

Detail Note

F-102A-55-CO 56-1009 was built with the Case X ("Case Ten") wing. This early F-102A lacks the IR seeker head in front of the cockpit, SAGE datalink antennas under the aft fuselage, the tail hook, and the barrier probe fairing aft of the main gear well. The pitot tube was white and red striped, with a heat discolored tip.

The 48th FIS only flew the Deuce from its home at Langley AFB in Hampton, Virginia for three years, starting in 1957. In 1960 the squadron converted to the F-106A/B. It continued as a Six operator for 22 years before becoming the first Air Defense unit to convert to the F-15A/B. Today the 48th lives on as the 48th Flying Training Squadron at Columbus AFB, Mississippi, equipped with the T-1A Jayhawk.



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 1/72 F-102 stencil decals as well!



FS 16473



Gloss White



FS 11310



Semi-gloss
Black

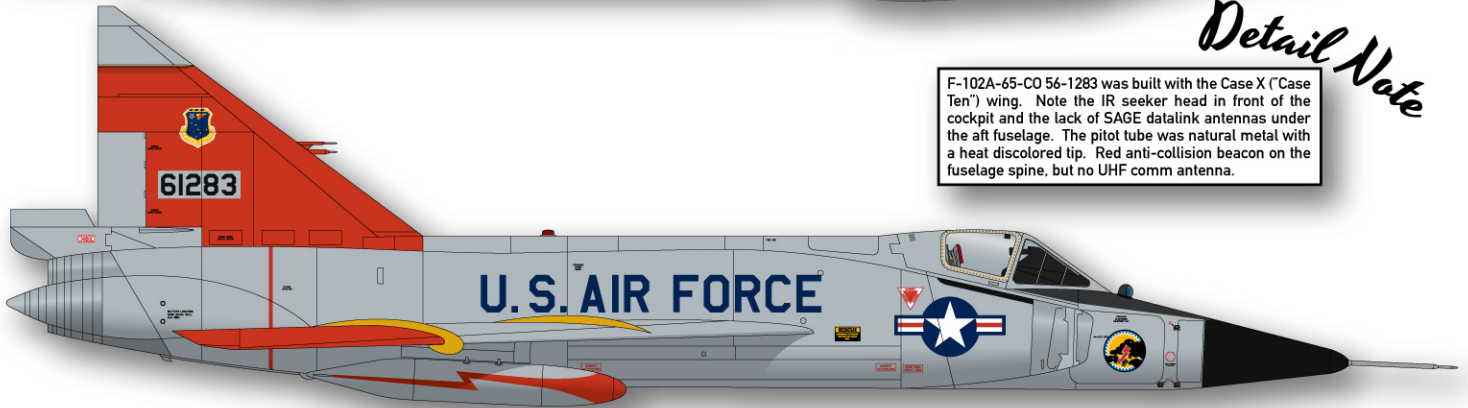
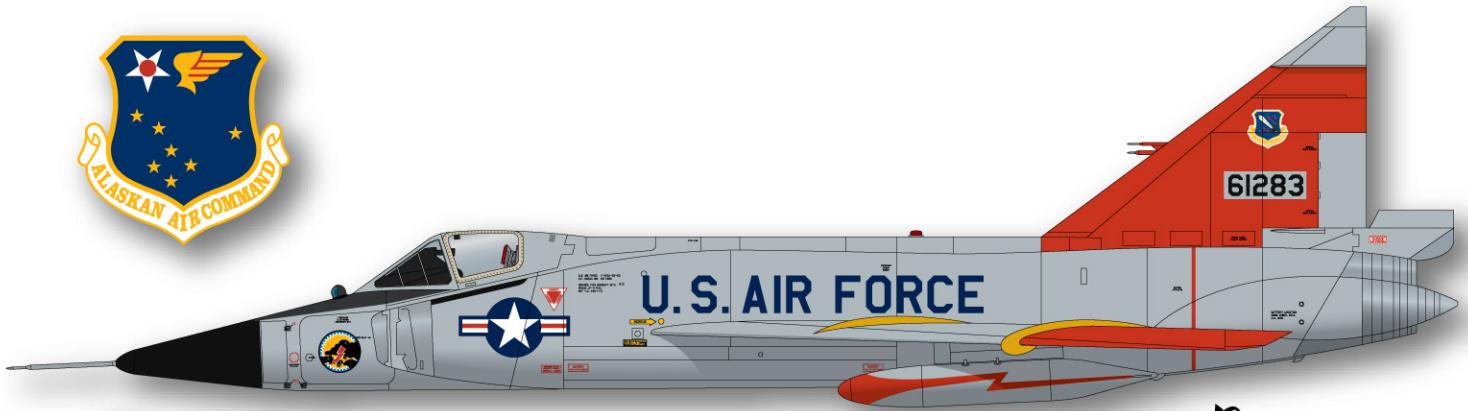


Flat Black



Natural Metal





Detail Note

F-102A-65-CO 56-1283 was built with the Case X ("Case Ten") wing. Note the IR seeker head in front of the cockpit and the lack of SAGE datalink antennas under the aft fuselage. The pitot tube was natural metal with a heat discolored tip. Red anti-collision beacon on the fuselage spine, but no UHF comm antenna.

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Detail Note

The 317th used gloss International Orange, FS 12197 as called for in T.O. 1-1-4, *not* fluorescent red-orange.

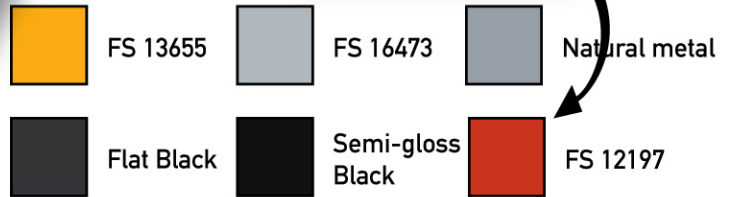
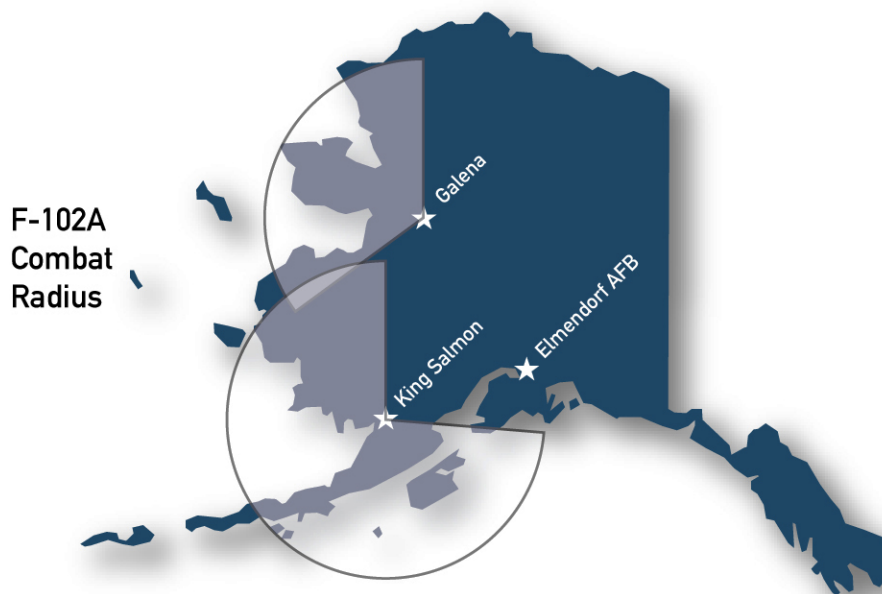


Photo: USAF

The 317th Fighter Interceptor Squadron began F-102A/B operations from Elmendorf AFB, Alaska in September of 1957. This was the Deuce's first assignment outside Air Defense Command in the continental United States, and an important milestone in the air defense of Alaska. The first Soviet reconnaissance activity around the coastline of Alaska occurred in March of 1958, and the 317th's first successful intercept of a Soviet "guest" was on 5 December 1961.

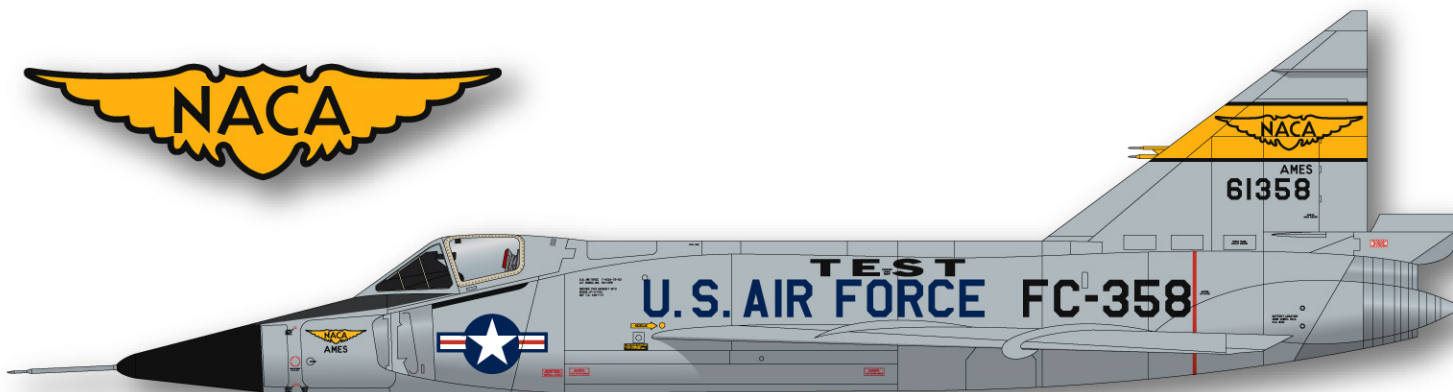
The F-102 was never really suited to the Alaska intercept mission. Its range, even with external fuel tanks, was far too limited to be of any real value given the vast distances required for intercepts off Alaska's long coastline as shown by the map below. King Salmon and Galena were the alert bases used by the 317th. The 317th's F-102s were never equipped with air-to-air refueling capability - a modification only incorporated into the Deuce when it was sent to Vietnam.



Still, the 317th persevered, and it remained Alaska's only air defense interceptor unit until 1963, when ADC began deploying CONUS based F-106s to Elmendorf on a rotating basis under the College Shoes and White Shoes programs. Even the vaunted Six had short legs by Alaska standards though, and things did not change much for the Soviet reconnaissance crews until the arrival of the F-4E to Elmendorf in 1970.

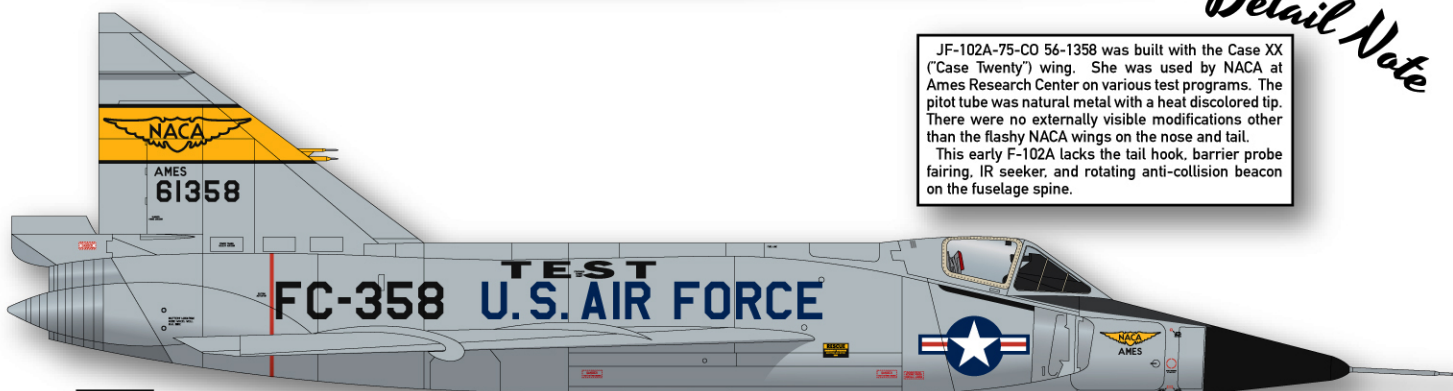
In July of 1966, control of the 317th was transferred to the newly formed 21st Composite Wing, still under Alaskan Air Command. By the middle of 1969 the Deuce's days were numbered, and the 317th was deactivated on 31 December of that year, replaced by the F-4Es of the newly arrived 43rd Tactical Fighter Wing.





During its tenure in Alaska, the 317th boasted the largest fleet of F-102s of any squadron in the Air Force, with as many as 40 aircraft on strength. It performed more live intercepts of Soviet aircraft than any other squadron except the 57th FIS at Keflavik, Iceland, and its Deuces were a much loved and familiar sight in the skies of the 49th state for many years.



Detail Note

JF-102A-75-CO 56-1358 was built with the Case XX ("Case Twenty") wing. She was used by NACA at Ames Research Center on various test programs. The pitot tube was natural metal with a heat discolored tip. There were no externally visible modifications other than the flashy NACA wings on the nose and tail.
This early F-102A lacks the tail hook, barrier probe fairing, IR seeker, and rotating anti-collision beacon on the fuselage spine.



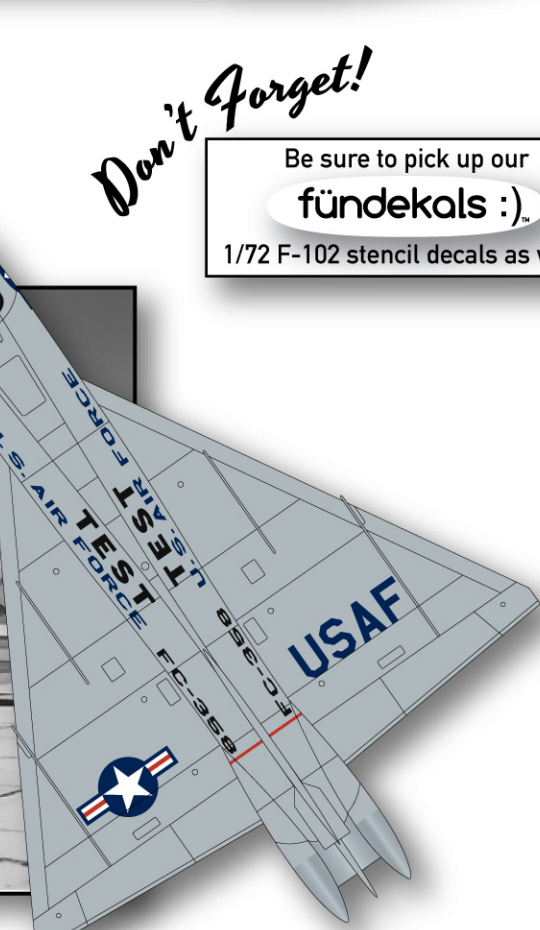
-  FS 16473
-  Flat Black
-  Semi-gloss Black
-  Natural Metal

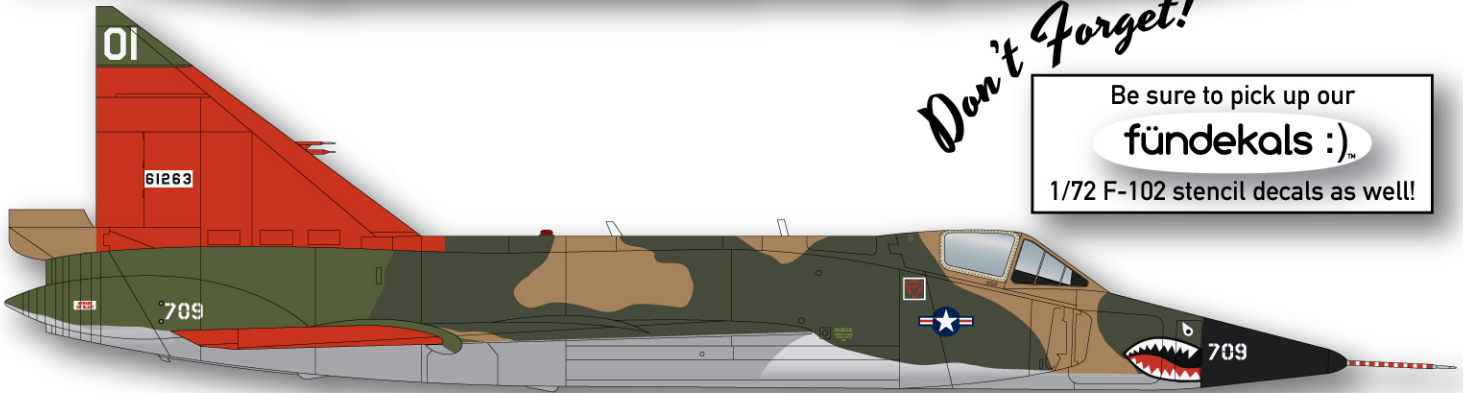
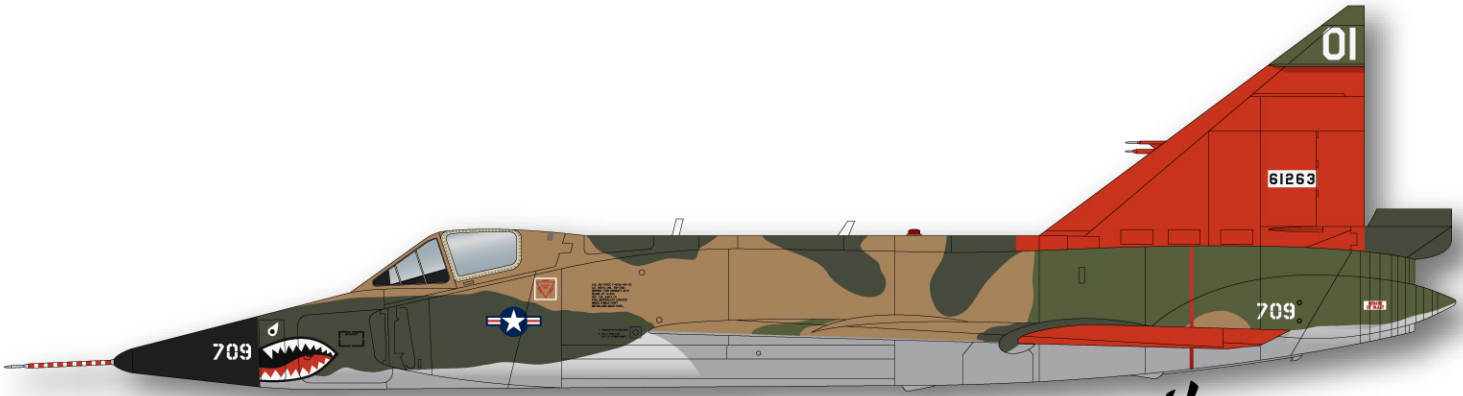
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1/72 F-102 stencil decals as well!



Photo: NASA





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Detail Note

Beginning in 1973 Sperry Rand Corporation began conversion of the first of an eventual 215 F-102As into PQM-102A and PQM-102B target drones under the Pave Deuce program name. The first flight of a PQM-102 took place in March of 1974, and the final drone was shot down in 1986. Pave Deuce provided a low cost, low risk solution to the need for a supersonic expendable target drone for live fire practice using air to air and surface to air missiles. The PQM-102A could not be flown by an onboard pilot. The second batch, of which 56-1263 was one, were delivered in a stripped down configuration, with all redundant onboard systems removed. Later batches, designated PQM-102B, retained full cockpit flight controls and could be flown by an onboard.

F-102A-65-CO 56-1263 was fitted with the Case X (Case Ten) wing. It served with a number of units, including the 317th FIS in Alaska (see our fundekals 317th F-102A decals), ending its operational days with the Idaho ANG, where it received this rather unique shark mouth motif. It features Southeast Asia camouflage common to other late service F-102s, with large areas of FS 12197 International Orange on the vertical fin and wing tips. The paint work was rather ratty looking.

Note that the glare shield splitter, rocket sight, and ejection seat were removed. We do not have any photos showing the cockpit configuration of the PQM-102A, but if you find any please let us know! This aircraft was lost in a takeoff accident at Holloman AFB, New Mexico in August of 1978.

Semi-gloss
Black



FS 12197



FS 30219



FS 34102



FS 34079



FS 36622

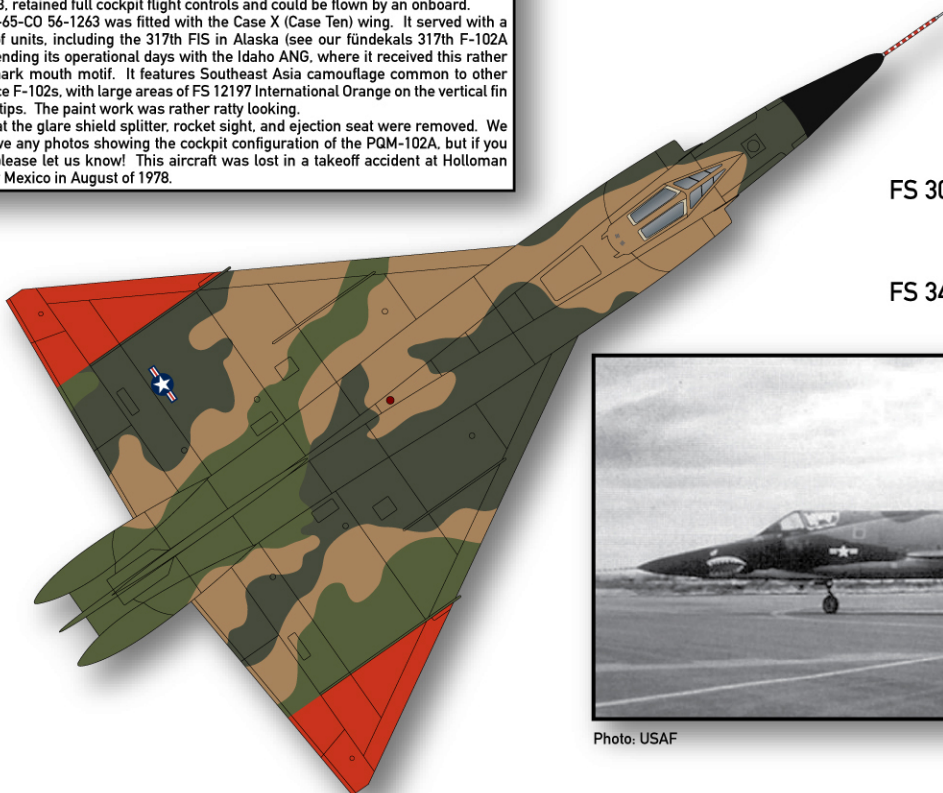
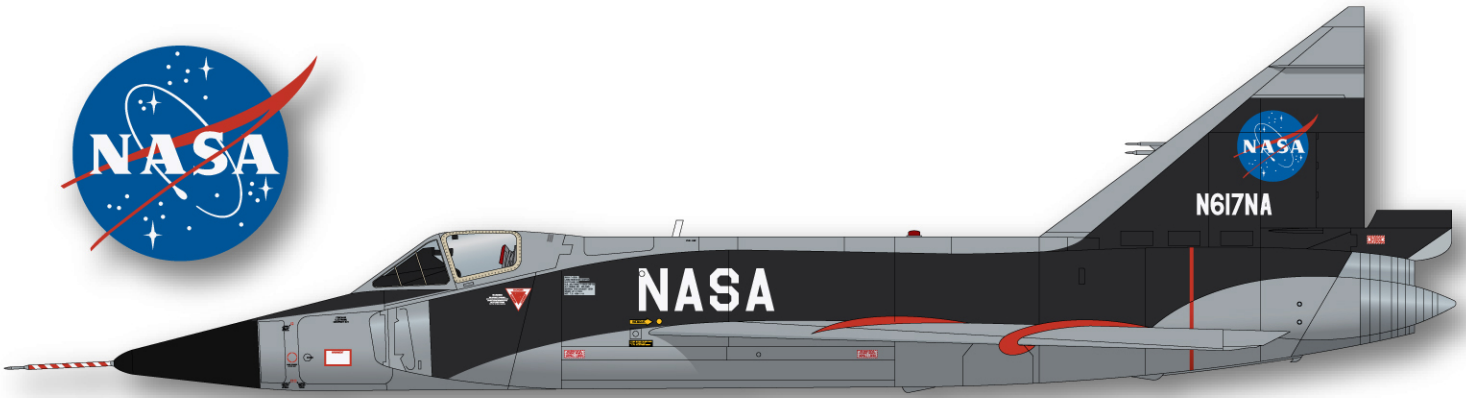
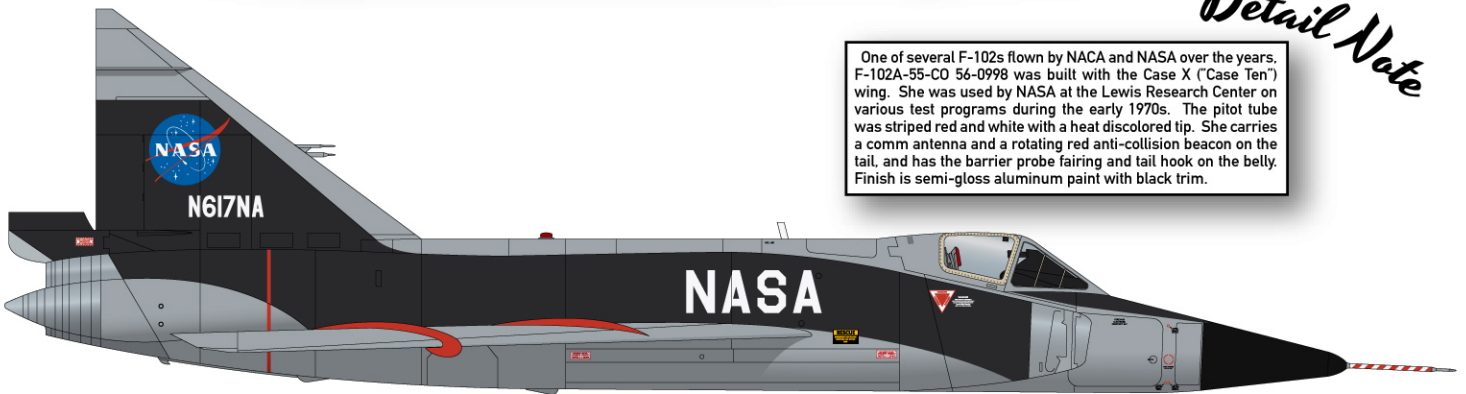


Photo: USAF







Detail Note

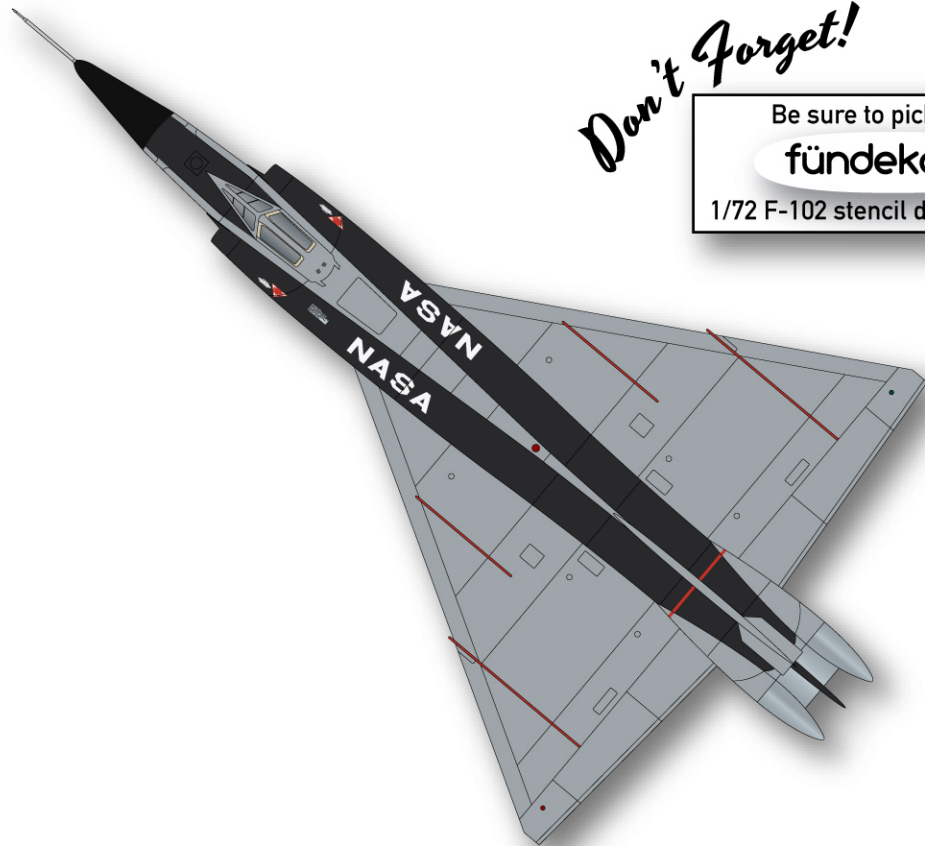
One of several F-102s flown by NACA and NASA over the years, F-102A-55-CO 56-0998 was built with the Case X ("Case Ten") wing. She was used by NASA at the Lewis Research Center on various test programs during the early 1970s. The pitot tube was striped red and white with a heat discolored tip. She carries a comm antenna and a rotating red anti-collision beacon on the tail, and has the barrier probe fairing and tail hook on the belly. Finish is semi-gloss aluminum paint with black trim.

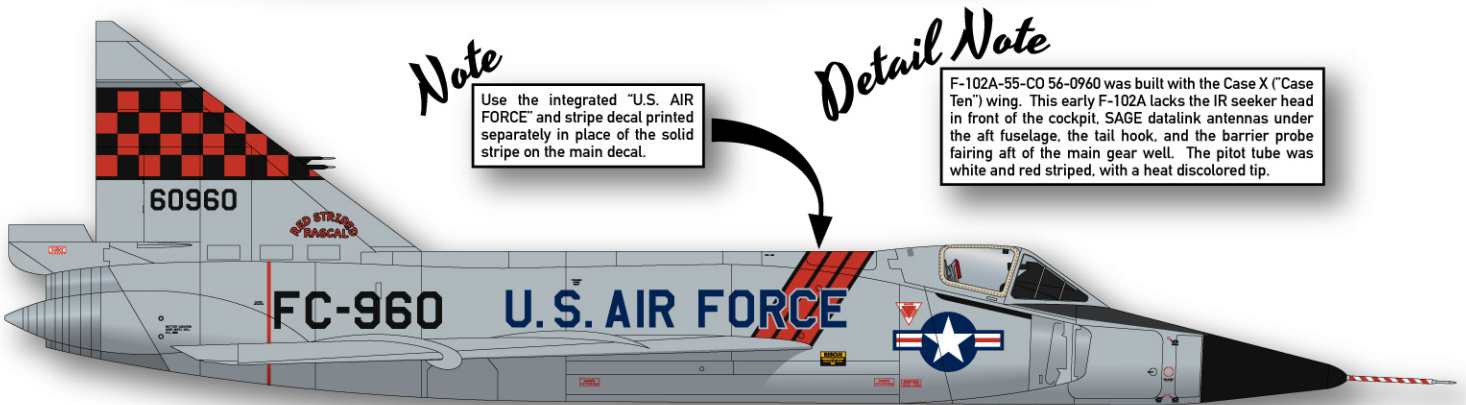


Don't Forget!

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 1/72 F-102 stencil decals as well!

-  Aluminum Paint
-  FS 11310
-  Flat Black
-  Semi-gloss Black





Note

Use the integrated "U.S. AIR FORCE" and stripe decal printed separately in place of the solid stripe on the main decal.

Detail Note

F-102A-55-CO 56-0960 was built with the Case X ("Case Ten") wing. This early F-102A lacks the IR seeker head in front of the cockpit, SAGE datalink antennas under the aft fuselage, the tail hook, and the barrier probe fairing aft of the main gear well. The pitot tube was white and red striped, with a heat discolored tip.

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FS 16473



Semi-gloss
Black



Natural Metal



Flat Black

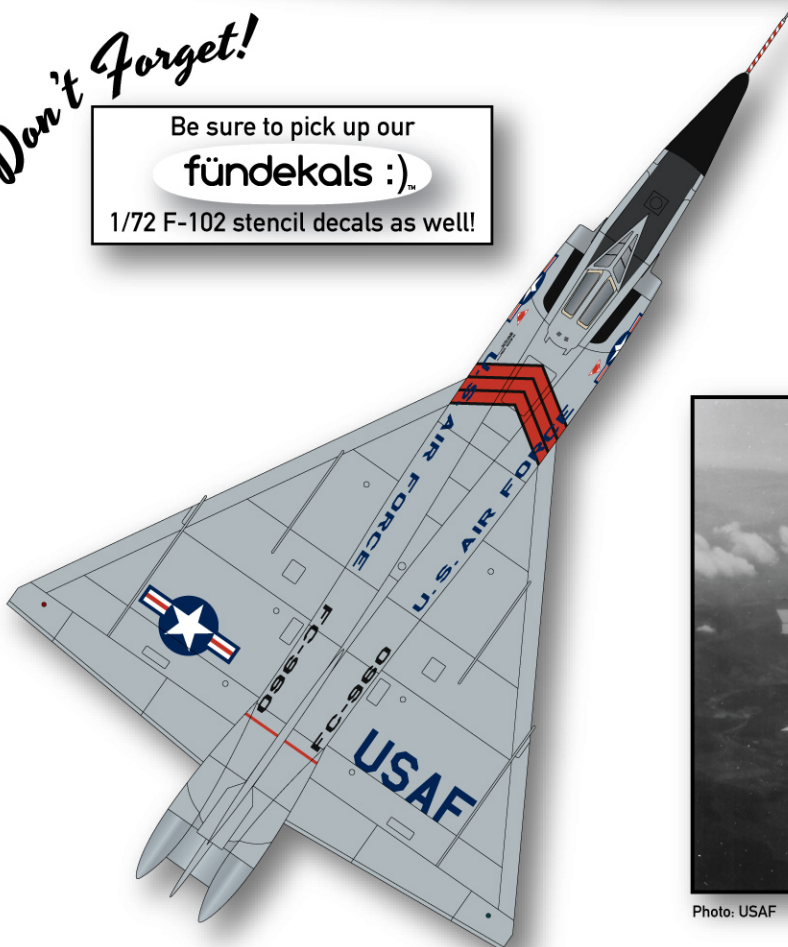


Photo: USAF