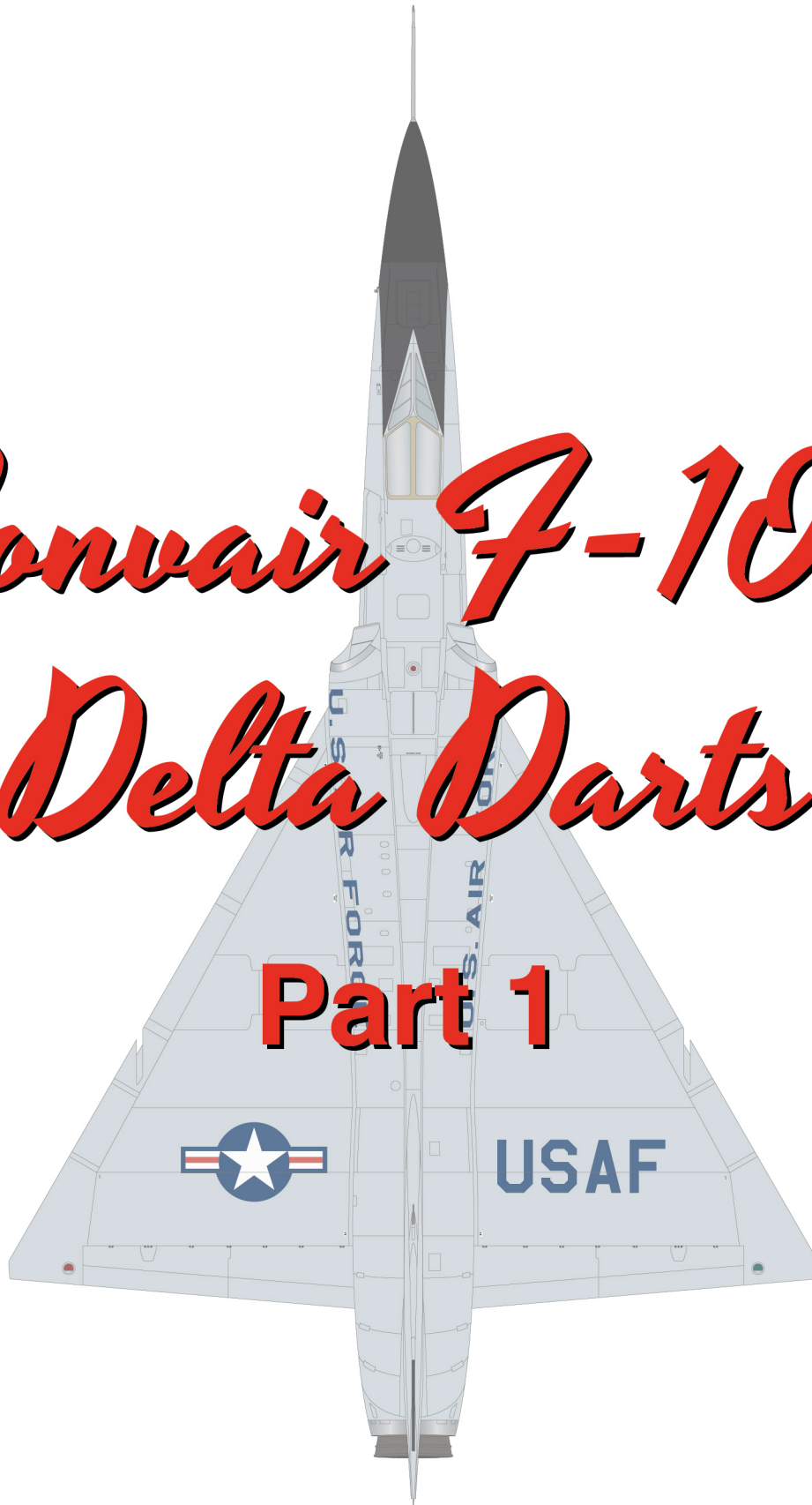


*Convair F-106*

*Delta Darts*

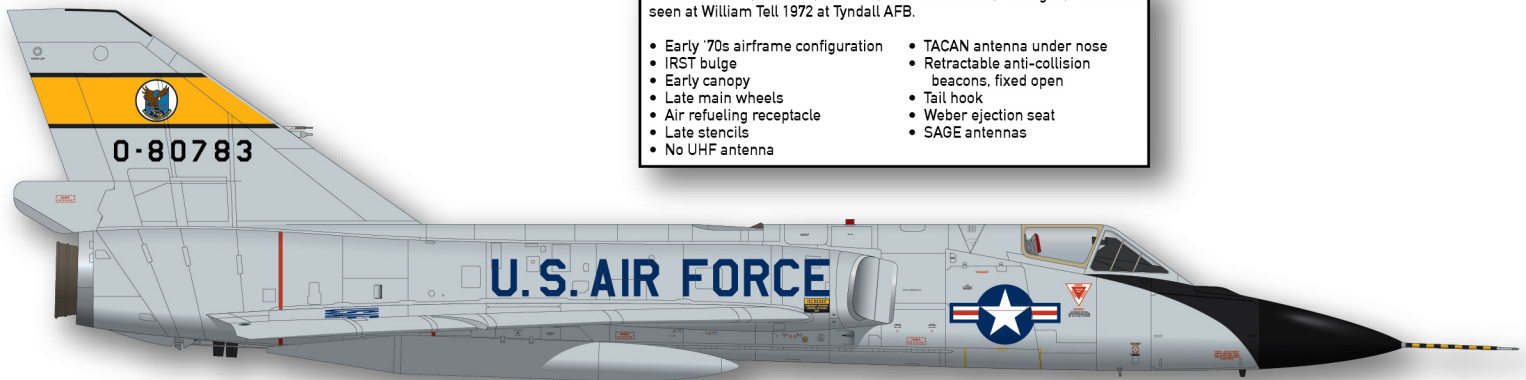
**Part 1**





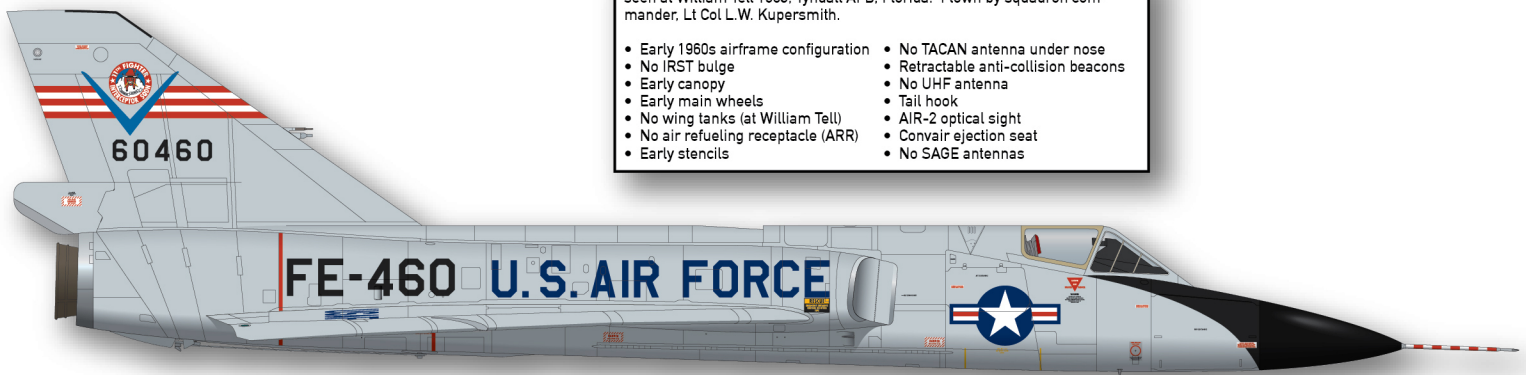
F-106A-100-CO, 58-0783, 2nd FIS, Wurtsmith AFB, Michigan, 1972. As seen at William Tell 1972 at Tyndall AFB.

- Early '70s airframe configuration
- IRST bulge
- Early canopy
- Late main wheels
- Air refueling receptacle
- Late stencils
- No UHF antenna
- TACAN antenna under nose
- Retractable anti-collision beacons, fixed open
- Tail hook
- Weber ejection seat
- SAGE antennas



F-106A-1-CO, 57-0231, 11th FIS, Duluth International Airport, Minnesota, as seen at William Tell 1963, Tyndall AFB, Florida. Flown by squadron commander, Lt Col L.W. Kupersmith.

- Early 1960s airframe configuration
- No IRST bulge
- Early canopy
- Early main wheels
- No wing tanks (at William Tell)
- No air refueling receptacle (ARR)
- Early stencils
- No TACAN antenna under nose
- Retractable anti-collision beacons
- No UHF antenna
- Tail hook
- AIR-2 optical sight
- Convair ejection seat
- No SAGE antennas



FS 16473



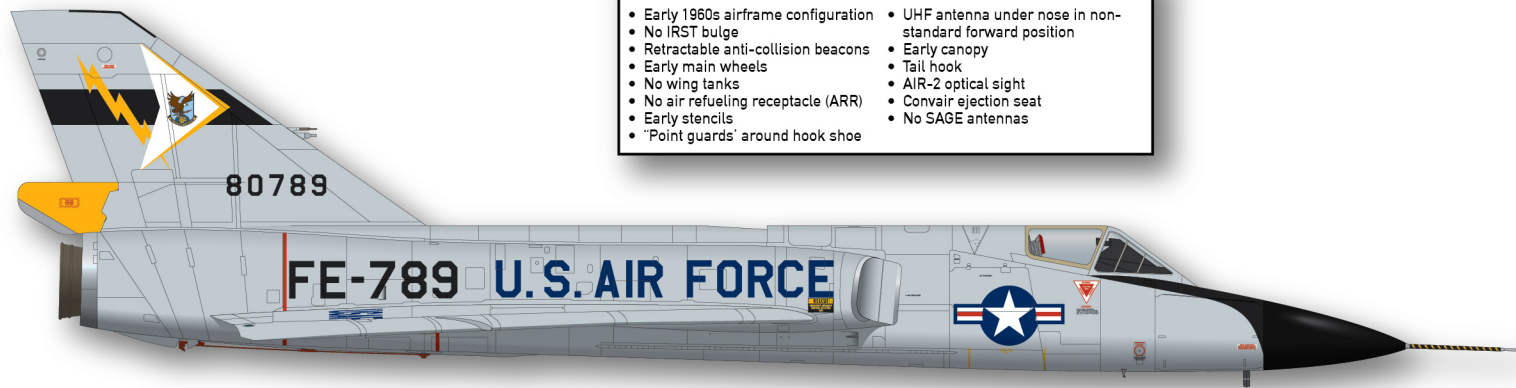
F-106A-95-CO, 58-0759, 71st FIS, 1st Fighter Wing (Air Defense), Selfridge AFB, Michigan, 1965. Participated in William Tell ADC World Wide Weapons Meet that year, flown to first place in the F-106 group by 71st commander, Lt. Col. Glendon Dunaway. This aircraft crashed on 11 April 1967 at Grand Island, Nebraska.

- Mid-1960s airframe configuration
- IRST bulge
- Early canopy
- Late main wheels
- No wing tanks during WT
- No air refueling receptacle (ARR)
- Mix of early and late stencil styles
- Early style UHF antenna under nose
- TACAN antenna under nose
- Retractable anti-collision beacons, fixed open
- Tail hook
- AIR-2 optical sight
- Convair ejection seat
- SAGE antennas



F-106A-100-CO, 58-0789, 73rd Air Division, Tyndall AFB, Florida, 1964.

- Early 1960s airframe configuration
- No IRST bulge
- Retractable anti-collision beacons
- Early main wheels
- No wing tanks
- No air refueling receptacle (ARR)
- Early stencils
- 'Point guards' around hook shoe
- UHF antenna under nose in non-standard forward position
- Early canopy
- Tail hook
- AIR-2 optical sight
- Convair ejection seat
- No SAGE antennas

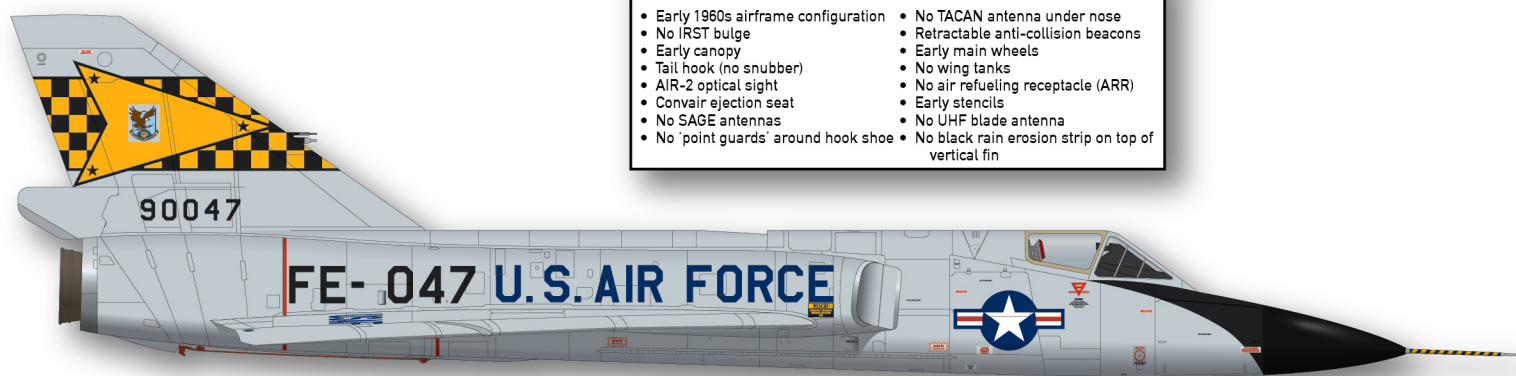




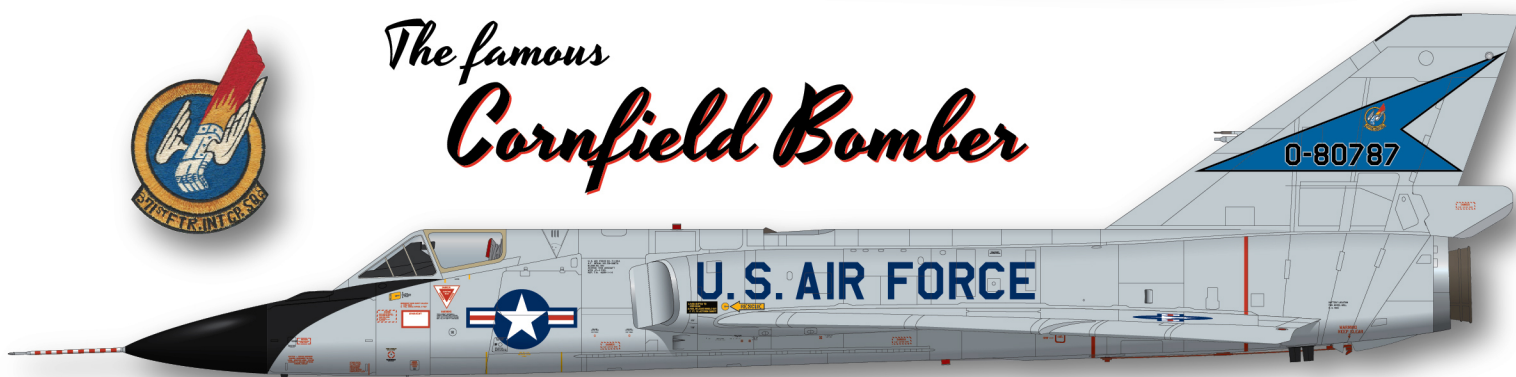


F-106A-110-CO, 59-0047, 27th FIS, Loring AFB, Maine, 1961.

- Early 1960s airframe configuration
- No IRST bulge
- Early canopy
- Tail hook (no snubber)
- AIR-2 optical sight
- Convair ejection seat
- No SAGE antennas
- No 'point guards' around hook shoe
- No TACAN antenna under nose
- Retractable anti-collision beacons
- Early main wheels
- No wing tanks
- No air refueling receptacle (ARR)
- Early stencils
- No UHF blade antenna
- No black rain erosion strip on top of vertical fin

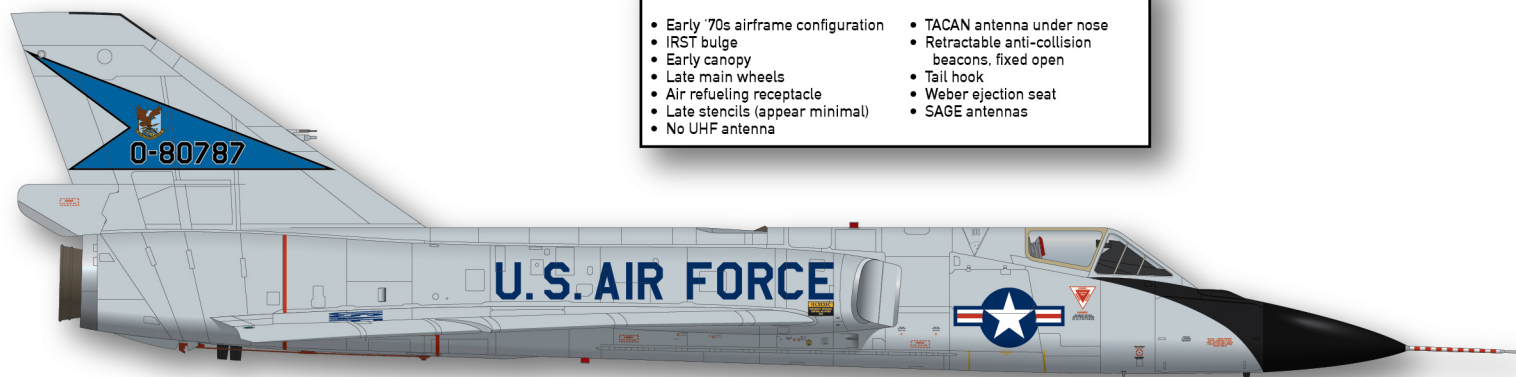


## The famous Cornfield Bomber



F-106A-100-CO, 58-0787, 71st FIS, Malmstrom AFB, Montana, 1970.

- Early '70s airframe configuration
- IRST bulge
- Early canopy
- Late main wheels
- Air refueling receptacle
- Late stencils (appear minimal)
- No UHF antenna
- TACAN antenna under nose
- Retractable anti-collision beacons, fixed open
- Tail hook
- Weber ejection seat
- SAGE antennas





# The Story of the Cornfield Bomber



F-106A 58-0787 gained her notoriety when, on 2 February 1970, her pilot, Capt. Gary Faust of the 71st FIS inadvertently entered a flat spin while engaged in air combat maneuvering. He attempted to break the spin by deploying the drag chute, but was unsuccessful. Following established procedure, he bailed out of the spinning Six. To his amazement, between the force of the seat leaving the aircraft and the change in CG caused by his departure, the aircraft recovered itself and went on its merry way! He had trimmed the aircraft for takeoff, and reduced the throttle to idle prior to bailing out, and thus configured, the aircraft entered a shallow descent, touching down on open pasture land near Big Sandy, Montana. The throttle was still at idle, and the snow on the ground allowed the aircraft to continue "taxiing" under its own power for some distance. It finally ran out of fuel almost two hours later. Local farmers rescued Capt. Faust uninjured from the local mountains on their snowmobiles.

A recovery crew from the F-106 depot at McClellan AFB, California was sent to salvage '787. One of the maintenance officers was quoted as saying that if the aircraft had had any less damage, he would have flown it out of the pasture! The wings were removed and the aircraft loaded on a flatbed rail car and taken to McClellan. She was repaired and returned to service with the 49th FIS at Griffiss AFB, New York where she served out the rest of her days as an active interceptor. In 1986 she was given a VIP retirement and remains on display at the National Museum of the United States Air Force in Dayton, Ohio.

