

These aircraft were quickly integrated into the British Commonwealth war effort, and the NAA Charge Number was soon immersed in the tide of Harvards that followed.

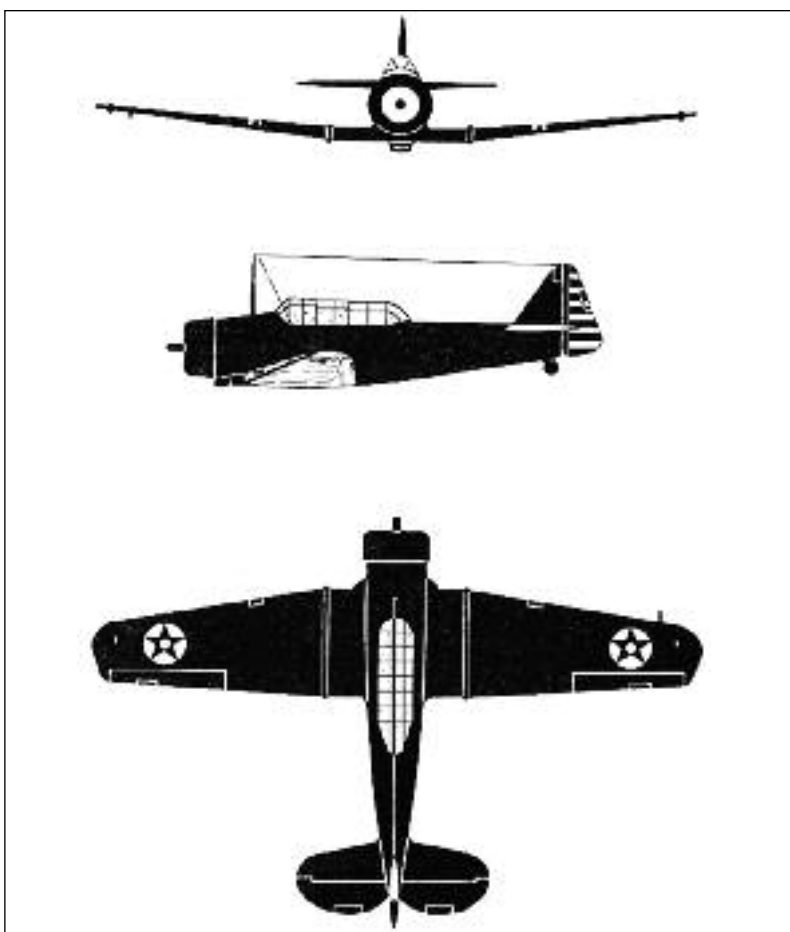
North American Serial Numbers: 76-3508 to 76-3957

Royal Air Force Serial Numbers: AJ538 to AJ987

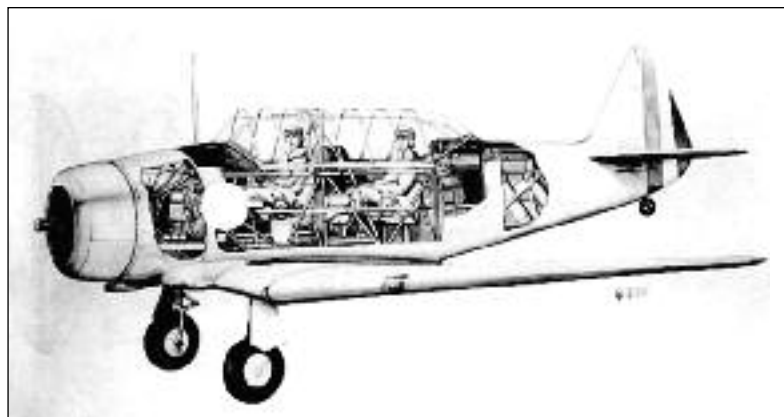
*Royal New Zealand Air Force Serials: NZ968 to NZ1005
(formerly AJ855 to AJ892)*

The NA-77, U.S. Army Air Corps AT-6A-NA and U.S. Navy SNJ-3

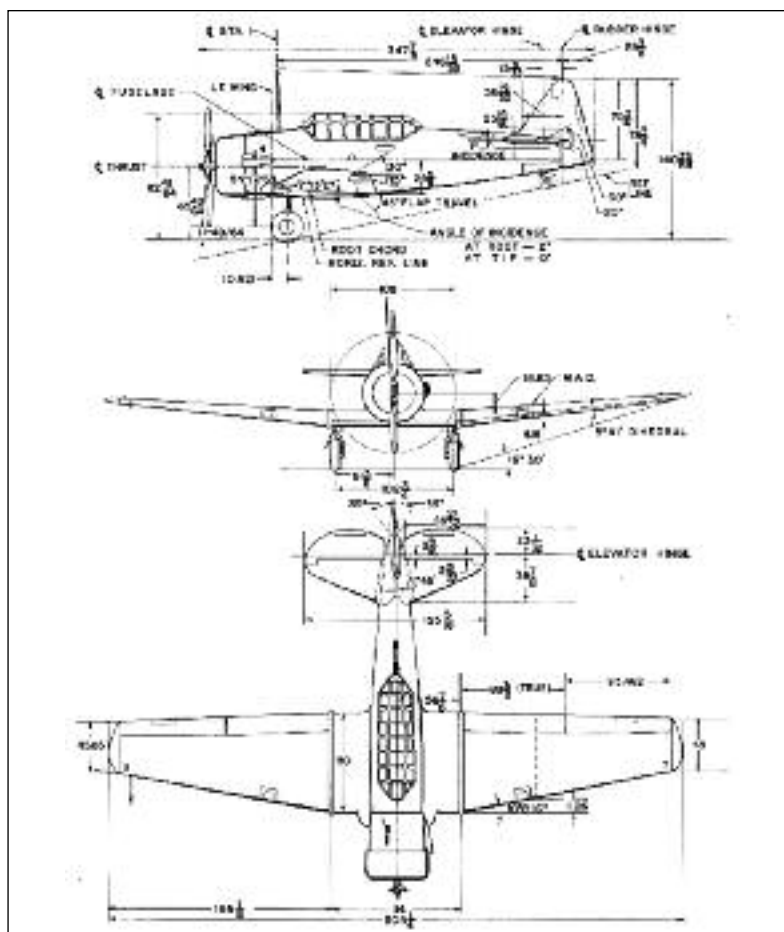
Structural changes in the AT-6A and SNJ-3 series in this joint Army/Navy contract for 517 and 120 aircraft, respectively (Air Corps Contract AC-12969 dated 28 June 1940, modified to include the SNJ-3s by Change Order No. 8) resulted in the final dimensions of the NA-16 series. Interestingly, NAA noted that these aircraft were “essentially the same as the NA-66,” which had been produced for Britain earlier—just the opposite relationship as has often been suggested.



This official USAAC silhouette for the AT-6A was dated 7 July 1941, nearly a year after the initial contract was let. Note the difference in appearance with the landing gear retracted, compared to the drawing at right showing the gear extended. The tailwheel remains fixed. (USAAC 20223AC)



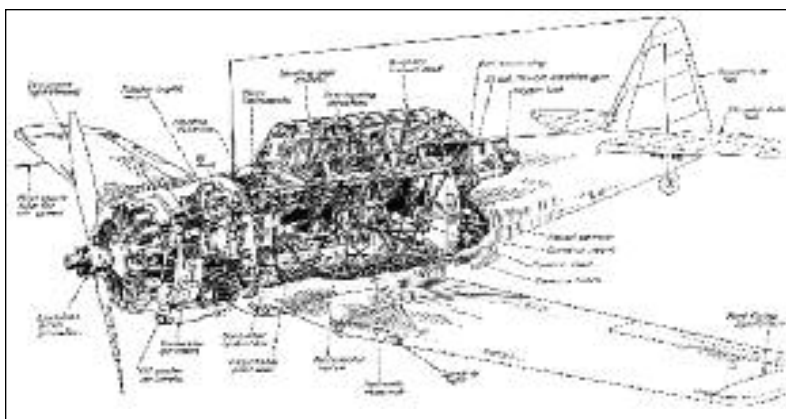
Although employing artistic license, and rather questionable features externally, this wartime cutaway was used to help orient mechanics to the basic internal arrangements of NA-78 series aircraft. (NAA 3109, the Boeing Archives 00-2)



This three-view drawing was excerpted from a USAAF manual intended to cover the AT-6A, AT-6B, AT-6C, SNJ-3, SNJ-4, and British AT-6 Series aircraft, and graphically illustrates the similarities, rather than the differences, in these variants. (USAAC T.O. AN 01-60F-3)

THE NA-77, U.S. ARMY AIR CORPS AT-6A-NA, AND U.S. NAVY SNJ-3

Designation	Service	Serial Number	Number	MSN
AT-6A-NA	USAAC	AC41-149 to AC41-323	175	77-3958 to 77-4282
SNJ-3	U.S. Navy	BuNos 6755 to 6764	10	77-4283 to 77-4292
AT-6A-NA	USAAC	AC41-324 to AC41-343	20	77-4293 to 77-4312
SNJ-3	U.S. Navy	BuNos 6765 to 6774	10	77-4313 to 77-4322
AT-6A-NA	USAAC	AC41-344 to AC41-373	30	77-4323 to 77-4352
SNJ-3	U.S. Navy	BuNos 6775 to 6784	10	77-4353 to 77-4362
AT-6A-NA	USAAC	AC41-374 to AC41-393	20	77-4363 to 77-4382
SNJ-3	U.S. Navy	BuNos 6785 to 6794	10	77-4383 to 77-4392
AT-6A-NA	USAAC	AC41-394 to AC41-423	30	77-4393 to 77-4422
SNJ-3	U.S. Navy	BuNos 6795 to 6804	10	77-4423 to 77-4432
AT-6A-NA	USAAC	AC41-424 to AC41-443	20	77-4433 to 77-4452
SNJ-3	U.S. Navy	BuNos 6805 to 6814	10	77-4453 to 77-4462
AT-6A-NA	USAAC	AC41-444 to AC41-473	30	77-4463 to 77-4492
SNJ-3	U.S. Navy	BuNos 6815 to 6824	10	77-4493 to 77-4502
AT-6A-NA	USAAC	AC41-474 to AC41-503	30	77-4503 to 77-4532
SNJ-3	U.S. Navy	BuNos 6825 to 6834	10	77-4533 to 77-4542
AT-6A-NA	USAAC	AC41-504 to AC41-543	40	77-4543 to 77-4582
SNJ-3	U.S. Navy	BuNos 6835 to 6844	10	77-4583 to 77-4592
AT-6A-NA	USAAC	AC41-544 to AC41-583	40	77-4593 to 77-4632
SNJ-3	U.S. Navy	BuNos 6845 to 6854	10	77-4633 to 77-4642
AT-6A-NA	USAAC	AC41-584 to AC41-623	40	77-4643 to 77-4682
SNJ-3	U.S. Navy	BuNos 6855 to 6864	10	77-4683 to 77-4692
AT-6A-NA	USAAC	AC41-624 to AC41-653	30	77-4693 to 77-4722
SNJ-3	U.S. Navy	BuNos 6865 to 6874	10	77-4723 to 77-4732
AT-6A-NA	USAAC	AC41-654 to AC41-665	12	77-4733 to 77-4744



This cutaway drawing of the NA-78 series in flight as seen in the August 1942 issue of Aviation Magazine shows tremendous detail. It reveals the little-known camera hatch installed on most aircraft of that series, and used to great advantage in some Central American nations as a bomb bay! (Aviation, August 1942)



AT-6A-NA Air Corps serial AC41-150 was the second AT-6A built and here reveals evidence of a post-June 1943 national marking on the fuselage, scrubbed off. The field code, L-201, indicates that the aircraft was assigned to Minter Army Air Field, a training installation in California. (William T. Larkins via Norm Taylor)