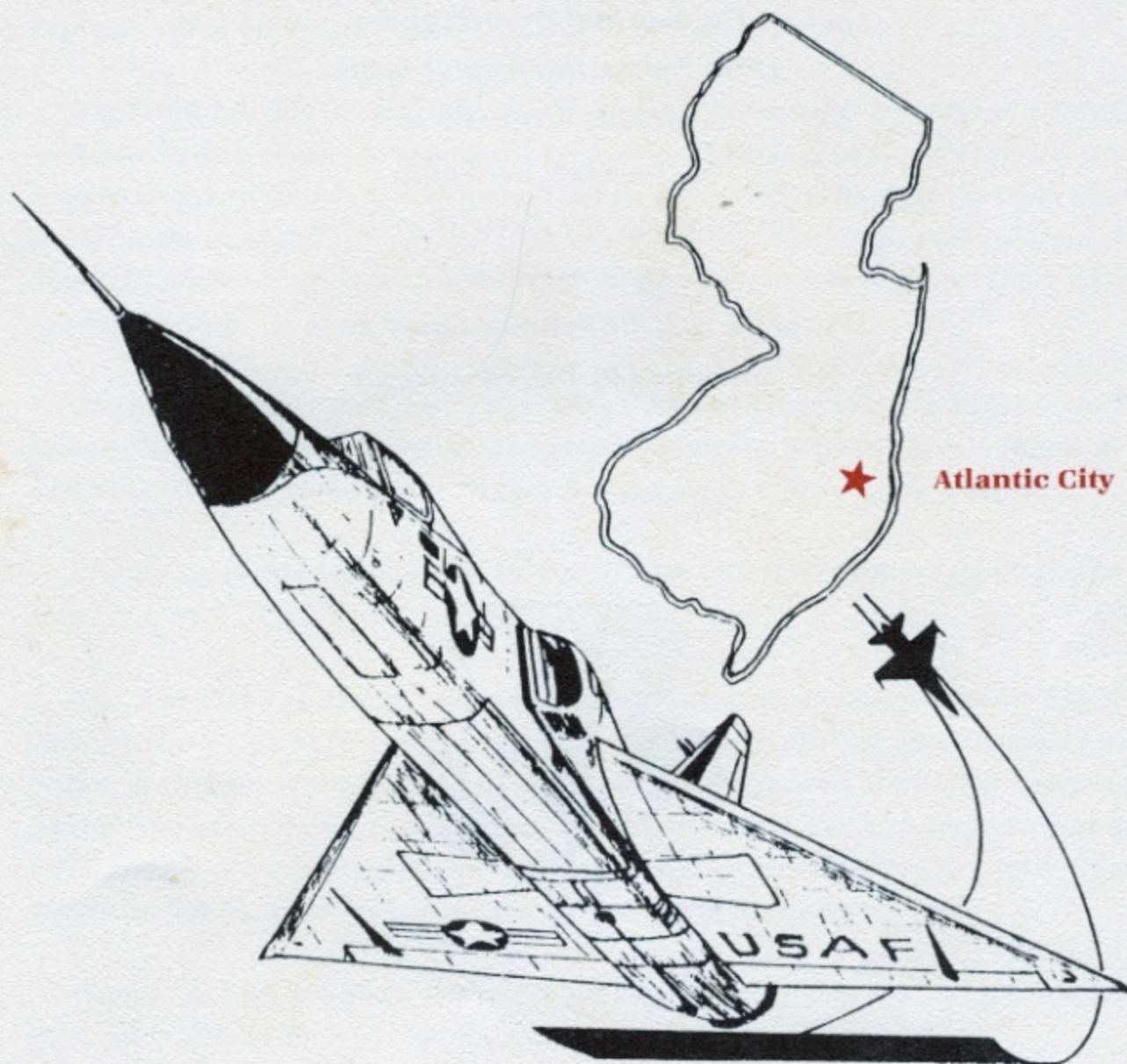


F-106 DART OUT

Saturday, June 11, 1988



Hosted by

**177th FIGHTER INTERCEPTOR GROUP
NJANG, ANGB, ACY IAP, PLEASANTVILLE, N.J.**

*The Men and Women of the
177th Fighter Interceptor Group
cordially invite you to
the Dart-Out Ceremony
on Saturday, the eleventh of June
at one o'clock
at the N.J. Air National Guard Base
Atlantic City IAP, New Jersey*



Honored Guests:

Welcome to Atlantic City and the 177th Fighter Interceptor Group, home of The Jersey Devils.

We gather here today to make this unit's transition from the F-106 Delta Dart to the F-16 Fighting Falcon. The conversion from Dart to Falcon represents much extraordinary effort on the part of every man and woman in the unit.

The F-106 first flew in 1956, and was the prime air defense fighter of the 60's, 70's and well into the 80's. It has a long history of proven performance in the Air Defense Arena. Despite computer and auto pilot techniques far advanced for its time, the Delta Dart is probably the most difficult aircraft in the Air Force inventory to fly and maintain. The Jersey Devils have been equipped with the F-106 for over sixteen years, and their record speaks for itself.

The 177th distinguished itself by winning the F-106 category in the last William Tell Competition in which the F-106 was permitted to compete. William Tell is the Super Bowl of air-to-air competition, and is attended by the best air-to-air units worldwide.

The Jersey Devils will miss the "CLASS OF THE CENTURY SERIES", the F-106 Delta Dart.

The F-16 Fighting Falcon, however, is certainly a worthy replacement. The first aircraft to use a totally fly-by-wire flight control system, it displays aerial combat agility only dreamed of in the early days of the F-106. Combat proven, the F-16 is a multi-role fighter with both air-to-ground and air-to-air capabilities. The high performance and advanced maintenance techniques of the F-16 make it a very different aircraft to fly and maintain, but the 177th will, without a doubt, rise to the occasion.

Thank-you each and every one of you for helping us say good-bye to the F-106 Delta Dart, and Hello to the F-16 Fighting Falcon.

RICHARD C. COSGRAVE, Colonel, NJANG
Group Commander

— BRIEF HISTORY —

The 177th Fighter Interceptor Group proudly traces its heritage back to September 1926, then located at Newark Airport, New Jersey. We were moved to our present location, formerly the Atlantic City Naval Air Station, presently known as the Federal Aviation Administration Technical Center, in August 1958. We have been through many aircraft conversions since that time, from the P-47, F-84F, F-86F, F-100, F-105, to the F-106.

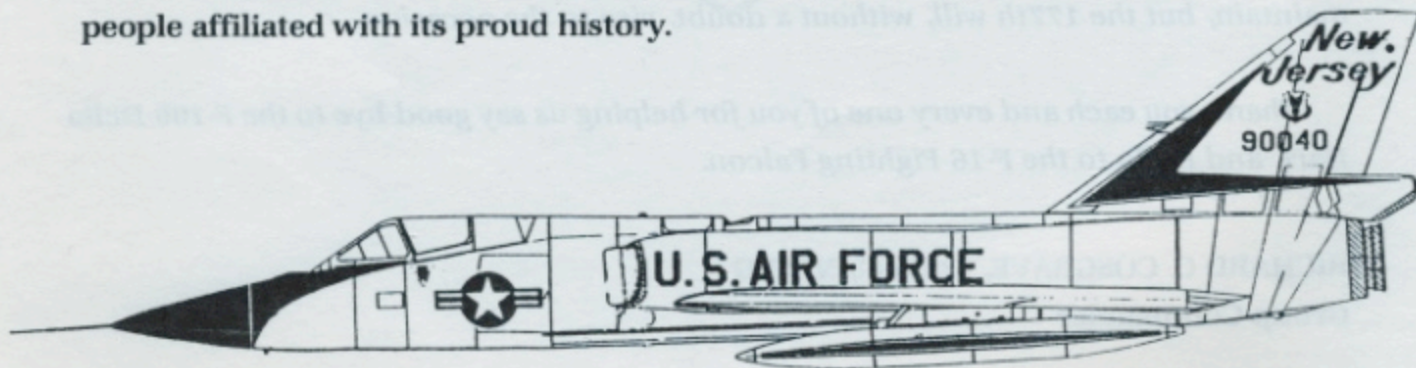
Our unit transitioned to the F-106 in 1973, serving as a vital link in the North American Aerospace Defense Command (NORAD) by maintaining constant surveillance of our airspace and protecting the eastern seaboard from Long Island to Virginia.

In 1984, our unit participated in the last William Tell Competition, winning many awards. Some of these include — First Overall, Professionalism & Team Spirit, First Overall, Aircraft Appearance, First F-106 Team, Top Gun Award, First in F-106 maintenance, First in F-106 Aircraft Appearance.

Our unit maintains an excellent flying safety record, currently 165 months Class A mishap-free, third overall in TAC Air to Air units with these statistics.

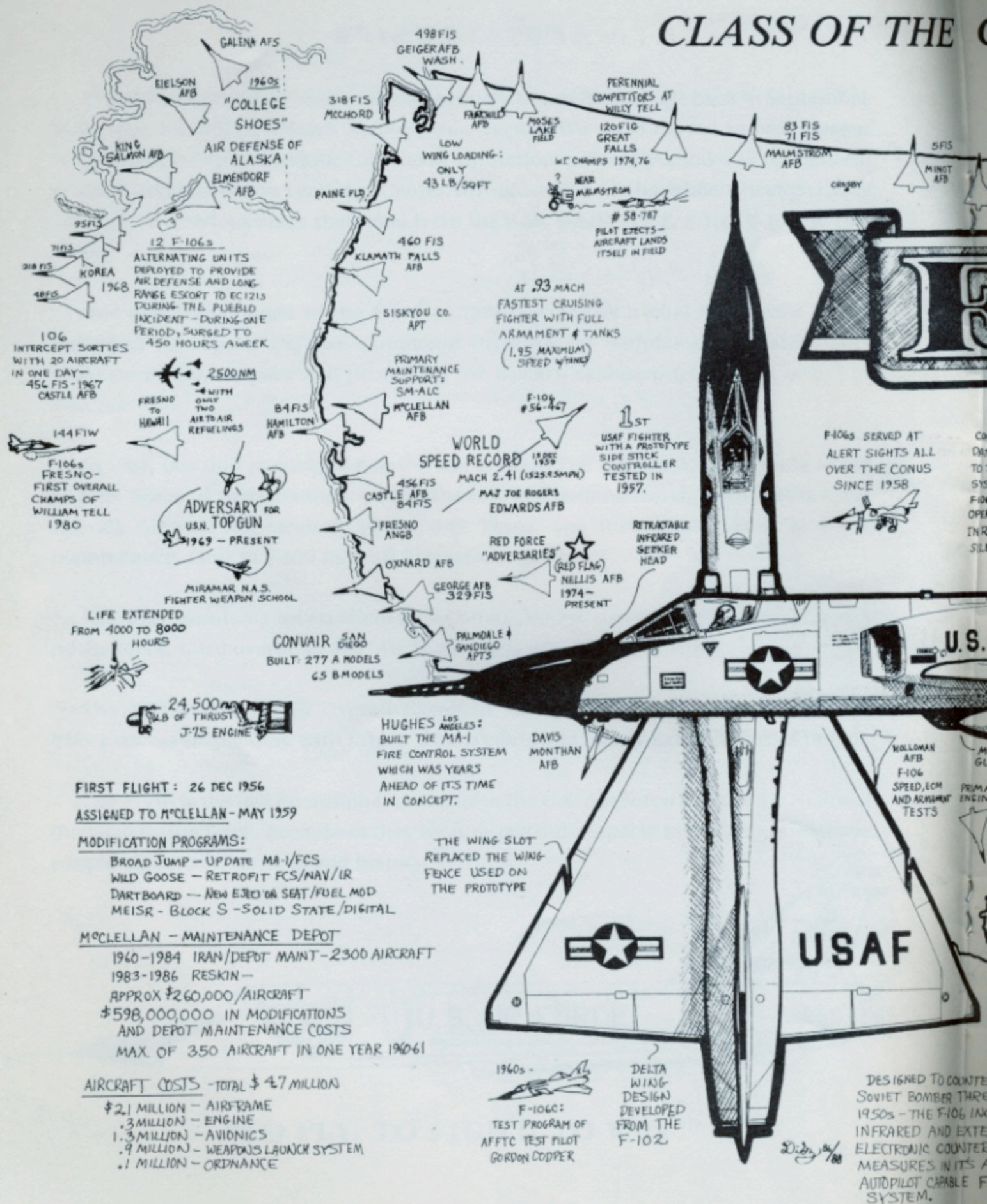
The 177th received an Overall Excellent rating during our most recent Unit Effectiveness Inspection, with fifteen Outstanding and ninety Excellent areas noted.

The 177th is the last operational unit within the U.S. Air Force and the Air National Guard to fly the F-106. Because of this, we now pay our respects to the F-106 and those people affiliated with its proud history.



“TO FLY, TO FIGHT, TO WIN!”

THE ULTIMATE CLASS OF THE C



GALENA AFS
EIELSON AFB
1960s
"COLLEGE SHOES"
AIR DEFENSE OF ALASKA
KING SALMON AFB
ELMENDORF AFB
318 FIS MECHORD
498 FIS GEIGER AFB WASH.
FAREWELL AFB
MOSES LAKE FIELD
PERENNIAL COMPETITORS AT WILLY TELL
120 FIG GREAT FALLS
WE CHAMPS 1974, 76
83 FIS 71 FIS MALMSTROM AFB
5 FIS MINOT AFB

12 F-106s
ALTERNATING UNITS DEPLOYED TO PROVIDE AIR DEFENSE AND LONG-RANGE ESCORT TO EC215 DURING THE PUEBLO INCIDENT - DURING ONE PERIOD, SURGED TO 450 HOURS A WEEK
2500 NM
WITH ONLY TWO AIR/TAIR REFUELINGS
FRESNO TO HAWAII
106 INTERCEPT SORTIES WITH 20 AIRCRAFT IN ONE DAY - 454 FIS - 1967 CASTLE AFB
144 FTW
F-106s FRESNO - FIRST OVERALL CHAMPS OF WILLIAM TELL 1980
ADVERSARY FOR U.S. TOPGUN 1969 - PRESENT
MIRAMAR N.A.S. FIGHTER WEAPON SCHOOL
LIFE EXTENDED FROM 4000 TO 8000 HOURS
24,500 LB OF THRUST J-75 ENGINE

LOW WING LOADING: ONLY 43 LB/SQFT
PAINE FLD
460 FIS KLAMATH FALLS AFB
SISKIYOU CO. APT
PRIMARY MAINTENANCE SUPPORT: SM-ALC MCCLELLAN AFB
F-106 #56-447
WORLD SPEED RECORD 18 DEC 1959 MACH 2.41 (15258.3 MPH) MAJ JOE ROGERS EDWARDS AFB
RETRACTABLE INFRARED SEEKER HEAD
RED FORCE "ADVERSARIES" (RED FLAG) NELLIS AFB 1974 - PRESENT
456 FIS CASTLE AFB B4 FIS
FRESNO ANGB
OXNARD AFB
GEORGE AFB 329 FIS
PALMDALE + GANDIAGO APTS
CONVAIR SAN DIEGO BUILT: 277 A MODELS 65 B MODELS

AT .93 MACH FASTEST CRUISING FIGHTER WITH FULL ARMAMENT & TANKS (1.95 MAXIMUM SPEED WITH TANKS)
1st USAF FIGHTER WITH A PROTOTYPE SIDE STICK CONTROLLER TESTED IN 1957.
F-106s SERVED AT ALERT SIGHTS ALL OVER THE CONUS SINCE 1958

FIRST FLIGHT: 26 DEC 1956
ASSIGNED TO MCCLELLAN - MAY 1959
MODIFICATION PROGRAMS:
BROAD JUMP - UPDATE MA-1/FCS
WILD GOOSE - RETROFIT FCS/NAV/IR
DARTBOARD - NEW EJECTOR SEAT/FUEL MOD
MEISR - BLOCK S - SOLID STATE/DIGITAL
MCCLELLAN - MAINTENANCE DEPOT
1960-1984 IRAN/DEPOT MAINT - 2300 AIRCRAFT
1983-1986 RESKIN -
APPROX \$260,000/AIRCRAFT
\$598,000,000 IN MODIFICATIONS AND DEPOT MAINTENANCE COSTS
MAX. OF 350 AIRCRAFT IN ONE YEAR 1960-61
AIRCRAFT COSTS - TOTAL \$47 MILLION
\$2.1 MILLION - AIRFRAME
.3 MILLION - ENGINE
1.3 MILLION - AVIONICS
.9 MILLION - WEAPONS LAUNCH SYSTEM
.1 MILLION - ORDNANCE

HUGHES LOS ANGELES: BUILT THE MA-1 FIRE CONTROL SYSTEM WHICH WAS YEARS AHEAD OF ITS TIME IN CONCEPT.
DAVIS MONTAN AFB
THE WING SLOT REPLACED THE WING-FENCE USED ON THE PROTOTYPE

1960s - F-106C: TEST PROGRAM OF AFFTC TEST PILOT GORDON CODPER
DELTA WING DESIGN DEVELOPED FROM THE F-102

DESIGNED TO COUNTER SOVIET BOMBER THREE 1950s - THE F-106 HAS INFRARED AND EXTREME ELECTRONIC COUNTER MEASURES IN ITS AUTOPILOT CAPABLE F-106 SYSTEM.

MATE INTERCEPTOR

CENTURY SERIES FIGHTERS



177th FIGHTER INTERCEPTOR GROUP

— Program Of Events —

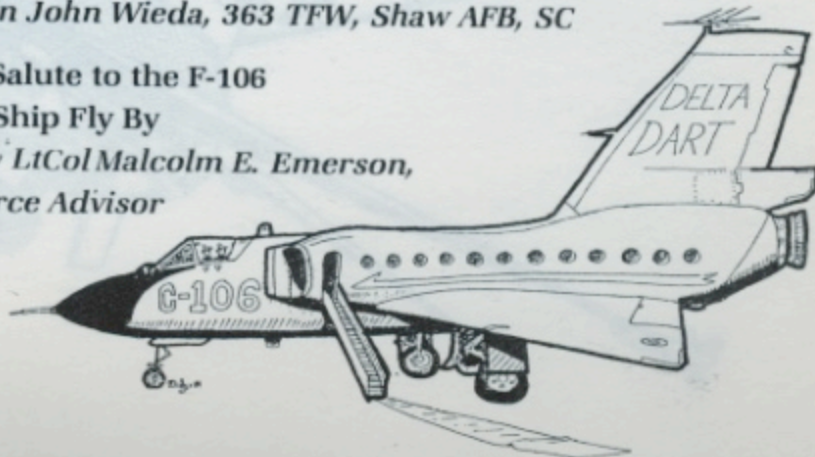
F-106 DART OUT CEREMONY

Saturday, June 11, 1988

1300 – 1500 Hours

EVENT(S)

- 1300 — Seating and Introduction of VIP's
LtCol Eugene Chojnacki — Announcer
- History of the Unit/Conversion
LtCol Eugene Chojnacki — Narrator
- 1330 — Opening of Ceremonies
F-16, F-106 Fly By
- Official Presentation of Aircraft Forms to Major General Francis R. Gerard, The Adjutant General,
By 177FIG/CC and 119FIS/CC
- Eight Ship F-106 Salute to F-16
Lead by LtCol Malcolm E. Emerson
- 177th Fighter Interceptor Group Welcome & Address
Colonel Richard C. Cosgrave
- The Adjutant General, New Jersey Air National Guard,
Major General Francis R. Gerard Address
- F-106 Demonstration Flight
Major Robert Benner
- F-16 Demonstration Flight
*USAF Demonstration Pilot
Captain John Wieda, 363 TFW, Shaw AFB, SC*
- Final Salute to the F-106
Eight Ship Fly By
*Led by LtCol Malcolm E. Emerson,
Air Force Advisor*



— HIGH FLIGHT —

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds — and done a hundred things
You have not dreamed of — wheeled and
soared and swung
High in the sunlight silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

— by John Gillespie Magee, Jr.

