

## SECTION 1

### HISTORICAL DATA

1.0 The Phantom II aircraft has a history dating back to 1953 which is highlighted with many advances in technology and management techniques. Throughout the 18-year history of the Phantom II the Naval Air Systems Command has been charged, by the Chief of Naval Operations and Secretary of Defense, with the management of the F-4 Weapon System Project which has expanded to include the acquisition of Phantom II aircraft for the USAF, USMC, Spain, the United Kingdom, Germany, Japan, Israel, Australia, Korea, and Iran.

1.1 Figures 1.1 through 1.10 herein depict significant milestones in the history of the Phantom II while Figures 1.11 through 1.24 contain a summary of structural, weight, and performance criteria commencing with the F-4A and extending through the current production models.

1.2 Evolution of the Phantom II began in September 1953 with the submittal of an unsolicited proposal, by McDonnell Aircraft Company, for a single place, twin-J65-powered, all weather general purpose aircraft armed with four 20mm cannons and incorporating 11 external stores stations which was designated F-3H-G. This proposal was subsequently rejected primarily because similar aircraft were already included in the existing Fiscal Year Program. However, this proposal did stimulate sufficient interest to lead NAVAIR to request that McDonnell Aircraft Company prepare and submit a formal Development proposal for an all weather fighter.

1.2.1 Anticipating future fleet requirements for an all-weather fighter, NAVAIR in June of 1954, evaluated several proposals for such an aircraft. Hence the Fiscal Year 1955 Procurement Program as outlined in Chief of Naval Operations Letter 03015P50, dated 23 July 1954, to NAVAIR included the recommendation to procure two AH-1 (formerly F-3H-G) aircraft. Consequently, NAVAIR, in accordance with the Secretary of the Navy Letter 015033, dated 3 August 1954, to the Secretary of Defense and Assistant Secretary of Defense Memo to the Secretary of the Navy, dated 12 August 1954, directed the appropriate personnel to take the necessary action to initiate procurement of two AH-1 aircraft from McDonnell Aircraft Company on 18 October 1954.

1.2.1.1 As will be seen by examination of Figures 1.1 and 1.2 and Paragraphs 1.3 and 1.3.1 below, the events which occurred between October 1954 and the signing of a firm Detail Specification in July 1955 are not unlike the events that would occur today during the Contract Definition Phase of a Weapon Systems Procurement, as defined by current DoD procurement policy.

1.3 The basic aircraft performance criteria as set forth by the Navy Research and Development Plan, Operational Requirement AD-10501 and Appendix 1 thereto, transmitted to the various Navy Departments by the Chief of Naval Operations Letter O323P37, dated 11 July 1955, formulated the baseline for a jet aircraft with virtually unlimited growth potential which is best illustrated by the following brief description of the various models of the Phantom II and examination of the Airplane Summary of Structural, Weight, and Performance data included as Figures 1.11 through 1.24 herein.

1.3.1 The original designation of AH-1 was assigned to the new Navy Attack Fighters procured by Letter of Intent in October 1954. With a change in mission criteria to Missile Fighter, the aircraft designation was changed to F-4H-1 in May 1955. However, with the addition of greater external weapon carrying capability, this aircraft was redesignated F-4H-1F which made its first flight on 27 May 1958.

1.3.2 Commencing with the acquisition of the new USN and USMC version of the Phantom II which incorporated the General Electric J79-GE-2 or 2A engines, the aircraft was redesignated F-4A in June 1962.

1.3.3 An advanced version of the F-4A designated the F-4B is a USN/USMC shipboard interceptor and attack aircraft incorporating a larger radar antenna and higher thrust J79-GE-8 engines. The F-4B contracted for in Fiscal Year 1960 made its first flight on 25 March 1961. The USMC reconnaissance version of the F-4B, designated the RF-4B, containing multiple sensor reconnaissance equipment and a high frequency sideband radio made its first flight on 12 March 1965.

1.3.4 The F-4C a Tactical Air Command version of the Phantom II with J79-GE-15 engines was procured by NAVAIR for the USAF. The F-4C differs from the F-4B in that it has dual controls, inflight refueling receptacle, larger tires, and the Inertial Navigation System. The F-4C was first contracted for in Fiscal Year 1962 and made its first flight on 27 May 1963. The RF-4C, the reconnaissance version of the F-4C, is the same as an RF-4B except for those differences between the F-4B and F-4C described above. The RF-4C made its first flight on 18 May 1964.

1.3.5 The F-4D is an advanced version of the F-4C which incorporates the J79-GE-15 engines, Lead Computing Sight and Weapons Release Computer. The F-4D procured for the USAF by NAVAIR made its first flight in December 1965.

1.3.6 The F-4E is an advanced version of the F-4D. The more significant changes incorporated into the F-4E are miniaturization of the radar, addition of a nose mounted multi-barrel rapid fire cannon and the J79-GE-17 engines. This model of the Phantom II was first procured for the USAF by NAVAIR under Fiscal Year 1966 Contract N00019-67-C-0095. First flight of the F-4E occurred as scheduled with delivery of the first aircraft in August 1967.

1.3.7 The F-4K, the Royal Navy version of the F-4J, incorporates the Rolls-Royce Spey Turbofan engines and other British equipment. The F-4M aircraft is the Royal Air Force version of the F-4K. However, in addition to being carrier suitable, it also has the Weapons Release Computer. Both the F-4K and F-4M aircraft were procured by NAVAIR for the United Kingdom.

1.3.8 The most advanced version of the Phantom II aircraft procured by NAVAIR for Navy use is the F-4J. The F-4J aircraft reflects a further improvement of the F-4B and as such has its mission, performance, and technical baseline defined by Specific Operational Requirement W16-06 contained in Chief of Naval Operations Letter 0101870, dated 17 May 1962, and Technical Development Plan for Weapon System Project W16-06, dated 29 August 1961, as revised on 1 April 1964 and 11 August 1965. In consonance with these revised requirements, more flexible carrier operations and extension of the fleet air superiority umbrella were desired. The former was accomplished by increasing the carrier landing gross weight and at the same time reducing approach speed. The latter was accomplished by incorporating the AWG-10 Missile Control System into the F-4J aircraft which permitted the detection and tracking of both high and low altitude targets.

In addition to the above mentioned changes, the following additional changes describe the major improvement of the F-4J over the F-4B.

- a. Strength Improvements to Increase Landing Gross Weight Capability to 38,000 pounds
- b. Incorporation of Space Provisions for AN/ASW-25A Data Link
- c. Incorporation of 3,500 Channel UHF Communication System
- d. Replace the present GFE TACAN with Miniaturized CNI Equipment
- e. Replacement of AN/AJB-3A with the AN/AJB-7
- f. Incorporation of A.C. Generating System - Split Bus Operation
- g. Incorporation of Improved Braking Capability in the Manual Mode

1.4 To summarize briefly, since its first flight on 27 May 1958 a total of 16 different versions of the Phantom II aircraft have been manufactured by McDonnell Aircraft Company under the direction and management of the Naval Air Systems Command. Since its inception, the Phantom II has been continuously modified and improved to meet the specialized needs of the USAF, USMC and USN. In addition to the full deployment within the U. S. Military, the Phantom II has been procured by foreign powers to fulfill specialized air defense needs. Notwithstanding the technical and tactical capability of the Phantom II, perhaps its most unique feature is the growth potential inherent in the F-4 since its inception. Therefore, the combination of this growth potential, existing and future service requirements, and the increased technical and management capability of the Naval Air Systems Command indicates that the F-4 Weapon System will be an important part of the DoD weapon inventory for quite some time.

Phantom - Milestones

\* 19 September 1953 - Unsolicited proposal submitted by McDonnell Aircraft Company to NAVAIR called the F3H-G/H.

November 1953 - Original proposal showed several areas of possible difficulties, lack of a military requirement. Similar aircraft in Program F8U-F5D - no decision was made to procure this aircraft with a J65 engine.

15 June 1954 - Need for an all-weather aircraft arises:  
NAVAIR evaluated

F3H-G/H  
F3H-E2 (single engine version)  
Grumman Proposal  
North American Proposal

Selected McDonnell Aircraft Company aircraft with two J79 engines.

23 July 1954 - Chief of Naval Operations recommended the procurement of two AH-1 aircraft.

\* 3 September 1954 - Procurement initiated for two AH-1 aircraft via PD-EN11-1542-55 Serial 017713.

September 1954 - Proposed Specification too general - Contractor asked to resubmit showing more detail - Letter of Intent issued vice contract.

18 October 1954 - Letter contract placed with McDonnell Aircraft Company for two AH-1 aircraft.

22 October 1954 - NAVAIR submitted Letter Serial 020613, dated 22 October 1954, to CNO pointing out design criteria and military capability being used in writing Detail Specification.

8 November 1954 - CNO reply to NAVAIR letter above and indicated a development characteristic was being prepared. Also recommended a two seat version. CNO Letter Serial 0447P551 of 8 November 1954.

7 December 1954 - NAVAIR - CNO Conference following agreements reached:

- a. Eliminate two seat requirement
- b. CNO to write a requirement for a two seat attack aircraft
- c. NAVAIR - CNO jointly to take necessary action to redesignate AH to F4H
- d. Following receipt of a CNO requirement NAVAIR to initiate a design competition for an all-weather attack aircraft.

14 December 1954 - CNO Letter Serial 0506P551 of 14 December 1954 withdrew requirement for a two seat all-weather fighter.

FIGURE 1.1

PMP: F-4J AIRCRAFT

1.4

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14 March 1955 - CNO Letter Serial 038P551 of 14 March 1955 requested a Program Review of the AH to determine:

- a. Proceed with development as now visualized, or
- b. Cease further development.

31 March 1955 - Above Conference held and decided to continue with program - expected initial fleet delivery to be mid 1959.

15 April 1955 - NAVAIR Letter of 15 April 1955 (AC 26) advised CNO of the latest configuration and performance estimate for the AH-1. The J65 engine was replaced by the J79 engine.

27 May 1955 - Detail Specification signed by contractor.

31 May 1955 - CNO Letter Serial 091P551 of 26 May 1955 specified features desired in AH-1 and recommended redesignation to the F4H. This letter contained certain changes required for the F4H, primarily armament. NAVAIR subsequently notified contractor of changes required to the Detail Specification.

7 June 1955 - CNO Letter Serial 0101P551 of 7 June 1955 indicates a requirement for a two seat version of the F4H-1 (AH).

23 June 1955 - AH-1 redesignated F4H-1.

19 July 1955 - CNO Letter Serial 0118P551 of 19 July 1955 defined configuration of F4H-1.

25 July 1955 - Detail Specification signed by both parties.

26 August 1955 - Fire Control System changed to AMCS - Aero - X1A, a simpler, missile only Fire Control System.

2 September 1955 - NAVAIR PD-EN11-242-56 Serial 015879 of 2 September 1955, authorized procurement of five F4H.

16-18 November 1955 - Cockpit Mockup - McDonnell Aircraft Company.

21-23 November 1955 - Aircraft Mockup - McDonnell Aircraft Company.

FIGURE 1.2



- January 1962 - Start of Multiple Weapons Flight Evaluation
- \* January 1962 - President's Budget submitted to Congress requesting Procurement of the RF-110, and the Fighter version of the F4H, the F-110
- \* January 1962 - Two F4H Fighters, newly designated the F-110 for the Air Force delivered to TAC Headquarters, Langley Air Force Base
- February 1962 - ECP for Sparrow 6B Capability approved
- February-April 1962 - Eight Time-To-Climb Records established
- \* March 1962 - McDonnell Aircraft Company received a Letter Contract for 29 F4H aircraft for USAF
- \* April 1962 - McDonnell Aircraft Company received a Letter Contract for the first F-110 aircraft
- April 1962 - ECP for AN/ASW-21 Data Link approved by NAVAIR
- \* April 1962 - Detail Specification for F-110A airplane submitted to Air Force
- \* May 1962 - McDonnell Aircraft Company received a Letter Contract for two Prototype RF-110A airplanes
- May 1962 - Start of training of Air Force Maintenance Personnel at Oceana and Miramar
- May 1962 - F-110/F4H Flight Demonstration in Europe
- May 1962 - Fiscal Year 1963 Proposal for 135 F4H and 307 F-110A aircraft submitted to NAVAIR
- June 1962 - First F4H delivered to the Marines
- June 1962 - Definitive Contract Document for Nos. 3 and 4 F4H Naval Air Mobile Trainers received by McDonnell Aircraft Company
- June 1962 - Contractual authorization for Fiscal Year 1963 F4H and F-110 Long Lead Time effort issued to McDonnell Aircraft Company
- June 1962 - Detail Specification for the RF-110A airplane submitted to Air Force
- \* July 1962 - ECP for conversion of F4H to Reconnaissance Configuration (RF4H) submitted by McDonnell Aircraft Company
- August 1962 - First two Navy squadrons (VF-102 and VF-74) deployed

- \* May 1963 - F-4C First Flight
- July 1963 - First F-4C aircraft delivered
- August 1963 - First Category II F-4C delivered
- September 1963 - F-4C Contractor Technical Compliance Inspection
- September 1963 - Fiscal Year 1963 contract issued for F-4B/C and RF-4C aircraft
- October 1963 - Fiscal Year 1964 Proposal submitted for F-4 aircraft to NAVAIR
- November 1963 - First F-4C delivered to squadron
- December 1963 - F-4C-1 MTU delivered to USAF Air Training Command
- December 1963 - Initial Operational Capability of F-4C



- February 1964 - F-4C-2 MTU delivered to USAF Air Training Command
- February 1964 - Fiscal Year 1964 contract issued to McDonnell Aircraft Company for F-4B/C and RF-4B/C
- \* March 1964 - F-4 Data Link Aircraft designated F-4G
- March 1964 - 10,000 flight hours by a Fleet Squadron (VF-74)
- \* May 1964 - RF-4C First Flight
- June 1964 - First RF-4C aircraft delivered to USAF
- June 1964 - F-4C-4 MTU delivered to USAF Air Training Command
- June 1964 - F-4C-5 MTU delivered to USAF Air Training Command
- July 1964 - Fiscal Year 1965 Proposal for F-4K submitted to NAVAIR
- September 1964 - RF-4C First Squadron delivery to USAF
- September 1964 - Fiscal Year 1965 F-4K contract received - First Procurement by United Kingdom
- October 1964 - Fiscal Year 1965 Proposal submitted (Revision 1) to NAVAIR
- October 1964 - First Flight YF-4J
- October 1964 - RF-4C Category II Aircraft delivered
- November 1964 - RF-4C-3 MTU delivered to USAF Air Training Command
- November 1964 - ECP for AWG-10 Radar (ECP 547) submitted by McDonnell Aircraft Company
- December 1964 - ECP for 38,000 pound GLW authorized for F-4J Configuration (ECP 457)
- \* December 1964 - F-4J Configuration established and authorized by NAVAIR



February 1965 - 50,000 flight hours by USAF

February 1965 - 40,000 USN Aircraft Arrestments

February 1965 - 250,000 flight hours by USN

February 1965 - Authorization for AIM-4D Missile for F-4D received by McDonnell Aircraft Company

March 1965 - RF-4B First Flight

March 1965 - ASW-21 Two-Way Data Link cancelled

April 1965 - Fiscal Year 1965 contract issued to McDonnell Aircraft Company for F-4B, RF-4B/C and F-4D

April 1965 - 500th F-4 delivered to USN

April 1965 - USAF Aircraft Flights from United States to England

May 1965 - First RF-4B aircraft delivered

May 1965 - Fiscal Year 1965 F-4M contract received by McDonnell Aircraft Company for Long Lead Time Funding for F-4M Design and Development

July 1965 - 1000th F-4 aircraft delivered

August 1965 - Long Lead Time Dollars for Fiscal Year 1966 received for F-4E

September 1965 - Long Time Time Dollars for Fiscal Year 1966 received for F-4K/M

September 1965 - RF-4B NAMT delivered

October 1965 - ECP 501 J1B engine installation for F-4J/E authorized

October 1965 - Fiscal Year 1965 Proposal for F-4M submitted

November 1965 - Long Lead Time Dollars for Fiscal Year 1966 received for F-4J/RF-4C/D

November 1965 - Air-To-Air IFF Prototype Program (F-4B)

December 1965 - ASW-25A One-Way Data Link authorized (F-4B)

December 1965 - F-4D First Flight

December 1965 - Authorization for AIMS for F-4J received

December 1965 - First Spey Engine delivered to McDonnell Aircraft Company

December 1965 - Fiscal Year 1966 Proposal for F-4B/D/E/K/M/J/RF-4C submitted to NAVAIR

PMP: F-4J AIRCRAFT

FIGURE 1.10  
1.15

DATE: 29 January 1971

January 1966 - Authority to proceed with Ground Test Beryllium Rudder Evaluation

January 1966 - F-4M Cockpit Mock-up completed

February 1966 - F-4D CTCI

February 1966 - Air-To-Air IFF Prototype Program (F-4C/D) Authorized

February 1966 - First 25 Hour Spey Engine Received

February 1966 - Project Shoehorn Authorized (F-4B)

March 1966 - First Flight of a Production F-4D

May 1966- USAF Go-Ahead on F-4E Received by McDonnell Aircraft Company

May 1966 - First Flight of F-4J

June 1966 - Fiscal Year 1966 Contract Issued for F-4K/M

June 1966 - Fiscal Year 1966 Contract Issued for F-4B, F-4J, F-4D, F-4E, and RF-4C

June 1966 - First Flight of F-4K

September 1966 - Long Lead Time Document Authorizing Go-Ahead on F-4K/M for Fiscal Year 1967

October 1966 - Long Lead Time Document Authorizing Go-Ahead on F-4J for Fiscal Year 1967

November 1966 - Long Lead Time Document authorizing Go-ahead on F-4D (Iranian), F-4E and RF-4C for Fiscal Year 1967

December 1966 - First F-4J delivered to Fleet Squadron (VF101 )

December 1966 - Start of F-4J BIS

December 1966 - First F-4J delivered to CRAW

January 1967 - F-4J Board of Inspection and Survey trails at NATC Patuxent River - Contractor support authorized

February 1967 - First Flight of YF-4M - Three months ahead of contract delivery schedule

February 1967 - Initial Fleet Operational Capability of F-4J

March 1967 - 2000th F-4 delivered (F-4D)  
April 1967 - Authority to proceed with Flight Test Beryllium Rudder Evaluation  
June 1967 - First Flight of F-4E - Two Months ahead of Contract Delivery  
July 1967 - 2300th F-4 Aircraft Delivered: 800th F-4 Aircraft Delivered to USN  
August 1967 - Fiscal Year 1967 Contract Issued for F-4K/M  
August 1967 - Fiscal Year 1967 Contract Issued for F-4J, RF-4C, F-4E and F-4D(IR)  
September 1967 - Long Lead Time Document Authorizing Go-ahead on F-4E, RF-4C, and F-4D (Iranian) for Fiscal Year 1968  
September 1967 - 2400th F-4 Aircraft Delivered  
September 1967 - F-4B (BuNo. 148364) Lost in Spin Program crash NATC 072222Z and 082352Z September 1967 refer.  
October 1967 - First Squadron F-4E Delivered  
December 1967 - First Flight of F-4M  
December 1967 - First Million Hours in F-4 Aircraft flown by Air Force  
February 1968 - 2700th F-4 Aircraft Delivered  
March 1968 - F-4E Contract Technical Compliance Inspection (CTCI)  
March 1968 - First F-4J Shoehorn Squadron Aircraft Delivered  
April 1968 - Initial Long Lead Procurement Document for Go-ahead on F-4E, F-4J and RF-4B/C for Fiscal Year 1969  
April 25, 1968 - First Translant Deliveries began (F-4K #4, 5, and 6 delivered to United Kingdom)  
May 15, 1968 - 2800th F-4 Aircraft Delivered  
May 27, 1968 - First Flight (IR)F-4D  
May 31, 1968 - Fiscal Year 1968 Letter Contract issued  
June 1968 - His Imperial Majesty, the Shahanshah, completed F-4D Orientation Ride at St. Louis  
June 1968 - First F-4J lost in combat in Vietnam (BuNo. 155554)  
June 1968 - Last F-4J "Lead Nose" delivered (140th Aircraft)  
July 1968 - Document issued authorizing Go-ahead on Maverick" Program

July 1, 1968 - First F-4M Translant (XF 891)

July 14, 1968 - 2900 th F-4 Aircraft Delivered

September 1968 - MAC commenced Ground Test Phases of "Maverick" Program

September 1968 - 3000th F-4 Aircraft Delivered (F-4J)

September 3, 1968 - First (IR)F-4D Translant (67-14869)

November 1968 - First Air Force F-4E (Gun Nose) Squadron deployed to SEA with 20 aircraft

November 1968 - U.S./German Governments sign Co-Production Logistics Agreement

November 12, 1968 - 3100th F-4 Aircraft Delivered

December 23, 1968 - 3200th F-4 Aircraft Delivered

December 31, 1968 - Fiscal Year 1968 Contract issued for (IR)F-4D, F-4E and RF-4C

January 1969 - Seven (7) Modified F-4J Aircraft Delivered to El Centro, California for Blue Angle Team

January 21, 1969 - Long Lead Procurement Document issued for Increased Procurement of F-4E and RF-4C for Fiscal Year 1969

January 29, 1969 - Change Order issued authorizing Go-ahead on Boron Rudder

February 3, 1969 - Initial Long Lead Procurement Document for Go-ahead on FRG RF-4E for Fiscal Year 1970

March 1969 - First Official F-4 Blue Angle Demonstration at Pt. Mugu

March 4, 1969 - 3300th F-4 Aircraft Delivered

March 12, 1969 - MDC and Mitsubishi Executives execute License Agreement for (JA)F-4E

April 1969 - First Million F-4 Flight Hours Logged by Navy

April 19, 1969 - F-4E Thunderbird Aircraft #1 and 2 Delivered to Nellis AFB

April 28, 1969 - YF-4K #2 Translants

May 1969 - MDC issues Purchase Orders to German Industry for FRG Co-Production

May 12, 1969 - 3400th F-4 Aircraft Delivered

June 4, 1969 - President Nixon attends First F-4E Thunderbird Demcnstration at Air Force Academy

May 1969 - Purchase Orders signed for initial Japanese program of 2 aircraft plus 11 knockdown Kits.

June 4, 1969 - President Nixon attends first F-4E Thunderbird demonstration at Air Force Academy.

June 17, 1969 - U.S. and Japanese Governments validate MDC/Mitsubishi License Agreement

June 25, 1969 - Firm Long Lead Procurement Document issued for Go-ahead for Fiscal Year 1970 FRG F-4E (Mod 111)

June 30, 1969 - Fiscal Year 1969 Contract issued

July 24, 1969 - 3500th F-4 Aircraft Delivered

September 3, 1969 - First Peace Echo F-4E's translat (S/N 68-396 through 68-399)

September 1969 - MAC Commenced Flight Test Phases of "Maverick" Program

September 1969 - Air Force Logs the Two Millionth Hour of Flight in F-4 Aircraft

October 9, 1969 - 3600th F-4 Aircraft Delivered

October 21, 1969 - Last (IR)F-4D Translants (S/N 68-6919)

November 24, 1969 - Long Lead Procurement Document issued for Go-ahead for Fiscal Year 1970 for FY 70 F-4E and F-4J. Additional Funding Authorized for FY 70 RF-4E

December 10, 1969 - First Five (5) Boron Rudders shipped to Davis-Monthan AFB

December 23, 1969 - MAC officially notified of the award of the F-15 contract.

January 22, 1970 - 3700th F-4 Delivered

June 3, 1970 - 3800th F-4 Delivered

June 30, 1970 - Fiscal Year 1970 Contracts issued to MAC for F-4J, (GY)RF-4E and (IR)F-4E

September 1, 1970 - Letter of intent executed for direct sale of Four (4) RF-4E and Seventy-three (73) F-4E to Government of Iran.

September 9, 1970 - First Six (6) F-4E Delivered to Australia under Government to Government Agreement (Peace Reef)

September 15, 1970 - First Flight (GY)RF-4E (S/N 69-7449)

October 19, 1970 - GY(RF-4E) Rollout Ceremony conducted at MDC

FIGURE 1.10d

FMP: F-4J AIRCRAFT

1.16.3

DATE: 29 January 1971



October 22, 1970 - First (GY) RF-4E flew at St. Louis

November 2, 1970 - YF4M #1 and 2 delivered to the United Kingdom  
(XT852, XT853)

November 13, 1970 - Roll-out of First (JA) F-4E

December 15, 1970 - First 2 (GY)RF-4E were translated.

January 14, 1971 - First Flight (JA) F4E #1

January 20, 1971 - Official arrival of First 4 (GY)RF-4E in Germany  
(ceremonies)

January 29, 1971 - 4000th F-4 accepted (F-4E)

July 6, 1971 - 4100th F-4 delivered. (IR) F-4E

July 16, 1971 - Formal acceptance of Japanese first 2 (JA)F4E (Ceremonies)

July 16, 1971 - First 2 (JA) F4E departed for transpac to Japan

July 25, 1971 - First 2 (JA) F4E arrived Nagoya, Japan (Arrival ceremonies)

July 30, 1971 - Letter of Intent signed by Germany on 175 procurement  
(F-4F)

August 31, 1971 - Letter of Offer officially signed by Germany for 176  
F-4F

August 31, 1971 - Initial long-lead procurement document for Go-Ahead on  
FY 72 (IR) F4E

October 1, 1971 - Initial long-lead procurement document for Go-Ahead on  
(FY) F-4F

October 22, 1971 - Initial long-lead procurement document for Go-Ahead  
on FY 72 F4E (Peace Echo)

December 1971 - Last FY 70 F-4J accepted by the Navy (522nd)

FIGURE 1.10e  
1.16.4

PMP: F-4J AIRCRAFT

DATE: 29 January 1971