



**T-6 Texan FAST Facts:** *“It takes a Texan to tame a Mustang!”*

2023

The Texan has been known as the “Pilot Maker” for almost 85 years.

Stallion 51’s T-6 Texan “THANG” (Territory of Hawaii Air National Guard) 44-81274 was built in the North American Aviation Dallas, Texas plant as a “D” model and delivered to the United States Army Air Force on 12/23/44

T-6 S/N 44-81274 spent much of its pre-“G” conversion years at airbases in the south at Gunter Field, Alabama, Maxwell Field Alabama and Independence Field, Kansas.

1952 NAA converted “THANG” to a “G-Model in Fresno, CA

1953 Now T-6G re-entered USAF as S/N 52-8218 serving in the Air National Guard at Floyd Bennett, NAS, New York.

1954 S/N 52-8218 went to Hawaii to officially become “THANG”; Territory of Hawaii Air National Guard

1956 “THANG” dropped from USAF inventory

1957 “THANG” Purchased by Walter Dillingham.

1<sup>st</sup> Civilian Owner N5632V s/n 197-022

Walter Dillingham and his family are famous in Hawaii. Many streets, buildings and Air Fields are named after him. In 1948, Dillingham Airfield, a small Air Force base on the North Shore of Oahu, Hawaii was named for his son Captain Henry Gaylord Dillingham, a B-29 pilot who was killed in action over Kawasaki, Japan on July 25, 1945.

1983 Conrad Yelvington Daytona Beach, FL. Conrad F. Yelvington serves as Chairman of the Board of Conrad Yelvington Distributors Inc. Mr. Yelvington has been active in Florida since 1948. He served in United States Navy from 1946 to 1951.

1997 Owner -Airshow pilot Elliot Cross

2004 Owner -Stallion 51

A total of 14,130 Texans were built from January of 1940 to August 1945. Approximately 500 T-6s are in flight worthy condition today.

North American Aviation designers and engineers Dutch Kindleberger, Lee Atwood and H.R.Raynor designed and built the Texan prototype, the NA-16, in nine weeks.

First NA16 (T-6) flew on April 1, 1935

BC-1 first flight 2/11/38



SNJ-1 was received by the navy on 9/23/38

AT-6 delivered on 6/24/39

The NA 16 design was exported to Japan in August 1937 and was developed into the Japanese airplane code named "Oak".

The USSR received T-6s starting in 1942.

American pilots spent 100 hours training in a T-6 during WWII

RAAF Flight Lt. Jack Archer shot down a Zero while flying his Wirraway on a routine recon mission on 1/1/43 over New Guinea.

1<sup>st</sup> post war conversions were in 1948 of the T-6C making them into the G models at the Inglewood, California plant.

Texan most wide spread and versatile aircraft ever built. It was used by more air forces in the world than any other airplane from 1938 until 1996 when the Union of South Africa Air Force became the last air force in the world to retire their T-6 Harvards.

More than 17000 variations built referred to as NA-26, BC-1, NA-44, AT-6, SNJ, Texan, J-Bird, Harvard, Wirraway, Ceres, Mosquito and Pilot Maker.

NA prefix built in California and NT prefix built in Dallas.

North American Aviation started in Dundalk, MD 1/1/35

LT-6Gs Korea Mosquitoes 1952 completed 11063 sorties operated by the Tactical Air Control Squadron.

The remanufactured T-6G was the USAF primary trainer from 1951 to 1958.

#### SPECIFICATIONS:

Stressed skin low wing construction monoplane.

Engine: 600 hp Pratt & Whitney R1340 9 cylinder air-cooled radial

Maximum Speed: 240 mph

Cruise speed: 150

Range: Approximately 750 miles

Gross Weight: 5300 pounds

Fuel Capacity: 140

+5.67 g -2.33 g

Service ceiling: 21,500

Sources: *North American Aviation Aircraft 1934-1998* by Norm Avery, *North American NA-16/AT-6/SNJ* by Dan Hagedorn, *T-6* by Peter Smith, *North American T-6, SNJ, Harvard and Wirraway* by Peter Smith.