

CONVAIR/GENERAL DYNAMICS

F-106B

Notes: The conversion kit you have just purchased reflects the best available conversion kit in a medium that can be worked with to obtain satisfactory results. It is by no means perfect and is recommended for the experienced modeler only. Before starting, let us give you some suggestions and explanations that might help you during assembly of this kit.

Caution! This product is not intended for children. The kit contains small parts that can be an ingestion (choking) hazard for children.

Adhesives: Use cyanoacrylate adhesives to attach resin parts to plastic or to other resin parts. Watch crystal cement is suggested to cement vacuumed formed canopy to resin parts.

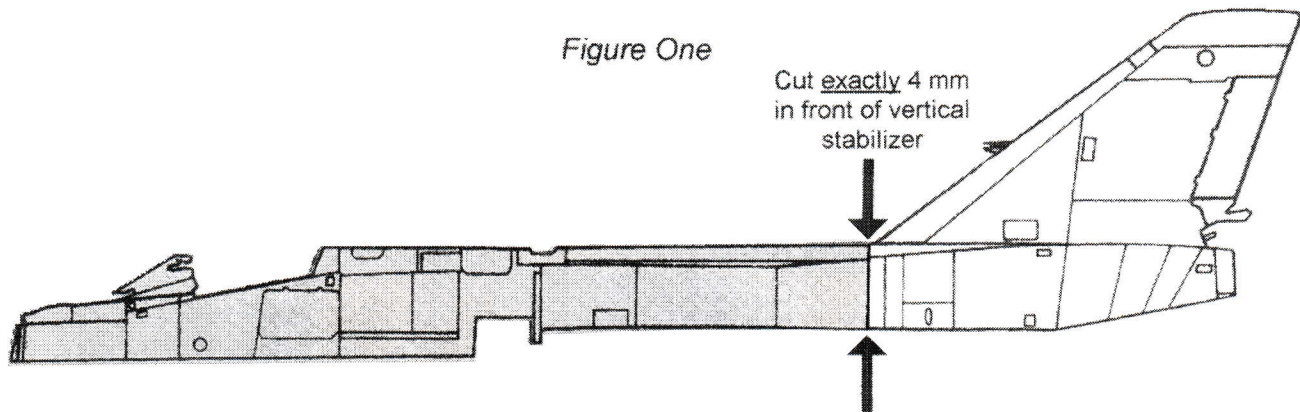
Filling: Whatever material works best for you. Make sure you make all cuts as accurately as possible in order to minimize filling gaps.

Casting and air bubbles: Every effort has been made to ensure that kit is free of air bubbles or cavities. Some air bubbles are almost impossible to avoid. They are not intentional and you have our apologies for imperfections in the kit.

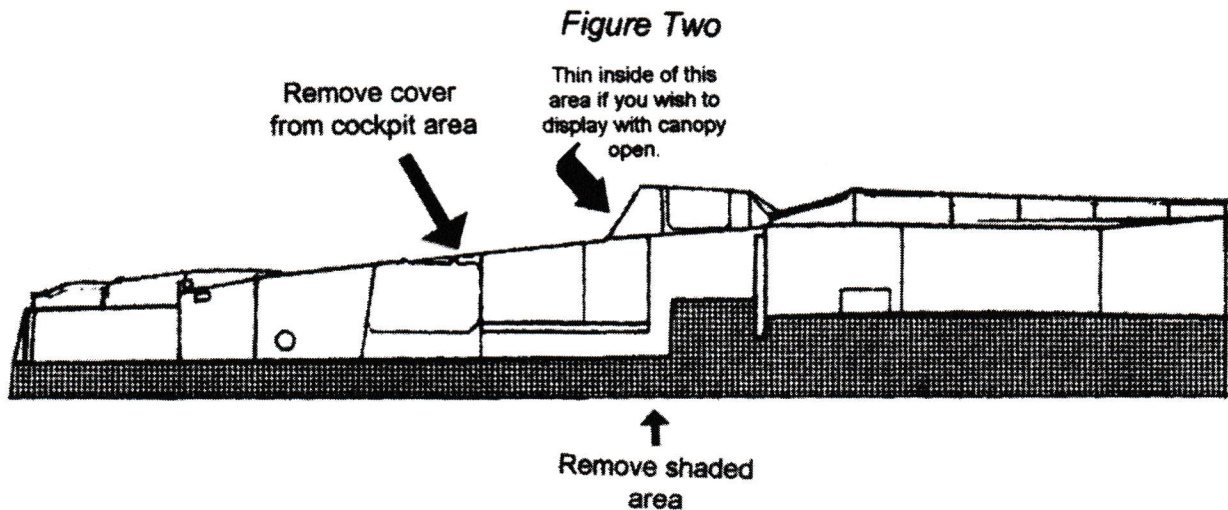
Clear parts: A vacuumed formed canopy has been supplied with the kit.

Customer supplied parts: *MONOGRAM F-106A*. It may be necessary to use some sheet styrene or *EVERGREEN* styrene strips.

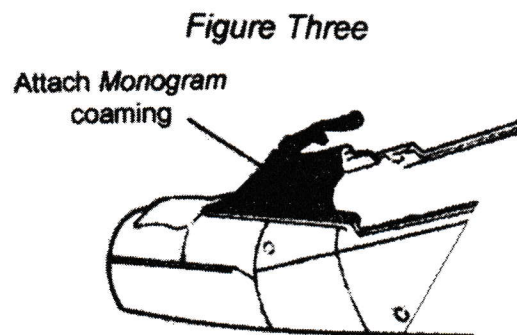
Step One: Cutting the *Monogram* fuselage halves (part numbers 1 & 2). Cut both parts at a point exactly 4mm in front of the base of the vertical stabilizer. See figure one:



Step Two: The Resin fuselage. Remove the covering from the cockpit opening and the carrier form the bottom of the fuselage. See figure two. It may be necessary to thin the area behind the cockpit in order to make the canopy fit properly in the open position.



Step Three: Forward cockpit instrument panel coaming. Remove the forward instrument panel coaming from *Monogram* parts 1 and 2. Glue them together and attach them to resin fuselage. See figure three.



Step Four: Assemble front cockpit and nose wheel well per *Monogram* instructions. Attach front instrument panel as shown in step four of *Monogram* instructions. Test fit forward cockpit assembly into resin fuselage as in step 5 of *Monogram* instructions. Then test mate the *Monogram* bottom fuselage to resin fuselage insuring that alignment between nose wheel well and cockpit tub is satisfactory.

Step Five: Rear cockpit. We recommend that the rear cockpit tub and rear instrument panel be primed before painting. The rear cockpit tub must butt against the front cockpit tub and should set on top of the weapons bay. The bottom of the rear cockpit tub may need to be thinned before attaching, again test fit all assemblies before final assembly.

Step Six: Mating of fuselage parts. Assemble lower fuselage parts per *Monogram* instructions. Attach *Monogram* rear fuselage to upper wing. Now TEST fit the resin fuselage to the *Monogram* rear/lower fuselage and wing assembly. When satisfied with the fit permanently attach all parts.

Step Seven: Detailing the cockpit. The area of the F-106B cockpit between the two seats is very unusual and complex. A photograph of the cockpit is almost a necessity to properly detail this area. Such a photograph exists in Bert Kenzey's book: Detail and Scale, F-106 Delta Dart, page 39. We have supplied a small number of parts to get you started but to do the area justice some detailing on your part will be necessary.

Figure Four shows The C & H resin parts provided to assist in detailing the area between two cockpits. *The following instructions are for the canopy in the raised position:* The hydraulic cylinder should be attached to the aft portion of the front cockpit as in the drawing. The extendable part of the cylinder is longer than necessary and will need to be trimmed when fitting canopy in the raised position. The rear instrument panel coaming is often shown in the raised position when the canopy is opened. A small *cross bar* is provided. First remove the carrier and carrier film from between the small tabs on either end of the unit. Attach the cross bar to the inside of the cockpit sill with the tabs facing aft. (One tab should face directly aft and parallel to the cockpit sill the other will then be at an angle to it.) Glue the instrument panel coaming in the upright position as shown in figure four. At this point you may wish to add "wiring" to the back of the rear cockpit instrument panel.

Figure Four

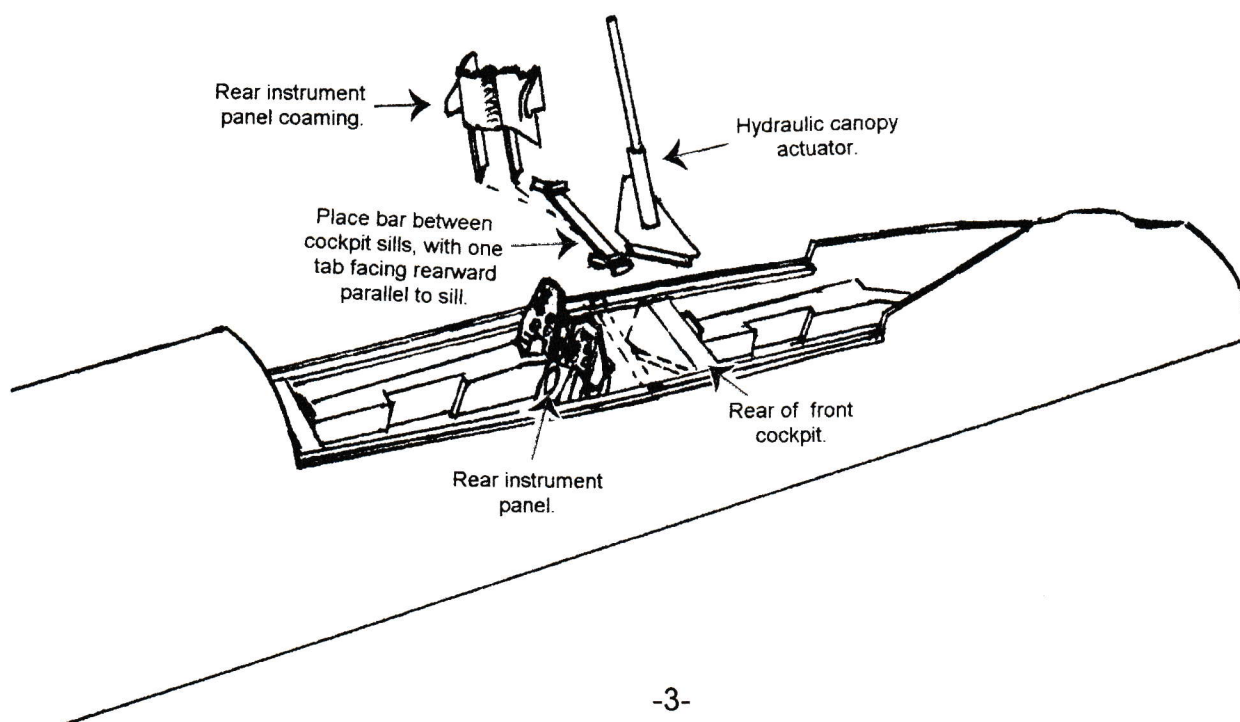
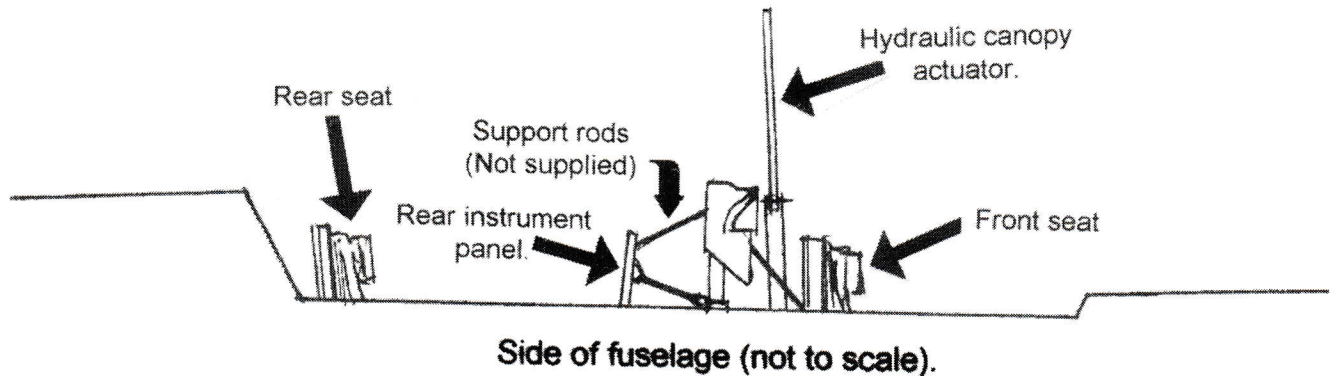


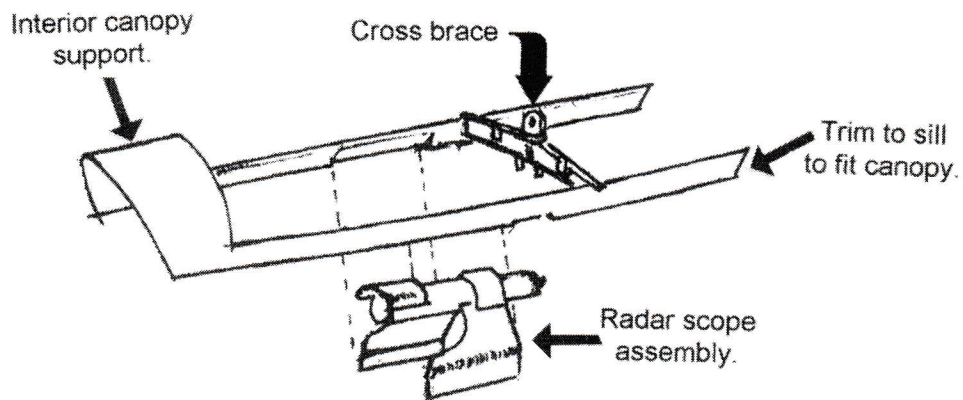
Figure five shows a side view of the cockpit with the various parts installed. The drawing is not to scale.

Figure Five



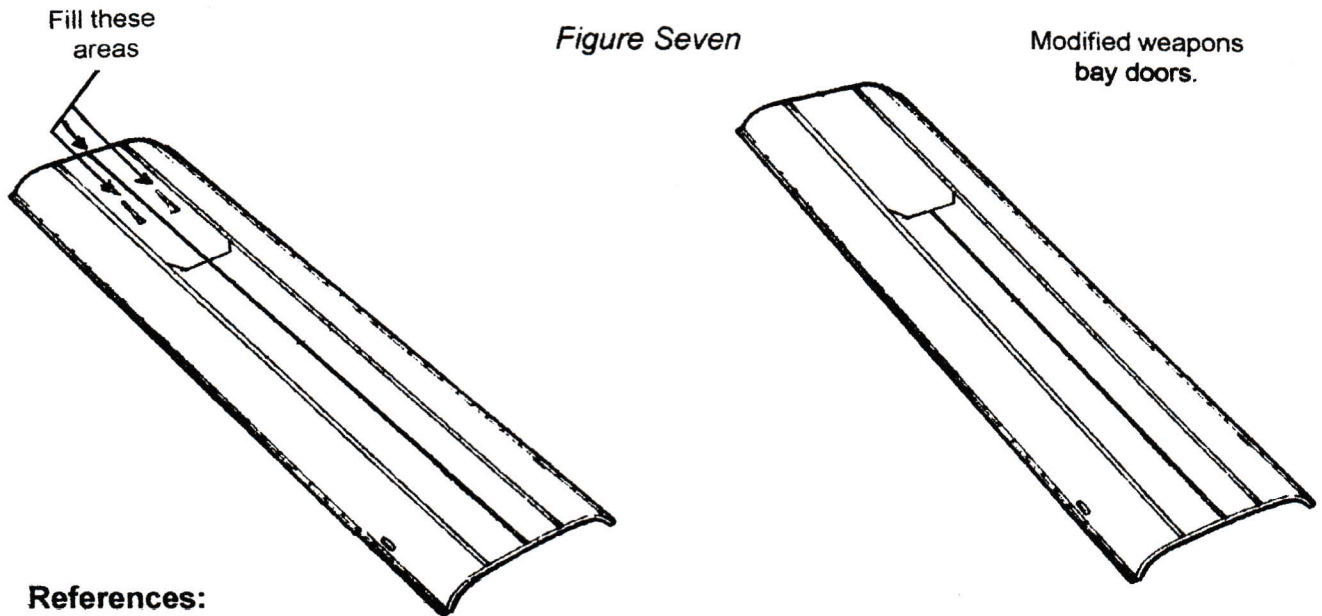
Step Eight: The canopy. On the inside bracing, install the cross brace and the radar scope for the aft cockpit. Remove the scope from its carrier and attach the front of the scope to the rest of the device. You may wish to add some bracing to the front of the inside of the canopy. Simply remove the front of one of the canopy's supplied in the *Monogram* kit (either part numbers 80 or 85). See figure six.

Figure Six



Step Nine: Weapons bay door modifications. The F-106B had a weapons bay door modification. This was necessitated as some of the aircraft electronics were moved to the weapons bay in order to accommodate the second seat. Figure seven shows the appropriate modification for the weapons bay door. We have shown only the modification to the weapons bay doors in the closed position (*Monogram* part number 64). If you wish to display the model with the weapons bay doors open see the special instructions on

page five of these instructions. If You wish to display the model with the weapons bay doors open, Contact send us a stamped self-addressed envelope and we will send the details of this project.



References:

Carson, Cpt. Don and Lou Drendel, F-106 Delta Dart in Action (Aircraft number 15). Squadron Signal Publications, Carrollton, Texas 1974.

Famous Airplanes of the World Number 51, General Dynamics-Convair F-102/F-106. Burnin Do, Japan. July 1974.

Kinzey, Bert, F-106 Delta Dart (Detail and Scale Vol. 13), Aero Publishers, Inc. 1983.

Wings of Fame, The Journal of Classic Combat Aircraft, Vol. 12., Convair F-106 Delta Dart, The Ultimate Interceptor. Pages 36 to 97. Aerospace Publishing Ltd., Airtime Publishing Inc.

For More Information On Line:

centuryseries@onelist.com An excellent source of information from many very knowledgeable people. You will enjoy this site.

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Some other construction notes before you proceed.

After building the aircraft some hints may be helpful. I recommend that you attach the *Monogram* tail section to the upper wing before attaching the C & H upper fuselage. I also added a "lip" cut from sheet plastic. I used a strip of .010 glued to the inside of the *Monogram* tail section, when it set I added another strip to the inside of the one I had just added (now you have a laminated "lip" of .020). This will help align and attach the C & H forward fuselage to the wing.

Preparing the C & H Upper Fuselage: I suggest that you remove the aft bulkhead on our fuselage so that it will fit around the "lip" of plastic that you added to the *Monogram* tail section. Now remove the carrier resin from the fuselage, sand the bottom of the fuselage smooth. Inspect the inside of the C & H fuselage and you will find that it is about twice as thick along the bottom as the *Monogram* fuselage that it replaces. You will need to trim almost all of the extra thickness from the C & H fuselage. I used a *Dremel* tool and coarse sand paper. Resin is very dusty when sanded or machined; work in a well ventilated space and wear a dust mask. It will be necessary to move cautiously and test fit repeatedly to achieve the desired results.

Suggestion: Do not open the cockpit covering before attaching the fuselage to the wing. Remember resin is not as substantial as plastic and may crack or break prior to cementing into place. Leaving the cockpit cover in place during this phase will help keep the fuse stronger.

Once the resin fuselage has been attached carefully open the cockpit opening and then add the cockpit coaming from the *Monogram* kit (see Step Three).

Front cockpit. The front cockpit is the *Monogram* cockpit and is to be assembled in the manner prescribed in the kit instructions. I used thirty minute epoxy to make the attachment. Using epoxy allows me to make minor adjustments to the assembly before it cures.

Rear cockpit. Attach rear instrument panel to cockpit before assembly. The rear cockpit will set on top of weapons bay of the *Monogram* lower fuselage. Insure that the front of the rear cockpit butts firmly against the rear of the front cockpit assembly. This is a bit tricky since the front cockpit is attached to the top fuselage and the rear cockpit is attached to the lower fuselage. Again, we suggest using thirty minute epoxy and test fit the parts. No after deck for the rear cockpit is supplied in our kit. If you wish to add an after deck, use sheet plastic to accomplish this.

Attaching the rear vacuumed formed canopy in the open position. Watch crystal cement is recommended. Attach the canopy to the finished internal brace assembly. It may be necessary to "thin" the rear area of the spine of the C & H fuselage for the canopy to fit properly. Check photo references of the real aircraft. You will notice that the rear