

Part 5



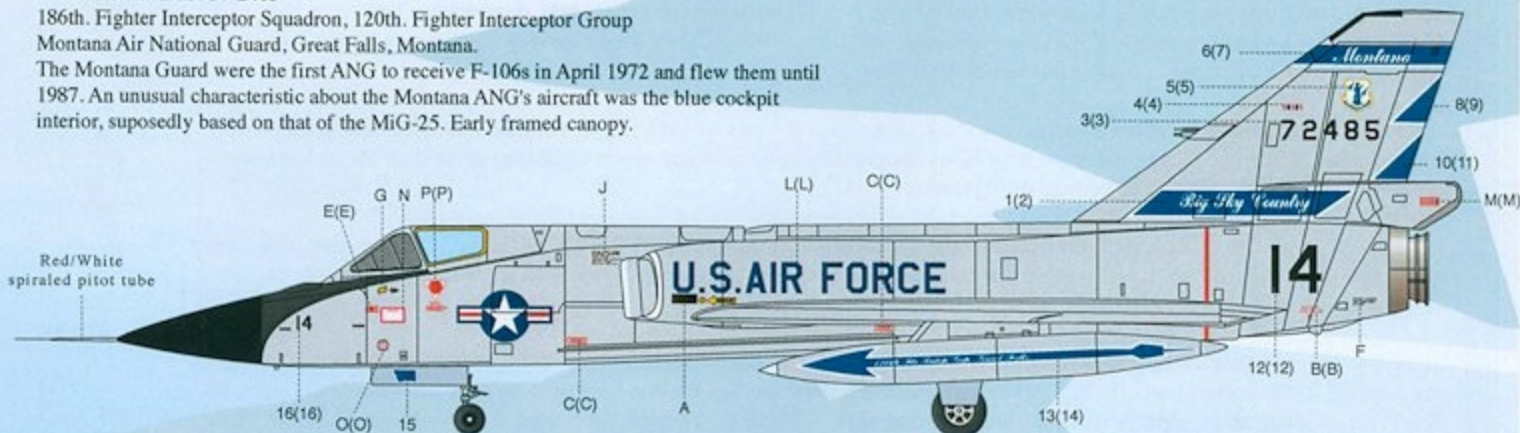
F-106

Suggested Kits: Monogram F-106 Delta Dart.

Convair F-106 Delta Dart

F-106A Delta Dart 57-2485

186th. Fighter Interceptor Squadron, 120th. Fighter Interceptor Group
Montana Air National Guard, Great Falls, Montana.
The Montana Guard were the first ANG to receive F-106s in April 1972 and flew them until 1987. An unusual characteristic about the Montana ANG's aircraft was the blue cockpit interior, supposedly based on that of the MiG-25. Early framed canopy.



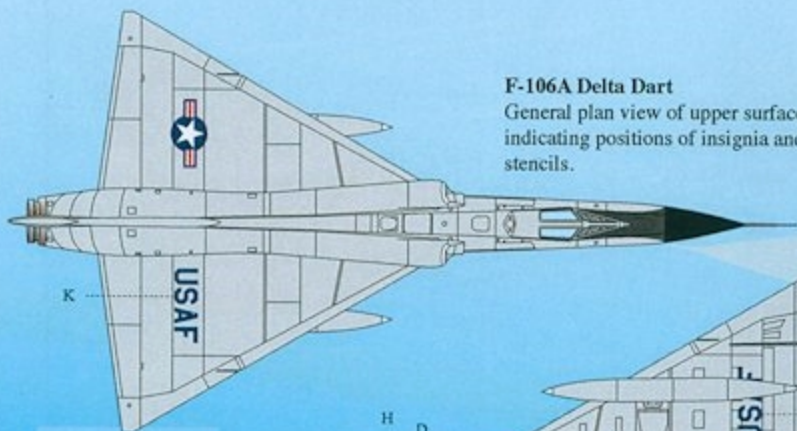
F-106A Delta Dart 59-0061 B-1 CHASE Program

Lt. Col. Bob Chamberlain
Contract Management Division, US. Air Force Systems Command
Palmdale, California, 1986-90.
F-106s accompanied every B-1B Lancer during its check-out flight, prior to service delivery. Eight F-106s were assigned to the programme. 90061 being the last chase aircraft, its final flight being on 6 July 1990. Blown hood. Polished steel pitot tube. Late blown canopy with Yellow frame.



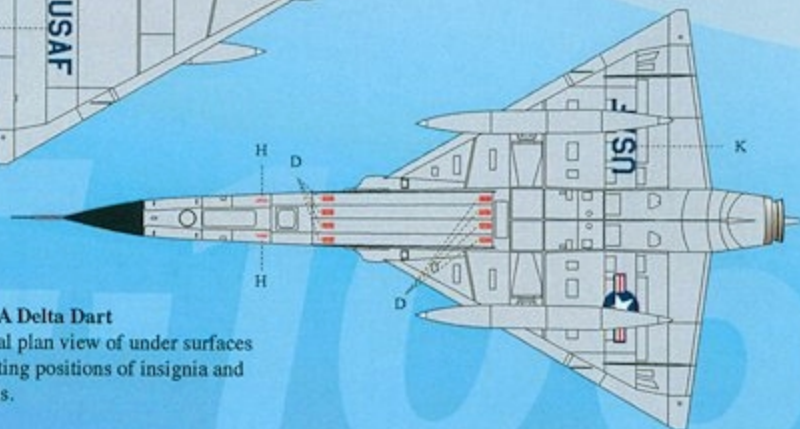
F-106A Delta Dart

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.

