



The F-101A was originally designed as a low-midwing, twin-jet, long-range fighter-interceptor. Distinctive in appearance, the thin, stubby wing has no dihedral, is back swept, and is both backward and forward tapered along the trailing edge, giving it an overall reverse-W shape. The twin engines are mounted at the wing roots, with their squared-off intakes protruding considerably forward of the wing's leading edge. A ventral fin fairing divides the exhaust outlets of the twin belly-mounted engines. The long, pointed fuselage has a bubble-type canopy on the cockpit which is forward mounted. The fuselage thickens through the engine area, then thins and tapers moderately upward, ending aft as a blunt tail cone. A "flying-tail-type" horizontal stabilizer with moderate dihedral is mounted high on the large-area vertical stabilizer which is stubby, sweptback, and squared off. A tandem two-seat version designated F-101B, a single seat fighter-bomber designated F-101C, and a reconnaissance version, the RF-101A, are also operational.

AIR FRAME		OPERATIONAL DATA		POWER PLANT	
Mfr.	McDONNELL	Max. Range (Naut.Miles)	1,000 plus	No. of Engines	2
Wing Span	39.7'	Crew No.	1	Model No.	J-57
Length	67.4'	Max. Speed (Knots)	870 approx.	Mfr.	P & W
Combat Weight (Lbs.)	40,000 approx.	Service Ceiling (Ft.)	48,000 approx.	Type	Turbojet
				Rating Each	10,200# plus 5,800# A.B.

