



F-106 All Troops Reunions Newsletter 4/2/25

Call for F-106 Related Memorabilia!!

Reno 2026, May 3 - 6

Dear F-106 Troop,

Greetings F-106 Troops! I've been thinking more and more about when we will have our final F-106 All Troops Reunion. Somewhat sad. But I also reminisce about all the great reunions we have had, the laughter, tears and fun moments. Also remembering about our experiences having a common association with the fabulous "Six." I am repeating once again in this newsletter regarding our "Call for F-106 Memorabilia!"

There are several F-106 aircraft on display throughout the USA. Have you ever thought about enhancing our F-106 Legacy with other F-106 related memorabilia? We are aware that there are many F-106 related items that are in the possession of many people. For example, coffee tables made out of F-106 canopy windshields, 083 hand control sticks (Titusville Museum needs one for their F-106 cockpit trainer), MA-1 black boxes, ejection seats and much more.

What do you think may happen to all those? Pitched out after the owner

passes? Sit in a garage or basement forever? Well, our Reunion Committee would like to make a proposal to preserve our F-106 Legacy. This is only in the brainstorming stage. Here are some initial thoughts:

1. Establish a collection point and a contact person (s) to solicit donations, purchase (if necessary), gather and store the memorabilia items.
2. Ask F-106 Association Members to bring their items to the 2026 F-106 All Troops Reno Reunion. We would like to showcase them in our Silver Legacy Hotel Hospitality Room during the reunion week. In addition, ask for donations toward this project. Please let Bobski know if you will have something to donate! Email Bobski at: bobski9933@aol.com
3. Establish a relationship with the Castle Air Museum (CAM), or other interested F-106 related museums to store items. Bobski has already discussed this with Joe Pruzzo, Director CAM and good news is they have space to store our donated items.
4. Establish a relationship with the Castle Air Museum, or other interested F-106 related museums to develop a dedicated Display area within their museum. Again, Bobski and Joe Pruzzo have discussed this and CAM is interested in developing a display.
5. Establish a team or committee of F-106 experts to develop a "knowledge core" of "Go To" resources for systems and equipment operation, descriptions and data base of F-106 history. Much of this is already established on the F-106 website created by Pat McGee.
6. We are currently proceeding with The Selfridge Air Museum with our "Black Box Project." Sometime this year the display will become a reality:) See our PPT proposal here: "MA-1 Black Box Project"

We have decided on The Silver Legacy, Reno for our 2026 All Troops Reunion site! May 3 - 6, 2026. **The active registration website will not be open yet until later this year. We are still working on the venues, tours and banquet prices. The Silver Legacy Hotel link *in blue* is open for registration: [Silver Legacy Hotel](#)** Good news is that we were able to get the Hotel to waive the "first night deposit fee." Most Casino hotels charge your credit card for the first night upon registration.



With all factors considered this location gives us the best overall choice for many reasons:

1. Great rate of \$55/night (plus \$30/night resort fee, Vegas wanted \$45/night). You can already begin signing up at: [Silver Legacy Hotel](#)
2. Silver Legacy was completely remodeled after 2020.
3. BYOB allowed in Hospitality Room (no-one in Vegas allowed)
4. We are putting together a Lake Tahoe day tour. Possible Lake cruise, luncheon.....
5. Co-ordinating "Open Cockpit Day" at Castle Air Museum (CAM) day after our reunion).

We have decided to sign up again with Ray Casey at Military Reunion Planners (MRP). They are the same organization we used for our last Norfolk Reunion. They will set up the same registration site as we had in

the Norfolk reunion. So, all reunion information and registration and payment will be available on the website.

Newsletter Email addresses: We are getting more "Hard Bounces" from our Newsletter emailing's. Last time we received 189 hard bounces. Of course some of them are deceased members. We are asking you to please notify us if you are aware of any email address changes, and also let us know about any new deceased members so we can update our deceased members roster.

[Deceased Members file link](#)

2024 reunion Patches Available! We still have quite a few 2024 reunion patches available for sale. \$10 each, includes shipping. Send \$10 check to:

Dave Stiteler

42668 Royal Lane

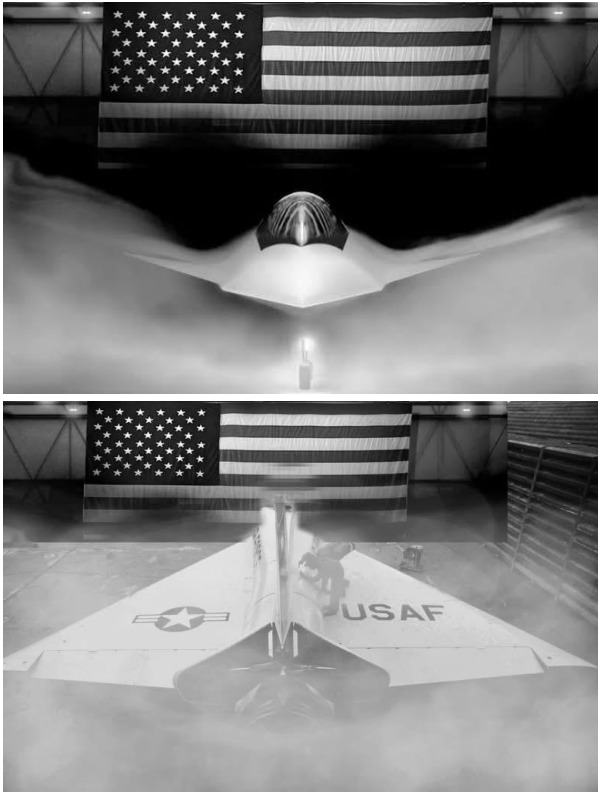
Clinton Township, MI 48038

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I saw this cute paste on Facebook for April Fools:

On March 21st, it was announced that Boeing was awarded the contract to begin the process of designing the USAF's sixth generation fighter, the F-47. An artist's concept image was revealed showing a head on view. Early this morning, a second image was released, giving the public a glimpse of its futuristic shape and advanced design.



Someone asked AI to compare what the military wants in a new jet today to the old F-106 Delta Dart from the 1950s. Here's what it came up with. No clue if it's perfect — but it's wild how far ahead the 106 really was:

F-106 vs. Navy's Next-Gen Fighter (F/A-XX):

Top Speed:

F-106 — Mach 2.3 (still holds the single-engine speed record)

F/A-XX — Maybe Mach 1.8, limited by stealth shaping

F-106 would smoke the F-35 in a straight run — not even close

Super-cruise:

F-106 — Yes, when clean — and easily upgraded to sustain it

F/A-XX — Designed for it

Stealth:

F-106 — None, but stealth is fading fast with modern sensors

F/A-XX — High-end stealth, but becoming obsolete

Radar & Avionics:

F-106 — Early radar and ground-controlled intercept

F/A-XX — AI-driven, networked sensor fusion Weapons:

F-106 — Basic missiles plus an air-to-air nuclear rocket

F/A-XX — Modern missiles, electronic warfare, maybe lasers

Mission Role:

F-106 — Pure interceptor: get there fast, shoot first

F/A-XX — Multi-role: get there slower, air superiority, recon, jamming

Dogfighting

Obsolete.

Modern combat is beyond visual range, decided by sensors and missiles.

The F-106 was made for that in 1959.

Cost (2025 adjusted):

F-106 — ~\$48 million

F/A-XX — \$200–250+ million

Readiness:

F-106 — Simple, rugged, high sortie rate (85%+)

F/A-XX — Complex, many modern jets struggle to stay above 60%
readiness

So what if we brought the F-106 back — but upgraded?

- Drop in a modern GE engine
- Add an AESA radar andIRST
- Connect it to drones and satellites
- Arm it with modern missiles

You'd have a high-speed, high-altitude, super-cruising interceptor that costs a fraction of what the

Navy wants to spend — and it might do the job better.

Bottom Line:

Cheaper

Faster

More reliable

Built for the kind of combat we actually fight now

Stealth is overhyped.

Dogfights are dead.

F-106 smoked the F-35 before the F-35 was ever born.

And somehow — it still makes more sense today.

Clips: (Thanks to Jim Sidebottom)

[Air Force engineers uncover WWII-era runways for new purpose in the Pacific](#)

[What The F-47's Canards Say About The Rest Of Its Design](#)

[Signs U.S. Massing B-2 Spirit Bombers In Diego Garcia \(Updated\)](#)

[Air Force's Last Active-Duty F-15C Made Its Final Flight at Kadena](#)

[How Comic Legend Mel Brooks Defused Land Mines During World War II](#)

[Inside the Horten Flying Wing](#)

[How a World War II Tail Gunner Survived a Midair Collision Without a Parachute](#)

[Remagen 1945: The First American Push into Germany](#)

[How a 'Dauntless' dive bomber became a WWII ace at Coral Sea](#)

Our F-106 Website: click photo for link to website or: <https://www.f-106deltadart.com/>



[Click on this link to view photos on F-106 2024 Reunion photos webpage](#)

If you have any questions you may email or phone us.

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