

F-4 PHANTOM II - MILESTONES

1953

- 19 September - Unsolicited proposal for F3H-G/H general purpose VF aircraft submitted by McDonnell Aircraft Corporation to NAVAIR (BuAer).
- November - 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.

1954

- 15 June - Need for an all-weather aircraft arises (no written agreement). NAVAIR (BuAer) evaluated:
- F3H-G/H
F3H-E2 (single engine version)
Grumman Proposal
North American Proposal
- BuAer evaluation selected McDonnell version with two J79 engines for its F3H-G/H version (rather than its F3H-E2 single engine version) over Grumman and North American.
- 23 July - Chief of Naval Operations recommended the procurement of two AH-1 aircraft.
- 3 September - F3H-G/H design procurement initiated for two AH-1 aircraft via PD-EN11-1542-55 Serial 017713. This was F3H-G/H design.
- September - Proposed Specification too general (vague). Contractor asked to resubmit showing more detail. Letter of Intent issued vice contract.
- 1 October - AH-1 (F4H-1) engineering started.
- 18 October - Letter of intent received for two AH-1 aircraft.
- 22 October - (BuAer) NAVAIR submitted (BuAer (AC 261)) Letter Serial 020613, dated 22 October 1954, to CNO pointing out design criteria and military capability being used in writing Detail Specification.
- 26 October - McDonnell made public the receipt of a \$38,000,000 contract from the U.S. Navy for development of an advanced experimental all-weather attack type aircraft. Later the aircraft would be known as the Phantom II. This project marked McDonnell's first entry into the attack-type fighter field.

(1954 continued)

- 8 November - CNO replied to (BuAer) 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 - (BuAer) NAVAIR - CNO Conference agreed on the following:
- (a) Eliminate two seat requirement
 - (b) CNO to write a requirement for a two seat attack aircraft
 - (c) (BuAer) NAVAIR - CNO jointly to take necessary action to redesignate AH to F4H
 - (d) Following receipt of a CNO requirement (BuAer) NAVAIR to initiate a design competition for an all-weather attack aircraft.
- 14 December - CNO Letter Serial 0506P551 of 14 December 1954 withdrew requirement for a two seat all-weather fighter.

1955

- 14 March - CNO confidential 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 - Above Conference held and decided to continue with program. Expected initial fleet delivery to be mid 1959.
- 15 April - (BuAer) NAVAIR Letter of 15 April 1955 (AC 26) (pointed out to) advised CNO of the latest configuration and performance estimate for the AH-1. The J65 engine was replaced by the J79 engine.
- 27 May - Detail specification signed by contractor. Not yet signed by BuAer.
- 31 May - 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 (BuAer) subsequently notified contractor of changes required to the detail specification. (BuAer did not sign detail specification and notified ...)
- 7 June - CNO Letter Serial 0101P551 of 7 June 1955 indicated a requirement for a two seat version of the F4H-1 (AH).
- 23 June - AH-1 redesignated F4H-1.

(1955 continued)

- 19 July - CNO confidential Letter Serial 0118P551 of 19 July 1955 defined configuration of F4H-1.
- 25 July - Detail specification signed by both parties.
F4H-1 Contract NOa(s)55-272 Quantity 7 Job order 338.
- 26 August - Fire Control System changed to AMCS - Aero - X1A, a simpler, missile only Fire Control System.
- 2 September - (BuAer) NAVAIR PD-EN11-242-56 Serial 015879 of 2 September 1955, authorized procurement of five F4H aircraft, total seven.
- 16-18 November - F4H-1 Cockpit Mockup at McDonnell Aircraft Corporation.
- 21-23 November - F4H-1 Aircraft Mockup at McDonnell Aircraft Corporation.

1956

- 6 February - OPNAV Notice - Serial 02040P50 of 6 February 1956 was issued and contained statement of Planned Introduction.
- 28-29 February - (BuAer) NAVAIR - McDonnell Aircraft Corporation Engineering and Production Review Conference. Revealed delay in the release of engineering drawings by the contractor; program may slip from 2 to 4 months unless overtime is allowed.
- 22 May - McDonnell Aircraft Corporation Letter 38-14-2380 of 1 May 1956 and (BAR) NAVPLANTREPO endorsement - one Serial 01144 of 4 May 1956. Revealed delay in program and requested overtime. NAVAIR (BuAer) Letter Serial 08973 of 22 May granted overtime in some areas, and noted October first flight date could not be met and indicated action to amend contract delivery dates as follows:

1958

<u>F</u>	<u>M</u>	<u>A</u>	<u>M</u>	<u>J</u>	<u>J</u>	<u>A</u>	<u>S</u>	<u>O</u>
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McDonnell Aircraft Corporation felt it could make December 1957 as first flight date.

- 23 May - CNO Letter Serial 046P551 of 23 May 1956 modified the configuration of the F4H-1:
- (a) Deleted requirement for Mk-7 Special Weapon
 - (b) Back-up Weapon System of Sparrow II is reaffirmed
 - (c) Simultaneous carriage of Sidewinder and Sparrow II

(1956 continued)

- 26 May - CNO conf ltr 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. BUAER did not sign detail specification and notified contractor of changes required.
- August - Wind tunnel tests encouraging. McDonnell Aircraft Corporation confident F4H will perform as guaranteed. First flight now scheduled for February 1958; however, McDonnell Aircraft Corporation felt overtime would make December 1957 first flight possible.
- September - McDonnell Aircraft Corporation has study underway to determine desirability of first flight at St. Louis or Edwards Air Force Base. Decision made to have first flight at Edwards Air Force Base.
- September - Stretchout of 11 each aircraft on Fiscal Year 1957 program results in slipping fleet release to first quarter of Calendar 1960.
- October - Two months slippage of APA-128 Radar (due to lack of design approval). This equipment is scheduled for fifth and subsequent aircraft.
- December - Fleet release now scheduled for July or August 1960. In addition, first flight at Edwards Air Force Base will delay until March 1958.
- Letter of intent executed for 11 (FY 57) aircraft.
- December - F4H-1 Structural Release.

1957

- April - The configuration change from AH-1 to F4H-1 entailed numerous significant changes. While the airplane was still of the all-weather general purpose type, Vmax was raised to Mach 2.0, the armament installation changed from fixed guns to all missiles, and the airplane was changed to a two-place configuration. Many other changes expanded the detail specification; major among these were:
- (a) Catapulting under zero wind, military power condition.
 - (b) Increased use of titanium.
 - (c) Revised strength criteria.
 - (d) Steerable dual nose wheels (provisions).

(1957 continued)

- (e) Provision for temporary use of J79-GE-3 engine with CFE equipment requirements that are different from the J79-GE-2 that will ultimately be used.
- (f) External tanks and provisions for buddy refueling added.
- (g) Production in lieu of experimental type tooling.
- (h) Increased structure and systems equipment complexity.
- (i) More extensive flight test program.

September - (BuAer) NAVAIR confirmed a 13% cruise drag improvement due to inflight tests of ejector nozzles (similar to J79-2). McDonnell Aircraft Corporation directed to make first flight at St. Louis. This will result in first flight in April 1958.

November - Naval Ordnance Test Station informed NAVAIR that folding fin sidewinder would result in 20% reduction in reliability. Consequently, alternate armament program, required by CNO, is now to provide four external sidewinders with two additional Sparrow IIIs in lieu of sidewinders.

1958

February - (BuAer) NAVAIR approved increase of radar antenna size from 24 inches to 32 inches.

20 February - An additional order of \$15,956,377 for F4H jet fighters was received from the Navy. The new order brought the total value of F4H orders placed by the Navy for the F4H to \$167,207,206.

27 May - The Navy's newest and fastest jet fighter, designed to fly at better than twice the speed of sound, made its public debut when the first production model of the F4H was flown at Lambert Field. Robert C. Little was test pilot on first flight.

"The magnitude of effort that goes into the design and building of a high performance interceptor weapon system like the F4H is illustrated by the fact that approximately 6,800 man-years have been expended on this multi-plane contract prior to the first flight," Mr. McDonnell stated. He revealed that 4,202 McDonnell employees were working on the F4H. Approximately 1,500 suppliers and subcontractors from 28 states were then involved in the F4H Project.

May - (BUWEPS) NAVAIR (NASC) approves incorporation of Martin-Baker ejection seat.

June - Aviation Personnel Planning Data, initial issue released.

(1958 continued)

- September - Airplane released for Navy Preliminary Evaluation (Phase I).
- 15 September - Phase I NPE at Edwards Air Force Base, investigating flying to 10 October qualities and performance of basic configuration. Flyoff competition with F8U-3.
- 17 December - The F4H-1 selected for production as Navy's first-line all-weather fighter.

1959

- February - Definitive contract (NOas 59-0245) for 24 airplanes executed.
- 2-6 March - Navy Maintenance and Engineering Inspection held.
- May - Definitive contract (NOas 57-186) for 16 airplane executed.
- June - Dual control incorporation approved.
- 15 June - F4H-1 - Original 7 quantity - last delivery.
- 3 July - At McDonnell 20th anniversary celebration, F-4 christened Phantom II.
- 27 July to - Phase II NPE at Patuxent River NATC to investigate flying 13 August qualities at expanded envelope and carrier suitability.
- September - Definitive contract (NOas 60-0134) for 72 airplanes executed. This included changes authorized by BuWeps: J79-GE-8 engines, larger inlet, raised canopy, 32-inch radar antenna, 34,000 lb. arresting weight, and increased air-to-air armament.
- September - Incorporation of Data Link in five aircraft (No. 22-26) approved.
- September - (BUWEPS) NAVAIR approved incorporation of 10-14 degree duct.
- September - Incorporation of provisions for increased sink speed and gross weight for carrier landings approved.
- September - Increased wing fatigue strength changes approved for incorporation.
- October - Airplane released for carrier suitability demonstration.
- 21 October - Gerald "Zeke" Huelsbeck killed while flight testing an F4H Phantom II at Edwards Air Force Base, California. On a mission to explore the boundaries of F-4 flight, and while flying in excess of twice the speed of sound, encountered serious flight difficulties with no warning which deprived him of radio communication and rendered control of the airplane impossible. Subjected to G forces so great it was impossible to survive.

(1959 continued)

- 6 December - "Top Flight" -- 98,557 feet -- In a rugged last phase of an intensive testing program in preparation for fleet trials, the F4H Phantom, piloted by Navy Commander Lawrence E. (Larry) Flint, Jr. soared to a new world altitude record of 98,557 feet over Edwards AFB, California to return the altitude mark to the United States from Russia.
- December - Drop test for 30,000 pound airplane completed.

1960

- 15 February - First carrier take off and landing. The Phantom took off and landed aboard USS Independence off Florida for its first carrier operations. Piloted by Lieutenant Commander Paul Spencer, USN, of Santa Cruz, California, the Phantom was catapulted from this 70,000-ton vessel and made a graceful landing 15 minutes later before a gathering of Navy and civilian representatives. Witnessing the first carrier operation of the plane was Commander Larry E. Flint, USN of Buckley, W. Va., the pilot who flew the F4H to a record breaking altitude of 98,560 feet in December 1959. He later flew the plane himself as part of a series of carrier suitability trials which continued for most of the week. Squadron deliveries of the new plane were to begin later in the year.
- April - Airplane released for Navy Preliminary Evaluation (Final Phase).
- April - Basic Wing Fatigue Test completed.
- May - First flight of Long Wave IR in aircraft.
- May - Preliminary Spin Tests completed.
- May - J79-GE-8 engine incorporation authorized.
- May - Contract NOas 59-0294-s which provides for RCVG instructors was executed.
- May - Contract NOW 60-0305-s which provides for Contractor Maintenance Assistance at Board of Inspection and Survey was executed.
- June - Long Wave Infrared System approved to replace Short Wave System.
- June - Structural Flight Tests to 80% Limit Load Factor completed.
- July - Board of Inspection and Survey Trails begin at Patuxant River.
- August - No. 1 Naval Air Mobile Trainer delivered to NAS, Miramar.

(1960 continued)

- August - Definitive Contract (NOW 61-0004) for 72 Airplanes was executed.
- September - RCVG NAMT Training started at Miramar.
- 5 September - F4H-1 official speed record for world 500 kilometer triangular closed course of 1,216.78 mph, Lt. Col. Thomas H. Miller, USMC.
- 25 September - F4H-1 official world speed record for 100 kilometer triangular closed course of 1,390.21 mph, Cdr. John F. Davis, USN. The F4H Phantom bettered a Russian claim for the 100-kilometer closed course speed record, Secretary of the Navy William B. Franke announced in Washington. Cdr. John F. (Jeff) Davis averaged 1,390.21 miles an hour over a 100-kilometer closed course, 45,000 feet above the Mojave Desert in California.
- November - Carrier Suitability Demonstration was completed.
- December - No. 2 Naval Air Mobile Trainer delivered to NAS, Oceana.
- 29 December - First RCVG aircraft, #28, departed St. Louis for NAS, Miramar, California. First fleet Phantom to be delivered. Delivered to squadron VF-121.
- 30 December - The U.S. Navy's first squadron operational Phantom II (F4H-1) was accepted at the Miramar Naval Air Station, San Diego, California, on 30 December 1960 during an informal 11 a.m. plane side ceremony. The Phantom, which set two new world class speed records in September, was delivered to Miramar based Fighter Squadron 121 (VF-121) after a flight from St. Louis on the 29th. Commander Eugene R. Hanks, skipper of VF-121, officially accepted the Phantom for the Navy and made the acceptance flight.
- December - First engine study contracts awarded to GE, Pratt & Whitney.

1961

- January - RCVG NAMT Training started at Oceana.
- March - F4H airplanes below No. 48 redesignated F4H-1F. Airplanes 48 and up retain designation F4H-1.
- 25 March - First flight of a production F-4B.
- April - McDonnell Aircraft Corporation requested by (BUWEPS) NAVAIR to submit ECP for incorporation of Multiple Conventional Weapons Capability in the F4H-1 airplane.

(1961 continued)

- X 24 May - "Project LANA", cross country speed record - Los Angeles to New York -- 170 minutes -- Lt. Richard F. Gordon, USN, pilot and Lt. jg. Bobbie R. Young, USN, RIO. Three Navy F4H Phantom II fighters, competing for the Bendix Trophy, bettered the existing record for transcontinental flight from Los Angeles to New York. The winning team of Lt. R. F. Gordon, pilot, and Lt. (jg) B. R. Young, RIO, averaged 870 miles per hour on the 2,421.4-mile flight and established a new record with a time of 2 hours 47 minutes (?). F4H-1 official speed and time record for nonstop flight from Los Angeles to New York, FAI course record 869.7 mph, 2 hours 48 minutes.

- May - Performance Demonstration completed.

- May - Task No. 1 to Contract NOW 61-0653-t provided for the conduct of a design study showing multiple carriage of conventional weapons on the F4H-1 Airplane.

- May - "Iron Bomb" demonstration conducted at Cherry Point. Demonstration consisted of dropping of 22 500-pound conventional bombs.

- May - ECP for Multiple Weapons Capability Incorporation Submitted to (BUWEPS) NAVAIR (NASC).

- June - Flight Test Spin Demonstrations completed.

- June - No. 1 Weapons System Trainer delivered to NAS, Miramar.

- June - First F4H-1 Airplane (No. 50) delivered to fleet.

- July - First Data Link Airplane delivered to OPTEVFOR.

- July - ECP for Multiple Weapons Capability Incorporation approved.

- 28 August - "Sageburner" -- 902.769 MPH -- Mach 1.2 at 125 feet above terrain -- Lt. Huntington Hardesty, USN, pilot, Lt. Earl H. DeEsch, USN, RIO. Phantom II sets new three-kilometer low altitude world speed record of 902 mph at average of only 125 feet above ground. F4H-1 official speed record over 3 kilometer course 902.768 mph.

- September - J79-GE-8 Power Plant demonstration completed.

- y 13 September - First operational Phantom squadron completed carrier landing Part II structural demonstration qualifications within four days. (?)

- 9-12 October - The Atlantic Fleet's first operational Phantom Squadron, VF-74, completed carrier landing qualifications aboard the USS Saratoga; qualified for carrier duty.

(1961 continued)

- October - USAF decision to buy F-110 Phantom.
- October - Contract (NOW 62-0383) for 118 airplanes was executed.
- 22 November - "Skyburner" -- 1,606.3 mph -- Mach 2.5 plus -- Lt. Col. Robert B. Robinson, USMC. F4H-1 official 15/25 Km speed record for 20 mile straight course of 1,606.342 mph.
- November - F4H demonstrated superior to F-106. Project High Speed.
- December - ECP for carriage of CW Pod submitted.
- December - Department of Defense announced consideration being given to Reconnaissance version of F4H, to be designated RF-110.
- 5 December - F4H-1 official record for horizontal flight at sustained altitude of 66,443.3 feet. (?) A new world aircraft altitude record for sustained horizontal flight was claimed by Comdr. George W. Ellis, US Navy, who flew an F4H Phantom II at 66,443.8 feet over Edwards Air Force Base, California.
- December - Start of modification program to update RCVG aircraft to Carrier Suitability Configuration.
- December - AN/ASW-13 Data Link Navy Preliminary Evaluation completed.

1962

- January - Start of Multiple Weapons flight evaluation.
- January - President's Budget submitted to Congress requesting procurement of the RF-110, and the fighter version of the F4H, the F-110.
- January - Two F4H Fighters, newly designated the F-110 for the Air Force, delivered to TAC Headquarters, Langley Air Force Base.
- February - ECP for Sparrow 6B Capability approved.
- 8 February - Before the House Armed Services Committee, Admiral George W. Anderson, Chief of Naval Operations, described the Phantom as "the best all-around aircraft in the world today."
- 21 February - The Phantom set eight world time-to-climb records. "High Jump"
to
12 April 1 and 31 March (2 records), 3 and 12 April 1962 (3 records):

9,842 feet (3,000 meters)	34.52 sec.
19,685 feet (6,000 meters)	48.78 sec.
29,527 feet (9,000 meters)	61.62 sec.
39,370 feet (12,000 meters)	77.15 sec.
49,212 feet (15,000 meters)	114.54 sec.
65,617 feet (20,000 meters)	178.56 sec.
82,021 feet (25,000 meters)	230.44 sec.
98,425 feet (30,000 meters)	371.43 sec.

(1962 continued)

The records were set at NAS Brunswick, Maine, and NAS Point Mugu, California. The record time is the number of seconds taken by the aircraft to reach the designated altitude above the point of takeoff from a standing start (brake release on order from a NAA official). In establishing the 30,000 meter time-to-climb record, the airplane eclipsed its own "Top Flight" mark by zooming to an altitude over 100,000 feet. Setting eight time-to-climb records demonstrated the outstanding reaction capability of the Phantom to reach any altitude in record time from a standing start.

- 3 March - US Navy filed claims with Federation Aeronautique Internationale for new time-to-climb records for the McDonnell F4H Phantom II fighter (which is also slated for USAF service as the F-110), superseding records held by the USAF's F-104 since 1958 and apparently bettering new USAF claims for the same marks based on flights made by the T-38 Talon trainer on 19 February 1962. The Phantom claims: 3,000 meters: 34.523 sec., LCdr J. W. Young (USN); 6,000 meters: 48.787 sec., Cdr D. M. Longton (USN); 9,000 meters: 61.629 sec., Lt. Col. W. C. McGraw, Jr. (USMC); 12,000 meters: 77.156 sec., Lt. Col. W. C. McGraw, Jr. (USMC); 15,000 meters: 114.548 sec., LCdr. D. W. Nordberg (USN).

- March - Air Force gave legal go ahead for first F-110A Phantom fighter-bomber aircraft.

- April - McDonnell Aircraft Corporation received a Letter Contract for 29 F4H aircraft for USAF, the first F-110 aircraft.

- April - ECP for AN/ASW-21 Data Link approved by NAVAIR.

- April - Detail specification for F-110A airplane submitted to Air Force.

- May - McDonnell Aircraft Corporation received a Letter Contract for two prototype RF-110A airplanes.

- May - Start of training of Air Force Maintenance Personnel at Oceana and Miramar.

- 25 May - F-110/F4H Flight Demonstration in Europe. Project Short Look. Two Phantoms flew nonstop from Langley Air Force Base, Virginia to Wiesbaden, Germany, a distance of 4,885 statute miles, in 8 hours and 33 minutes, on the first leg of a 40-day demonstration tour.

- 29 May - Air Force gives McDonnell legal go-ahead for first two prototype RF-110A Phantom multiple sensor reconnaissance aircraft.

(1962 continued)

- 31 May - The FAI certified that a Soviet E-166 jet fighter, piloted by A. Fedotov, on 7 October 1961 had set a new world speed record of 1,491.9 mph over a 100-km. closed course. This record was previously held by the McDonnell F4H-1 Phantom II which flew the course at 1,390.24 in September 1960.
- May - Fiscal Year 1963 proposal for 135 F4H and 307 F-110A aircraft submitted to NAVAIR.
- 29 June - First F4H delivery to Marines. The first two Phantoms to join the Marine Corps were flown to VMF 314 at El Toro, California.
- June - Definitive Contract Document for Nos. 3 and 4 F4H Naval Air Mobile Trainers received by McDonnell Aircraft Corporation.
- June - Contractual authorization for Fiscal Year 1963 F4H and F-110 Long Lead Time effort issued to McDonnell Aircraft Corporation.
- June - Detail specification for the RF-110A airplane submitted to Air Force.
- July - ECP for conversion of F4H to Reconnaissance Configuration (RF4H) submitted by McDonnell Aircraft Corporation.
- August - First two Navy squadrons (VF-102 and VF-74) deployed, Project Short Cruise.
- 28 August - Engineering work F-110A (F-4C) estimated to be 80% complete.
- September - F4H redesignated F4B.
- November - \$40 Million for F-4C, \$5.5 million for RF-4C contracts awarded.
- November - VF-41 F-4's participate in Cuban crisis at Boca Chica.

1963

- 4 February - First F-4B delivered to USAF. F-4B welcomed officially into the United States Air Force when the first was delivered to the 4453rd Combat crew Training Squadron at MacDill AFB, Tampa, Florida. The F-4B is the basic Navy model, modified slightly for the Air Force, whose models are designated the F-4C.
- February - USMC authorized to procure RF-4B. Letter contract for 9 RF-4Bs.
- 1 March - The fourth version of the Phantom slated for procurement was announced as a multiple sensor aircraft to be purchased by the Navy for the Marine Corps. The Bureau of Naval Weapons announced an award \$4,450,000 to McDonnell for long-lead time items on the reconnaissance aircraft to be known as the RF-4B.

(1963 continued)

- 20 March - First flight of F-4G.
- 31 March - McDonnell's backlog reached an historic high of \$1,051,731,378. The record-breaking backlog stemmed primarily from contracts for the Phantom aircraft and the Gemini contract.
- 27 May - First flight of F-4C. The Air Force F-4C Phantom made its maiden flight, achieving a speed in excess of Mach 2 and landing in only 1,900 feet. The first F-4C was accepted by the Air Force for further testing 65 days ahead of schedule and less than 14 months after the company received contractual go-ahead.
- May - First F-4C delivered to USAF - CAT I test, production systems integration and verification.
- July - First F-4C aircraft delivered.
- 8 August - First flight of the YRF-4C, flown by pilot W. S. Ross.
- 9 August - First of the Air Force's strike reconnaissance version of the Phantom made its first flight, 23 days ahead of schedule. At the controls for the first flight was Chief Test Pilot Bill Ross. In the rear cockpit was B. A. McIntyre, Chief Radar Observer.
- August - F-4C #2 delivered to USAF for CAT II test at Eglin AFB, Florida.
- September - F-4C Contractor Technical Compliance Inspection.
- 30 September - Fiscal Year 1963 Contract Issued for F-4B/C and RF-4C. McDonnell signed the definitive contract amount of \$625,341,443 for procurement of Phantoms by the Navy and Air Force under the Government's fiscal 1963 appropriation.
- October - Fiscal Year 1964 Proposal submitted for F-4.
- 20 November - First two F-4C's delivered to the Tactical Air Command at MacDill AFB, as the forerunners of more than 1,000 Phantoms that McDonnell will build for the Air Force. The Phantoms were accepted for the Air Force by Lt. Gen. Charles B. Westover, Vice Commander of TAC. Brig. Gen. Gilbert L. Meyers, Commander of the 836th Air Division and Col. Frank K. "Pete" Everest, Commander of the 4453rd Combat Crew Training Squadron, piloted the first two aircraft to become operational.
- 25 November - Twenty F-4B Phantoms from Carrier Air Group Six at Oceana, Virginia, were among the aircraft which combined in a ceremonial fly-by over the grave of President John F. Kennedy during the funeral at Arlington National Cemetery.
- December - F-4C-1 MTU delivered to USAF Air Training Command.

(1963 continued)

December - Initial operational capability of F-4C.

1964

January - \$79,780,000 contract awarded for F-4.

January - F-4C #3 CAT II test aircraft delivered to USAF, Fairbanks, Alaska.

February - F-4C-2 MTU delivered to USAF Air Training Command.

February - Fiscal Year 1964 Contract issued to McDonnell Aircraft Corporation for F-4B/C and RF-4B/C.

March - F-4 Data Link Aircraft designated F-4G.

March - 10,000 flight hours by a Fleet Squadron (VF-74).

18 May - RF-4C first flight, John E. Krings, pilot, B. A. McIntyre, RIO.

June - First RF-4C aircraft delivered to USAF.

June - F-4C-4 MTU Delivered to USAF Air Training Command.

June - F-4C-5 MTU delivered to USAF Air Training Command.

July - Fiscal Year 1965 Proposal for F-4K Submitted to NASC (NAVAIR).

August - RF-4C CTCI completed at McDonnell.

5 August - 1,000th Air Force aircraft delivered, an F-4C (167th F-4C, #63-7572).

September - RF-4C first squadron delivered to USAF.

30 September - Fiscal Year 1965 F-4K Contract received. First procurement by United Kingdom. Firm development and production contract for prototype and 2 production F4 for Royal Navy.

October - Fiscal Year 1965 Proposal submitted (Revision 1) to NASC (NAVAIR).

October - First RF-4C Category II aircraft delivered to Shaw AFB.

4 November - First flight YF-4J.

November - RF-4C-3 MTU delivered to USAF Air Training Command.

November - ECP for AWG-10 Radar (ECP 547) submitted by the McDonnell Aircraft Corporation.

November - MAC's 3,000th aircraft, an F-4C, delivered.

(1964 continued)

- December - Four USAF Tactical Air Command F-4C (Phantom II) jet fighter aircraft landed at MacDill AFB, Florida, after completing an 18-hour, 10,000 mile endurance flight for new world's record. The Phantoms refueled several times from KC-135 jet tankers. Flight, which set a new unofficial endurance record for jet fighter aircraft, was made to evaluate the capabilities of the F-4C aircraft during sustained ultra-long-range flight and to evaluate the physiological and psychological effects on the crews under these conditions. (DOD Release 852-64; Wash. Post 12/3/64)
- December - First F-4C's deployed to Okinawa.
- December - ECP for 38,000 pound GLW authorized for F-4J configuration (ECP 457).
- December - F-4J configuration established and authorized by NAVAIR.

1965

- 4 February - MacDill Air Force Base, Tampa, Florida, received its first F-4, the first in the Air Force. In March, MacDill became the first Air Force base to have two operational ready F-4C wings assigned. In December 1964, MacDill set an unofficial world fighter endurance record when four F-4Cs from the 12th Tactical Fighter Wing flew an 18 hour mission. On 10 July 1965, the MacDill-based 45 TFS produced the first air victory for the USAF since the Korean war by shooting down two Mig-17 aircraft over Vietnam. Later in the year, in November 1965, the 12th Tactical Fighter Wing was transferred to Vietnam. At that time, the mission of the 15th Tactical Fighter Wing became that of a Replacement Training Unit.
- February - 50,000 flight hours by USAF.
- February - 40,000 USN aircraft arrestments.
- February - 250,000 flight hours by USN.
- February - Authorization for AIM-4D missile for F-4D received by McDonnell Aircraft Corporation.

(1965 continued)

- 12 March - First flight RF-4B. An RF-4B reconnaissance aircraft for the U.S. Marine Corps, the fourth Phantom model, was flown on schedule for the first time at Lambert-St. Louis Municipal Airport. At the controls was Irving L. Burrows, McDonnell test pilot, and in the rear cockpit was Don Reese, a McDonnell radar observer. The company also produces an F-4B Navy interceptor, an F-4C Air Force fighter-bomber, and an RF-4C reconnaissance aircraft for the Air Force. Observing the flight were R/Admiral E. E. Christensen, Assistant Chief for Plans & Programs for the Bureau of Naval Weapons, Washington, D.C., B/General Hugh M. Elwood, Commanding General, U.S. Marine Corps Training Command, Glenview, IL, Davis S. Lewis, President, and Sanford N. McDonnell, Vice President of McDonnell Aircraft.

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

- April - Fiscal Year 1965 Contract issued for F-4B, RF-4B/C, and F-4D.

- 9 April - 500th F-4 delivered to USN.

- April - USAF aircraft flights from U.S. to England. (Project High Flight)

- May - First RF-4B Aircraft delivered to VMCJ-3, El Toro.

- May - Fiscal Year 1965 F-4M Contract received for Long Lead Time Funding for F-4M Design and Development.

- May - Phantom II awarded 1965 Glenn H. Curtiss Memorial Award as outstanding aircraft of the year.

- 5 May - Letter contract for 2 F-4M Phantoms for the Royal Air Force.

- 7 July - 1,000th F-4 (F-4B) delivered.

- August - Long Lead Time dollars for Fiscal Year 1966 received for F-4E.

- 7 August - First flight of YF-4E.

- September - Long Lead Time dollars for Fiscal Year 1966 received for F-4K/M.

- September - RF-4B NAMT delivered.

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

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

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

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

(1965 continued)

- December - ASW-25A One-Way Data Link authorized (F-4B).
- December - F-4E Prototype delivered to Hughes Aircraft.
- 9 December - F-4D first flight.
- December - Authorization for AIMS for F-4J and F-4E received.
- December - First Spey Engine delivered to McDonnell Aircraft Corporation.
- December - Fiscal Year 1966 Proposal submitted to NAVAIR for F-4B/D/E/K/M/J/RF-4C.

1966

- 17 January - Authority to proceed with Ground Test Beryllium Rudder Evaluation.
- January - F-4M Cockpit Mock-Up Completed.
- February - F-4D CTCL.
- February - Air-To-Air IFF Prototype Program (F-4C/D) authorized.
- February - First 25 Hour Spey Engine received.
- February - Project Shoehorn authorized (F-4B).
- March - First Flight of a production F-4D.
- 7 April - Three F-4D Phantoms were ferried from St. Louis enroute to Bitburg Air Force Base, Germany, via Warner-Robbins Air Force Base, Georgia. The flight was commanded by Col. James F. Hackler, commander of the 36th Tactical Fighter Wing at Bitburg, first base on the continent of Europe to receive the tactical fighter version of the McDonnell Phantom. The 36 TFW was to complete its transition from F-105 fighters to F-4D by fall.
- 4 May - McDonnell delivered the last F-4C Phantom to the Tactical Air Command. Brig. Gen. Frank J. Collins, Commander of the 836th Air Division at MacDill AFB, Tampa, Florida was the Aircraft Commander. Capt. Ronald C. Anderson, first Air Force pilot to shoot down a MIG in Vietnam, was his pilot. The F-4C ^{is} being replaced in production by the F-4D, an improved model in the continuous updating of this versatile aircraft.
- May - USAF Go-Ahead on F-4E received by McDonnell Aircraft Corporation.

(1966 continued)

- 27 May - First flight of the F-4J. "The No. 2 F-4J will accomplish this mission while the No. 1 aircraft is being prepared for an instrumented test program." The flight occurred on the 8th anniversary of the first flight of the F-4H, and the 3rd anniversary of the first flight of the F-4C.
- June - Fiscal Year 1966 Contract issued for F-4K/M.
- June - Fiscal Year 1966 Contract issued for F-4B, F-4J, F-4D, F-4E, and RF-4C.
- 27 June - First flight of F-4K.
- 28 June - Official rollout and first public flight of the F-4K, Joe Dobronski and E. F. Bud Murray.
- September - Long Lead Time Document authorizing Go-Ahead on F-4K/M for Fiscal Year 1967.
- October - Long Lead Time Document authorizing go-ahead on F-4J for Fiscal Year 1967.
- November - Long Lead Time Document authorizing go-ahead on F-4D (Iranian), F-4E, and RF-4C for Fiscal Year 1967.
- December - Start of F-4J BIS.
- 21 December - First production F-4J delivered to CRAW - VF ICI, Key West, Florida.

1967

- January - F-4J Board of Inspection and Survey trials at NATC Patuxent River. Contractor support authorized.
- 17 February - First Flight of YF-4M. Three months ahead of contract delivery. The tenth version of the Phantom to reach production, an F-4M for the Royal Air Force, made its first flight about 3:10 p.m. on Friday, 17 February 1967, with pilot Joe Dobronski in the front seat and Irv Burrows in the back seat.
- February - Initial Fleet Operational Capability of F-4J.
- 12 March - The 2,000th Phantom (F-4D) delivered to the Air Force.
- 18 April - Authority to proceed with flight test Beryllium Rudder Evaluation.
- 18 April - First deployment of F-4J.

(1967 continued)

- 30 June - First Flight of F-4E. The first production model of the F-4E equipped with an integral multiple barrel 20 mm Vulcan cannon in addition to standard missile control, radar, and armament for added air-to-air superiority, made its first flight two months ahead of schedule.
- June - Peak production rate of 72 F-4 aircraft a month reached.
- July - 2,300th F-4 aircraft delivered; 800th F-4 aircraft delivered to USN.
- August - Fiscal Year 1967 Contract issued for F-4K/M.
- August - Fiscal Year 1967 Contract issued for F-4J, RF-4C, F4-E, and F-4D(IR).
- September - Long Lead Time Document authorizing go-ahead on F-4E, RF-4C, and F-4D (Iranian) for Fiscal Year 1968.
- September - 2,400th F-4 aircraft delivered.
- September - F-4B (BuNo. 148364) lost in Spin Program crash NATC 07222ZZ and 082352Z September 1967 refer.
- 3 October - The first F-4E with an internally mounted multi-barrel cannon in the nose was delivered to an operational squadron, the Tactical Air Command at Nellis Air Force Base, Nevada.
- 26 December - First flight of F-4M.
- December - First million hours in F-4 aircraft flown by Air Force.
- 31 December - By the end of December 1967, the F-4 had accumulated a total of 1,710,000 flight hours since its first flight on 27 May 1958.

1968

- February - 2,700th F/4 aircraft delivered.
- March - F-4E Contract Technical Compliance Inspection (CTCI).
- March - First F-4J Shoehorn Squadron aircraft delivered.
- April - Initial Long Lead Procurement Document for go-ahead on F-4E, F-4J, and RF-4B/C for Fiscal Year 1969.
- 25 April - First Translant deliveries began (F-4K # 4, 5, and 6 delivered to United Kingdom).

(1968 continued)

- 29 April - Three F-4K Phantoms, the first to be delivered to the Royal Navy, touched down at the RN station in Yeovilton, England, after a 4,700 mile trans-atlantic flight from St. Louis. RN 700 Phantom Squadron, commissioned the next day. Phantoms left St. Louis 25 April, with stops en route at Loring AFB, Maine, Navy Air Station, Argentia, Newfoundland and US Air Force Base at Lages, Azores.
- 14 May - Air Force YF-4E Phantom with a beryllium rudder successfully flown in St. Louis. First time an aircraft flown with a major load carrying component fabricated of this material. Beginning of a 10 month flight test program.
- 15 May - 2,800th F-4 aircraft delivered.
- 27 May - First flight (IR)F-4D.
- 31 May - Fiscal Year 1968 Letter Contract issued.
- 14 June - Two more F-4Ks delivered to the Royal Navy at Yeovilton.
- 14-15 June - His Imperial Majesty the Shahanshah of Iran visited McDonnell and on the 15th piloted an F-4E in a 57-minute flight.
- June - First F-4J lost in combat in Vietnam (BuNo. 155554).
- June - Last F-4J "Lead Nose" delivered (140th aircraft).
- June - Document issued authorizing go-ahead on "Maverick" Program.
- 1 July - First F-4M translat (XT 891).
- 14 July - 2,900th F-4 aircraft delivered.
- 20 July - First two F-4M Phantoms delivered to British Royal Air Force at Aldegrove, Northern Ireland. Scheduled to enter service with the Air Service Command.
- September - MAC commenced Ground Test Phases of "Maverick" Program.
- 3 September - First (IR)F-4D translat (67-14869). First two F-4Ds (#s 3071 and #s 3109)? (#s 3050 and 3031)? for the Royal Iranian Air Force left St. Louis.
- 5 September - 3,000th F-4 Aircraft delivered (F-4J).
- November - First Air Force F-4E (Gun Nose) Squadron deployed to SEA with 20 aircraft.
- November - U.S./German Governments sign Co-Production Logistics Agreement.
- 12 November - 3,100th F-4 Aircraft Delivered.

(1968 continued)

- 23 December - 3,200th F-4 Aircraft Delivered.
- 23 December - The first of the new Blue Angels Phantoms was flown to Pensacola, Florida by CDR Bill Wheat. Practice in the new Phantoms for the 1969 season began 3 January 1969.
- 31 December - Fiscal Year 1968 Contract issued for (IR)F-4D, F-4E, and RF-4C.

1969

- January - Seven modified F-4J aircraft delivered to El Centro, California, for Blue Angel team.
- 21 January - Long lead procurement document issued for increased procurement of F-4E and RF-4C for Fiscal Year 1969.
- 29 January - Change Order issued authorizing go-ahead on Boron Rudder.
- 3 February - Initial long lead procurement document for go-ahead on FRG RF-4E for Fiscal Year 1970.
- 4 March - 3,300th F-4 Aircraft delivered.
- 12 March - MDC and Mitsubishi executives execute License Agreement for (JA)F-4E.
- 15 March - First official F-4 Blue Angel demonstration at Marine Corps Station in Yuma, Arizona.
- April - First million F-4 flight hours logged by Navy.
- 19 April - F-4E Thunderbird aircraft #1 and 2 delivered to Nellis AFB.
- 28 April - YF-4K #2 transplants.
- May - MDC issues Purchase Orders to German industry for FRG co-production.
- May - 3,400th aircraft delivered.
- May - Purchase orders signed for initial Japanese program of 2 aircraft plus 11 knockdown kits.
- 4 June - President Nixon attends first F-4E Thunderbird demonstration at Air Force Academy.
- 17 June - U.S. and Japanese Governments validate MDC/Mitsubishi License Agreement.
- 25 June - Firm long lead procurement document issued for go-ahead for Fiscal Year 1970 FRG F-4E (Mod 111).

(1969 continued)

- 30 June - Fiscal Year 1969 contract issued.
- 24 July - 3,500th F-4 aircraft delivered.
- 3 September - First Peace Echo (IAF) F-4E's translat (S/N 68-396 through 68-399).
- September - MAC commenced flight test phases of "Maverick" Program.
- September - Air Force logs the two millionth hour of flight in F-4 Aircraft.
- 9 October - 3,600th F-4 aircraft delivered.
- 21 October - Last (IR)F-4D translants (S/N 68-6919).
- 24 November - 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.
- 10 December - First five Boron Rudders shipped to Davis-Monthan AFB.
- 15 December - British Royal Air Force Phantom set a new record for the flight from Britain to Singapore. It covered the 8,500 miles in 15 hours and 49 seconds. The airplane touched down at Tengah Airfield, Singapore, 31 minutes ahead of a previous record set by an RAF Lightning six days before.
- 23 December - MAC officially notified of the award of the F-15 contract.

1970

- 22 January - 3,700th F-4 delivered.
- 3 June - 3,800th F-4 delivered.
- 30 June - Fiscal Year 1970 contracts issued to McDonnell for F-4J, (GY)RF-4E, and (IR)F-4E.
- 1 September - Letter of intent executed for direct sale of four RF-4E and 73 F-4E to Government of Iran.
- 9 September - First 6 of 24 F-4Es leased to Australia under Government to Government Agreement (Peace Reef), left St. Louis flown by Royal Australian and USAF crews.
- 15 September - First flight (GY)RF-4E (S/N 69-7449).
- 10 October - (GY)RF-4E Rollout Ceremony conducted at MDC.
- 19 October - 3,900th F-4 delivered.

(1970 continued)

- 22 October - First (GY) RF-4E (S/N 69-7449) delivery at St. Louis.
- 2 November - YF4M #1 and 2 delivered to the United Kingdom (Xt852, Xt853).
- 13 November - Roll-out of first (JA) F-4E.
- 15 November - First 2 (GY)RF-4E were translated.
- November - Contract go-ahead for F-4E slats development program.
- December - Contract go-ahead for Advanced Wild Weasel Program.
- 15 December - First 2 (GY)RF-4E translated. (Arrived)

1971

- 14 January - First flight of F-4EJ for Japan Self Defense Force, Lambert.
- 20 January - First RF-4E delivered to German Air Force in ceremonies at Bremgarten AFB; first 4 of 88 on order.
- 29 January - 4,000th F-4 accepted (F-4E).
- 6 July - 4,100th F-4 delivered (IR)(F-4E).
- 16 July - First 2 of 104 F-4EJs delivered in ceremonies on ramp. Then ferried (transpac) to Japan by USAF pilots; 11 more kits for assembly in Japan; 91 to be manufactured in Japan; for total of 104.
- 25 July - First 2 (JA) F-4EJs arrived Nagoya, Japan (arrival ceremonies).
- 30 July - Letter of Intent signed by Germany on procurement of 175 F-4F.
- 31 August - Federal Republic of Germany signed contract to purchase 175 F-4E(F) Phantoms from USAF. Approximately \$750 million, exclusive of engines.
- 31 August - Initial long-lead procurement document for go-ahead on FY 72 (IR) F-4E.
- 1 October - Initial long-lead procurement document for Go-Ahead on (FY) F-4F, West Germany.
- 22 October - Initial long-lead procurement document for go-ahead on FY 72 F-4E (Peace Echo).
- December - Last FY 70 F-4J, final acceptance by the Navy (522nd).
- December - Final delivery of 88 RF-4Es produced for West Germany.
- 29 December - First (IR)RF-4E, S/N 72-266, was accepted.

1972

- 7 January - Last F-4J delivered to the Navy.
- 11 February - First flight of F-4E (Cum #757) with production slats installed.
- 18 April - Contract go-ahead for F-4E slats retrofit program.
- 29 April - First flight of an F-4 (62-1200) modified with fly-by-wire survivable flight control system, but with back-up mechanical controls, at Lambert. Pilot Charles P. Garrison.
- (?) May - First flight of Japanese built F-4EJ assembled by Mitsubishi.
- 4 June - First flight of F-4N.
- December - Contract go-ahead for 40(TK) F-4E aircraft FY'73.
- December - Contract go-ahead for 14(JA) RF-4E aircraft FY'73.

1973

- 22 January - First flight of F-4 using SFCS, survivable flight control system plus fly-by-wire flight control system but no mechanical controls in the aircraft at Edwards AFB, California. McDonnell test pilots C. P. Garrison, pilot and C. A. Plummer, RO. 70 minute flight.
- 18 May - First flight of (GY)F-4F, S/N 72-1111.
- 24 May - Rollout ceremonies for the first of 175 F-4F Phantoms for West German Air Force.
- 30 August - First delivery of F-4F to Federal Republic of Germany.

1974

- 16 January - Last RF-4C delivered to Shaw AFB, S. C. The 503rd built since RF-4C first flight in 1964.
- 29 January - First flight of (GR)F-4E, S/N 72-01500.
- 22 March - First delivery of (GR)F-4E to Greece.
- 28 March - First of 38 Greek F-4s delivered to Hellenic Air Force.
- 3 May - German Air Force activated first squadron of F-4F aircraft.
- 1 June - Final assembly of F-4 moved to building 66.
- 5 June - Announcement that the company would soon begin flight testing an F-4 fitted with pair of fuselage mounted canards to increase aircraft combat capability at Edwards AFB.

(1974 continued)

- 17 June - First flight of (TK)F-4E, S/N 73-01016.
- 1 August - 4,500th F-4 delivery.
- August - First delivery of (TK)F-4E.
- 12 August - Contract go-ahead for F-4E/Apr-38 Wild Weasel (R&D) program.
- 2 October - Iran signed agreement to purchase 36 F-4Es.
- 26 November - Delivery of 4,700th F-4 Phantom, an RF-4E for Japan.
- 26 November - First delivery of two RF-4EJs to Japan Self Defense Force. Japanese representatives, etc. Ceremonies on ramp. Total of 14 to be delivered through March 1975.
- 20 December - Initial long lead procurement document for go-ahead on 6 (FMS) RF-4E aircraft FY'75.

1975

- 28 February - Contract go-ahead for FY'74 RF-4E Service Life Extension/Sensor Update Program.
- 19 March - Contract go-ahead for F4E/Apr-38 Wild Weasel Age Development Program.
- March - Last delivery of (JA) RF-4E aircraft to Japan.
- 1 May - Contract go-ahead for F4E/Apr-38 Wild Weasel Retrofit Program.
- 30 May - Contract go-ahead for F-4D Compass Tie prototype program.
- July - Last delivery of (TK) F-4E aircraft.
- 6 December - First flight of F-4G/Apr-38 Wild Weasel Aircraft.
- 15 December - Contract go-ahead for retrofit incorporation of new instrumented landing system/VHF OMNI range system (ILS/VORS) Mod 2848 in F-4C/D/E & RF-4C aircraft.
- 16 December - The US announced plans to withdraw the last American combat aircraft from Thailand. Ten F-4 Phantom fighter-bombers were scheduled to leave Udorn Air Base in northeast Thailand on 18 December for an undisclosed destination.

1976

- 25 February - Contract go-ahead for 19(KS) F-4E aircraft FY'76.

(1976 continued)

- 12 May - F-4 deliveries 4815.
- 9 July - Contract go-ahead for F-4J leading edge slats program.
- 30 September - Turkey buying 40 F-4s: 32-F-4Es and 8-RF-4Es.
- 13 October - Initial long lead procurement document for go-ahead on 8 (TK) RF-4E aircraft FY'77.
- 8 November - Initial long lead procurement document for go-ahead on 8 (GR) RF-4E aircraft FY'77.
- 30 November - Greece has reached initial agreement with the U.S. for the purchase of additional Phantom jet fighters, informed Greek sources said. The sources said a letter of intent was signed recently, but would not comment on reports that 24 aircraft were involved.
- 30 November - McDonnell Douglas was awarded \$59.5 million USAF contract for 19 F-4E fighters to be sold to South Korea.

1977

- 1 January - Go-ahead received for first 25 of 116 USAF F-4E (F-4G) Wild Weasel retrofit rite.
- 3 January - Contract go-ahead for incorporation of LW-33B inertial navigation attack system in FY'77 (TK) and (GR) F-4E aircraft.
- 24 January - American and Turkish defense representatives have reached final agreement on the sale of 40 F-4 Phantom jets to Turkey, an authoritative Turkish military source said Sunday. The source said the Phantom order would have a total bill of \$464 million, including spare parts. Of this, \$123 million is to be paid from a \$250 million military sales credit extended to Turkey under the 1976 and 1977 U.S. foreign aid bills, he said. The rest is supposed to come from a U.S. military aid package totaling \$1 billion promised over the next four years. In return for this aid, Turkey has pledged to reactivate two dozen American military installations on its soil that were shut down in reprisal against an American arms embargo.
- 13 September - Government of Iran signed Letter of Offer for five additional RF-4Es. Flyaway value \$12 million each. A sixth RF-4E to replace one that crashed recently will probably be requested separately.
- 14 September - Delivered the first ROKAF F-4E (Korea) (Gray, F-15 paint scheme, USAF markings). Ferried to Korea by Colonel Bill Patten, Chief, Air Force Section JUSMAG-K.

(1977 continued)

- 29 September - Korean government signed the letter of offer for 18 additional F-4E Phantom aircraft (Peace Pheasant II). The aircraft configuration includes the LW33 Inertial Navigation and Bombing System. These aircraft extend the Phantom line through July 1979 and increase the total aircraft to be produced to 5,057.
- 4 November - First flight of F-4J slats aircraft.
- 18 November - Contract go-ahead for retrofit incorporation of Airborne video tape recorder in F-4D & RF-4C aircraft.
- 2 December - Contract go-ahead for retrofit incorporation of compass tie in F-4D aircraft.

1978

- March - USAF will begin converting to F-4G Wild Weasel aircraft, replacing the Republic F-105Gs in this missile suppression mission. The F-4Gs will operate from George AFB, California with the 35th Tactical Fighter Wing.
- 21 March - First flight of the 5,000th F-4 Phantom. Pilot, Euclid D. Francis; backseat pilot, Wayne White. Lambert; 1.2 hours.
- 7 April - First two of 40 F-4s arrived in Turkey on Friday, 7 April 1978.
- 19 April - MDC received a \$25,482,380 supplemental AF agreement to a previously awarded contract for long lead time items for 18 F-4E aircraft for South Korea.
- 24 April - The first of 116 USAF/MDC F-4G "Wild Weasel" electronic warfare aircraft came off the modification line in Ogden, Utah, for delivery to TAC.
- 28 April - Delivery of first USAF Advanced Wild Weasel F-4G Phantoms to George AFB, California. F-4Es from Blocks 42-45 are being converted to F-4G Advanced Wild Weasel aircraft: 116 to be converted, of which 96 will go to combat units; remaining for training and testing. A few F-4Cs previously converted to the configuration. (Wild Weasel role: detecting, identifying, and suppressing or destroying enemy electromagnetic emitters.)
- 28 April - USAF announced that in the summer it would begin replacing F-4s stationed in Okinawa with F-15s. The MDC fighters will be phased in over two years with the aircraft assigned to the 16th Tactical Fighter Wing. The conversions to F-15s is scheduled to be completed by mid 1980, the AF added.
- 24 May - Delivery of 5,000th Phantom in ceremonies in hangar (an F-4E).

(1978 continued)

- 26 May - Rollout of #155565 F-4S Phantom, slat wing Navy fighter at the Naval Air Rework Facility (NARF) North Island (NORIS), California. Delivery the same day to the Naval Test Center, Patuxent River, Maryland. Probably 265, or more, F-4Js to be modified into F-4Ss. Combined, cooperative engineering effort between MCAIR and NARF NORIS, each being responsible for 3 of the 6 major airframe changes.
- 5 December - Canard F-4 has been donated to Wright-Patterson Air Force Museum.

1979

- 1 July - Air Force directive to halt further F-4 production; effective date for closing F-4 production line.
- 25 October - Last F-4 (5,057) delivered to USAF; flown away Friday, 26 October. Last F-4 to be produced in St. Louis - #5057 (78-0744 Korea). As of 17 August 1979, on ramp, not flown. As of 24 August, not flown, needed parts; also aluminum inspections.
- 29 October - Foreign military sales code names for the most active sales projects are: Peace Eagle-F-15s to Japan; Peace Fox-F-15s to Israel; Peace Sun-F-15s to Saudi Arabia; Peace Farrow-F4s to Egypt; and Peace Marble-F-16s to Israel.

1980

- 11 February - Japan Air Self Defense Force: 116 F-4EJ, 14 RF-4E, 23 Nuke J air defense systems.

1981

- 20-21 May - Mitsubishi Heavy Industries delivered the 140th and last F-4EJ to the Japan Air Self Defense Force. After the delivery, the Defense Force was to form the 306th Air Squadron, the sixth and last Phantom unit, of the 6th Air Wing, stationed at Komatsu Air Base.