

Shenyang JJ-2 and FT-2



The Shenyang JJ-2 was a trainer, a licensed copy of the MiG-15UTI.

Many Soviet-built MiG-15bis fighters served in the PLAAF under the designation J-2, but unlike the JJ-2 the J-2 was not manufactured in China.

Versions

JJ-2 and FT-2

The Shenyang JJ-2 was a licensed copy of the MiG-15UTI trainer. The MiG-15UTI in turn was essentially a MiG-15 with a second cockpit and reduced armament. The FT-2 was the export version of the JJ-2. The NATO reporting name is Midget.

It was used extensively by the PLAAF and PLAN.

Armament and Stores

It is conceivable that the JJ-2 used the same stores as the MiG-15, especially 250L FTs.

Combat

The PLAN used the JJ-2 to attempt to intercept ROCAF overflights around 1960.

ADCs

- Shenyang JJ-2
- Shenyang FT-2

See Also

- Mikoyan-Gurevich MiG-15

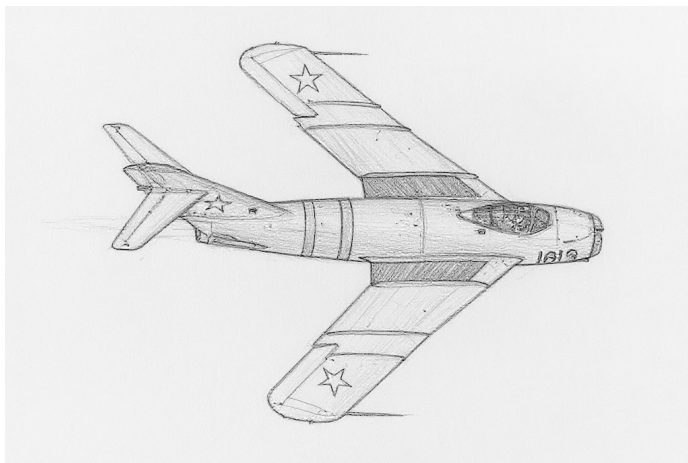
Photo Credit

- MiG-15UTI: wallycacsabre (CC-BY-2.0)

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|---|--|-------|--|-----------|--|-----------|--|-----------|--|--|--|--------|--|--------|--|-----|--|--|--|
| Shenyang JJ-2 | | | | | | | | | | Crew: Pilot and Observer | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | | | |
| Power APs/DPs: ○ | | | | | | | | | | Turn DPs: | | | | | | | | | |
| CL | | 1/2 | | DT | | Fuel | | CL | | 1/2 | | DT | | | | | | | |
| AB | | — | | — | | — | | TT | | 0.0 | | 1.0 | | | | | | | |
| M | | 1.5 | | 1.0 | | 1.0 | | HT | | 1.0 | | 1.0 | | | | | | | |
| N | | 0.0 | | 0.0 | | 0.0 | | BT | | 2.0 | | 3.0 | | | | | | | |
| I | | 1.0 | | 1.0 | | 1.0 | | ET | | — | | — | | | | | | | |
| SPBR | | 1.0 | | 1.0 | | 2.0 | | | | | | | | | | | | | |
| | | | | | Cruise Spd. CL: 5.0 Restr. Arcs: — | | | | | | | | | | | | | | |
| | | | | | Climb Spd.: 3.5 Blind Arcs: 30– | | | | | | | | | | | | | | |
| | | | | | Visibility: 4 Internal Fuel: 100 | | | | | | | | | | | | | | |
| | | | | | Size: +1 AtA Refuel: No | | | | | | | | | | | | | | |
| | | | | | Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | | | | |
| Band Ceil. | | 51 | | 48 | | 44 | | Speed | | AB Oth | | AB Oth | | AB Oth | | | | | |
| EH+ | | 46+ | | 3.0 – 5.5 | | 3.0 – 5.0 | | — | | 6.0 | | — 0.5 | | — 0.5 | | EH+ | | | |
| VH | | 36–45 | | 2.5 – 6.0 | | 2.5 – 5.0 | | 2.5 – 5.0 | | 6.0 | | — 1.0 | | — 0.5 | | VH | | | |
| HI | | 26–35 | | 2.0 – 6.0 | | 2.0 – 5.5 | | 2.5 – 5.0 | | 6.5 | | — 1.0 | | — 1.0 | | HI | | | |
| MH | | 17–25 | | 1.5 – 6.0 | | 2.0 – 5.5 | | 2.0 – 5.0 | | 6.5 | | — 1.5 | | — 1.0 | | MH | | | |
| ML | | 8–16 | | 1.5 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.0 | | — 1.5 | | — 1.0 | | ML | | | |
| LO | | 0–7 | | 1.0 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.0 | | — 1.5 | | — 1.5 | | LO | | | |
| | | | | | | | | | | | | | | | | | | | |
| Radar: — | | | | | ECM: | | | | | Weapon Stations Diagram: | | | | | | | | | |
| ECCM: — | | | | | RWR: — | | | | | | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | | | | | | |
| Guns: One 12.7 mm A-12.7 | | | | | Technology: | | | | | Load Point Limits: | | | | | | | | | |
| To Hit: 3/1/– | | | | | None | | | | | CL : 0–1 | | | | | | | | | |
| Ammunition: 3.0 | | | | | | | | | | 1/2: 2–4 | | | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | | | Weight Limit: 1,600 DT : 5+ | | | | | | | | | |
| Ranging: — | | | | | | | | | | Station Limit Allowed Loads | | | | | | | | | |
| AtA/AtG: 1/1** | | | | | | | | | | 1 and 2 550 BB RK RP FT | | | | | | | | | |
| Bomb System: Manual | | | | | | | | | | Load Notes: | | | | | | | | | |
| | | | | | | | | | | 1. May use 250L, 300L, 400L, or 600L FTs. The larger tanks can be carried as an exception to the normal rules for load limits, but the turn rate is limited to HT if 300L or 400L tanks are used and to TT if 600L tanks are used. | | | | | | | | | |
| Notes: | | | | | | | | | | | | | | | | | | | |
| 1. The Shenyang JJ-2 is a two-seat training aircraft. It is licensed version of the MiG-15UTI. The NATO reporting name for the aircraft is Midget. | | | | | | | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 5.0. | | | | | | | | | | | | | | | | | | | |
| 3. Hit rolls at high transonic speed or greater have a +1 modifier to the hit roll due to instability generated by the conventional horizontal stabilizers and elevators. | | | | | | | | | | | | | | | | | | | |
| VPs: 7/5/2/1 | | | | | | | | | | | | | | | | | | | |
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| Shenyang FT-2 | | | | | | | | | | Crew: Pilot and Observer | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: <div>LR/DR1.01.5</div> <div>VR0.5</div> | | | | | | | | | | | | | | | | | | | |
| Turn DPs: <div>CL1/2DT</div> <div>TT0.01.01.0</div> <div>HT1.01.01.0</div> <div>BT2.03.03.0</div> <div>ET— — —</div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | Power APs/DPs: <div>CL1/2DTFuel</div> <div>AB— — — —</div> <div>M1.51.01.01.0</div> <div>N0.00.00.00.5</div> <div>I1.01.01.00.0</div> <div>SPBR1.01.02.0—</div> | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cruise Spd. CL: 5.0 Restr. Arcs: — Climb Spd.: 3.5 Blind Arcs: 30– Visibility: 4 Internal Fuel: 100 Size: +1 AtA Refuel: No Vulnerability: +1 Ejection Seat: Early | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | | | | | | | | | | | |
| Alt. Band | Conf. Ceil. | CL 51 | | 1/2 48 | | DT 44 | | Dive Speed | | CL AB Oth | | 1/2 AB Oth | | DT AB Oth | | | | | | | | | | | | | | | |
| EH+ | 46+ | 3.0 – 5.5 | | 3.0 – 5.0 | | — | | 6.0 | | — | 0.5 | — | 0.5 | — | — | EH+ | | | | | | | | | | | | | |
| VH | 36–45 | 2.5 – 6.0 | | 2.5 – 5.0 | | 2.5 – 5.0 | | 6.0 | | — | 1.0 | — | 0.5 | — | 0.5 | VH | | | | | | | | | | | | | |
| HI | 26–35 | 2.0 – 6.0 | | 2.0 – 5.5 | | 2.5 – 5.0 | | 6.5 | | — | 1.0 | — | 1.0 | — | 0.5 | HI | | | | | | | | | | | | | |
| MH | 17–25 | 1.5 – 6.0 | | 2.0 – 5.5 | | 2.0 – 5.0 | | 6.5 | | — | 1.5 | — | 1.0 | — | 1.0 | MH | | | | | | | | | | | | | |
| ML | 8–16 | 1.5 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.0 | | — | 1.5 | — | 1.0 | — | 1.0 | ML | | | | | | | | | | | | | |
| LO | 0–7 | 1.0 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.0 | | — | 1.5 | — | 1.5 | — | 1.0 | LO | | | | | | | | | | | | | |
| Radar: ECCM: Arcs: Search: Track: Lock-On: | | | | | — — — — — — | | | | | ECM: RWR: DDS: DJM: AJM: BJM: | | | | | — — — — — — | | | | | Weapon Stations Diagram: | | | | | | | | | |
| Guns: To Hit: Ammunition: Gunsight: Ranging: AtA/AtG: | | | | | One 12.7 mm A-12.7 3/1/– 3.0 TT+0/HT+2/BT+3 — 1/1** | | | | | Technology: None | | | | | Load Point Limits: CL : 0–1 1/2: 2–4 | | | | | | | | | | | | | | |
| Bomb System: | | | | | Manual | | | | | Weight Limit: 1,600 | | | | | DT : 5+ | | | | | | | | | | | | | | |
| Notes: 1. The Shenyang FT-2 is a two-seat training aircraft. It is the export version of the Shenyang JJ-2 and is a licensed version of the MiG-15UTI. The NATO reporting name for the aircraft is Midget. 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 5.0. 3. Hit rolls at high transonic speed or greater have a +1 modifier to the hit roll due to instability generated by the conventional horizontal stabilizers and elevators. | | | | | | | | | | Station 1 and 2 | | | | | Limit 550 | | | | | | | | | | Allowed Loads BB RK RP FT | | | | |
| | | | | | | | | | | Load Notes: 1. May use 250L, 300L, 400L, or 600L FTs. The larger tanks can be carried as an exception to the normal rules for load limits, but the turn rate is limited to HT if 300L or 400L tanks are used and to TT if 600L tanks are used. | | | | | | | | | | | | | | | | | | | |
| VPs: 7/5/2/1 | | | | | | | | | | v2 0000000 0000-00-00T00:00:00 | | | | | | | | | | | | | | | | | | | |

Shenyang J-5 and F-5



The Shenyang J-5 was a day fighter, interceptor, and trainer. The initial versions were licensed copies of the MiG-17F and PF, but the JJ-5 trainer was a subsequent independent development.

A number of Soviet-built MiG-17s served in the PLAAF as the J.4, but this version was not manufactured in China.

Versions

J-5 and F-5

The J-5 (also known as the Type 56 and the Dongfeng-101) was a licensed copy of the MiG-17F day fighter. It was produced from about 1956 until about 1969. The F-5 was the export version of the J-5. The NATO reporting name for both is Fresco-C.

The J-5 served with the PLAAF and PLAN, alongside the original MiG-17PF, from 1956 until about 1990. It was also exported to the air forces of Albania, Bangladesh, Cambodia, Indonesia, North Korea, Pakistan, Sri Lanka, Sudan, Vietnam, and Zambia.

J-5A

The J-5 was a licensed copy of the MiG-17PF interceptor. It was produced from about 1964 until about 1969. The J-5A was apparently not exported. The NATO reporting name for both is Fresco-D.

The J-5A served with the PLAAF, alongside the original MiG-17PF, from 1964 until about 1990.

JJ-5 and FT-5

The JJ-5 was a trainer developed by Shenyang and based on the J-5. It has a similar cockpit configuration to the MiG-15UTI, the non-afterburning Klimov VK-1A engine from the early MiG-17, and retained only the belly 23 mm cannon. The FT-5 was the export version of the JJ-5.

The J-5 served with the PLAAF and PLAN from 1968. It was also exported to the air forces of Albania, Bangladesh, North Korea, Pakistan, Sudan, Tanzania, Zambia, and Zimbabwe.

Armament and Stores

Typical load for an air-to-air mission would be fuel tanks for endurance or, from 1961, two AA-2 IRMs. A typical load for air-to-ground missions was two 250 kg bombs.

Combat

Chinese J-5s and J-5As saw combat against ROCAF aircraft in the late 1950s and early 1960s. Vietnamese F-5s (alongside original MiG-17Fs) were used by the VNAF during and after the Vietnam War.

ADCs

- Shenyang J-5
- Shenyang F-5
- Shenyang J-5A
- Shenyang JJ-5
- Shenyang FT-5

See Also

- Mikoyan-Gurevich MiG-17

Photo Credit

- MiG-17: Balon Greyjoy (Public Domain)

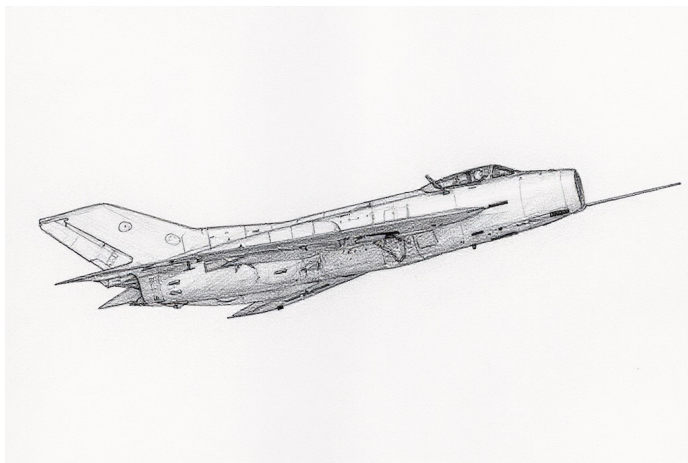
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|--|-------------|-----------|-----------------------------------|-----------|--|--------------------|-----|--------|--------------------------|--------------------|-----|-----|--|
| Shenyang J-5 | | | | | | | | | | Crew: Pilot | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | |
| Power APs/DPs: | | | | Turn DPs: | | | | | | | | | |
| CL | 1/2 | DT | Fuel | CL | | | | | | 1/2 | DT | | |
| AB | 2.5 | 2.0 | 2.0 | 3.0 | TT | 0.0 | 0.0 | 1.0 | | | | | |
| M | 1.5 | 1.5 | 1.0 | 1.0 | HT | 1.0 | 1.0 | 1.0 | | | | | |
| N | 0.0 | 0.0 | 0.0 | 0.5 | BT | 2.0 | 2.0 | 3.0 | | | | | |
| I | 1.0 | 1.0 | 2.0 | 0.0 | ET | 3.0 | 3.0 | — | | | | | |
| SPBR | 1.0 | 1.0 | 2.0 | — | No lag or displacement rolls if speed ≥ 5.0. | | | | | | | | |
| | | | | | Cruise Spd. CL: 4.5 Restr. Arcs: 180L | | | | | | | | |
| | | | | | Climb Spd.: 3.5 Blind Arcs: 30– | | | | | | | | |
| | | | | | Visibility: 4 Internal Fuel: 130 | | | | | | | | |
| | | | | | Size: +1 AtA Refuel: No | | | | | | | | |
| | | | | | Vulnerability: +1 Ejection Seat: Early | | | | | | | | |
| Speeds and Ceilings | | | | | | Climb Capabilities | | | | | | | |
| Alt. Band | Conf. Ceil. | CL 54 | 1/2 50 | DT 46 | Dive Speed | CL AB | Oth | 1/2 AB | Oth | DT AB | Oth | | |
| EH+ | 46+ | 3.0 – 6.0 | 3.0 – 5.5 | 3.5 – 5.0 | 6.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | EH+ | |
| VH | 36–45 | 2.5 – 6.0 | 3.0 – 5.5 | 3.0 – 5.0 | 6.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | VH | |
| HI | 26–35 | 2.0 – 6.0 | 2.5 – 6.0 | 2.5 – 5.5 | 7.0 | 1.5 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | HI | |
| MH | 17–25 | 1.5 – 6.5 | 2.0 – 6.0 | 2.0 – 5.5 | 7.0 | 1.5 | 1.0 | 1.5 | 0.5 | 1.0 | 0.5 | MH | |
| ML | 8–16 | 1.0 – 7.0 | 1.5 – 6.5 | 1.5 – 5.5 | 7.5 | 2.0 | 1.0 | 1.5 | 1.0 | 1.5 | 0.5 | ML | |
| LO | 0–7 | 1.0 – 6.5 | 1.5 – 6.0 | 1.5 – 5.5 | 7.5 | 2.0 | 1.0 | 2.0 | 1.0 | 1.5 | 1.0 | LO | |
| | | | | | | | | | | | | | |
| Radar: | | | — | | ECM: | | IFF | | Weapon Stations Diagram: | | | | |
| ECCM: | | | — | | RWR: | | — | | | | | | |
| Arcs: | | | — | | DDS: | | — | | | | | | |
| Search: | | | — | | DJM: | | — | | | | | | |
| Track: | | | — | | AJM: | | — | | | | | | |
| Lock-On: | | | — | | BJM: | | — | | | | | | |
| Guns: | | | Two 23 mm NR-23 One 37 mm N-37 | | Technology: | | | | Load Point Limits: | | | | |
| To Hit: | | | 4/2/1 | | None | | | | CL : 0–2 | | | | |
| Ammunition: | | | 3.0 | | | | | | 1/2: 3–4 | | | | |
| Gunsight: | | | TT+0/HT+2/BT+3 | | | | | | Weight Limit: 2,500 | | | | |
| Ranging: | | | — | | | | | | DT : 5+ | | | | |
| AtA/AtG: | | | 5/4 | | | | | | | | | | |
| Bomb System: | | | Manual | | | | | | | | | | |
| Notes: | | | | | | | | | | | | | |
| 1. The Shenyang J-5 is a day fighter. It is licensed version of the MiG-17F. The NATO reporting name for the aircraft is Fresco-C. | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 4.0. | | | | | | | | | | | | | |
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| Shenyang J-5A | | | | | | | | | | Crew: Pilot | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | | | | | | | | | | | | | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Turn DPs: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CL | | 1/2 | | DT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TT | | 0.0 | | 0.0 | | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HT | | 1.0 | | 1.0 | | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT | | 2.0 | | 2.0 | | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ET | | 3.0 | | 3.0 | | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Power APs/DPs: ○ | | | | | Cruise Spd. CL: | | 4.5 | | Restr. Arcs: | | 180L | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Climb Spd.: | | 3.5 | | Blind Arcs: | | 30– | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Visibility: | | 4 | | Internal Fuel: | | 130 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Size: | | +1 | | AtA Refuel: | | No | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Vulnerability: | | +1 | | Ejection Seat: | | Early | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | No lag or displacement rolls if speed ≥ 5.0. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | Climb Capabilities | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alt. Band | Conf. Ceil. | CL 54 | | 1/2 50 | | DT 46 | | Dive Speed | | CL AB Oth | | 1/2 AB Oth | | DT AB Oth | | | | | | | | | | | | | | | | | | | | |
| EH+ | 46+ | 3.0 – 6.0 | | 3.0 – 5.5 | | 3.5 – 5.0 | | 6.5 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | EH+ | | | | | | | | | | | | | | | | | | |
| VH | 36–45 | 2.5 – 6.0 | | 3.0 – 5.5 | | 3.0 – 5.0 | | 6.5 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | VH | | | | | | | | | | | | | | | | | | |
| HI | 26–35 | 2.0 – 6.0 | | 2.5 – 6.0 | | 2.5 – 5.5 | | 7.0 | | 1.5 0.5 | | 1.0 0.5 | | 1.0 0.5 | | HI | | | | | | | | | | | | | | | | | | |
| MH | 17–25 | 1.5 – 6.5 | | 2.0 – 6.0 | | 2.0 – 5.5 | | 7.0 | | 1.5 1.0 | | 1.5 0.5 | | 1.0 0.5 | | MH | | | | | | | | | | | | | | | | | | |
| ML | 8–16 | 1.0 – 7.0 | | 1.5 – 6.5 | | 1.5 – 5.5 | | 7.5 | | 2.0 1.0 | | 1.5 1.0 | | 1.5 0.5 | | ML | | | | | | | | | | | | | | | | | | |
| LO | 0–7 | 1.0 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.5 | | 2.0 1.0 | | 2.0 1.0 | | 1.5 1.0 | | LO | | | | | | | | | | | | | | | | | | |
| Radar: | | | | | RP-1 Izumrud | | | | | ECM: | | | | | IFF | | | | | Weapon Stations Diagram: | | | | | | | | | | | | | | |
| ECCM: | | | | | 0 | | | | | RWR: | | | | | — | | | | | | | | | | | | | | | | | | | |
| Arcs: | | | | | Limited | | | | | DDS: | | | | | — | | | | | | | | | | | | | | | | | | | |
| Search: | | | | | 18–6 | | | | | DJM: | | | | | — | | | | | | | | | | | | | | | | | | | |
| Track: | | | | | 6–6 | | | | | AJM: | | | | | — | | | | | | | | | | | | | | | | | | | |
| Lock-On: | | | | | 6 | | | | | BJM: | | | | | — | | | | | | | | | | | | | | | | | | | |
| Guns: | | | | | Three 23 mm NR-23 | | | | | Technology: | | | | | None | | | | | Load Point Limits: | | | | | CL : 0–2 | | | | | | | | | |
| To Hit: | | | | | 5/3/2 | | | | | | | | | | | | | | | 1/2: 3–4 | | | | | | | | | | | | | | |
| Ammunition: | | | | | 3.0 | | | | | | | | | | | | | | | Weight Limit: | | | | | 2,500 | | | | | DT : 5+ | | | | |
| Gunsight: | | | | | TT+0/HT+2/BT+3 | | | | | | | | | | | | | | | Station | | | | | Limit | | | | | Allowed Loads | | | | |
| Ranging: | | | | | RE | | | | | | | | | | | | | | | 1 and 2 | | | | | 700 | | | | | BB RK RP FT IRM | | | | |
| AtA/AtG: | | | | | 5/5 | | | | | | | | | | | | | | | Load Notes: | | | | | | | | | | | | | | |
| Bomb System: | | | | | Manual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Notes: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. The Shenyang J-5A is an interceptor. It is a licensed version of the MiG-17PF. The NATO reporting name for the aircraft is Fresco-D and for the radar is Scan Odd. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 4.0. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Shenyang JJ-5 | | | | | | | | | | Crew: Pilot and Observer | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | |
| Power APs/DPs: ○ | | | | | | | | | | Turn DPs: | | | | |
| | | | | | | | | | | CL | | 1/2 | | DT |
| AB | — | — | — | — | TT | 0.0 | 0.0 | 1.0 | | | | | | |
| M | 1.5 | 1.5 | 1.0 | 1.0 | HT | 1.0 | 1.0 | 1.0 | | | | | | |
| N | 0.0 | 0.0 | 0.0 | 0.5 | BT | 2.0 | 2.0 | 3.0 | | | | | | |
| I | 1.0 | 1.0 | 2.0 | 0.0 | ET | 3.0 | 3.0 | — | | | | | | |
| SPBR | 1.0 | 1.0 | 2.0 | — | No lag or displacement rolls if speed ≥ 5.0. | | | | | | | | | |
| Cruise Spd. CL: 4.5 Restr. Arcs: 180L | | | | | | | | | | | | | | |
| Climb Spd.: 3.5 Blind Arcs: 30– | | | | | | | | | | | | | | |
| Visibility: 4 Internal Fuel: 130 | | | | | | | | | | | | | | |
| Size: +1 AtA Refuel: No | | | | | | | | | | | | | | |
| Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | Climb Capabilities | | | | | | | |
| Alt. Band | Conf. Ceil. | CL 54 | 1/2 50 | DT 46 | Dive Speed | CL AB | Oth | 1/2 AB | Oth | DT AB | Oth | | | |
| EH+ | 46+ | 3.0 – 6.0 | 3.0 – 5.5 | 3.5 – 5.0 | 6.5 | — | 0.5 | — | 0.5 | — | 0.5 | EH+ | | |
| VH | 36–45 | 2.5 – 6.0 | 3.0 – 5.5 | 3.0 – 5.0 | 6.5 | — | 0.5 | — | 0.5 | — | 0.5 | VH | | |
| HI | 26–35 | 2.0 – 6.0 | 2.5 – 6.0 | 2.5 – 5.5 | 7.0 | — | 0.5 | — | 0.5 | — | 0.5 | HI | | |
| MH | 17–25 | 1.5 – 6.5 | 2.0 – 6.0 | 2.0 – 5.5 | 7.0 | — | 1.0 | — | 0.5 | — | 0.5 | MH | | |
| ML | 8–16 | 1.0 – 7.0 | 1.5 – 6.5 | 1.5 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 0.5 | ML | | |
| LO | 0–7 | 1.0 – 6.5 | 1.5 – 6.0 | 1.5 – 5.5 | 7.5 | — | 1.0 | — | 1.0 | — | 1.0 | LO | | |
| Radar: — | | | | | ECM: IFF | | Weapon Stations Diagram: | | | | | | | |
| ECCM: — | | | | | RWR: — | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | |
| Guns: One 23 mm NR-23 | | | | | Technology: None | | Load Point Limits: CL : 0–2 | | | | | | | |
| To Hit: 4/2/1 | | | | | | | 1/2: 3–4 | | | | | | | |
| Ammunition: 3.0 | | | | | | | Weight Limit: 2,500 DT : 5+ | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | Station Limit Allowed Loads | | | | | | | |
| Ranging: — | | | | | | | 1 and 2 700 BB RK RP FT IRM | | | | | | | |
| AtA/AtG: 3/2 | | | | | | | Load Notes: | | | | | | | |
| Bomb System: Manual | | | | | 1. May use 250L, 300L, 400L, or 600L FTs. As an exception to the normal rules for load limits, 600L tanks can be carried, but the turn rate is limited to BT. | | | | | | | | | |
| Notes: 1. The Shenyang JJ-5 is a trainer. It is a development of the J-5, with a similar cockpit configure to the MiG-15UTI, the non-afterburning Klimov VK-1A engine from the early MiG-17, and retained only the belly 23 mm cannon. 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 4.0. | | | | | 2. From 1961, may use AA-2 IRMs. | | | | | | | | | |
| | | | | | | | | | | | | | | |
| VPs: 11/7/4/2 | | | | | | | v2 0000000 0000-00-00T00:00:00 | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------|--|-----------|---------------------|-----------|--|-----------|--|---|--|-----------|--|------------|--|-----------|--|-----|--|-----------------------------------|--|
| Shenyang FT-5 | | | | | | | | | | Crew: Pilot and Observer | | | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | | | |
| LR/DR | | 1.0 | | 1.5 | | | | | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | | | | | |
| Power APs/DPs: ○ | | | | | | | | | | Turn DPs: | | | | | | | | | | | |
| CL | | 1/2 | | DT | | | | | | Fuel | | CL | | 1/2 | | DT | | | | | |
| AB | | — | | — | | | | | | — | | TT | | 0.0 | | 0.0 | | 1.0 | | | |
| M | | 1.5 | | 1.5 | | 1.0 | | 1.0 | | HT | | 1.0 | | 1.0 | | | | | | | |
| N | | 0.0 | | 0.0 | | 0.0 | | 0.5 | | BT | | 2.0 | | 2.0 | | 3.0 | | | | | |
| I | | 1.0 | | 1.0 | | 2.0 | | 0.0 | | ET | | 3.0 | | 3.0 | | — | | | | | |
| SPBR | | 1.0 | | 1.0 | | 2.0 | | — | | No lag or displacement rolls if speed ≥ 5.0. | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Cruise Spd. CL: 4.5 | | | | | Restr. Arcs: 180L | | | | | | | | | | | |
| | | | | | Climb Spd.: 3.5 | | | | | Blind Arcs: 30– | | | | | | | | | | | |
| | | | | | Visibility: 4 | | | | | Internal Fuel: 130 | | | | | | | | | | | |
| | | | | | Size: +1 | | | | | AtA Refuel: No | | | | | | | | | | | |
| | | | | | Vulnerability: +1 | | | | | Ejection Seat: Early | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | | | |
| Alt. Band | | Conf. Ceil. | | CL 54 | | 1/2 50 | | DT 46 | | Dive Speed | | CL AB Oth | | 1/2 AB Oth | | DT AB Oth | | | | | |
| EH+ | | 46+ | | 3.0 – 6.0 | | 3.0 – 5.5 | | 3.5 – 5.0 | | 6.5 | | — 0.5 | | — 0.5 | | — 0.5 | | EH+ | | | |
| VH | | 36–45 | | 2.5 – 6.0 | | 3.0 – 5.5 | | 3.0 – 5.0 | | 6.5 | | — 0.5 | | — 0.5 | | — 0.5 | | VH | | | |
| HI | | 26–35 | | 2.0 – 6.0 | | 2.5 – 6.0 | | 2.5 – 5.5 | | 7.0 | | — 0.5 | | — 0.5 | | — 0.5 | | HI | | | |
| MH | | 17–25 | | 1.5 – 6.5 | | 2.0 – 6.0 | | 2.0 – 5.5 | | 7.0 | | — 1.0 | | — 0.5 | | — 0.5 | | MH | | | |
| ML | | 8–16 | | 1.0 – 7.0 | | 1.5 – 6.5 | | 1.5 – 5.5 | | 7.5 | | — 1.0 | | — 1.0 | | — 0.5 | | ML | | | |
| LO | | 0–7 | | 1.0 – 6.5 | | 1.5 – 6.0 | | 1.5 – 5.5 | | 7.5 | | — 1.0 | | — 1.0 | | — 1.0 | | LO | | | |
| Radar: — | | | | | ECM: IFF | | | | | Weapon Stations Diagram: | | | | | | | | | | | |
| ECCM: — | | | | | RWR: — | | | | | | | | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | | | | | | | | |
| Guns: One 23 mm NR-23 | | | | | Technology: | | | | | Load Point Limits: | | | | | | | | | | CL : 0–2 | |
| To Hit: 4/2/1 | | | | | None | | | | | | | | | | | | | | | 1/2: 3–4 | |
| Ammunition: 3.0 | | | | | | | | | | Weight Limit: 2,500 | | | | | | | | | | DT : 5+ | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | | | Station Limit Allowed Loads | | | | | | | | | | | |
| Ranging: — | | | | | | | | | | 1 and 2 700 BB RK RP FT IRM | | | | | | | | | | | |
| AtA/AtG: 3/2 | | | | | | | | | | Load Notes: | | | | | | | | | | | |
| Bomb System: Manual | | | | | | | | | | 1. May use 250L, 300L, 400L, or 600L FTs. As an exception to the normal rules for load limits, 600L tanks can be carried, but the turn rate is limited to BT. | | | | | | | | | | | |
| | | | | | | | | | | 2. From 1961, may use AA-2 IRMs. | | | | | | | | | | | |
| Notes: | | | | | | | | | | | | | | | | | | | | | |
| 1. The Shenyang FT-5 is a trainer. It is a development of the J-5, with a similar cockpit configure to the MiG-15UTI, the non-afterburning Klimov VK-1A engine from the early MiG-17, and retained only the belly 23 mm cannon. It is the export version of the JJ-5. | | | | | | | | | | | | | | | | | | | | | |
| 2. High transonic drag (HTD). Low roll rate (LRR) if speed ≥ 4.0. | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | VPs: 11/7/4/2 | | | | | | | | | | v2 0000000 0000-00-00T00:00:00 | |

Shenyang J-6 and F-6



The Shenyang J-6 was a day fighter, interceptor, and trainer. It was derived from the MiG-19.

Versions

J-6 and F-6

The J-6 was a day fighter similar to the MiG-19S. It was manufactured starting in 1961 and continued at least into the 1980s. The F-6 was the export version.

The J-6 was a mainstay of the PLAAF and PLAN until replaced by more modern types in the late 1990s. The F-6 was exported to Albania, Bangladesh, Cambodia, Egypt, Iran, Iraq, Myanmar, North Korea, Pakistan, Sudan, Somalia, Tanzania, Vietnam, and Zambia.

The F-6 was used by the Pakistan Air Force from 1965 to 2002, and was modified with a more modern ejector seat, two additional weapon stations wired to carry AIM-9 IRMs, and the ability to carry a special ventral fuel tank.

J-6A

The J-6A was an interceptor similar to the MiG-19P. It was manufactured starting in 1958. From 1975, it could be equipped with PL-2 IRMs.

The J-6A served with the PLAAF.

J-6B

The J-6B was a missile-armed interceptor similar to the MiG-19PM and equipped with PL-1 BRMs.

The J-6B served with the PLAAF.

J-6C and F-6C

The J-6C was a later version of the J-6, with the brake parachute moved to a fairing at the base of the rudder and other minor changes. The F-6C was the export version.

The J-6C served with the PLAAF. The F-6C was exported to Somalia, Sudan, and Tanzania.

JJ-6 and FT-6

The Shenyang JJ-6 was a trainer. It was a modified version of the Shenyang J-6, with a second cockpit and only one cannon. The FT-6 was the export version.

The JJ-6 was used by the PLAAF. The FT-6 was used by Albania, Egypt, Pakistan, Somalia, Sudan, Tanzania, and Zambia.

Armament and Stores

The two internal 30 mm cannons were the primary air-to-air weapons in the early years. In later years, these were supplemented by PL-2 IRMs in the J-6A and PL-1 BRMs in the J-6B. F-6s in the Pakistan Air Force also carried AIM-9 IRMs.

For air-to-ground missions, typical loads would be 500 lb or 250 kg bombs and ORO-57 rocket pods.

Given the short endurance on internal fuel, 760L fuel tanks were carried on almost all missions.

Combat

Chinese PLAAF J-6s shot down a USAF F-104C that had strayed over Hainan Island in 1965. PLAAF J-6s engaged ROCAF F-104Gs during the 1967 Taiwan Strait Conflict.

The F-6 saw combat with the Pakistan Air Force in the 1971 Indo-Pakistan War, with the VPAF from 1969 until the fall of South Vietnam in 1975, with the Tanzanian Air Force in the 1978-1979 Uganda-Tanzania War, with both sides in the Iran-Iraq War, with the Somali Air Force in border skirmishes with Ethiopia in 1981 and later during the Somali Rebellion, and with the Sudanese Air Force in the Second Sudanese Civil War in the 1980s and early 1990s.

ADCs

- Shenyang J-6
- Shenyang F-6
- Shenyang F-6 (PAF)
- Shenyang J-6A
- Shenyang J-6B
- Shenyang J-6C
- Shenyang F-6C
- Shenyang JJ-6
- Shenyang FT-6

See Also

- Mikoyan-Gurevich MiG-19

Photo Credit

- J-6: Alert5 (CC BY-SA 4.0)

| | | | | | |
|---|-------------------|--------------------|------|--|-----------------------------------|
| Radar: | — | ECM: | IFF | Weapon Stations Diagram: | |
| ECCM: | — | RWR: | A | | |
| Arcs: | — | DDS: | — | | |
| Search: | — | DJM: | — | | |
| Track: | — | AJM: | — | | |
| Lock-On: | — | BJM: | — | | |
| Guns: | Three 30 mm NR-30 | Technology: | None | Load Point Limits: | CL : 0–2 |
| To Hit: | 6/3/2 | | | 1/2: 3–6 | |
| Ammunition: | 2.5 | | | Weight Limit: 3,900 | DT : 7+ |
| Gunsight: | TT+0/HT+2/BT+3 | | | | |
| Ranging: | — | | | | |
| AtA/AtG: | 6/9 | | | Station | Limit Allowed Loads |
| Bomb System: | Manual | | | 1 and 4 | 1,400 FT |
| | | | | 2 and 3 | 550 BB RP RK DR |
| Notes: 1. The Shenyang J-6 is a day fighter. It is licensed version of the MiG-19S. The NATO reporting name for the aircraft is Farmer-C. 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | Load Notes: | |
| | | | | 1. May use 760L FTs on stations 1 and 4. | |
| | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | |
| VPs: 16/11/5/3 | | | | v2.0000000 0000-00-00T00:00:00 | |

| | | | | | | | | | | | | | | | | | |
|--------------------------|--|-----------|--|-----------|---|-----------|--|-------|--|--|--|---------|--|---------|--|-----|--|
| Shenyang F-6 | | | | | | | | | | Crew: Pilot | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | |
| LR/DR | | 1.0 | | 1.0 | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | |
| Turn DPs: | | | | | | | | | | | | | | | | | |
| CL | | 1/2 | | DT | | | | | | | | | | | | | |
| TT | | 1.0 | | 1.0 | | | | | | | | | | | | | |
| HT | | 2.0 | | 2.0 | | | | | | | | | | | | | |
| BT | | 3.0 | | 3.0 | | | | | | | | | | | | | |
| ET | | 3.0 | | 4.0 | | | | | | | | | | | | | |
| Power APs/DPs: ○○ | | | | | Cruise Spd. CL: 5.5 Restr. Arcs: 60– | | | | | | | | | | | | |
| CL 1/2 DT Fuel | | | | | Climb Spd.: 4.5 Blind Arcs: 30– | | | | | | | | | | | | |
| AB 3.5 3.0 2.5 5.0 | | | | | Visibility: 5 Internal Fuel: 180 | | | | | | | | | | | | |
| M 2.5 2.0 2.0 2.0 | | | | | Size: +0 AtA Refuel: No | | | | | | | | | | | | |
| N 0.0 0.0 0.0 1.0 | | | | | Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | | | |
| I 1.0 1.0 1.0 0.0 | | | | | | | | | | | | | | | | | |
| SPBR 1.0 2.0 2.0 — | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | | |
| Band Ceil. | | 58 | | 53 | | 48 | | Speed | | AB Oth | | AB Oth | | AB Oth | | | |
| EH+ 46+ | | 3.5 – 8.0 | | 4.0 – 7.5 | | 4.5 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | EH+ | |
| VH 36–45 | | 3.0 – 8.5 | | 3.5 – 8.0 | | 4.0 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | VH | |
| HI 26–35 | | 3.0 – 9.0 | | 3.0 – 8.0 | | 3.0 – 7.5 | | 10.0 | | 2.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | HI | |
| MH 17–25 | | 2.5 – 8.5 | | 3.0 – 8.0 | | 3.0 – 7.0 | | 9.0 | | 3.0 1.0 | | 2.0 1.0 | | 1.0 0.5 | | MH | |
| ML 8–16 | | 2.5 – 7.5 | | 2.5 – 7.0 | | 2.5 – 6.5 | | 8.5 | | 4.0 2.0 | | 3.0 1.0 | | 2.0 1.0 | | ML | |
| LO 0–7 | | 2.0 – 7.0 | | 2.5 – 6.5 | | 2.5 – 6.0 | | 8.0 | | 5.0 2.0 | | 4.0 1.0 | | 3.0 1.0 | | LO | |
| Radar: — | | | | | ECM: IFF | | | | | Weapon Stations Diagram: | | | | | | | |
| ECCM: — | | | | | RWR: A | | | | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | | | | |
| Guns: Three 30 mm NR-30 | | | | | Technology: | | | | | Load Point Limits: | | | | | | | |
| To Hit: 6/3/2 | | | | | None | | | | | CL : 0–2 | | | | | | | |
| Ammunition: 2.5 | | | | | | | | | | 1/2: 3–6 | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | | | Weight Limit: 3,900 DT : 7+ | | | | | | | |
| Ranging: — | | | | | | | | | | Station Limit Allowed Loads | | | | | | | |
| AtA/AtG: 6/9 | | | | | | | | | | 1 and 4 1,400 FT | | | | | | | |
| | | | | | | | | | | 2 and 3 550 BB RP RK DR | | | | | | | |
| Bomb System: Manual | | | | | | | | | | Load Notes: | | | | | | | |
| Notes: | | | | | 1. The Shenyang F-6 is a day fighter. It is the export version of the Shenyang J-6 and a licensed version of the MiG-19S. The NATO reporting name for the aircraft is Farmer-C. 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | 1. May use 760L FTs on stations 1 and 4. | | | | | | | |
| | | | | | | | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | | | | | | | |
| VPs: 16/11/5/3 | | | | | | | | | | v2 0000000 0000-00-00T00:00:00 | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|--|--|-----------|--|-------------|--------------------------------------|-----------|--|-----------------------------|--|---|--|---------|--|---------|--|-----|--|--|--|
| Shenyang F-6 (PAF) | | | | | | | | | | Crew: Pilot | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | |
| LR/DR | | 1.0 | | 1.0 | | | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | | | |
| Turn DPs: | | | | | | | | | | | | | | | | | | | |
| CL | | 1/2 | | DT | | | | | | | | | | | | | | | |
| TT | | 1.0 | | 1.0 | | | | | | | | | | | | | | | |
| HT | | 2.0 | | 2.0 | | | | | | | | | | | | | | | |
| BT | | 3.0 | | 3.0 | | | | | | | | | | | | | | | |
| ET | | 3.0 | | 4.0 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Power APs/DPs: ○○ | | | | | Cruise Spd. CL: 5.5 Restr. Arcs: 60– | | | | | | | | | | | | | | |
| CL 1/2 DT Fuel | | | | | Climb Spd.: 4.5 Blind Arcs: 30– | | | | | | | | | | | | | | |
| AB 3.5 3.0 2.5 5.0 | | | | | Visibility: 5 Internal Fuel: 180 | | | | | | | | | | | | | | |
| M 2.5 2.0 2.0 2.0 | | | | | Size: +0 AtA Refuel: No | | | | | | | | | | | | | | |
| N 0.0 0.0 0.0 1.0 | | | | | Vulnerability: +1 Ejection Seat: Std | | | | | | | | | | | | | | |
| I 1.0 1.0 1.0 0.0 | | | | | | | | | | | | | | | | | | | |
| SPBR 1.0 2.0 2.0 – | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | | | | |
| Band Ceil. | | 58 | | 53 | | 48 | | Speed | | AB Oth | | AB Oth | | AB Oth | | | | | |
| EH+ 46+ | | 3.5 – 8.0 | | 4.0 – 7.5 | | 4.5 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | EH+ | | | |
| VH 36–45 | | 3.0 – 8.5 | | 3.5 – 8.0 | | 4.0 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | VH | | | |
| HI 26–35 | | 3.0 – 9.0 | | 3.0 – 8.0 | | 3.0 – 7.5 | | 10.0 | | 2.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | HI | | | |
| MH 17–25 | | 2.5 – 8.5 | | 3.0 – 8.0 | | 3.0 – 7.0 | | 9.0 | | 3.0 1.0 | | 2.0 1.0 | | 1.0 0.5 | | MH | | | |
| ML 8–16 | | 2.5 – 7.5 | | 2.5 – 7.0 | | 2.5 – 6.5 | | 8.5 | | 4.0 2.0 | | 3.0 1.0 | | 2.0 1.0 | | ML | | | |
| LO 0–7 | | 2.0 – 7.0 | | 2.5 – 6.5 | | 2.5 – 6.0 | | 8.0 | | 5.0 2.0 | | 4.0 1.0 | | 3.0 1.0 | | LO | | | |
| | | | | | | | | | | | | | | | | | | | |
| Radar: — | | | | ECM: IFF | | | | Weapon Stations Diagram: | | | | | | | | | | | |
| ECCM: — | | | | RWR: A | | | | | | | | | | | | | | | |
| Arcs: — | | | | DDS: — | | | | | | | | | | | | | | | |
| Search: — | | | | DJM: — | | | | | | | | | | | | | | | |
| Track: — | | | | AJM: — | | | | | | | | | | | | | | | |
| Lock-On: — | | | | BJM: — | | | | | | | | | | | | | | | |
| Guns: Three 30 mm NR-30 | | | | Technology: | | | | Load Point Limits: CL : 0–2 | | | | | | | | | | | |
| To Hit: 6/3/2 | | | | None | | | | 1/2: 3–6 | | | | | | | | | | | |
| Ammunition: 2.5 | | | | | | | | Weight Limit: 3,900 DT : 7+ | | | | | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | Station Limit Allowed Loads | | | | | | | | | | | |
| Ranging: — | | | | | | | | 1 and 7 200 IRM | | | | | | | | | | | |
| AtA/AtG: 6/9 | | | | | | | | 2 and 6 1,400 BB RP RK FT | | | | | | | | | | | |
| Bomb System: Manual | | | | | | | | 3 and 5 550 BB RP RK | | | | | | | | | | | |
| | | | | | | | | 4 1,400 FT | | | | | | | | | | | |
| Notes: | | | | | | | | | | Load Notes: | | | | | | | | | |
| 1. The Shenyang F-6 is a day fighter. It is the export version of the Shenyang J-6 and a licensed version of the MiG-19S. The “PAF” version is modified with two additional stations for AIM-9 IRMs, a ventral fuel tank, and an improved ejection seat. The NATO reporting name for the aircraft is Farmer-C. 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | | | | | | 1. May use AIM-9 IRMs on stations 1 and 7. | | | | | | | | | |
| | | | | | | | | | | 2. May use 760L FTs on stations 2 and 6. | | | | | | | | | |
| | | | | | | | | | | 3. May use SNEB 68 mm RPs on stations 3 and 5. | | | | | | | | | |
| | | | | | | | | | | 4. May only use a special ventral conformal 750L FT on station 4. The fuel tank has a full weight of 1400, a load of 3.0/2.0, and a capacity of 65 fuel points. | | | | | | | | | |
| | | | | | | | | | | VPs: 16/11/5/3 | | | | | | | | | |
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|--|--|-----------|--|-----------|--|-----------|--|-------|--|--|--|---------|--|---------|--|-----|--|--|--|
| Shenyang J-6A | | | | | | | | | | Crew: Pilot | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | |
| LR/DR | | | | 1.0 | | | | | | 1.0 | | | | | | | | | |
| VR | | | | | | | | | | 0.5 | | | | | | | | | |
| Turn DPs: | | | | | | | | | | | | | | | | | | | |
| CL | | | | 1/2 | | | | | | DT | | | | | | | | | |
| TT | | | | 1.0 | | | | | | 1.0 | | 1.0 | | | | | | | |
| HT | | | | 2.0 | | | | | | 2.0 | | 2.0 | | | | | | | |
| BT | | | | 3.0 | | | | | | 3.0 | | 3.0 | | | | | | | |
| ET | | | | 3.0 | | | | | | 4.0 | | — | | | | | | | |
| Power APs/DPs: ○○ | | | | | Cruise Spd. CL: 5.5 Restr. Arcs: 60– | | | | | | | | | | | | | | |
| CL 1/2 DT Fuel | | | | | Climb Spd.: 4.5 Blind Arcs: 30– | | | | | | | | | | | | | | |
| AB 3.5 3.0 2.5 5.0 | | | | | Visibility: 5 Internal Fuel: 180 | | | | | | | | | | | | | | |
| M 2.5 2.0 2.0 2.0 | | | | | Size: +0 AtA Refuel: No | | | | | | | | | | | | | | |
| N 0.0 0.0 0.0 1.0 | | | | | Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | | | | | |
| I 1.0 1.0 1.0 0.0 | | | | | | | | | | | | | | | | | | | |
| SPBR 1.0 2.0 2.0 — | | | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | | | | |
| Band Ceil. | | 58 | | 53 | | 48 | | Speed | | AB Oth | | AB Oth | | AB Oth | | | | | |
| EH+ 46+ | | 3.5 – 8.0 | | 4.0 – 7.5 | | 4.5 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | EH+ | | | |
| VH 36–45 | | 3.0 – 8.5 | | 3.5 – 8.0 | | 4.0 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | VH | | | |
| HI 26–35 | | 3.0 – 9.0 | | 3.0 – 8.0 | | 3.0 – 7.5 | | 10.0 | | 2.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | HI | | | |
| MH 17–25 | | 2.5 – 8.5 | | 3.0 – 8.0 | | 3.0 – 7.0 | | 9.0 | | 3.0 1.0 | | 2.0 1.0 | | 1.0 0.5 | | MH | | | |
| ML 8–16 | | 2.5 – 7.5 | | 2.5 – 7.0 | | 2.5 – 6.5 | | 8.5 | | 4.0 2.0 | | 3.0 1.0 | | 2.0 1.0 | | ML | | | |
| LO 0–7 | | 2.0 – 7.0 | | 2.5 – 6.5 | | 2.5 – 6.0 | | 8.0 | | 5.0 2.0 | | 4.0 1.0 | | 3.0 1.0 | | LO | | | |
| Radar: RP-1 Izumrud | | | | | ECM: IFF | | | | | Weapon Stations Diagram: | | | | | | | | | |
| ECCM: 0 | | | | | RWR: A | | | | | | | | | | | | | | |
| Arcs: Limited | | | | | DDS: — | | | | | | | | | | | | | | |
| Search: 18–6 | | | | | DJM: — | | | | | | | | | | | | | | |
| Track: 6–6 | | | | | AJM: — | | | | | | | | | | | | | | |
| Lock-On: 7 | | | | | BJM: — | | | | | | | | | | | | | | |
| Guns: Two 30 mm NR-30 | | | | | Technology: | | | | | Load Point Limits: CL : 0–2 | | | | | | | | | |
| To Hit: 5/3/1 | | | | | None | | | | | 1/2: 3–6 | | | | | | | | | |
| Ammunition: 2.5 | | | | | | | | | | Weight Limit: 3,900 DT : 7+ | | | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | | | Station Limit Allowed Loads | | | | | | | | | |
| Ranging: RE | | | | | | | | | | 1 and 6 200 IRM | | | | | | | | | |
| AtA/AtG: 5/6 | | | | | | | | | | 2 and 5 1,400 FT | | | | | | | | | |
| Bomb System: Manual | | | | | | | | | | 3 and 4 550 BB RP RK DR | | | | | | | | | |
| Notes: | | | | | | | | | | Load Notes: | | | | | | | | | |
| 1. The Shenyang J-6A is an interceptor. It is derived from the MiG-19P. The NATO reporting name for the aircraft is Farmer-D and for the radar is Scan Odd. | | | | | | | | | | 1. May use 760L FTs on stations 1 and 4. | | | | | | | | | |
| 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | | | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | | | | | | | | | |
| | | | | | | | | | | 3. From 1975, may use PL-2 IRMs. | | | | | | | | | |
| VPs: 16/11/5/3 | | | | | | | | | | v2 0000000 0000-00-00T00:00:00 | | | | | | | | | |

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|---|-------------|-----------|-----------|--|--|-----------|-----------------------------|-----------|-----|-----------------------------------|--|--|--|--|
| Shenyang J-6C | | | | | <div>Crew: Pilot</div> <div>Maneuver HFPs/DPs:</div> <div>LR/DR1.01.0</div> <div>VR0.5</div> <div>Turn DPs:</div> <div>CL1/2DT</div> <div>TT1.01.01.0</div> <div>HT2.02.02.0</div> <div>BT3.03.03.0</div> <div>ET3.04.0—</div> | | | | | | | | | |
| | | | | | | | | | | Power APs/DPs: ○○ | | | | |
| CL | 1/2 | DT | Fuel | Cruise Spd. CL: 5.5 Restr. Arcs: 60– Climb Spd.: 4.5 Blind Arcs: 30– Visibility: 5 Internal Fuel: 180 Size: +0 AtA Refuel: No Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | |
| AB | 3.5 | 3.0 | 2.5 | | | | | | | 5.0 | | | | |
| M | 2.5 | 2.0 | 2.0 | | | | | | | 2.0 | | | | |
| N | 0.0 | 0.0 | 0.0 | | | | | | | 1.0 | | | | |
| I | 1.0 | 1.0 | 1.0 | | | | | | | 0.0 | | | | |
| SPBR | 1.0 | 2.0 | 2.0 | — | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | |
| Alt. Band | Conf. Ceil. | CL 58 | 1/2 53 | DT 48 | Dive Speed | CL AB Oth | 1/2 AB Oth | DT AB Oth | | | | | | |
| EH+ | 46+ | 3.5 – 8.0 | 4.0 – 7.5 | 4.5 – 7.0 | 10.0 | 1.0 0.5 | 1.0 0.5 | 1.0 0.5 | EH+ | | | | | |
| VH | 36–45 | 3.0 – 8.5 | 3.5 – 8.0 | 4.0 – 7.0 | 10.0 | 1.0 0.5 | 1.0 0.5 | 1.0 0.5 | VH | | | | | |
| HI | 26–35 | 3.0 – 9.0 | 3.0 – 8.0 | 3.0 – 7.5 | 10.0 | 2.0 0.5 | 1.0 0.5 | 1.0 0.5 | HI | | | | | |
| MH | 17–25 | 2.5 – 8.5 | 3.0 – 8.0 | 3.0 – 7.0 | 9.0 | 3.0 1.0 | 2.0 1.0 | 1.0 0.5 | MH | | | | | |
| ML | 8–16 | 2.5 – 7.5 | 2.5 – 7.0 | 2.5 – 6.5 | 8.5 | 4.0 2.0 | 3.0 1.0 | 2.0 1.0 | ML | | | | | |
| LO | 0–7 | 2.0 – 7.0 | 2.5 – 6.5 | 2.5 – 6.0 | 8.0 | 5.0 2.0 | 4.0 1.0 | 3.0 1.0 | LO | | | | | |
| Radar: — | | | | | ECM: IFF | | Weapon Stations Diagram: | | | | | | | |
| ECCM: — | | | | | RWR: A | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | |
| Guns: Three 30 mm NR-30 | | | | | Technology: None | | Load Point Limits: CL : 0–2 | | | | | | | |
| To Hit: 6/3/2 | | | | | | | 1/2: 3–6 | | | | | | | |
| Ammunition: 2.5 | | | | | | | Weight Limit: 3,900 DT : 7+ | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | Station Limit Allowed Loads | | | | | | | |
| Ranging: — | | | | | | | 1 and 4 1,400 FT | | | | | | | |
| AtA/AtG: 6/9 | | | | | 2 and 3 550 BB RP RK DR | | | | | | | | | |
| Bomb System: Manual | | | | | Load Notes: | | | | | | | | | |
| Notes: 1. The Shenyang J-6C is a day fighter. It is a slightly modified version of the Shenyang J-6. The NATO reporting name for the aircraft is Farmer-C. 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | 1. May use 760L FTs on stations 1 and 4. | | | | | | | | | |
| | | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | | | | | | | | | |
| | | | | | VPs: 16/11/5/3 | | | | | v2 0000000 0000-00-00T00:00:00 | | | | |

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|---|--|-----------|--|-----------|--|-----------|--|-------|--|--|--|---------|--|---------|--|-----|--|--|--|
| Shenyang F-6C | | | | | | | | | | Crew: Pilot | | | | | | | | | |
| | | | | | | | | | | Maneuver HFPs/DPs: | | | | | | | | | |
| LR/DR | | 1.0 | | 1.0 | | | | | | | | | | | | | | | |
| VR | | | | 0.5 | | | | | | | | | | | | | | | |
| Turn DPs: | | | | | | | | | | | | | | | | | | | |
| Power APs/DPs: ○○ | | | | | Cruise Spd. CL: 5.5 Restr. Arcs: 60– | | | | | CL | | 1/2 | | DT | | | | | |
| | | | | | | | | | | TT | | 1.0 | | 1.0 | | 1.0 | | | |
| AB 3.5 3.0 2.5 5.0 | | | | | Climb Spd.: 4.5 Blind Arcs: 30– | | | | | HT | | 2.0 | | 2.0 | | | | | |
| M 2.5 2.0 2.0 2.0 | | | | | Visibility: 5 Internal Fuel: 180 | | | | | BT | | 3.0 | | 3.0 | | | | | |
| N 0.0 0.0 0.0 1.0 | | | | | Size: +0 AtA Refuel: No | | | | | ET | | 3.0 | | 4.0 | | | | | |
| I 1.0 1.0 1.0 0.0 | | | | | Vulnerability: +1 Ejection Seat: Early | | | | | | | | | | | | | | |
| SPBR 1.0 2.0 2.0 — | | | | | | | | | | | | | | | | | | | |
| Speeds and Ceilings | | | | | | | | | | Climb Capabilities | | | | | | | | | |
| Alt. Conf. | | CL | | 1/2 | | DT | | Dive | | CL | | 1/2 | | DT | | | | | |
| Band Ceil. | | 58 | | 53 | | 48 | | Speed | | AB Oth | | AB Oth | | AB Oth | | | | | |
| EH+ 46+ | | 3.5 – 8.0 | | 4.0 – 7.5 | | 4.5 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | EH+ | | | |
| VH 36–45 | | 3.0 – 8.5 | | 3.5 – 8.0 | | 4.0 – 7.0 | | 10.0 | | 1.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | VH | | | |
| HI 26–35 | | 3.0 – 9.0 | | 3.0 – 8.0 | | 3.0 – 7.5 | | 10.0 | | 2.0 0.5 | | 1.0 0.5 | | 1.0 0.5 | | HI | | | |
| MH 17–25 | | 2.5 – 8.5 | | 3.0 – 8.0 | | 3.0 – 7.0 | | 9.0 | | 3.0 1.0 | | 2.0 1.0 | | 1.0 0.5 | | MH | | | |
| ML 8–16 | | 2.5 – 7.5 | | 2.5 – 7.0 | | 2.5 – 6.5 | | 8.5 | | 4.0 2.0 | | 3.0 1.0 | | 2.0 1.0 | | ML | | | |
| LO 0–7 | | 2.0 – 7.0 | | 2.5 – 6.5 | | 2.5 – 6.0 | | 8.0 | | 5.0 2.0 | | 4.0 1.0 | | 3.0 1.0 | | LO | | | |
| Radar: — | | | | | ECM: IFF | | | | | Weapon Stations Diagram: | | | | | | | | | |
| ECCM: — | | | | | RWR: A | | | | | | | | | | | | | | |
| Arcs: — | | | | | DDS: — | | | | | | | | | | | | | | |
| Search: — | | | | | DJM: — | | | | | | | | | | | | | | |
| Track: — | | | | | AJM: — | | | | | | | | | | | | | | |
| Lock-On: — | | | | | BJM: — | | | | | | | | | | | | | | |
| Guns: Three 30 mm NR-30 | | | | | Technology: | | | | | Load Point Limits: | | | | | | | | | |
| To Hit: 6/3/2 | | | | | None | | | | | CL : 0–2 | | | | | | | | | |
| Ammunition: 2.5 | | | | | | | | | | 1/2: 3–6 | | | | | | | | | |
| Gunsight: TT+0/HT+2/BT+3 | | | | | | | | | | Weight Limit: 3,900 DT : 7+ | | | | | | | | | |
| Ranging: — | | | | | | | | | | Station Limit Allowed Loads | | | | | | | | | |
| AtA/AtG: 6/9 | | | | | | | | | | 1 and 4 1,400 FT | | | | | | | | | |
| | | | | | | | | | | 2 and 3 550 BB RP RK DR | | | | | | | | | |
| Bomb System: Manual | | | | | | | | | | Load Notes: | | | | | | | | | |
| Notes: 1. The Shenyang F-6C is a day fighter. It is the export version of the Shenyang J-6C and a licensed version of the MiG-19S. The NATO reporting name for the aircraft is Farmer-C. 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | | | | | | 1. May use 760L FTs on stations 1 and 4. | | | | | | | | | |
| | | | | | | | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | | | | | | | | | |
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| VPs: 16/11/5/3 | | | | | | | | | | v2 0000000 0000-00-00T00:00:00 | | | | | | | | | |

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|--|-------|-----------|-----|-----------|--------------------------|--------------------|-------------|----------------|-----|--------------------|--|-----|---------------|---------------|
| Shenyang JJ-6 | | | | | Crew: Pilot and Observer | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Power APs/DPs: ○○ | | | | | | | | | | Maneuver HFPs/DPs: | | | | |
| | | | | | | | | | | LR/DR | | 1.0 | 1.0 | |
| VR | | 0.5 | | | | | | | | | | | | |
| CL 1/2 DT Fuel | | | | | | | | | | Turn DPs: | | | | |
| | | | | | | | | | | CL | | 1/2 | DT | |
| AB | 3.5 | 3.0 | 2.5 | 5.0 | TT | 1.0 | 1.0 | 1.0 | | | | | | |
| M | 2.5 | 2.0 | 2.0 | 2.0 | HT | 2.0 | 2.0 | 2.0 | | | | | | |
| N | 0.0 | 0.0 | 0.0 | 1.0 | BT | 3.0 | 3.0 | 3.0 | | | | | | |
| I | 1.0 | 1.0 | 1.0 | 0.0 | ET | 3.0 | 4.0 | — | | | | | | |
| SPBR | 1.0 | 2.0 | 2.0 | — | | | | | | | | | | |
| | | | | | Cruise Spd. CL: | | 5.5 | Restr. Arcs: | | 60— | | | | |
| | | | | | Climb Spd.: | | 4.5 | Blind Arcs: | | 30— | | | | |
| | | | | | Visibility: | | 5 | Internal Fuel: | | 180 | | | | |
| | | | | | Size: | | +0 | AtA Refuel: | | No | | | | |
| | | | | | Vulnerability: | | +1 | Ejection Seat: | | Early | | | | |
| Speeds and Ceilings | | | | | | Climb Capabilities | | | | | | | | |
| Alt. | Conf. | CL | | 1/2 | DT | Dive | | CL | | 1/2 | | DT | | |
| Band | Ceil. | 58 | | 53 | 48 | Speed | | AB | Oth | AB | Oth | AB | Oth | |
| EH+ | 46+ | 3.5 – 8.0 | | 4.0 – 7.5 | 4.5 – 7.0 | 10.0 | | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | |
| VH | 36–45 | 3.0 – 8.5 | | 3.5 – 8.0 | 4.0 – 7.0 | 10.0 | | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | |
| HI | 26–35 | 3.0 – 9.0 | | 3.0 – 8.0 | 3.0 – 7.5 | 10.0 | | 2.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | |
| MH | 17–25 | 2.5 – 8.5 | | 3.0 – 8.0 | 3.0 – 7.0 | 9.0 | | 3.0 | 1.0 | 2.0 | 1.0 | 1.0 | 0.5 | |
| ML | 8–16 | 2.5 – 7.5 | | 2.5 – 7.0 | 2.5 – 6.5 | 8.5 | | 4.0 | 2.0 | 3.0 | 1.0 | 2.0 | 1.0 | |
| LO | 0–7 | 2.0 – 7.0 | | 2.5 – 6.5 | 2.5 – 6.0 | 8.0 | | 5.0 | 2.0 | 4.0 | 1.0 | 3.0 | 1.0 | |
| Radar: | | | | | — | | ECM: | | IFF | | Weapon Stations Diagram: | | | |
| ECCM: | | | | | — | | RWR: | | A | | | | | |
| Arcs: | | | | | — | | DDS: | | — | | | | | |
| Search: | | | | | — | | DJM: | | — | | | | | |
| Track: | | | | | — | | AJM: | | — | | | | | |
| Lock-On: | | | | | — | | BJM: | | — | | | | | |
| Guns: | | | | | One 30 mm NR-30 | | Technology: | | | | Load Point Limits: | | CL : 0–2 | |
| To Hit: | | | | | 6/3/2 | | None | | | | | | 1/2: 3–6 | |
| Ammunition: | | | | | 2.5 | | | | | | Weight Limit: | | 3,900 DT : 7+ | |
| Gunsight: | | | | | TT+0/HT+2/BT+3 | | | | | | Station | | Limit | Allowed Loads |
| Ranging: | | | | | — | | | | | | 1 and 4 | | 1,400 | FT |
| AtA/AtG: | | | | | 4/3 | | | | | | 2 and 3 | | 550 | BB RP RK DR |
| Bomb System: | | | | | Manual | | | | | | Load Notes: | | | |
| Notes: | | | | | | | | | | | 1. May use 760L FTs on stations 1 and 4. | | | |
| 1. The Shenyang JJ-6 is a trainer. It is a modified version of the Shenyang J-6, with a second cockpit and only one cannon. | | | | | | | | | | | 2. May use ORO-57K RPs or DRs each with two ORO-57K RPs on stations 2 and 3. | | | |
| 2. If a BT or ET is performed in the HI+ altitude bands, roll one die for each facing change after the first. On a 1 the aircraft suffers a maneuvering departure. | | | | | | | | | | | | | | |
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