

File - F-108

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AFDRQ-AD/Lt Col McDonald/jrb/77876

MEMORANDUM FOR CHIEF, OPERATIONS AND WEAPONS SYSTEMS DIVISION, INSPECTOR GENERAL

SUBJECT: Trainer Version of F-108

1. At present a policy exists in the Air Force that requires a trainer version aircraft to be developed for each Century Series fighter. This policy further states that 4 UE aircraft of each squadron will be replaced by 4 trainer aircraft. While the policy does not state specifically, it has been interpreted in the past that the trainer versions will have a combat capability.

2. As the F-108 weapon system has progressed along in its normal development cycle, this subject has been closely studied. Following are some factors which affect this problem:

a. It appears the requirement cannot be satisfied by a dual control kit as in the F-101B since visibility in the rear cockpit is unacceptable. (Incl 1.)

b. Due to the high performance of this aircraft, providing a trainer version with acceptable visibility for the IP in the rear seat will be very difficult. The contractor has a study under way on a trainer configuration which should be completed by 1 November 1958.

c. It appears that a combat capable trainer version is not possible since much of the fire control system would have to be removed to install controls in the rear cockpit.

d. The F-108 was designed to have a 130-140 knot approach and a 99 knot stalling speed. It has a delta wing and two engine reliability. Since any trainer version of the F-108 in effect would serve only as a transition trainer for takeoff, landings and instruments it appears possible that an aircraft in the inventory possessing similar characteristics may fulfill this requirement. The F-106B is a Mach 2 delta wing interceptor that has landing speeds above that projected for the F-108.

e. The cost of a trainer version is presently estimated to be in excess of \$5 million per aircraft.

f. A complete mission simulator is scheduled for this weapon system.

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