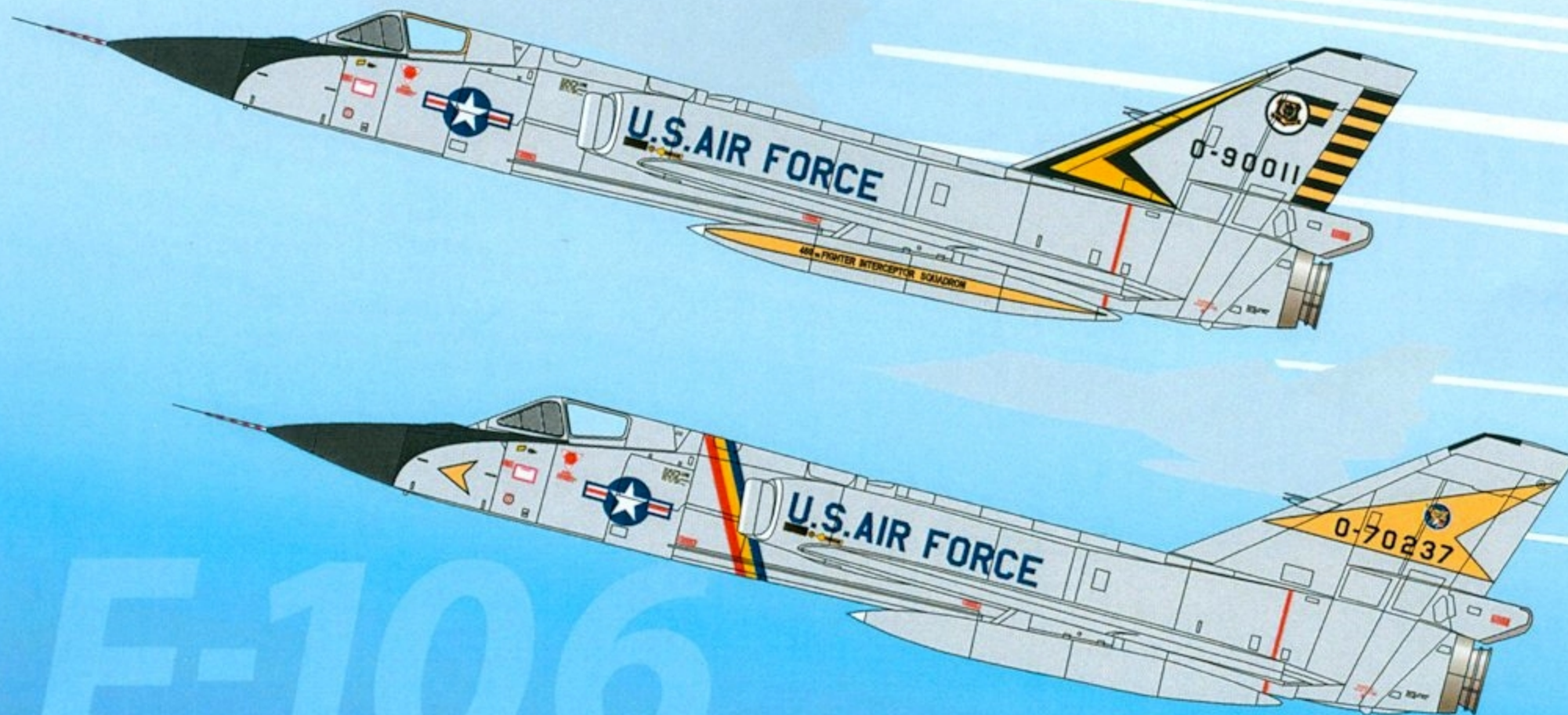


Part 4



Suggested Kits: Monogram F-106 Delta Dart.

Convair F-106 Delta Dart

F-106A Delta Dart 59-0011 (0-90011)

460th. Fighter Interceptor Squadron, Grand Forks AFB, North Dakota, 1972.

The 460th. FIS initially wore similar markings to the 456th. FIS, eventually further adapting them to the yellow/black delta and striped rudder. The squadron's tiger badge bears the motto 'Cave Tigrim' (Beware of the Tiger). Also note the yellow trim on the early framed canopy.



F-106A Delta Dart 57-0237 (0-70237)

Commanding Officer's aircraft

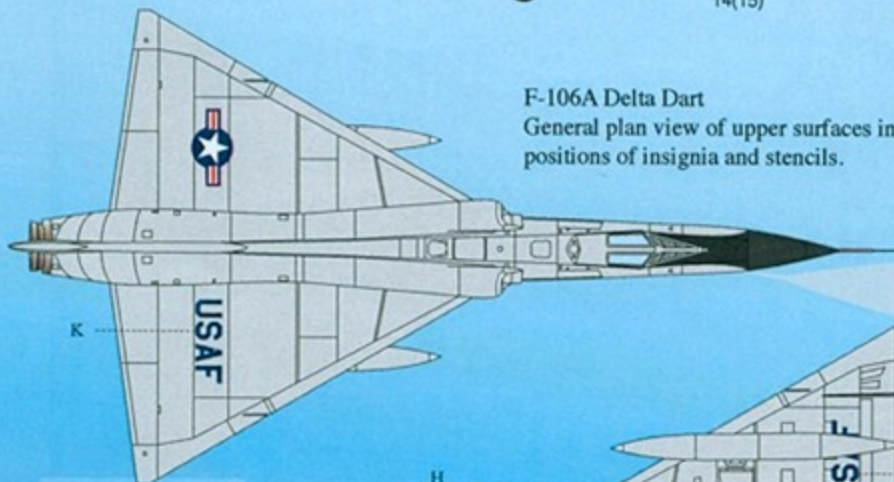
5th. Fighter Interceptor Squadron, Minot AFB, North Dakota, May 1974.

Known as the 'Spitten Kittens' from their squadron badge of a Lynx's head on lightning bolts and stars. 5th FIS was one of the few F-106 squadrons to do a deployment to Europe in 1975, being based at Hahn AB, West Germany. Framed canopy.

If you are displaying the missile doors open, trim the main band (parts 10/11) to fit around the main fuselage and then apply the smaller segments to each door. Also note the yellow trim on the early framed canopy.



F-106A Delta Dart
General plan view of upper surfaces indicating positions of insignia and stencils.



F-106A Delta Dart
General plan view of under surfaces indicating positions of insignia and stencils.

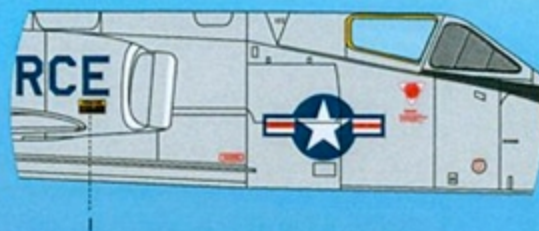
Research by Norris Graser

Recommended Reference:

- Wings of Fame Vol.12, Aerospace Publishing, 1998
- Colors & Markings of the F-106 Delta Dart, C&M Vol.1, Bert Kinzey, Aero Publishing, 1984
- Famous Airplanes of the World, November 1981
- F-106 in Action No. 15, Squadron Signal, Don Carson & Lou Drendel, 1974
- www.convairf-106deltadart.com

Recommended Kit:

- 1:48 F-106 Delta Dart
- Monogram



Note to Modellers

Most F-106s wore the same color scheme of Gloss F.S.16473, ADC (Air Defense Command) Gray. The fin tips had a black leading edge and the rear end of the fuselage/exhaust area was a Burnt Steel or Titanium color. The leading edges of the intake were highly polished Aluminum.

Several styles of antiglare panels were observed on these aircraft, one featuring a straight demarcation line from the windshield frame to the radome and, the most common one, from the windshield frame curving downward and meeting with the opposite side on the bottom at the rear of the radome, as shown.

The Gloss Black radome weathered into a very Dark Matt Gray, at times looking lighter than the Flat Black antiglare panel. Look at your references. These a/c were kept in an immaculate condition and any weathering, other than the radome and antiglare panel, should be avoided or very lightly done.

Most F-106 began their career with the standard canopy as provided in the kit as Part 85, but were later upgraded with the blown hood, Part 80. Although we indicate that this particular a/c had the standard hood, it is because at the time our photos were taken, it had not been upgraded.

In the late years of their careers with the U.S.AIR FORCE, some of these beautiful a/c were upgraded with an M-61 Vulcan gun, located in the forward missile bay and when modified, these a/c lost the use of 2 of these weapons. The F-106 was a terrific air-air dogfighter, capable of flying rings around an F-4 Phantom. Perhaps the reason they were never used in this fashion was the imminent issue of the F-15 and F-16. But that is another story that we better leave to the historians.

Pitot tubes were usually in Red/White segments or spirals (paint the pitot tube White and then wrap the Red stripe around it). Tips were polished steel. We hope you enjoy building these aircraft as much as we enjoyed researching and decalizing them.

Happy modeling.

