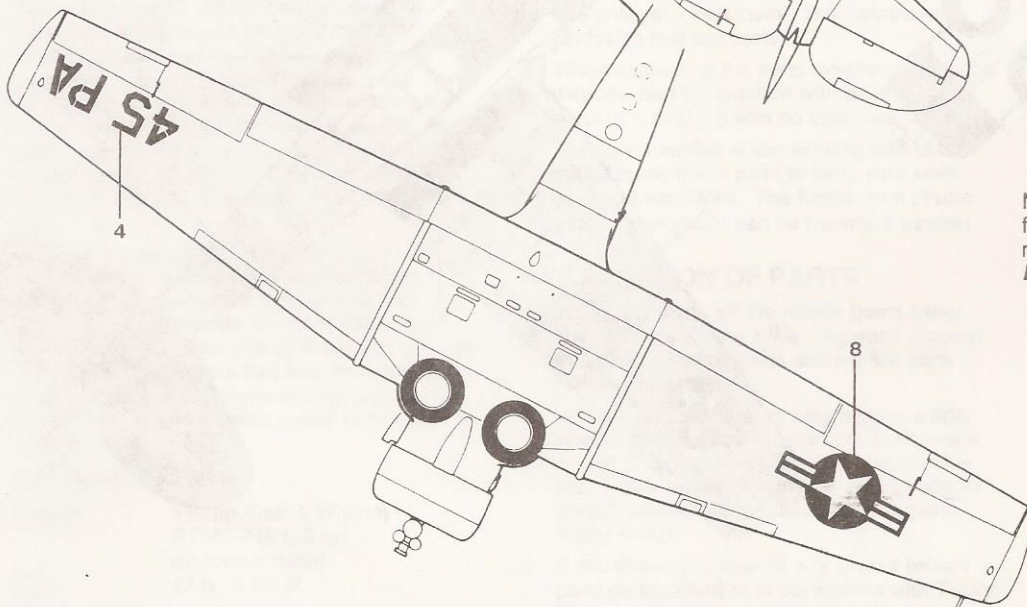
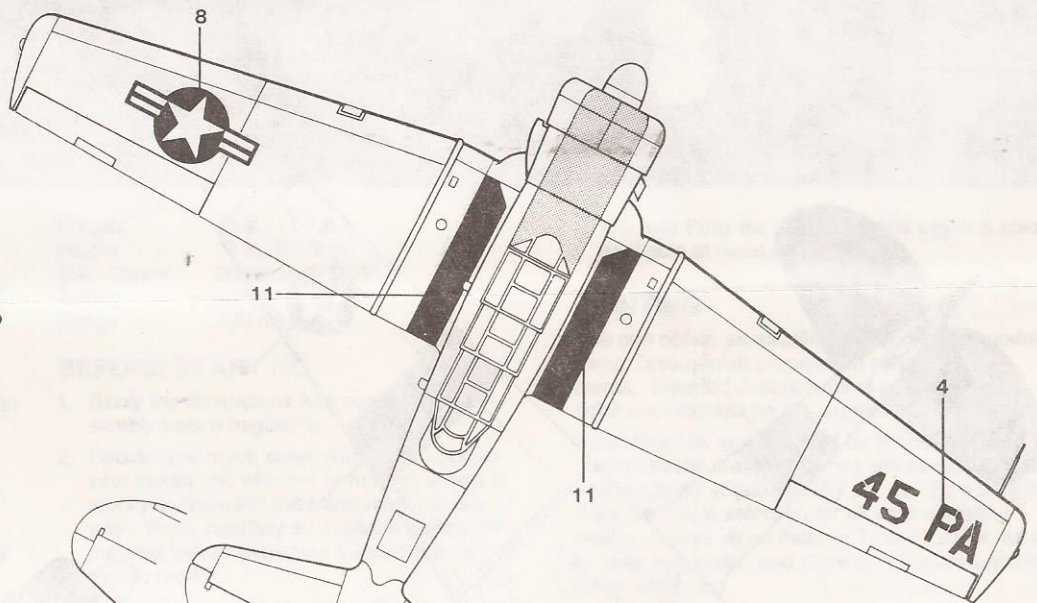
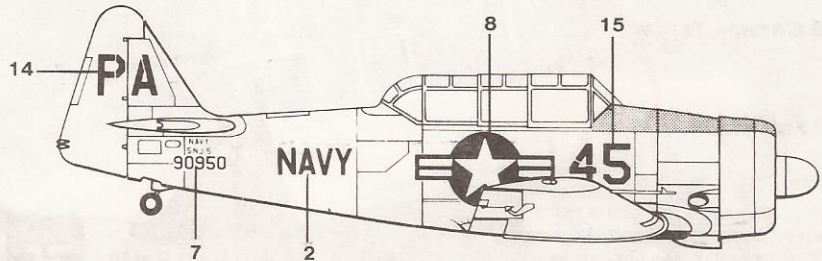
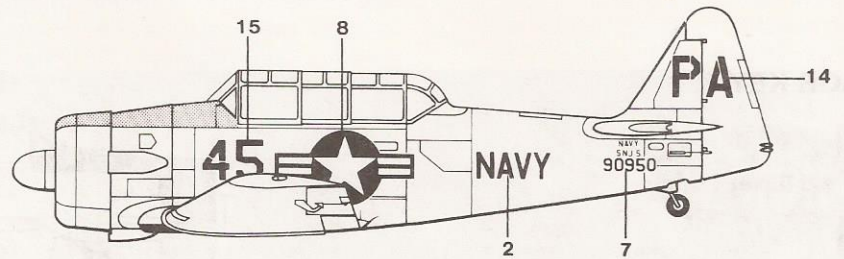
1. #1146 Silver



2. FS 34087 Olive Drab

APPLYING DECALS

1. After carefully masking clear areas, spray entire model with Testor Glosscote #1261. Decals adhere best to a smooth surface and the shinier the finish the smoother it is. Allow the Glosscote to dry before going further.
2. Select the decals you plan to use and cut them from the decal sheet with scissors or a Testor Hobby Knife.
3. Working with only one decal at a time, dip the decal in clear water for no more than five seconds. Remove it from the water and place on a dry paper towel for about one minute.
4. When the decal slides easily on the backing paper, slide it to the edge of, and onto, the surface of the model with a soft Testor *Model Master* paint brush or tweezers. Remember the decals are very thin and can be easily ripped. Work slowly and carefully.
5. Once the decal is in the desired position apply a small amount of Testor Decal Set #8804. This will help the decal conform to any irregularities in the surface of the model. Allow the decal to dry undisturbed. Should you desire to purposely move it before it has dried, apply a little Decal Set to a soft brush and push the decal slowly to the desired position.
6. When the decals are completely dry (usually overnight), apply a coat of Testor Dullcote, #1260, to the entire model. This will give it an authentic, dull finish and protect the surface of the model. Now you can carefully remove the masking from the clear parts.



NOTE: The silver areas on this plane were finished with silver paint and not left in a natural metal finish. The propeller is finished in *Flat Black* with *FS 33538 Insignia Yellow* tips.

COLOR KEY



1. #1146 Silver



2. #1104 Red



3. FS 13538 Chrome Yellow



4. FS 37038 Flat Black

NOTE: The silver areas on this plane were finished with silver paint and not left in a natural metal finish. The propeller was left in a natural aluminum finish.

