# NORTH AMERICAN SNJ 4 Model Guide

The NORTH AMERICAN SNJ 4 is a single-engine, low-wing, two-place advanced trainer. It is covered by the North American Aviation repair manual for the AT-6 series, which also includes the SNJ-3. It has a nine-cylinder radial engine, a retractable main gear and a fixed tail wheel. Details below come from that repair manual only.

## KEY TAKEAWAYS

- NORTH AMERICAN SNJ 4: single-engine, low-wing, two-place trainer with a nine-cylinder air-cooled radial engine.
- Mostly aluminum alloy structure, with a steel-tube front fuselage truss and engine mount.
- Main gear fully retracts; tail wheel is fixed and full-pivoting. Check the gear and tail wheel closely.
- The manual says to use only its described repair methods on important structural parts.

## CONSTRUCTION AND SYSTEMS

Front fuselage truss and engine mount are chrome molybdenum steel tubing. The rest is mainly aluminum alloy sheet and extruded members. The engine is a Pratt and Whitney nine-cylinder radial. The propeller is a Hamilton Standard controllable-pitch, constant-speed, two-blade unit. The manual describes wooden and aluminum rear fuselage versions.

## WHAT TO INSPECT

The repair manual has sections on fuselage and engine mount welds, exhaust manifold, firewall, wing spars and skins, and fabric-covered rudder, elevators and ailerons. It also covers fuel and oil tanks, oil coolers, landing gear, control cables, wiring and transparent cockpit panels. Check each against the repair standards.

## REPAIRS AND RECORDS

Rivets are aluminum alloy in three head types, used in their original positions. Rivet holes should sit at least twice the rivet diameter from the material edge. Wooden rear fuselages use casein glue repairs. Model and serial number are stenciled on the left front fuselage side panel and stamped on a plate in the front cockpit.

## SAFETY NOTES

- The manual warns against any repair method not described in it on important structural components.
- Rivets driven badly (cut heads, over-driven, or driven with sheets not clamped) must be replaced.
- Rivet removal should be by drilling, not shearing.

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