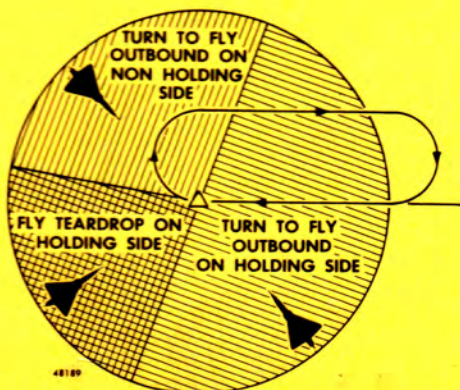


**LANDING DATA****RECOMMENDED MINIMUM SPEEDS — KCAS (KIAS)**

FUEL LBS	F-106A			F-106B		
	FINAL APCH.	PRIOR TO FLARE	TOUCH- DOWN	FINAL APCH.	PRIOR TO FLARE	TOUCH- DOWN
1,000	177 (173)	164 (160)	145 (142)	183 (179)	171 (167)	150 (147)
2,000	177 (173)	165 (161)	146 (143)	184 (180)	171 (167)	151 (148)
3,000	180 (176)	168 (164)	148 (145)	186 (182)	173 (169)	153 (150)
4,000	186 (182)	174 (170)	153 (150)	186 (182)	173 (169)	153 (150)
6,000	190 (186)	177 (173)	156 (152)	188 (184)	175 (171)	155 (151)
8,000	194 (190)	181 (177)	160 (156)	191 (187)	178 (174)	159 (155)
10,000	199 (195)	185 (181)	164 (160)	202 (198)	188 (184)	167 (163)

**Note**

- Speeds in parentheses are in KIAS.
- These speeds include compensation for full armament. If armament load is expended, these speeds can be decreased by 6 knots.

**HOLDING PATTERN**

T.O. 1F-106A-CL-1-1

**NOTES**

*Use Grease Pencil*

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**F-106A/B PILOTS' ABBREVIATED  
FLIGHT CREW CHECKLIST**

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**MISSION DATA**

Aircraft \_\_\_\_\_ Call Sign \_\_\_\_\_

Load \_\_\_\_\_

Corridor/Vector \_\_\_\_\_

Buster/Gate \_\_\_\_\_

Altitude \_\_\_\_\_

Contact \_\_\_\_\_

Frequencies: Primary \_\_\_\_\_ Secondary \_\_\_\_\_

---

**NOTES**

# F-106 TAKEOFF AND LANDING DATA CARD

## CONDITIONS

TAKEOFF

LANDING

RUNWAY LENGTH	_____	_____
WIND	_____	_____
OUTSIDE AIR TEMP	_____	_____
PRESSURE ALTITUDE	_____	_____
GROSS WEIGHT	_____	_____

### TAKEOFF

ENGINE PRESSURE RATIO	_____
ACCELERATION CHECK	_____ Kts. at _____ Ft.
TAKEOFF DISTANCE	_____ Ft.
TAKEOFF SPEED	_____ Kts.
REFUSAL SPEED & DISTANCE	_____ Kts. at _____ Ft.
INITIAL CLIMB SPEED	_____ Kts.

### LANDING

IMMEDIATELY  
AFTER TAKEOFFFINAL  
LANDING

FINAL APPROACH SPEED	_____	_____
PRIOR TO FLARE SPEED	_____	_____
TOUCHDOWN SPEED	_____	_____
LANDING GROUND ROLL:		
Wheel Brakes Only	_____	_____
Drag Chute Deployed	_____	_____

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USAF

### Notice

This checklist is a service test to provide a more realistic and usable checklist. All pilots are urged to submit comments on this checklist through their Command Headquarters to SAAMA (SANEOF), Kelly AFB, Texas.

INTRODUCTION. In accordance with AFR 60-9, the flight crew is required to use this checklist when operating the airplane. It is not mandatory to refer directly to this checklist during the EXTERIOR INSPECTION; however, the pilot is responsible for the lined items in the Flight Manual. In addition, the pilot is not required to refer to this checklist when its use is impracticable; in such cases, the pilot shall memorize all lined items in sequence prior to accomplishment. The lined items in this checklist correspond to the lined items in the amplified procedures in the Flight Manual but are not intended to replace them. Refer to the Introduction in the Flight Manual for details on the checklist program.

AIRPLANE DESIGNATION CODE. Checklist line items not applicable to both airplane models are coded as follows:

F-106A — **A**

F-106B — **B**

COMMENTS AND QUESTIONS. Any comments and questions should be directed through your Command Standardization Board to SAAMA (SANEOF), Kelly AFB, Texas.

# F-106A AND F-106B ABBREVIATED CHECKLIST (EMERGENCY PROCEDURES)

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## **ENGINE OIL SYSTEM FAILURE**

### **“OIL PRESS”**

1. Thrust — As required (minimum).
2. Airspeed — Reduce below 352 KCAS (345 KIAS).
3. Tanks — Jettison.
4. G forces — Minimize.
5. If vibrations become excessive, shut down engine.
6. Land as soon as possible; use flameout landing pattern, and minimum thrust.

**E E E E**  
**E EMERGENCY JETTISONING**

**E**  
**E**  
**E ARMAMENT JETTISON PROCEDURE**

1. Armament selector switch — SALVO.
2. Arm-safe switch — ARM.
3. Release lock switch — UNLOCK.
4. Release lock indicator — "UNLOCK."
5. Armament trigger — Depress to second detent.
6. Misfire and master warning light — Monitor.



**DITCHING**

1. Tanks — Jettison.
2. Normal approach with speed brakes out.
3. **SHOULDER HARNESS — LOCKED. (FP-RP)**
4. Immediately before touchdown:
  - a. **THROTTLE — OFF.**
  - b. Fuel switches — **CLOSE.**
  - c. Master electrical power — **OFF.**
  - d. **CANOPY — JETTISON.**
  - e. Drag chute — Emergency deploy.
5. **ABANDON THE AIRPLANE AS SOON AS FORWARD MOTION STOPS.**

**AFTERBURNER FAILURE**

**A/B FAILURE DURING TAKEOFF**

1. If sufficient runway — Abort.
2. IF NOT SUFFICIENT RUNWAY — THROTTLE INBOARD TO FULL MIL POWER.

**A/B EXHAUST NOZZLE FAILURE DURING TAKEOFF**

1. If EGT rises rapidly and rpm drops when A/B is ignited, abort.

**A/B FAILURE DURING FLIGHT**

1. Throttle — Inboard.
2. Wait 5 seconds.
3. Throttle — AFTERBURNER (if desired).
4. No A/B light in 5 sec, throttle — Inboard.

**TAKEOFF & LANDING EMERGENCIES****ABORT**

Accomplish those steps necessary to stop the airplane.

1. **THROTTLE — IDLE.**
2. **DRAG CHUTE — EMERGENCY DEPLOY.**
3. **TAILHOOK — DOWN (IF REQUIRED).**
4. **BRAKES — AS REQUIRED.**
5. Idle thrust control switch — ON.
6. Tanks — Jettison (if necessary).
7. Shoulder harness — Locked. (FP-RP)
8. Canopy — Jettison (if necessary).

**BELLY LANDING**

1. Tanks—Jettison (if required).
2. Normal approach.
3. Speed Brakes—Open.
4. **GEAR HANDLE — DOWN.**
5. Shoulder harness—Locked. (FP-RP)
6. Immediately before touchdown:
  - a. Throttle—OFF.
  - b. Fuel switches—CLOSE.
  - c. Canopy—Jettison.
7. Touchdown attitude—Normal.
8. Drag chute—Emergency deploy.
9. Master electrical power—OFF.
10. Abandon airplane.

**PARTIAL GEAR LANDING**

1. Tanks — Jettison.
2. Normal approach & landing with speed brakes out.
3. Shoulder harness — Locked. (FP-RP)
4. Immediately before touchdown:
  - a. Throttle — OFF.
  - b. Fuel switches — CLOSE.
  - c. Master electrical power — OFF.
  - d. Canopy — Jettison.
5. After touchdown:
  - a. Drag chute — Emergency deploy.
  - b. Hold faulty gear off ground.
  - c. Braking — As required.

**RUNWAY OVERRUN BARRIER ENGAGEMENT**

1. Call for barrier webbing.
2. Tailhook — Down (at least 2000 feet from barrier).
3. Steer toward barrier center, & follow ABORT.

**E HYDRAULIC POWER SYSTEM FAILURE****“HYD FAIL” (FLASHING)**

1. Airspeed — Reduce below 352 KCAS (345 KIAS).
2. Hydraulic pressure — Check.

**E FAILURE OF PRIMARY HYDRAULIC SYSTEM**

1. Avoid maneuvers, dives, & use of speed brakes.
2. Land as soon as practicable.
  - a. Gear — DOWN (normal extension).
  - b. RAT — Extend.

**E FAILURE OF SECONDARY HYDRAULIC SYSTEM**

1. Flight mode selector switch — YAW.
2. Avoid maneuvers, dives, & use of speed brakes.
3. Land as soon as practicable.
  - a. Gear — Emergency extend.
  - b. Gear handle — DOWN.

**“HYD FAIL” (STEADY)**

1. Hydraulic pressure — Check.
2. **RAT — EXTEND.**
3. Check flight control operation by:
  - a. Flashing hyd press-low warn light indicates RAT is pressurizing primary system.
  - b. Checking primary hydraulic pressure gage (if ac power is available).
  - c. Moving stick and checking control response.
4. **IF FLIGHT CONTROL OPERATION IS NOT POSSIBLE — EJECT.**
5. If pressure is available for flight control operation:
  - a. Avoid violent maneuvers and use of speed brakes.
  - b. Extend landing gear by emergency system.
6. Land as soon as practicable.

**E E E E**  
**E E E**  
**EJECTION PROCEDURES****BEFORE EJECTION (IF TIME & CONDITIONS PERMIT)**

1. Throttle — OFF, reduce speed.
2. Aim airplane toward uninhabited impact area.
3. Give location to nearest radio facility and turn IFF on EMER.
4. Stow all loose equipment.
5. Actuate bailout oxygen bottle (if applicable).
6. Cabin air — RAM.
7. **SIT ERECT, ELBOWS TIGHTLY AGAINST BODY WHILE GRASPING EJECTION SEAT RING OR HANDGRIPS; HEAD FIRMLY AGAINST HEADREST, CHIN TUCKED IN.**
- ⓑ 8. **INFORM OTHER PILOT OF EJECTION NECESSITY.**
  - ⓑ a. **USE INTERCOM.**
  - ⓑ b. **BAILOUT WARNING SWITCH — ON.**



**EJECTION**

1. SEAT RING OR HANDGRIPS — PULL UP. (RP, THEN FP)

**IF CANOPY FAILS TO JETTISON**

1. SEAT HANDGRIPS — DOWN (SOME AIRPLANES).  
SEAT RING — RELAX TENSION (OTHER AIRPLANES).
2. CANOPY — JETTISON.
3. IF CANOPY FAILS TO JETTISON:
  - a. CANOPY LATCH HANDLE — UNLOCK.
  - b. CANOPY SWITCH — OPEN.
4. SEAT RING OR HANDGRIPS — PULL UP.

**B IF FORWARD SEAT FAILS TO EJECT**

- B** 1. Ejection seat arming handle—Rotate and pull. (FP)

**IF FOOTPANS FAIL TO RETRACT AND LOCK**

1. RELAX TENSION ON EJECTION SEAT RING.
2. PLACE FEET IN FOOTPANS AND PULL UP ON SEATPAN.
3. MANUALLY RAISE AND LOCK EACH FOOTPAN.
4. LOCK SHOULDER HARNESS.
5. PULL EJECTION RING.

**FLIGHT CONTROLS EMERGENCY OPERATION****“HYD OIL HOT”**

1. Reduce airspeed to 220-240 KCAS (KIAS).
2. Emergency direct manual button — Depress.
3. Flight mode selector switch — DIR MAN.
4. If oscillations persist, use pitch or yaw mode as required.
5. Do not extend RAT.
6. If oscillations continue:
  - a. Use rudder to counteract roll.
  - b. Maintain safe altitude.
7. During low fuel state keep nose attitude level.
8. Maintain alt to evaluate nature of overheat.
9. When oscillations have been reduced to a safe minimum, land as soon as practicable.

**“FLIGHT MODE FAILURE”**

1. Check position of flight mode selector to determine mode of operation.
2. Momentary interrupt trigger — Depress.

**VARIABLE RAMP FAILURE****“VARI-RAMP”**

1. Speed — Decrease to less than Mach 1.1 (or 500 KCAS [KIAS]), and IDLE rpm below 25,000 ft.
2. Variable ramps — EMER OPEN (retracted).
3. Check other systems for failure.
4. Fuel flow — Monitor for range considerations.
5. Land as soon as practicable.

**ENGINE FAILURE****ENGINE FAILURE DURING TAKEOFF (BEFORE AIRBORNE)**

1. ABORT TAKEOFF.

**ENGINE FAILURE DURING TAKEOFF (AFTER AIRBORNE)****SUFFICIENT RUNWAY REMAINING**

1. GEAR — EMERGENCY EXTEND.
2. RAT — EXTEND.
3. Follow ABORT procedure.

**INSUFFICIENT RUNWAY REMAINING.**

1. **THROTTLE — INBOARD FROM A/B.**
2. **FUEL CONTROL — EMER.**
3. **IGNITION BUTTON — DEPRESS & HOLD.**
4. **IF AIR START IS UNSUCCESSFUL — EJECT OR CRASH LAND.**
5. **IF CRASH LANDING IS IMMINENT, PROCEED AS FOLLOWS:**
  - a. **THROTTLE — OFF.**
  - b. **GEAR — EMERGENCY EXTEND.**
  - c. **RAT — EXTEND**
  - d. **Tanks — Jettison.**
  - e. **Fuel shutoff switches — CLOSE.**
  - f. **Master electrical power — OFF.**
  - g. **Shoulder harness — Locked. (FP-RP)**
  - h. **CANOPY — JETTISON (IF NECESSARY).**
  - i. **Drag chute — Emer deploy (upon contact).**

**ENGINE FAILURE DURING FLIGHT****MECHANICAL FAILURE**

1. Throttle — OFF.
2. Airspeed — 250 KIAS (gear up, speed brakes closed).
3. RAT — Extend (if necessary).
4. Fuel shutoff & boost pump switches — Off.
5. MA-1 power switch — EMER.

**AIR START**

1. Throttle — Inboard from AFTERBURNER.
2. FUEL CONTROL SWITCH — EMERGENCY.
3. IGNITION BUTTON AND THROTTLE — DEPRESS AND AS REQUIRED.
4. RPM — 60-80%, then release ignition button.
5. Throttle — OFF (relight not obtained).
6. All fuel switches — Check.
7. Airspeed — 250 KIAS.
8. Ignition button — Depress & hold.
9. Throttle — START, OFF, then IDLE.
10. RPM — 60-80%, then release ignition button.

**UNSUCCESSFUL AIR START**

1. Throttle—OFF.
2. MA-1 power switch—EMER.
3. Attempt another air start.

**FLAMEOUT LANDING (ALL GROSS WEIGHTS)**

1. RAT—Extend.
2. High key: Speed—250 KIAS.  
Altitude—12,000 ft. min.  
Gear—Emer extend.
3. Reduce speed—230 KIAS.
4. Zero delay lanyard—Attach (if installed). (FP-RP)  
Shoulder harness—LOCK. (FP-RP)
5. Low key: Speed—225-235 KIAS.  
Altitude— $\frac{1}{2}$  high-key alt.
6. Prior to flare: Speed—200 KIAS, minimum.  
Throttle—OFF.  
Fuel switches—Off.  
Master switch—OFF.
7. Touchdown: Speed—155-175 KIAS (170 KIAS  
with frozen engine).  
Drag chute—Emer deploy (below 160 KIAS).  
Brakes—Apply as required.

**LANDING GEAR EMERGENCY OPERATION****“GEAR UNSAFE”**

1. Speed — Reduce below 256 KCAS (250 KIAS).
2. Gear — Emergency extend.
3. Gear handle — DOWN.
4. Gear — Check down and locked.

**FUEL SYSTEM FAILURE****ENGINE FUEL CONTROL FAILURE**

Follow ENGINE FAILURE DURING TAKEOFF procedures.

**FUEL BOOST PUMP FAILURE**

1. Operate in a nose-high attitude.
2. Avoid negative g maneuvers.
3. Avoid uncoordinated maneuvers.
4. Avoid rapid decelerations.
5. Maintain symmetrical fuel feeding.
6. Fuel quantities — Monitor.
7. Land as soon as practicable.

**“FUEL BOOST PRESS L OR R”**

1. Fuel quantities — Monitor.
  - a. If fuel flow is symmetrical, assume an erroneous warning indication.
  - b. If fuel flow is asymmetrical, all boost pumps — OFF. Follow procedure for **FUEL BOOST PUMP FAILURE**.

**FUEL FLOW EQUALIZER FAILURE**

1. Fuel quantity — Check.
2. Boost pumps — OFF (on side with lowest fuel).
3. Boost pumps — ON (on side with highest fuel).
4. Fuel quantity — Monitor.
5. When fuel quantity-low warning light on high side illuminates, all boost pumps — ON.

**FUEL TANK PRESSURIZATION FAILURE**

**WING TANKS**

**“FUEL TANK PRESS L OR R”**

1. Land as soon as practicable.
2. On the side of the illuminated warning light, depend on No. 3 wing tank fuel only.
3. Monitor fuel quantity in each wing.



**FUSELAGE TANK**

1. Airplanes with F tank emergency pressure switch:
  - a. F tank switch — OPEN.
  - A** b. T tank switch — CLOSE.
  - c. F tank emer pressure switch — ON.
2. Airplanes with F tank emer boost pump switch:
  - a. F tank switch — CLOSE.
  - A** b. T tank switch — CLOSE.
  - c. F tank emer boost pump switch — ON.
3. Apply positive and negative g's to the airplane.
4. If the F tank still fails to transfer, the only remaining fuel available is in:
  - A** a. No. 3 tanks.
  - B** b. Wing and T tanks.

**"FUEL LOW L OR R"**

1. Check for asymmetrical fuel loading.
2. Land as soon as possible.

**"FUEL VALVE CLOSED"**

1. Check fuel control panel to determine which valve is closed.
2. Check for asymmetrical fuel loading.
3. Land as soon as possible.

## **ELECTRICAL POWER SYSTEM FAILURE**

### **COMPLETE ELECTRICAL POWER FAILURE (INCLUDING BATTERY)**

1. Important system losses:
  - a. Rapid ejection capability.
  - b. Emergency drag chute.
  - c. Tailhook.

The following instruments will continue to function:

1. Conventional instrument display
  - a. Airspeed phase, airspeed-angle of attack indicator.
  - b. Cabin pressure altitude gage.
  - c. Accelerometer.
  - d. EGT gage.
  - e. Tachometer.
  - f. Vertical velocity indicator.
  - g. Altimeter.
  - h. Standby compass.
2. Integrated instrument system
  - a. EGT gage.
  - b. Tachometer.
  - c. Standby altimeter.
  - d. Standby airspeed indicator.
  - e. Standby compass.

**COMPLETE GENERATOR FAILURE**

The following are either independent of electrical power, or require battery power only and will continue to function with complete generator failure:

1. All airplanes:
  - a. Accelerometer.
  - b. Armament salvo.
  - c. Canopy jettison.
  - d. Drag chute.
  - e. Emergency fuel transfer.
  - f. Exhaust gas temperature gage.
  - g. Landing gear warning light.
  - h. Manual engine anti-icing.
  - i. Speed brakes.
  - j. Standby compass.
  - k. Surface trim.
  - l. Tachometer.
  - m. Turn-and-slip indicator.
  - n. Variable ramp emergency retraction.
2. Conventional display only:
  - a. Airspeed indicator.
  - b. Altimeter.
  - c. Cabin pressure altitude gage.
  - d. Vertical velocity indicator.

3. Integrated system only:
  - a. Standby airspeed indicator.
  - b. Standby altimeter.

**“AC POWER FAIL,” “DC POWER FAIL”**

1. Follow procedures for “AC POWER FAIL” and “DC POWER FAIL.”

**“AC POWER FAIL”**

1. Establish nose-high attitude.
2. Slow airplane — Not to exceed 250 KIAS.
3. AC generator — OFF, then ON.
4. Cabin temperature — HOT.
5. Rain removal — ON (if subsonic).
6. If warning light remains on:
  - a. AC generator — OFF.
  - b. Land as soon as practicable.

**WARNING**

The use of a simulated flameout pattern with less than 3000 lbs. balanced fuel load, will virtually guarantee an engine flameout.

7. Important system losses:
  - a. Fuel boost pumps.
  - b. Automatic vari-ramp control.
  - c. AMI.
  - d. AVVI.
  - e. Windshield and canopy anti-icing.
  - f. Pitch & yaw dampers.
  - g. Nose wheel steering (some airplanes).

**"DC POWER FAIL"**

1. DC generator — OFF, then ON.
2. If warning light remains on:
  - a. DC generator — OFF.
  - b. Turn off all equipment not needed.
  - c. Land as soon as practicable.
3. Important system losses:
  - a. Automatic vari-ramp control
  - A** b. Automatic cg fuel transfer
  - c. F tank emer press or boost pump control
  - d. Taxi and landing lights
  - e. Anticollision lights
  - f. Pitch & yaw dampers.
  - g. Automatic ice detector
  - h. Nose wheel steering.

## **EMERGENCY OPERATION OF AUXILIARY SYSTEMS**

### **“ENGINE ANTI-ICE”**

1. Surface and engine anti-icing switch — MAN ON.

### **“ENG COMPT O. PRESS”**

1. Airspeed — Below Mach 1.0 as soon as practicable.

### **“PNEU PRESS”**

1. Do not recycle the armament system.
2. Use rudder control with caution.

### **“OXYGEN LOW LEVEL”**

1. Descend to altitude where oxygen not required.
2. Actuate emergency bailout bottle, if necessary.

## **PRESSURE-BREATHING OXYGEN SYSTEM**

### **HYPOXIA SYMPTOMS**

1. CHECK HOSE CONNECTIONS.
2. OXYGEN SUPPLY — CHECK ON.

### **SYSTEM DEPLETED OR CONTAMINATED**

1. EMER OXYGEN MANUAL RELEASE — PULL.
2. OXYGEN SUPPLY — OFF.
3. Descend to a cockpit altitude below 10,000 feet within 10 minutes.

**DILUTER-DEMAND OXYGEN SYSTEM****HYPOXIA SYMPTOMS**

1. OXYGEN EMER SWITCH — EMERGENCY.
2. CHECK HOSE CONNECTIONS AND QUANTITY.

**SYSTEM DEPLETED OR CONTAMINATED**

1. EMER OXYGEN MANUAL RELEASE — PULL.
2. OXYGEN SUPPLY — OFF.
3. DESCEND TO A COCKPIT ALTITUDE BELOW 10,000 FEET AS SOON AS POSSIBLE.

**“CABIN PRESS LOW”**

1. Descend to 24,000 ft. cabin altitude, if practicable.
2. Land as soon as practicable.

**LOSS OF CABIN PRESSURE**

1. Refrigeration unit switch — ON.
2. Cabin air — PRESS.
3. If cabin altitude is higher than actual altitude:
  - a. Cabin air — OFF.
  - b. Airspeed — Reduce.
4. MA-1 — EMER and descend to 24,000 feet.
5. If cockpit becomes contaminated or depressurization occurs:
  - a. Oxygen mask connections — Check. (FP-RP)
  - b. Oxygen diluter switch — 100% (if using diluter-demand oxygen). (FP-RP)
  - c. Cabin air — RAM.

**E** **“ELECTRONIC COOLING”****GROUND OPERATION**

1. Cabin air — OFF.
2. RPM — Increase.

**FLIGHT OPERATION (WHEN LIGHT ON MORE THAN 10 MINUTES)**

1. Cabin air — OFF or RAM.
2. Throttle — Advance (if possible).
3. Flight conditions — Change (if possible).
4. If light does not go out, follow procedures for REFRIGERATION UNIT FAILURE.

**REFRIGERATION UNIT FAILURE**

1. REFRIGERATION UNIT SWITCH — OFF.
2. MA-1 — EMER.
3. Airspeed — 255 KCAS (KIAS).
4. Land as soon as practicable.



**"MISSILE DISPLACED"****WITH MISSILE BAY DOORS CLOSED**

1. Land without further armament operation.

**WITH LAUNCHERS EXTENDED**

1. If clean configuration not mandatory:
  - a. Monitor fuel for range considerations.
  - b. Land soon as practicable, launchers extended.
2. If clean configuration is mandatory:
  - a. Auto search button—Depress to break lock-on.
  - b. Arm-safe switch—SAFE.
  - c. Armament selector switch—VIS IDENT.
  - d. Wait 75 seconds.
  - e. Door-close button—Depress and hold until door-open warning light extinguishes.

**"DOOR OPEN" or "MISFIRE"**

1. Auto search button—Depress to break lock-on.
2. Release lock switch—LOCK.
3. Release lock indicator—Striped or "LOCK."
4. Arm-safe switch—SAFE.
5. Armament selector switch—VIS IDENT.
6. Missile-displaced warning light—Check not illuminated.
7. Wait 75 seconds.
8. Door-close button—Depress and hold until misfire and door-open warning lights extinguish.

**E E E E**  
**E FIRE****ENGINE FIRE DURING STARTING OR AFTER SHUTDOWN****FIRE WARNING LIGHT ILLUMINATED.**

1. THROTTLE — OFF.
2. FUEL SWITCHES — CLOSE.
3. Master electrical power — OFF.

**EXCESSIVE EGT OR FIRE IN TAILPIPE DURING  
GROUND OPERATIONS**

1. THROTTLE — OFF.
2. Compressed air — Connected.
3. Ignition disconnect — DISARM.
4. Fuel shutoff & boost pump switches — OFF.
5. Master electrical power — ON.
6. Ignition button — Depress & hold.
7. Throttle — START, then OFF.
8. Ignition button — Release.
9. Master electrical power — OFF.

**ENGINE FIRE DURING TAKEOFF**

1. IF NOT COMMITTED, ABORT TAKEOFF.
2. IF COMMITTED TO TAKEOFF:
  - a. TANKS — JETTISON.
  - b. THROTTLE — MAX THRUST TO SAFE EJECTION ALTITUDE.
  - c. ALTITUDE — MAINTAIN SAFE EJECT ALTITUDE.
  - d. Check for fire.
  - e. IF FIRE EXISTS — EJECT.
  - f. If no fire, land or eject.

**ENGINE FIRE IN FLIGHT****STEADY OR FLASHING LIGHT**

1. **THRUST — REDUCE.**
2. If fire warning light extinguishes:
  - a. Continue flight at minimum safe thrust.
  - b. Land as soon as practicable.
3. If fire warning light remains on — Check for fire.
4. Fire not evident by check:
  - a. Continue flight at minimum safe thrust.
  - b. Land as soon as possible.
5. **FIRE EVIDENT:**
  - a. **THROTTLE — OFF.**
  - b. **FUEL SWITCHES — CLOSE.**
  - c. **MASTER ELECTRICAL POWER — OFF.**
6. If fire ceases — Eject or make forced landing.
7. **IF FIRE CONTINUES — EJECT.**

**ELECTRICAL FIRE**

1. **MA-1 — WARM.**
2. **IF FIRE CONTINUES, GENERATORS — OFF.**
3. **IF FIRE PERSISTS, MA-1 — EMER.**
4. **IF FIRE STILL PERSISTS, MASTER ELECTRICAL POWER — OFF.**
5. Land as soon as practicable if fire subsides.
6. **IF FIRE CONTINUES — EJECT.**

**E SMOKE, FUMES, & FOG ELIMINATION****E SMOKE OR FUMES (BELOW 30,000)**

- E**
1. CABIN AIR — RAM.
  2. MA-1 — EMER.
  3. Airplanes with diluter-demand regulator:
    - a. OXYGEN DILUTER — 100%.
    - b. DILUTER-DEMAND OXYGEN EMERGENCY SWITCH — EMERGENCY.
  4. When smoke or fumes are eliminated, cabin air — PRESS.

**SMOKE OR FUMES (ABOVE 30,000)**

1. START DESCENT TO 30,000 OR BELOW (IF PRACTICABLE).
2. On airplanes with a diluter-demand oxygen regulator:
  - a. OXYGEN DILUTER — 100%.
  - b. DILUTER-DEMAND OXYGEN EMERGENCY SWITCH — EMERGENCY.
3. Cabin temperature control knob — MAN COLD for 10 seconds.
4. IF SMOKE OR FUMES NOT ELIMINATED:
  - a. CABIN AIR — RAM.
  - b. MA-1 — EMER.
5. When smoke or fumes are eliminated, cabin air — PRESS.

**FOG**

1. CABIN AIR — RAM.
2. Cabin air — PRESS, when cockpit clears.
3. Cabin temperature — HOT.

**WINDSHIELD HEATING FAILURE**

1. If windshield is heated and power failure is noted immediately:
  - a. Rain removal — ON (if subsonic).
2. If system power failure is not noted until condensation has formed:
  - a. Rain removal — ON (if subsonic).
  - b. Cabin temperature — HOT.

**CRACKED WINDSHIELD****OUTER LAYER CRACK**

1. Windshield anti-icing, antifog switch — OFF (side corresponding to cracked panel).
2. Ascertain that only the outer layer has cracked.
3. Land as soon as practicable.

**INNER LAYER CRACK**

1. HELMET VISOR(S) — DOWN. (FP-RP)
2. CABIN AIR — RAM.
3. Windshield anti-icing, antifog switch — OFF (side corresponding to cracked panel).
4. Airspeed — Reduce.
5. Descend, and land as soon as practicable.

**“CANOPY UNLKD”**

1. Canopy latch handle — Push forward (if LOCKED & latches are engaged).
2. If warning light fails to go out & handle is not in an apparent locked position, or the canopy latches are not engaged:
  - a. Airspeed — Reduce to 230-240 KCAS (KIAS).
  - b. Cabin air — OFF.
  - c. Land as soon as practicable.

**TAKEOFF CHECK TABLE**

<b>TEMPERATURE</b>		<b>PRESSURE RATIO SETTING</b>
<b>°F</b>	<b>°C</b>	
-40	-40	237
-35	-37.5	237
-31	-35	237
27	-32.5	237
-22	-30	236
-18	-27.5	236
-13	-25	235
-8	-22.5	234
-4	-20	234
0	-17.5	233
5	-15	232
9	-12.5	231
14	-10	230
18	-7.5	229
23	-5	228
27	-2.5	227
32	0	226
37	2.5	225
41	5	223
45	7.5	222
50	10	220
54	12.5	219
59	15	218
63	17.5	216
68	20	215
72	22.5	213
77	25	212
81	27.5	210
86	30	209
90	32.5	207
95	35	205
99	37.5	204
104	40	202
108	42.5	200
113	45	199

# F-106A AND F-106B ABBREVIATED CHECKLIST (NORMAL PROCEDURES)

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## **PREPARATION FOR FLIGHT**

### **BEFORE EXTERIOR INSPECTION**

1. Form 781 – Check.
2. External power – OFF.
3. Canopy support(s) – In place.
4. Windshield & canopy – Check.
5. Ejection seat ground safety pin – Installed. (FP-RP)
6. Handgrip down lock cable – Check ball secure.
7. Canopy jettison handle – Down. (FP-RP)
8. Seat arming lanyard – Secured. (FP-RP)
9. Ejection seat disconnects and hoses – Check. (FP-RP)
10. Canopy & seat maintenance pins – Removed. (FP-RP)
11. Rotational upward ejection seat drag chute aneroid – Check (if installed). (FP-RP)
12. Inertia reel cable, hesitation risers, & survival kit lanyard – Secure (if installed).
13. Lap belt connectors – Secure (if installed).
14. Oxygen bailout bottle – 1800 psi. (FP-RP)
15. MA-1 – OFF.
16. RAT – UP.
17. Throttle – OFF.
18. Armament selector switch – VIS IDENT.
19. Arm-safe switch – SAFE.
20. Special weapon release lock – LOCK.
21. S.W. release lock indicator – Striped.
22. Master electrical power – OFF.
23. Gear handle – Down.
24. Optical sight – Stowed.
25. All fuses in. (FP-RP)



**B AFT COCKPIT (SOLO FLIGHTS)**

Inspect aft seat, consoles, and instrument panel before entering forward seat.

- B** 1. Ejection seat ground safety pin – Installed.
- B** 2. Handgrip down lock cable – Check ball secure.
- B** 3. Canopy jettison handle – Down.
- B** 4. Seat arming lanyard – Secured.
- B** 5. Ejection seat disconnects & hoses – Check.
- B** 6. Canopy & seat maintenance pins – Removed.
- B** 7. Inertia reel cable, hesitation risers, & survival kit lanyard – Secure (if installed).
- B** 8. Lap belt connectors – Secure (if installed).
- B** 9. Fuel shutoff – NORMAL.
- B** 10. Variable ramp – AUTO.
- B** 11. Fuel control – NORM.
- B** 12. Speed brakes – Center (off).
- B** 13. Throttle – OFF.
- B** 14. Oxygen – OFF.
- B** 15. Master electrical power – ON.
- B** 16. Gear handle – DOWN.
- B** 17. Gear emergency extension handle – In & secure.
- B** 18. Flight mode selector – DIR MAN.
- B** 19. Automatic mode selector – AUTO NAV.
- B** 20. Drag chute – In.
- B** 21. TSD light intensity rheostat – OFF.
- B** 22. TSD mode selector – MAN.
- B** 23. Cockpit lights – Off.
- B** 24. Fuse panel – Check.
- B** 25. Survival kit – Remove or secure.
- B** 26. Personal leads & all loose items – Stow.

## **EXTERIOR INSPECTION**

### **A. FORWARD LEFT SIDE.**

1. Canopy access door — Secured.
2. Static ports — Clear.
3. Oxygen access door — Secured.
4. Nose wheel well door hinges — Check.
5. Forward electronics bay door — Secured.
6. Transducer vane — Condition, guard removed & free.

### **B. NOSE**

1. Radome — Condition & secure.
2. Mast & pitot tube — Condition & cover removed.

### **C. FORWARD RIGHT SIDE**

1. Forward electronics bay door — Secured.
2. Static ports — Clear.
3. Direction finder antenna — Secured.

### **D. NOSE WHEEL WELL**

1. Taxi light — Condition & security.
2. Nose gear door seal — Condition.
3. Control outflow valve — FLIGHT (safetied).
4. Wheel brake reservoirs — Checked (some airplanes).
5. Battery — Secured.
6. UHF — ON (some airplanes).
7. Fuses — Check.
8. Nose gear safety pin — Remove.
9. Nose wheel steering unit ground pin — Removed.
10. Scissors linkage — Connected.
11. Strut extension — 4-5 inches.
12. Tires — Check.

**E. RIGHT SIDE**

1. Temperature probe – Condition & clear.
2. Lower aft electronics bay door – Secured.
- B** 3. Lower mid-electronics bay door – Secured.
4. Missile bay door – Secured.
- A** 5. Upper aft electronics bay door – Secured.
6. Air-conditioning compartment access door – Secured.
7. Boundary layer duct – Clear.
8. Variable ramp – Condition & retracted.
9. Intake duct – Condition & loose articles.
10. Fuel filler cap & access door – Secured.

**F. HYDRAULIC COMPARTMENT**

1. RAT door – Check pressure relieved.
2. RAT – Condition & turn freely with slight drag.
3. Primary & secondary hyd accumulator – 750 psi.
4. Primary & secondary hydraulic fluid levels – Check.
5. Reservoir pres – Push-to-test (some airplanes).
6. Reservoir shutoff – Open & pin inst (other airplanes).
7. Lower anticollision light – Condition.
8. Access door – Secured.

**G. RIGHT MAIN WHEEL WELL**

1. Gear safety pin – Remove.
2. Refuel selector valve – Horizontal.
3. Armament control panel – Check.
4. Armament lock valve – FLIGHT.
5. Hydraulic & fuel lines – Check.
6. Fuses – Check.
7. Starter ignition disarm – ON (if installed).
8. AC generator exciter – Check.
9. Ignition disconnect – ARM.
10. Brake & hydraulic lines – Check.

11. Strut extension — 5-6 inches.
12. Static wire — Check.
13. Landing gear fairing, door, & light — Condition.
14. Tire & chocks — Check.

#### **H. RIGHT WING**

1. External tank — Check.
2. Fuel ambient sense & vent ports — Clear.
3. Wing condition, & position lights — Check.
4. Elevon actuator fairing — No hydraulic leaks.
5. Trailing edge & elevon — Condition.
6. CSD oil filler cap — Secured.

#### **I. TAIL SECTION**

1. Ram air "q" intake covers — Removed.
2. Rudder & position light — Condition.
3. Speed brakes & drag chute — Check.
4. Tailpipe & exhaust nozzle — Check.
5. Tailhook — Check & remove pin.

#### **J. LEFT WING**

1. Trailing edge & elevon — Condition.
2. Elevon actuator fairing — No hydraulic leaks.
3. Wing condition, & position lights — Check.
4. Oil cap access door — Secured.
5. Fuel ambient sense & vent ports — Clear.
6. External tank — Check.

#### **K. LEFT ENGINE ACCESS COMPARTMENT**

1. Hyd lines, fuel lines, & throttle linkage — Check.
2. Shelly unit pin — Check flush.
3. Compartment door — Secured.

**L. LEFT MAIN WHEEL WELL**

1. Gear safety pin – Removed.
2. External air – Connected.
3. Emer ac gen test switch – OFF (if installed).
4. Emergency ac generator – Condition & leaks.
5. Hydraulic & fuel lines – Check.
6. Manual air shutoff valve – CLOSED & safetied.
7. Missile bay doors – Manually opened (slow).
8. Missile bay – Check for armament.
9. General condition of rocket – Check.
10. Rocket motor safety pin – Remove (if installed).
11. General condition of missiles – Check.
12. Missile bay doors – Closed.
13. Pneumatic system pressure – 3000 psi.
14. Brake & hydraulic lines – Check.
15. Strut extension – 5-6 inches.
16. Static wire – Check.
17. Landing gear fairing, door, & light – Condition.
18. Tire & chocks – Check.
19. RAT door & test hook – Close & pull to check.

**M. LEFT SIDE**

1. Missile bay door – Condition & secured.
2. Emergency canopy jettison access lanyard – Check.
3. Boundary layer duct – Clear.
4. Variable ramp – Secure & retracted.
5. Intake duct – Condition & loose articles.
6. Air-conditioning compartment access door – Secured.

**INTERIOR CHECK****Note**

Items marked with the symbol ▲ preceding the step cannot be performed if making the interior check with battery power prior to battery start. These items (▲) should be checked after battery start. (Refer to INTERIOR CHECK AFTER BATTERY START, this Section.)

**GENERAL**

1. Personal equip., belt, harness, & lanyard – Attach & adjust. (FP-RP)
- ▲ 2. External power – Connected (if available).
- ▲ 3. Seat & rudder pedals – Adjust. (FP-RP)

**LEFT-HAND CONSOLE**

1. Cabin air handle – Adjust for vertical outlet. (FP-RP)
2. MA-1 test panel cover – Closed.
- Ⓑ 3. Intercom volume – As desired. (FP-RP)
4. SIF code – Set.
5. Fuses (LH panel) – Check.
6. Fuel shutoff switches – OPEN.
- Ⓑ 7. Fuel shutoff switch – NORM. (RP)
- ▲ 8. Boost pump switches – Check, then ON.
- Ⓐ 9. T tank shutoff switch – OPEN.
- ▲ 10. Thruster test button – Depress (if installed). (FP-RP)
11. MA-1 – Recheck OFF.
12. Gyro grid reference knob – Set.
13. Mask defog – As desired. (FP-RP)
14. Variable ramps – AUTO (guard closed). (FP-RP)
15. Pitch g limit test switch – Off.
16. IFF control panel – Set (as required).
17. RAT – Up.
18. Fuel control – NORMAL (FP-RP)
19. Throttle – OFF. (FP-RP)

20. Speed brakes switch – Off. (FP-RP)
21. UHF – Set. (FP-RP)
22. Armament selector switch – VIS IDENT.
23. Arm-safe switch – SAFE.
24. Special weapon switch – LOCK.
25. Special weapon indicator – “LOCK.”
26. Special weapon light – OFF, press-to-test.
27. Armament selection annunciator – “NO.”
28. ILS channel – Set, minimum volume.
29. Cockpit no-fog & vent suit switch – As desired.
- ▲ 30. Landing & taxi lights – Check (if required).
- ⓑ 31. Bailout switch – OFF.
- Ⓐ 32. CG control – AUTO.
- Ⓐ 33. CG transfer test fail light – On (overload fuel). Press-to-test (normal fuel).
34. Idle thrust switch – OFF (if installed).
35. Master electrical power – Recheck OFF (if starting with external power).
36. Oxygen system – Check. (FP-RP)
37. Radar panel – Set.
38. Gear handle – DOWN. (FP-RP)
39. Landing gear emergency extension handle – In. (FP-RP)

**INSTRUMENT PANEL**

1. Flight mode selector switch – DIR MAN. (FP-RP)
2. Heading hold switch – OFF (if installed). (FP-RP)
3. Altitude hold switch – OFF (if installed). (FP-RP)
4. Automatic mode selector switch – As desired. (FP-RP)
5. Clock – Set. (FP-RP)
6. Tacan range light – Push-to-test (if installed).
7. Drag chute handle – In. (FP-RP)
8. Gear position lights – On. (FP-RP)
9. Gear warning light – Out. (FP-RP)
10. Computer mode indicator – Striped. (FP-RP)
11. Flight instruments – Check and set. (FP-RP)
12. Engine fire warning loops – Test.
13. Marker beacon light – Press-to-test. (FP-RP)
14. Variable ramp warning light – Press-to-test (if installed).
15. Warning lights – On (canopy unlocked, master warning, hydraulic pressure-low). (FP-RP)
16. Engine instruments – Check. (FP-RP)
- ▲ 17. Fuel quantity – Check.
18. Radar range & mode – As desired. (FP-RP)
19. Missile anti-chaff switch – As desired.
20. Bearing selector switch – NORM (if installed). (FP-RP)
21. Heading selector switch – NORMAL (if installed). (FP-RP)
22. TSD controls – As desired. (FP-RP)



**RIGHT-HAND CONSOLE**

1. Hydraulic pressure – Check.
2. Oil pressure – Check.
3. Refrigeration unit – ON.
4. Cabin air – OFF (some airplanes) PRESS (other airplanes).
5. AC generator – OFF.
6. DC generator – OFF.
7. Tacan channel – Set.
8. Tacan volume – Minimum.
9. Auto-navigation homing point – Set.
10. F tank emer press or boost pump – OFF.
11. Master warning lights – Check. (FP-RP)
12. Canopy latch handle – Unlock (fully aft).
13. Map light – Check (if required).
14. Windshield anti-icing, antifog switches – ON.
15. Tacan-cmd alt switch – As desired (if installed).
16. Emer ac gen – NORMAL (if installed).
17. Tacan power switch – NORMAL (if installed).
18. TDDL panel – Check & set (as required).
19. Rain removal – OFF.
- ▲ 20. Thunderstorm lights – Check, then OFF.
21. Warning lights dimmer – As desired.
- ▲ 22. All external internal light switches – Check & set. (FP-RP)
- ▲ 23. Pitot heat – Check, then OFF.
24. Canopy antifog switch – Climatic.
- ▲ 25. Surface & eng anti-icing – AUTO ON, (OFF bat start).
26. Cabin temperature control – AUTOMATIC.
27. Compass control panel – Set.
28. Fuses – Check. (FP-RP)
29. UHF circuit breaker – On (up position).

## STARTING ENGINE

### Note

Items marked with the symbol ▲ preceding the step cannot be performed if starting with the battery.

1. Clear to start — Check. (FP-RP)
2. Ignition button — Depress & hold.
3. Throttle — START, OFF (until starter fires), then IDLE.
- ▲ 4. Fuel flow — Check indication.
5. EGT rise — Check
6. Hyd press-low warn light — Out (approx 8-10% rpm).
7. Oil press-low warn light — Out (approx 30%).
8. Ignition button — Release at approx 30% rpm.
9. Idle — 57-59% (or 59-61%) rpm.
10. EGT — Stabilized.
11. Throttle — 80%, then IDLE (some airplanes).
12. External power — Disconnected.

## UNSUCCESSFUL, SLOW, OR HUNG START

1. Throttle — OFF.
2. Check for fire.

## CLEARING ENGINE

Refer to EXCESSIVE EGT OR FIRE IN TAILPIPE DURING GROUND OPERATIONS in the Emergency Section.

**BEFORE TAXIING****ELECTRICAL POWER SUPPLY SYSTEM CHECK**

1. Master electrical power – ON.
2. DC generator – ON, warning light out.
3. Emergency ac generator – Check.
4. AC generator – ON, warning light out.
5. MA-1 – RADAR STBY or ON.
- B** 6. UHF control monitor light – On.
- B** 7. Radar control monitor light – On.
- B** 8. AFCS control monitor light – On.

**INTERIOR CHECK AFTER BATTERY START**

1. Boost pumps – Check, then ON.
2. Thruster test button – Depress (if installed). (FP-RP)
3. Landing & taxi light switch – Climatic.
4. Oxygen quantity – Check.
5. Fuel quantity – Check.
6. All light switches – Climatic.
7. Pitot heat – Check, then OFF.
8. Anti-icing – MAN ON (wait 5 seconds); then OFF (wait 5 seconds); then AUTO ON.
9. Seat & rudder pedals – Adjust. (FP-RP)

**HYDRAULIC AND FLIGHT CONTROL SYSTEM CHECK**

1. Throttle – IDLE.
2. Speed brakes – In.
3. Hydraulic pressure – Check 3000 ( $\pm 100$ ) psi.
4. Flight mode selector switch – PITCH.
5. System check:
  - a. Control surface movement.
  - b. Hydraulic system recovery.
6. Emergency direct manual button – Depress.
7. Manual mode trigger – Depress.
8. Trim – Check & set.

**GENERAL**

1. Oxygen – ON. (FP-RP)
2. Engine anti-ice warning test button – Depress & hold for 3 seconds.
3. Rain removal – ON, then OFF.
4. Canopy – Close (as required).
5. Altimeter – Set. (FP-RP)
6. Barometer – Set. (FP-RP)
7. EPR – Set. (FP-RP)
8. Ejection seat ground safety pin – Remove. (FP-RP)
9. Power annunciator – “OK.”
10. Chocks – Removed.

**TAXIING**

1. Brakes & steering – Check.
2. Idle thrust control switch – As desired (if installed).
3. Flight instruments – Recheck & set (if necessary). (FP-RP)
4. Navigation equipment – Check. (FP-RP)

**BEFORE TAKEOFF****AIRPLANE CHECK**

1. Canopy – Close (if not previously closed).
2. Cabin air – PRESS.
3. Ejection seat ground safety pin – Check removed. (FP-RP)
4. Zero delay lanyard – Attached (if installed). (FP-RP)
5. Idle thrust control switch – OFF (if installed).
6. Flight mode selector switch – DIR MAN.
7. Warning lights – Out.
8. Formation-navigation lights – Climatic.
9. Pitot heat switch – ON.
10. Line up with nose wheel steering engaged.
11. Gyro erect button – Press to erect (if required).
12. IFF/SIF control panel – As required.
13. Disp/auto mode switch – ILS, then as desired.

## **ENGINE CHECK**

1. Fuel control emergency system — Check.

## **TAKEOFF**

### **NORMAL TAKEOFF**

1. Throttle — FULL MIL POWER.
2. Engine instruments — Check. (FP-RP)
3. Brakes — Release.
4. Nose wheel steering — Check.
5. Throttle — AFTERBURNER.
6. 120 to 135 KCAS (KIAS) — Smoothly raise nose to takeoff attitude, & allow airplane to fly off ground.
7. Attitude indicator — 10° nose-up indication.

### **AFTER TAKEOFF — CLIMB**

1. Gear — UP & checked.
2. Zero delay lanyard — Detach & stow (if installed). (FP-RP)
3. IFF/SIF — Checked.
4. Flight mode — PITCH (above 5000 ft.).
5. Altimeter — Reset to 29.92 (above 23,500 ft.).

### **ARMAMENT SAFETY (TRIGGER) CHECK**

1. Arm-safe switch — SAFE.
2. Armament selector — MISSILES ALL.
3. Optical sight — Unstowed.
4. Trigger to trigger two.
5. If doors open — Armament switch to VIS IDENT, close missile bay doors & return to base.

## **CRUISE**

### **FUEL QUANTITY CHECKS**

1. Monitor for fuel usage and F tank feeding.

## **WEAPON DELIVERY**

### **MB-1 ROCKET ATTACK PROCEDURES**

#### **LEAD COLLISION**

1. Armament selector switch – SPL WPN.
2. Armament selection indication – “OK.”
3. Arm-safe switch – ARM.
4. Special weapon-armed light – Illuminated.
5. Release lock switch – UNLOCK.
6. Release lock indicator – “UNLOCK.”
7. Attack steering – Accomplish.
8. Armament trigger – Depress to second detent at 20-second signal and hold.
9. Radar scope – Monitor for pullout signal (“8”).
10. Escape maneuver – Accomplish.
11. Armament trigger – Release.
12. Arm-safe switch – SAFE.
13. Armament selector switch – VIS IDENT.
14. Release lock switch – LOCK.
15. Release lock indicator – Striped.
16. Automatic search button – Depress.

#### **PURSUIT**

1. Optical sight – Unstow.
2. Armament selector switch – SPL WPN.
3. Armament selector indicator – “OK.”
4. Arm-safe switch – ARM.
5. Special weapon-armed light – Illuminated.
6. Release lock switch – UNLOCK.
7. Release lock indicator – “UNLOCK.”
8. Radar mode selector switch – NORMAL.
9. Range lock-on – Accomplish.
10. Reticle selector ring – As required.

11. Steering dot – Centered in reference circle.
12. Target at firing range bar – Observe on radar scope.
13. Armament trigger – Depress to second detent and hold.
14. Radar scope – Monitor for pullout signal (“8”).
15. Escape maneuver – Accomplish.
16. Armament trigger – Release.
17. Arm-safe switch – SAFE.
18. Armament selector switch – VIS IDENT.
19. Release lock switch – LOCK.
20. Release lock indicator – Striped.
21. Automatic search button – Depress.

#### ANGLE TRACK PURSUIT

1. Armament selector switch – SPL WPN.
2. Armament selector indicator – “OK.”
3. Arm-safe switch – ARM.
4. Special weapon-armed light – Illuminated.
5. Release lock switch – UNLOCK.
6. Release lock indicator – “UNLOCK.”
7. Radar mode selector switch – HOM.
8. Angle track lock-on – Accomplish.
9. Steering dot – Centered in reference circle.
10. Target at firing range bar – Observe on radar scope.
11. Armament trigger – Depress to second detent and hold.
12. Radar scope – Monitor for pullout signal (“8”).
13. Escape maneuver – Accomplish.
14. Armament trigger – Release.
15. Arm-safe switch – SAFE.
16. Armament selector switch – VIS IDENT.
17. Release lock switch – LOCK.
18. Release lock indicator – Striped.
19. Automatic search button – Depress.

## **OPTICAL**

1. Armament selector switch – SPL WPN.
2. Armament selector indicator – “OK.”
3. Optical sight – Unstow.
4. Arm-safe switch – ARM.
5. Special weapon-armed light – Illuminated.
6. Release lock switch – UNLOCK.
7. Release lock indicator – “UNLOCK.”
8. Reticle selector ring – Set to required selection.
9. Pursuit course to firing position – Accomplish.
10. Armament trigger – Depress to second detent and hold.
11. Escape maneuver – Accomplish.
12. Armament trigger – Release.
13. Optical sight – Stow.
14. Arm-safe switch – SAFE.
15. Armament selector switch – VIS IDENT.
16. Release lock switch – LOCK.
17. Release lock indicator – Striped.

## **MB-1 ESCAPE MANEUVER PROCEDURES**

### **LEVEL TURN ESCAPE MANEUVER**

1. Bank angle and load factor – Establish as rapidly as possible.
2. Bank angle and load factor – Maintain until minimum 90° heading change from firing heading.

### **MODIFIED SPLIT-S ESCAPE MANEUVER**

1. 180° ( $\pm 45^\circ$ ) bank angle – Establish as rapidly as possible.
2. Maximum load factor – Establish as rapidly as possible.
3. Dive attitude and recovery – Accomplish.



## **GAR MISSILES — METHODS OF ATTACK**

### **LEAD COLLISION**

1. Armament selector switch — Missile selection as desired.
2. Armament selector indicator — "OK."
3. Arm-safe switch — ARM.
4. Missile anti-chaff switch — As required.
5. Attack steering — Accomplish.
6. Armament trigger — Depress to second detent at 20-second signal and hold.
7. Radar scope — Monitor for fire signal (small "x").
8. Radar scope — Monitor for pullout signal (disappearance of small "x") if GAR-3A fired.
9. Pullout maneuver — Execute.
10. Armament trigger — Release.
11. Arm-safe switch — SAFE.
12. Armament selector switch — VIS IDENT.
13. Automatic search button — Depress.

### **PURSUIT**

1. Optical sight — Unstow.
2. Armament selector switch — As desired.
3. Armament selector indicator — "OK."
4. Arm-safe switch — ARM.
5. Radar mode selector — Normal.
6. Range lock-on — Accomplish.
7. Steering dot — Centered in reference circle.
8. Target at firing range bar — Observe on radar scope.
9. Armament trigger — Depress to second detent and hold.
10. Radar scope — Monitor for fire signal (small "x").
11. Armament trigger — Release.
12. Pullout maneuver — Execute.
13. Arm-safe switch — SAFE.
14. Armament selector switch — VIS IDENT.
15. Automatic search button — Depress.

## ANGLE TRACK PURSUIT

1. Armament selector switch — Missile selection as desired.
2. Armament selector indicator — "OK."
3. Radar mode selector switch — HOM.
4. Arm-safe switch — ARM.
5. Missile anti-chaff switch — As required.
6. Angle track lock-on — Accomplish.
7. Steering dot — Centered in reference circle.
8. Target at firing range bar — Observe on radar scope.
9. Armament trigger — Depress to second detent and hold.
10. Radar scope — Monitor for fire signal (small "x").
11. Armament trigger — Release.
12. Pullout maneuver — Execute.
13. Arm-safe switch — SAFE.
14. Armament selector switch — VIS IDENT.
15. Automatic search button — Depress.

## OPTICAL

1. Armament selector switch — Missile selection as required.
2. Armament selector indicator — "OK."
3. Optical sight — Unstow.
4. Arm-safe switch — ARM.
5. Reticle selector ring — Set to required selection.
6. Pursuit course to firing position — Accomplish.
7. Armament trigger — Depress to second detent and hold.
8. Armament trigger — Release.
9. Pullout maneuver — Accomplish.
10. Optical sight — Stow.
11. Arm-safe switch — SAFE.
12. Armament selector switch — VIS IDENT.
13. Auto search button — Depress (if applicable).

## **BEFORE LANDING AND/OR ABORT PROCEDURES**

1. Arm-safe switch – SAFE.
2. Armament selector switch – VIS IDENT.
3. Release lock switch – LOCK (if MB-1 is aboard).
4. Release lock indicator – “LOCK.”

## **DESCENT**

1. Fuel quantity – Check.
2. Cabin temp control – AUTOMATIC HEAT or HOT.
3. Altimeter – Reset at 24,000 ft.
4. IFF/SIF – Checked.
5. Flight mode – DIR MAN (below 5000 ft.).
6. Boost pumps – ON.
7. Arm-safe switch – SAFE.
8. Armament selector – VIS IDENT.
9. Special weapon release switch – LOCK.
10. Special weapon release indicator – “LOCK.”
11. Hydraulic pressures – Check.
12. Cockpit no-fog & vent switch – As desired.
13. Idle thrust control switch – OFF (if installed).
14. Shoulder harness – AUTOMATIC. (FP-RP)

## **BEFORE LANDING**

1. Gear handle – DOWN & check. (FP-RP)
2. Landing & taxi light switch – LANDING LIGHTS.

## **LANDING**

### **NORMAL LANDING**

1. Throttle — IDLE during flareout.
2. Touchdown speed — As required.
3. Drag chute — Deploy.
4. Lower nose.
5. Idle thrust control switch — ON (if installed).
6. Braking — As necessary.

### **AFTER LANDING — CLEAR OF RUNWAY**

1. Drag chute — Jettison.
2. Ejection seat ground safety pin — Install. (FP-RP)
3. MA-1 — RADAR STBY.
4. IFF — STBY.
5. Takeoff trim — Set.
6. RAT — Extend.
7. Arm-safe switch — SAFE.
8. Armament selector switch — VIS IDENT.
9. Special weapon release lock switch — LOCK.
10. Cockpit no-fog & vent suit switch — OFF.
11. Landing & taxi light switch — Climatic.
12. Oxygen — OFF. (FP-RP)
13. Radar intensity — Minimum. (FP-RP)
14. Cabin air — OFF (some airplanes).
15. Canopy — As desired.
16. Formation-navigation lights — Climatic.
17. Anti-icing, antifog, rain removal and pitot heat — OFF.

**ENGINE SHUTDOWN**

1. Wheel chocks – Installed.
2. Compressed air – Connected or selected.
3. Canopy – Fully open.
4. MA-1 – OFF.
5. Boost pumps – OFF.
6. Idle thrust control – OFF.
7. AC & dc generators – OFF.
  - a. Emer ac generator switch – TEST.
8. Throttle – OFF.
  - a. Observe "OFF" flag on attitude indicator.
  - b. Monitor fuel quantity.
9. Master electrical power – OFF.

**BEFORE LEAVING AIRPLANE**

1. Ejection seat ground safety pin – Installed. (FP-RP)
2. All electrical switches – OFF.
3. Canopy support(s) – Installed.
4. Form 781 – Complete.

**STRANGE FIELD PROCEDURES****IMMEDIATELY AFTER ENGINE SHUTDOWN**

1. Engine oil level – Approx. 2 inches below filler neck (MIL-L-7808).
2. CSD oil level – Near full mark on dipstick. Add oil (MIL-L-7808) very slowly, wait 2 minutes and recheck.
3. Hydraulic system reservoirs.
  - a. Relieve system pressure by operating flight controls.
  - b. Hydraulic accumulators – 750 ( $\pm 25$ ) psi precharge.
  - c. Fluid level – Not more than  $\frac{3}{4}$  inch below full mark corresponding to temperature on reservoir temperature gage.

d. Service with MIL-H-5606.

### Note

On some airplanes close the reservoir pressure shut-off valve prior to adding fluid.

Relieve reservoir air pressure by depressing button on filler cap. Remove cap and fill to mark corresponding to reservoir temperature gage.

- e. On some airplanes open the reservoir pressure shutoff valve; the reservoir pressure gage should indicate 50 ( $\pm 5$ ) psi. Check the "bleed" indicator, and if bleed is indicated, open the bleed fitting on the reservoir servicing panel. When clear fluid flows, tighten the bleed fitting.
- f. On other airplanes pressurize reservoirs to 50 ( $\pm 5$ ) psi and check "bleed" indicator on top of reservoir. If "bleed" is indicated, loosen bleed fitting next to indicator. When clear fluid flows, tighten bleed fitting.

## REFUELING

1. Fuel — JP-4. (In an emergency JP-5, JP-6, or the lowest available grade of aviation gasoline, MIL-G-5572, may be used for one flight only.)
2. Refueling truck pressure — 30-60 psi.
- A** 3. Refuel selector valve — Normal (vertical) position.
- B** 4. Refuel selector valve — Overload (horizontal) position.
5. Refuel until truck gage indicates that flow has stopped.
- A** 6. Refuel selector valve — Overload (horizontal) position.
- A** 7. Refuel until truck gage indicates that flow has stopped for the second time.
8. Disconnect fuel hose.
- A** 9. Refuel selector valve — Overload (horizontal) position. Install safety wire.

**TIRE SERVICING**

1. Nose tires — 140 psi.
2. Main tires —
  - A** 225 psi (34,149 lbs. gross wt. and below)
  - A** 244 psi (34,150 to 35,500 lbs. gross wt.)
  - A** 260 psi (35,501 to 38,750 lbs. gross wt.)
  - B** 230 psi (35,149 lbs. gross wt. and below)
  - B** 251 psi (35,150 to 36,550 lbs. gross wt.)
  - B** 268 psi (36,551 to 39,750 lbs. gross wt.)

**LIQUID OXYGEN**

1. Service with liquid oxygen, specification BB-0-925, Grade A, Type II.

**HIGH-PRESSURE PNEUMATIC SYSTEM**

1. Use Besler 56150-15 quick-disconnect assembly and SE-074-801, or equivalent compressor. If quick-disconnect assembly is not available, disconnect tubing aft of quick-disconnect fitting in airplane and connect compressor to tubing.
2. Charge pneumatic system to 3000 psi.

**DRAG CHUTE INSTALLATION**

1. Insert drag chute into canister with riser lying flat under deployment bag and closing flaps of pilot chute at 45° angle from vertical.
2. Check that keeper on rider is on top riser and under pilot chute section of deployment bag, riser positioned on guide bracket.
3. Place the three drag chute canister straps over pilot chute, insert ripcord pin in restraining strap cone. Attach upper restraining strap last.
4. Pull riser until positioning keeper is against canister straps, insert D-ring into jettison mechanism jaws. Release locking pawl to allow arm to rest against top of movable jaw.
5. Insert pin in jettison switch. Check that pin fits snugly.
6. Pull drag chute handle in cockpit; check jaws for locking and that ripcord pin has been pulled.

7. Push drag chute handle to IN position.
8. Release locking pawl to allow arm to rest against top of movable jaw.
9. Repeat steps 2 and 3, above.
10. Remove pilot chute pin (pin with streamer); return pin to parachute loft.

## **MISSILE BAY DOOR OPERATION**

### **TO OPEN MISSILE BAY DOORS**

1. Check the high-pressure pneumatic system pressure gage in the left wheel well, to determine that system pressure is between 2000 and 3000 psi. Charge the pneumatic system if necessary.
2. Clear the missile-bay area and post personnel to warn others that doors are to be operated.

### **CAUTION**

Do not operate the missile bay doors with the aft electronic compartment door open. Damage to the electronic door may result.

3. Place the manual door-control valve handle (left main wheel well bulkhead) in the OPEN position.
4. Lock the manual door-control valve handle in the OPEN position with the red streamered ground safety pin.



5. Install door safety locks on all door actuating cylinders, if available.

**CAUTION**

- If door safety locks are not available, extreme caution should be exercised when checking equipment in the exposed missile bay area.
- Avoid movement of any of the door control valve indicator pins, as damage to the missile bay doors will result.

**TO CLOSE MISSILE BAY DOORS**

1. Check that the manual door-control valve handle is safetied in the OPEN position.
2. Remove door safety locks, if installed.
3. Clear the missile-bay area of personnel.
4. Remove and stow the manual door-control valve handle safety pin.
5. Place the manual door-control valve handle in the CLOSE position.
6. Check that pneumatic system pressure is between 2000 and 3000 psi. Charge the pneumatic system, if necessary.

**RETRACTING AND LATCHING TAILHOOK**

The tailhook is manually retracted and latched. The latching procedure generally requires two men and a special tailhook retracting tool (8-96515). However, the special tool may not be available, and the following alternate method may be used:

1. Check all electrical power removed from airplane.
2. Position a man on each side of extended tailhook.
3. Raise and hold the tailhook in the retracted position.

## **WARNING**

To prevent serious injury to personnel, do not allow any part of the body to extend into the tailhook extension area.

4. Engage the latch shaft with a  $\frac{5}{8}$ -inch open end wrench, and rotate latch shaft approximately  $60^\circ$  aft (clockwise, looking up).
5. Remove wrench from latch shaft, and check that shaft remains in latched position.
6. Slowly ease off pressure applied to tailhook, until it can be determined that tailhook is firmly latched, then release tailhook.
7. Install the tailhook safety pin.
8. Check that tailhook shoe is held against upper stop with safety wire.

### **ELECTRICAL POWER REQUIREMENTS**

1. AF/ECU-10/M, AF/M32A-13, and AF/M32M-2 will provide sufficient power for starting and operation of the MA-1 system.
2. MC-1 and MD-3 with adapter cable 8-96052-801 (6115-690-4050) will provide power for starting only.

### **BATTERY STARTING**

1. Generators — OFF.
2. Boost pumps — OFF.
3. Manual start valve — START (if required).
4. Master electrical power — ON.
5. Throttle — Move through normal starting sequence.
6. After engine starts, necessary electrical equipment — On.
7. Manual start valve — NORMAL (if used).

**B** MILITARY THRUST TAKEOFF - ROLL DISTANCE, 2000 FEET CHECK SPEED AND REFUSAL SPEED

OVERLOAD FUEL - CLEAN

OVERLOAD FUEL + EXTERNAL TANKS

AIR TEMP °C °F	SL	1000	2000	3000	4000	5000	6000	SL	1000	2000	3000	4000	5000	6000
	-10 14	4590 124 175	5010 120 171	5430 116 167	5910 112 161	6450 108 156	7010 103 150	7580 99 145	5450 119 170	5960 116 166	6470 112 161	7060 108 157	7690 104 151	8300 100 146
0 32	5000 118 169	5410 115 165	5880 111 160	6390 107 155	6960 103 150	7550 99 145	8160 94 140	5900 114 164	6430 111 160	7000 107 155	7580 103 150	8210 99 145	8880 95 140	9590 91 135
+10 50	5420 114 163	5860 110 159	6390 107 155	6950 103 150	7550 99 145	8160 95 140	8800 90 135	6440 110 158	6980 107 154	7570 103 145	8190 99 145	8880 95 140	9590 91 136	10,390 87 131
20 68	5890 110 158	6350 106 154	6930 103 150	7510 99 146	8100 95 140	8770 91 136	9450 87 131	6980 106 153	7520 102 145	8150 99 145	8830 95 141	9570 91 136	10,340 88 132	11,480 84 127
30 86	6350 106 153	6850 102 150	7430 99 145	8060 95 141	8760 91 136	9450 88 132	10,260 84 127	7540 102 149	8100 99 145	8790 95 141	9520 92 137	10,340 88 132	11,400 85 128	13,600 81 124
40 104	6800 102 149	7380 99 145	7980 96 141	8700 92 137	9410 88 132	10,160 85 128	11,250 81 124	8070 98 145	8690 96 141	9420 92 137	10,260 89 133	11,390 85 128	13,400 82 124	— 78 120
50 122	7300 99 146	7890 96 142	8570 93 138	9300 89 133	10,140 86 129	11,080 82 125	12,550 78 120	8630 95 141	9310 93 138	10,090 89 134	11,100 86 130	13,200 82 125	15,750 79 121	— 76 117

WIND CORRECTIONS FOR TAKEOFF ROLL DISTANCE - ADD FOR TAILWIND - SUBTRACT FOR HEADWIND

ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS	ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS
6000	400	770	1160	1560	1970	2370	9000	550	1090	1640	2220	2780	3350
7000	450	880	1330	1790	2250	2710	10,000	600	1200	1820	2430	3040	3660
8000	490	980	1490	2000	2520	3030	12,000	730	1430	2140	2850	3550	4250

MAXIMUM THRUST TAKEOFF - ROLL DISTANCE, 2000 FEET CHECK SPEED AND REFUSAL SPEED															
OVERLOAD FUEL - CLEAN						OVERLOAD FUEL + EXTERNAL TANKS									
AIR TEMP °C	°F	SL	1000	2000	3000	4000	5000	6000	SL	1000	2000	3000	4000	5000	6000
		-10	14	2550	2780	3010	3300	3600	3870	4160	ROLL DISTANCE	3220	3500	3780	4100
		162	155	149	143	137	131	125	CHECK SPEED	156	149	143	137	131	125
		176	176	176	176	176	172	166	REFUSAL SPEED	184	184	184	179	172	166
0	32	2750	3000	3250	3550	3880	4190	4500	ROLL DISTANCE	3500	3770	4060	4390	4760	5100
		154	148	142	136	131	125	120	CHECK SPEED	148	142	136	131	126	120
		176	176	176	176	172	166	160	REFUSAL SPEED	184	184	178	172	167	161
+10	50	2970	3240	3560	4200	4560	4860	5250	ROLL DISTANCE	3750	4050	4390	4710	5100	5480
		147	142	136	130	125	120	114	CHECK SPEED	142	136	130	126	120	115
		176	176	176	171	166	161	155	REFUSAL SPEED	184	177	171	166	161	156
20	68	3220	3540	3820	4140	4520	4900	5250	ROLL DISTANCE	4030	4380	4700	5050	5450	5890
		142	136	131	125	120	115	110	CHECK SPEED	137	131	125	121	116	111
		176	176	172	166	161	156	151	REFUSAL SPEED	178	172	166	162	157	151
30	86	3510	3810	4130	4470	4850	5240	5650	ROLL DISTANCE	4320	4690	5030	5400	5840	6290
		137	131	126	121	116	111	106	CHECK SPEED	132	126	121	116	112	107
		176	172	167	162	157	152	146	REFUSAL SPEED	173	167	162	157	152	147
40	104	3800	4090	4450	4800	5230	5640	6100	ROLL DISTANCE	4630	4980	5370	5800	6260	6740
		132	127	122	117	112	107	102	CHECK SPEED	127	122	117	112	108	103
		174	168	163	158	153	148	142	REFUSAL SPEED	168	163	158	153	148	143
50	122	4100	4420	4790	5150	5590	6030	6570	ROLL DISTANCE	4950	5340	5740	6180	6710	7230
		128	123	118	113	108	103	99	CHECK SPEED	123	118	113	109	103	99
		169	164	158	153	149	144	139	REFUSAL SPEED	164	158	154	149	144	139

WIND CORRECTIONS FOR TAKEOFF ROLL DISTANCE - ADD FOR TAILWIND - SUBTRACT FOR HEADWIND													
ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS	ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS
3000	200	390	590	790	990	1180	6000	350	670	1010	1350	1710	2040
4000	250	490	740	990	1240	1480	7000	400	750	1130	1520	1920	2280
5000	300	590	880	1180	1480	1770	8000	440	830	1240	1680	2120	2520



MODEL: F-106B

DATE: 1 SEPTEMBER 1961

DATA BASIS: FLIGHT TEST

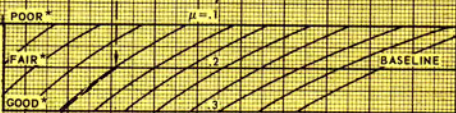
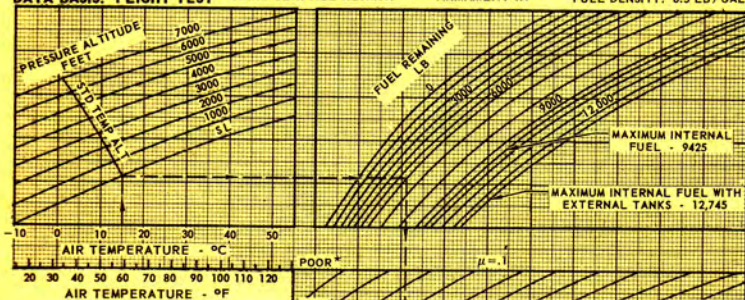
LANDING DISTANCE  
CONFIGURATION: SPEED BRAKES OPEN  
(DRAG CHUTE DEPLOYED)

HARD SURFACE RUNWAY ARMAMENT IN

ENGINE: J75-17

FUEL GRADE: JP-4

FUEL DENSITY: 6.5 LB/GAL



NOTES

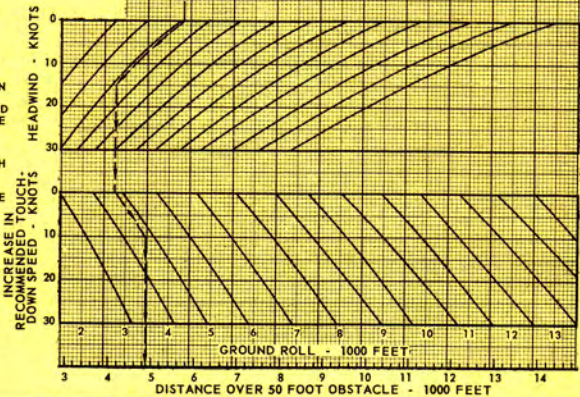
\*THESE DESCRIPTIONS CORRESPOND TO BRAKING CONDITIONS.

IF ARMAMENT LOAD IS EXPENDED, APPROACH PRIOR TO FLARE AND TOUCHDOWN SPEEDS CAN BE REDUCED 6 KNOTS. CORRESPONDING GROUND ROLL DISTANCES CAN BE REDUCED 9%.

THE MAXIMUM FUEL WITH EXTERNAL TANKS INCLUDES 369 POUNDS FOR THE WEIGHT OF THE EXTERNAL TANKS AND PYLONS.

FUEL REMAINING CURVES BASED ON A ZERO FUEL WEIGHT OF 26,875 POUNDS.

BRAKING CONDITION  $\mu$   
WET RUNWAY .1  
DRY ICY RUNWAY .1



FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
1,000	183	179	171	167	150	147
2,000	184	180	171	167	151	148
3,000	186	182	173	169	153	150
4,000	186	182	173	169	153	150
5,000	186	182	173	169	153	150
6,000	188	184	175	171	155	151
7,000	188	184	175	171	156	152

FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
8,000	191	187	178	174	159	155
9,000	199	195	185	181	164	160
10,000	202	198	188	184	167	163
11,000	204	200	190	186	169	165
12,000	206	202	192	188	171	167
12,780*	208	204	194	190	172	168

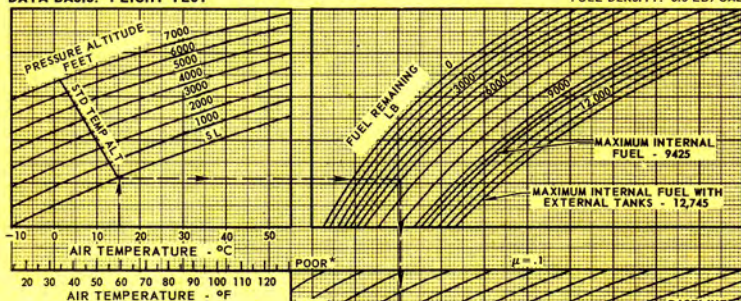
\* INCLUDES WEIGHT OF EXTERNAL TANKS

**B**

MODEL: F-106B  
DATE: 1 SEPTEMBER 1961  
DATA BASIS: FLIGHT TEST

**LANDING DISTANCE**  
CONFIGURATION: SPEED BRAKES OPEN  
(DRAG CHUTE NOT DEPLOYED)  
HARD SURFACE RUNWAY ARMAMENT IN

ENGINE: J75-17  
FUEL GRADE: JP-4  
FUEL DENSITY: 6.5 LB/GAL



**NOTES**

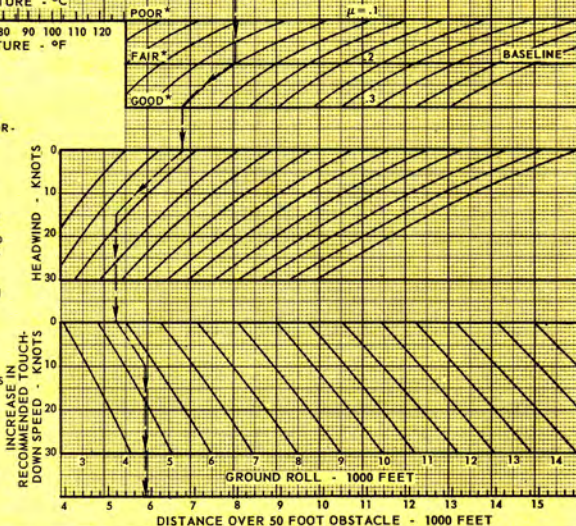
\*THESE DESCRIPTIONS CORRESPOND TO BRAKING CONDITIONS.

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THE MAXIMUM FUEL WITH EXTERNAL TANKS INCLUDES 369 POUNDS FOR THE WEIGHT OF THE EXTERNAL TANKS AND PYLONS.

FUEL REMAINING CURVES BASED ON A ZERO FUEL WEIGHT OF 26,875 POUNDS.

BRAKING CONDITION  $\mu$   
WET RUNWAY .1  
DRY ICY RUNWAY .1



FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
1,000	183	179	171	167	150	147
2,000	184	180	171	167	151	148
3,000	186	182	173	169	153	150
4,000	186	182	173	169	153	150
5,000	186	182	173	169	153	150
6,000	188	184	175	171	155	151
7,000	188	184	175	171	156	152

FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
8,000	191	187	178	174	159	155
9,000	199	195	185	181	164	160
10,000	202	198	188	184	167	163
11,000	204	200	190	186	169	165
12,000	206	202	192	188	171	167
12,780*	208	204	194	190	172	168

\* INCLUDES WEIGHT OF EXTERNAL TANKS

**B** CLIMB, CRUISE, ACCELERATION, DESCENT AND SAUNTER  
WITH EXTERNAL TANKS

XXX BEST RANGE VALUES DESCEND AT 275 KNOTS CAS  
AND 85% RPM  
AIRSPEED IN KNOTS  
TIME IN MINUTES  
T/O TO CLIMB 1070 LB USED DISTANCE IN NAUTICAL MILES

A/B CLIMB				MILITARY CLIMB				CRUISE DATA					
IAS CAS MACH	TIME	DIST	FUEL RE- MAIN- ING	TIME	DIST	FUEL RE- MAIN- ING	ALT 1000 FT STD TEMP °C	MACH	CAS	IAS	TAS	LB PER HR	N. MI. PER 1000 LB
— — 0.92	3.1	24.9	9484	11.8	100.7	9696	40 -56.5	.850 .900 .920	260 277 284	254 271 278	487 516 528	3230 3310 3540	151 156 149
— — 0.92	2.5	19.5	9700	8.0	67.3	10,022	35 -54.3	.765 .857 .920	260 295 319	254 289 312	441 494 531	3200 3310 3930	138 149 135
— — 0.92	2.0	15.9	9878	6.3	51.9	10,207	30 -44.4	.693 .803 .920	260 305 354	254 298 347	409 473 542	3190 3480 4410	128 136 123
— — 0.92	1.7	13.1	10,045	5.0	40.4	10,372	25 -34.5	.628 .736 .920	260 308 394	254 301 386	378 443 554	3260 3660 5300	116 121 105
392 400 —	1.3	9.6	10,284	3.6	27.7	10,589	20 -24.6	.567 .665 .920	260 307 438	254 300 427	349 409 565	3360 3780 6740	104 108 84
392 400 —	.6	4.1	10,780	1.5	10.6	10,968	10 -4.8	.468 .535 .920	260 298 519	254 292 509	299 342 588	3580 3960 10,120	84 86 58
SAUNTER				DESCENT				SAUNTER					
CAS	TIME PER 1000 LB	ALT 1000 FT	RATE	TO SEA LEVEL			CAS	TIME PER 1000 LB	ALT 1000 FT	RATE	TO SEA LEVEL		
				TIME	DIST	FUEL					TIME	DIST	FUEL
260	20.4	40	6380	9.9	60	502	243	19.4	20	4090	5.6	30	319
258	20.4	35	4860	8.9	52	469	241	18.7	15	3850	4.3	22	254
246	20.4	30	4580	7.9	45	425	242	18.2	10	3610	3.0	15	183
244	19.9	25	4320	6.7	37	375	243	17.3	5	3380	1.6	7	100

## CLIMB, CRUISE, ACCELERATION, DESCENT AND SAUNTER

CLEAN

XXX BEST RANGE VALUES  
AIRSPEED IN KNOTS  
T/O TO CLIMB 1070 LB USED  
DISTANCE IN NAUTICAL MILES

DESCEND AT 275 KNOTS CAS  
AND 85% RPM  
TIME IN MINUTES  
DISTANCE IN NAUTICAL MILES

A/B CLIMB		MILITARY CLIMB				CRUISE DATA						ACCELERATION DATA								
IAS CAS MACH	TIME	DIST	FUEL RE- MAIN- ING	TIME	DIST	FUEL MAIN- ING	ALT 1000 FT STD	TEMP °C	MACH	CAS	IAS	TAS	LB PER HR	N.MI. PER 1000 LB	ALT 1000 FT	TEMP °C [STD]	TIME	DIST	FUEL	MACH
—	2.7	21.1	6776	8.2	69.6	7171	40	-56.5	.850	260	254	487	2770	176	45	-66.5	2.4	25.7	761	1.4
0.92	—	—	—	—	—	—	—	—	.896	275	269	514	2920	176	—	-46.5	3.0	33.4	940	—
—	—	—	—	—	—	—	—	—	.920	284	278	528	3010	172	—	-56.5	3.5	39.2	1156	—
—	2.1	16.7	6955	6.2	51.3	7349	35	-54.3	.765	260	254	441	2830	156	40	-66.5	1.7	18.0	664	1.4
0.92	—	—	—	—	—	—	—	—	.863	297	291	498	2930	170	—	-56.5	2.0	21.8	766	—
—	—	—	—	—	—	—	—	—	.920	319	312	531	3380	157	—	-46.5	2.4	26.9	983	—
—	1.8	13.7	7106	5.0	40.7	7478	30	-44.4	.693	260	254	409	2840	144	35	-64.3	1.4	14.7	657	1.4
0.92	—	—	—	—	—	—	—	—	.814	310	303	480	3160	152	—	-54.3	1.6	17.8	781	—
—	—	—	—	—	—	—	—	—	.920	354	347	542	3960	137	—	-44.3	2.0	22.4	971	—
—	1.5	11.3	7250	4.0	32.4	7598	25	-34.5	.628	260	254	378	2940	129	45	-66.5	4.5	57.9	1820	1.83
0.92	—	—	—	—	—	—	—	—	.740	310	303	446	3300	135	—	-56.5	6.0	78.8	2280	—
—	—	—	—	—	—	—	—	—	.920	394	386	554	4760	116	—	-46.5	8.4	118.2	3530	—
392	1.2	8.3	7457	3.0	22.6	7765	20	-24.6	.567	260	254	349	3050	115	—	-66.5	3.1	40.2	1540	1.83
400	—	—	—	—	—	—	—	—	.663	306	299	408	3380	121	40	-56.5	3.9	51.8	1860	—
—	—	—	—	—	—	—	—	—	.920	436	427	565	5840	97	—	-46.5	5.4	74.9	2730	—
392	.5	3.5	7891	1.3	8.9	8072	10	-4.8	.468	260	254	299	3270	92	35	-64.3	2.5	31.7	1470	1.83
400	—	—	—	—	—	—	—	—	.545	303	296	348	3620	96	—	-54.3	3.1	41.3	1820	—
—	—	—	—	—	—	—	—	—	.920	519	509	588	8970	66	—	-44.3	4.3	60.4	2620	—
SAUNTER	TIME PER 1000 LB	ALT 1000 FT	DESCENT				SAUNTER				DESCENT				DESCENT					
CAS	—	—	TO SEA LEVEL		TIME	DIST	FUEL	CAS	TIME PER 1000 LB	ALT 1000 FT	RATE	TIME	DIST	FUEL	ALT 1000 FT	TIME PER 1000 LB	TIME	DIST	FUEL	TIME PER 1000 LB
261	21.9	40	5950	10.6	64	539	245	20.5	20	3860	6.1	31	345	—	40	-66.5	3.8	51.9	2046	2.0
268	22.1	35	4590	9.6	56	502	245	19.8	15	3610	4.7	23	276	—	—	-46.5	5.1	73.4	2653	—
252	21.7	30	4360	8.5	48	455	245	19.0	10	3370	3.3	15	195	—	35	-64.3	3.0	40.0	1874	2.0
248	21.3	25	4100	7.3	39	405	245	18.1	5	3130	1.7	8	103	—	—	-54.3	4.0	56.5	2504	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	-44.3	6.3	96.7	4230	—



MILITARY THRUST TAKEOFF - ROLL DISTANCE, 2000 FEET CHECK SPEED AND REFUSAL SPEED

OVERLOAD FUEL - CLEAN

OVERLOAD FUEL + EXTERNAL TANKS

AIR TEMP °C	SL	OVERLOAD FUEL - CLEAN						SL	OVERLOAD FUEL + EXTERNAL TANKS						
		1000	2000	3000	4000	5000	6000		1000	2000	3000	4000	5000	6000	
-10	4420	4780	5210	5640	6140	6660	7200	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	5380	6240	6780	7290	7920	8590	
	124	121	113	108	104	99	99		120	117	113	109	104	100	95
	175	172	162	156	151	146	146		171	167	162	157	152	146	141
0	4770	5160	5620	6130	6630	7190	7790	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	5790	6220	6730	7270	7840	8530	
	32	119	116	112	108	103	99		115	112	108	104	99	95	91
	170	166	161	156	150	145	140		164	161	156	151	146	141	136
+10	5190	5610	6120	6600	7180	7780	8410	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	6240	6710	7240	7820	8500		
	50	114	111	107	103	99	95		110	107	103	99	95	92	88
	164	160	155	150	145	140	135		159	155	151	146	141	136	132
20	5570	6030	6600	7170	7770	8410	9150	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	6720	7220	7810	8460	9240		
	68	110	107	103	99	95	88		106	103	100	96	92	88	84
	159	155	150	145	140	136	131		154	150	146	141	137	132	128
30	6030	6520	7110	7690	8400	9200	10,000	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	7210	7740	8430	9170	10,080		
	86	106	103	99	96	92	84		102	99	96	92	89	85	81
	154	150	146	141	136	132	127		149	146	142	137	133	128	124
40	6480	6970	7610	8310	9150	10,000	10,960	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	7690	8250	9020	9920	11,100		
	104	103	100	96	92	89	85		99	96	93	89	86	82	79
	150	146	142	138	133	128	124		145	142	138	133	129	125	120
50	6930	7450	8190	8960	9970	10,870	11,950	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	8240	8890	9790	10,790	12,430		
	122	100	97	93	90	86	79		96	93	90	87	83	80	76
	146	143	138	134	130	125	121		141	138	134	130	126	121	117

WIND CORRECTIONS FOR TAKEOFF ROLL DISTANCE - ADD FOR TAILWIND - SUBTRACT FOR HEADWIND

ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS	ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS
6000	400	770	1160	1560	1970	2370	9000	550	1090	1640	2220	2780	3350
7000	450	880	1330	1790	2250	2710	10,000	600	1200	1820	2430	3040	3660
8000	490	980	1490	2000	2520	3030	12,000	730	1430	2140	2850	3550	4250

**MAXIMUM THRUST TAKEOFF - ROLL DISTANCE, 2000 FEET CHECK SPEED AND REFUSAL SPEED**

**OVERLOAD FUEL - CLEAN**

**OVERLOAD FUEL + EXTERNAL TANKS**

AIR TEMP °C	AIR TEMP °F	SL	1000	2000	3000	4000	5000	6000	SL	1000	2000	3000	4000	5000	6000
		ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED	ROLL DISTANCE CHECK SPEED REFUSAL SPEED
-10	14	2590 164 175	2810 156 175	3030 150 175	3300 143 175	3590 137 175	3850 131 172	4180 126 166	3180 157 181	3400 150 181	3640 144 181	3950 138 179	4240 132 173	4580 126 167	4970 120 161
0	32	2800 155 175	3020 149 175	3270 143 175	3560 137 175	3840 131 172	4150 126 166	4470 120 161	3390 149 181	3630 143 181	3920 137 178	4230 132 173	4560 126 167	4940 121 162	5310 115 156
+10	50	3010 149 175	3270 143 175	3530 137 175	3820 131 172	4130 126 167	4460 120 161	4800 115 156	3620 143 181	3910 137 177	4210 131 172	4540 126 167	4920 121 162	5300 115 156	5720 110 151
20	68	3250 143 175	3520 137 175	3800 132 173	4120 126 167	4460 121 162	4800 116 157	5150 111 151	3890 137 178	4200 132 172	4500 126 167	4890 121 162	5290 116 157	5710 111 152	6140 106 146
30	86	3470 139 175	3790 132 173	4070 127 168	4410 122 163	4800 117 158	5140 111 152	5530 107 147	4180 132 173	4490 127 168	4820 122 163	5230 117 158	5700 112 153	6130 107 148	6590 102 143
40	104	3760 134 174	4060 128 169	4380 123 163	4740 118 158	5140 113 153	5510 108 148	5930 103 143	4440 128 169	4810 123 164	5200 118 159	5620 113 154	6130 108 149	6570 104 144	7060 99 139
50	122	4010 129 170	4350 123 164	4680 118 159	5040 113 154	5500 109 149	5880 104 144	6350 99 139	4770 123 164	5140 118 159	5560 113 154	6010 109 145	6530 104 145	7010 100 139	7580 95 135

**WIND CORRECTIONS FOR TAKEOFF ROLL DISTANCE - ADD FOR TAILWIND - SUBTRACT FOR HEADWIND**

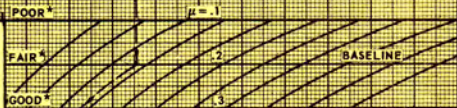
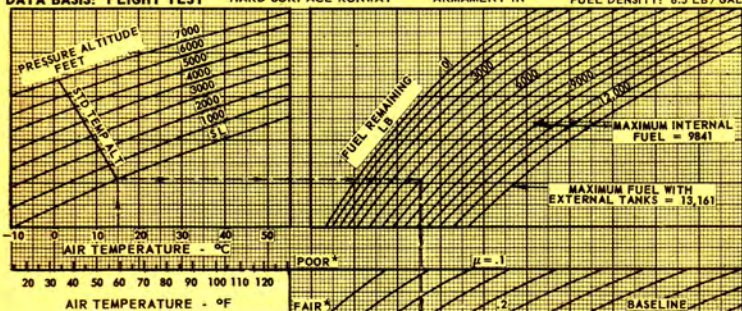
ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS	ZERO WIND T/O ROLL	5 KNOTS	10 KNOTS	15 KNOTS	20 KNOTS	25 KNOTS	30 KNOTS
3000	200	390	590	790	990	1180	6000	350	670	1010	1350	1710	2040
4000	250	490	740	990	1240	1480	7000	400	750	1130	1520	1920	2280
5000	300	590	880	1180	1480	1770	8000	440	830	1240	1680	2120	2520



MODEL: F-106A  
 DATE: 1 SEPTEMBER 1961  
 DATA BASIS: FLIGHT TEST

LANDING DISTANCE  
 CONFIGURATION: SPEED BRAKES OPEN  
 (DRAG CHUTE DEPLOYED)  
 HARD SURFACE RUNWAY ARMAMENT IN

ENGINE: J75-17  
 FUEL GRADE: JP-4  
 FUEL DENSITY: 6.5 LB/GAL



**NOTES**

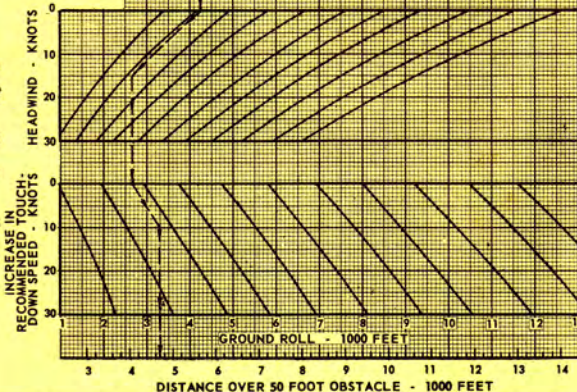
\* THESE DESCRIPTIONS CORRESPOND TO BRAKING CONDITIONS.

IF ARMAMENT LOAD IS EXPENDED, APPROACH PRIOR TO FLARE AND TOUCHDOWN SPEEDS CAN BE REDUCED 4 KNOTS. CORRESPONDING GROUND ROLL DISTANCES CAN BE REDUCED 9%.

THE MAXIMUM FUEL WITH EXTERNAL TANKS INCLUDES 369 POUNDS FOR THE WEIGHT OF THE EXTERNAL TANKS AND PYLONS.

FUEL REMAINING CURVES BASED ON A ZERO FUEL WEIGHT OF 26,034 POUNDS.

BRAKING CONDITION  $\mu$   
 WET RUNWAY .1  
 DRY ICY RUNWAY .1



FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
	1,000	177	173	164	160	145
2,000	177	173	165	161	146	143
3,000	180	176	168	164	148	145
4,000	186	182	174	170	153	150
5,000	187	183	175	171	154	151
6,000	190	186	177	173	156	152
7,000	190	186	178	174	157	153

FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
	8,000	194	190	181	177	160
9,000	198	194	184	180	163	159
10,000	199	195	185	181	164	160
11,000	200	196	187	183	166	162
12,000	202	198	189	185	168	164
13,200*	206	202	191	187	170	166

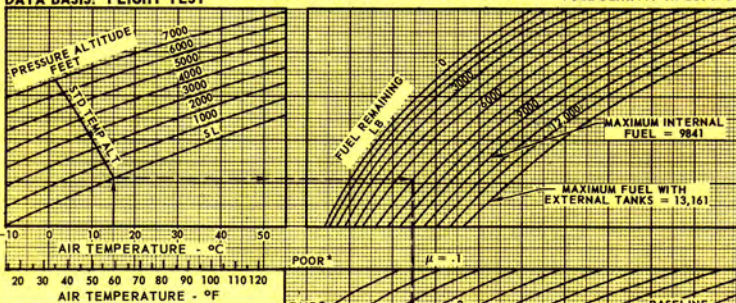
\* INCLUDES WEIGHT OF EXTERNAL TANKS



MODEL: F-106A  
DATE: 1 SEPTEMBER 1961  
DATA BASIS: FLIGHT TEST

**LANDING DISTANCE**  
CONFIGURATION: SPEED BRAKES OPEN  
(DRAG CHUTE NOT DEPLOYED)  
HARD SURFACE RUNWAY ARMAMENT IN

ENGINE: J75-17  
FUEL GRADE: JP-4  
FUEL DENSITY: 6.5 LB/GAL



**NOTES**

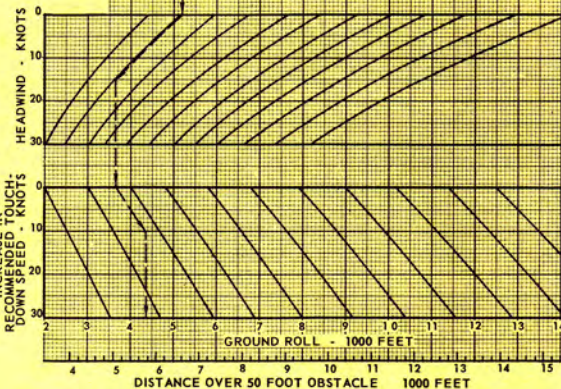
\*THESE DESCRIPTIONS CORRESPOND TO BRAKING CONDITIONS.

IF ARMAMENT LOAD IS EXPENDED, APPROACH PRIOR TO FLARE AND TOUCHDOWN SPEEDS CAN BE REDUCED 6 KNOTS. CORRESPONDING GROUND ROLL DISTANCES CAN BE REDUCED 9%.

THE MAXIMUM FUEL WITH EXTERNAL TANKS INCLUDES 369 POUNDS FOR THE WEIGHT OF THE EXTERNAL TANKS AND PYLONS.

FUEL REMAINING CURVES BASED ON A ZERO FUEL WEIGHT OF 26,034 POUNDS.

BRAKING CONDITION  $\mu$   
WET RUNWAY .1  
DRY ICY RUNWAY .1



FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
1,000	177	173	164	160	145	142
2,000	177	173	165	161	146	143
3,000	180	174	168	164	148	145
4,000	186	182	174	170	153	150
5,000	187	183	175	171	154	151
6,000	190	186	177	173	156	152
7,000	190	186	178	174	157	153

FUEL	APPROACH SPEED KNOTS		PRIOR TO FLARE SPEED KNOTS		TOUCHDOWN SPEED KNOTS	
	CAS	IAS	CAS	IAS	CAS	IAS
8,000	194	190	181	177	160	156
9,000	198	194	184	180	163	159
10,000	199	195	185	181	164	160
11,000	200	196	187	183	166	162
12,000	202	198	189	185	168	164
13,200*	206	202	191	187	170	166

\* INCLUDES WEIGHT OF EXTERNAL TANKS

CLIMB, CRUISE, ACCELERATION, DESCENT AND SAUNTER WITH EXTERNAL TANKS										DESCEND AT 275 KNOTS CAS AND 85% RPM TIME IN MINUTES T/O TO CLIMB 1070 LB USED DISTANCE IN NAUTICAL MILES				
A/B CLIMB					MILITARY CLIMB			CRUISE DATA						
IAS CAS MACH	TIME	DIST	FUEL RE- MAIN- ING	TIME	DIST	FUEL RE- MAIN- ING	ALT 1000 FT STD TEMP °C	MACH	CAS	IAS	TAS	LB PER HR	N.MI. PER 1000 LB	
— — 0.92	3.0	24.6	9923	11.5	97.8	10,149	40 -56.5	.850 .892 .920	260 274 284	254 268 278	487 512 528	3160 3050 3520	154 168 150	
— — 0.92	2.4	19.3	10,135	7.9	66.1	10,458	35 -54.3	.765 .855 .920	260 295 319	254 289 312	441 493 531	3120 3240 3900	142 152 136	
— — 0.92	2.0	15.7	10,311	6.2	51.1	10,639	30 -44.4	.693 .800 .920	260 304 354	254 297 347	409 472 542	3140 3430 4490	130 138 121	
— — 0.92	1.7	12.9	10,476	5.0	39.8	10,801	25 -34.5	.628 .730 .920	260 306 394	254 299 386	378 440 554	3150 3610 5270	120 122 105	
392 400 —	1.3	9.5	10,712	3.6	27.4	11,014	20 -24.6	.567 .660 .920	260 305 436	254 298 427	349 406 565	3310 3720 6740	106 109 84	
392 400 —	.6	4.0	11,202	1.5	10.5	11,389	10 -4.8	.468 .535 .920	260 299 519	254 292 509	299 342 588	3710 3930 10,120	81 87 58	
SAUNTER		DESCENT			SAUNTER			DESCENT						
CAS	TIME PER 1000 LB	ALT 1000 FT	RATE	TO SEA LEVEL			CAS	TIME PER 1000 LB	ALT 1000 FT	TO SEA LEVEL				
				TIME	DIST	FUEL				TIME	DIST	FUEL		
260	20.9	40	6550	9.7	59	489	240	19.8	20	4200	5.4	29	314	
255	21.1	35	4980	8.8	51	455	240	19.0	15	3940	4.2	21	250	
247	20.7	30	4700	7.8	43	414	240	18.5	10	3700	2.9	14	178	
241	20.3	25	4440	6.6	36	367	240	17.7	5	3440	1.5	7	97	

**CLIMB, CRUISE, ACCELERATION, DESCENT AND SAUNTER**

**CLEAN**

DESCEND AT 275 KNOTS CAS  
AND 85% RPM  
TIME IN MINUTES

XXX BEST RANGE VALUES  
AIRSPED IN KNOTS  
T/O TO CLIMB 1070 LB USED  
DISTANCE IN NAUTICAL MILES

A/B CLIMB		MILITARY CLIMB				CRUISE DATA									ACCELERATION DATA							
		TIME	DIST	FUEL RE-MAIN-ING	TIME	DIST	FUEL RE-MAIN-ING	ALT 1000 FT	STD TEMP °C	MACH	CAS	IAS	TAS	LB PER HR	N.MI. PER 1000 LB	ALT 1000 FT	TEMP °C	STD	TIME	DIST	FUEL	MACH
—	—	2.6	20.8	7212	8.1	68.6	7604	40	-56.5	.850	260	254	487	2790	175	45	-66.5	2.4	25.8	765	1.4	
—	—	—	—	—	—	—	—	35	-54.3	.895	275	269	514	2870	179	45	-56.5	3.1	33.6	946	—	
0.92	—	—	—	—	—	—	—	—	—	.920	284	278	528	3020	175	—	-46.5	3.5	39.0	1149	—	
—	—	2.1	16.5	7389	6.1	50.5	7781	35	-54.3	.765	260	254	441	2810	157	40	-66.5	1.7	18.0	665	1.4	
—	—	—	—	—	—	—	—	35	-54.3	.860	296	290	496	2890	172	40	-56.5	2.0	21.9	768	—	
0.92	—	—	—	—	—	—	—	—	—	.920	319	312	531	3340	159	—	-46.5	2.4	26.9	983	—	
—	—	1.8	13.5	7538	4.9	40.1	7907	30	-44.4	.693	260	254	409	2820	145	35	-64.3	1.4	14.7	657	1.4	
—	—	—	—	—	—	—	—	30	-44.4	.811	308	301	478	3100	154	35	-54.3	1.6	17.8	781	—	
0.92	—	—	—	—	—	—	—	—	—	.920	354	347	542	3880	140	—	-64.3	2.0	22.3	970	—	
—	—	1.5	11.1	7680	4.0	31.9	8025	25	-34.5	.628	260	254	378	2900	131	45	-66.5	4.4	56.1	1740	—	
—	—	—	—	—	—	—	—	25	-34.5	.735	308	301	443	3250	136	45	-56.5	5.7	75.1	2175	1.83	
0.92	—	—	—	—	—	—	—	—	—	.920	394	386	554	4710	118	—	-46.5	7.7	107.3	3310	—	
392	—	—	—	—	—	—	—	—	—	.567	260	254	349	3010	116	—	-66.5	3.1	39.5	1525	—	
400	—	1.2	8.2	7884	2.9	22.3	8189	20	-24.6	.660	305	298	406	3340	122	40	-56.5	3.8	50.9	1825	1.83	
—	—	—	—	—	—	—	—	—	—	.920	436	427	565	5820	97	—	-46.5	5.2	71.8	2620	—	
392	—	—	—	—	—	—	—	10	-4.8	.468	260	254	299	3240	92	35	-64.3	2.5	31.6	1450	—	
400	—	.5	3.4	8312	1.2	8.7	8492	—	—	.540	300	293	345	3570	97	35	-54.3	3.1	40.9	1790	1.83	
—	—	—	—	—	—	—	—	—	—	.920	519	509	588	9000	65	—	-44.3	4.3	59.1	2560	—	
—	—	DESCENT			SAUNTER			DESCENT			TO SEA LEVEL						TO SEA LEVEL					
CAS	TIME PER 1000 LB	ALT 1000 FT	RATE	TIME	DIST	FUEL	CAS	TIME	DIST	FUEL	RATE	TIME	DIST	FUEL	RATE	TIME	DIST	FUEL	RATE	TIME	DIST	FUEL
260	22.5	40	6050	10.4	63	529	242	21.1	20	3920	5.9	31	337	270	3720	4.9	70.9	2560	3.9	55.5	2458	2.0
285	22.5	35	4850	9.4	55	494	241	20.5	15	3670	4.6	23	270	46.5	8.0	125.0	4634	—	—	—	—	—
249	22.3	30	4400	8.3	47	447	239	19.7	10	3440	3.2	16	194	—	—	—	—	—	—	—	—	—
244	22.0	25	4150	7.1	59	396	241	18.5	5	3190	1.7	8	102	—	—	—	—	—	—	—	—	—

**NOTES**

# F-106A AND F-106B ABBREVIATED CHECKLIST (APPENDIX)

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*Refer to T.O. 1F-106A-1, Appendix Part 9, for explanation and limitations of checklist performance data.*

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## NOTES