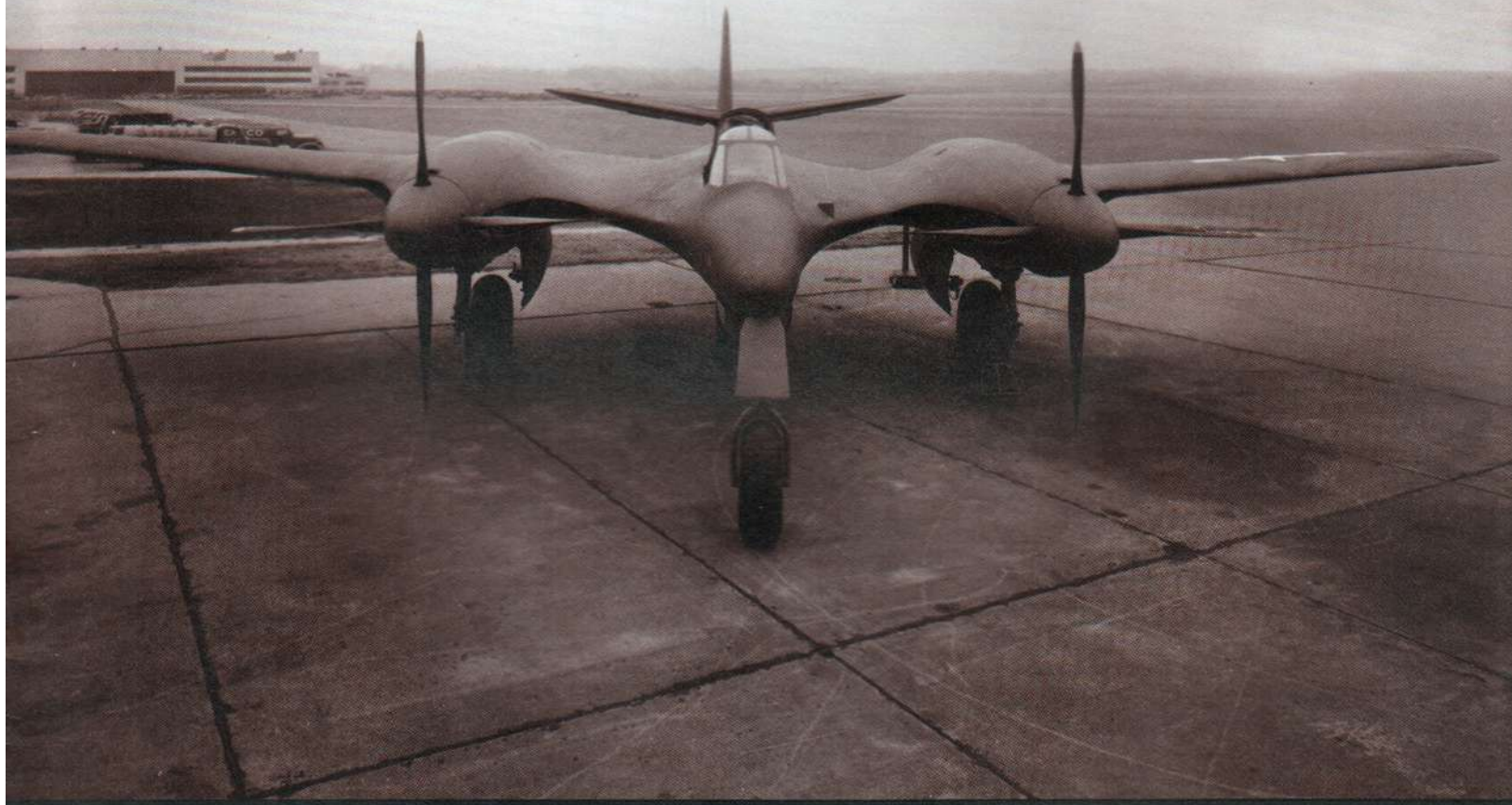


product support **digest**

VOLUME 26 NUMBER 5 1979

**40 Years of
Fighters
1939-1979**



**40th
Anniversary
Special Issue**

MCDONNELL AIRCRAFT COMPANY

MCDONNELL DOUGLAS



40th Anniversary Special Issue

product support digest



Covers: Front cover shows striking frontal characteristics of MCAIR's "first fighter" - the XP-67. Back cover shows equally striking photo of MCAIR's "smallest fighter" - the XF-85 Goblin.

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1939-1979

"McDonnell Aircraft Corporation" was founded in 1939 by James S. McDonnell in St. Louis, Missouri. The business started with "Mr. MAC," one employee, one typewriter, lots of bright ideas, and very little money. Corporate "headquarters" were a couple rooms on the second floor of the small building shown in the inset photo below. In 1979, the business is known as the McDonnell Douglas Corporation (MDC), employs more than 70,000 people worldwide, and is a leader in the aerospace industry. 1939-1979 . . . an exciting, eventful 40 years.

Despite an extremely lean first year in which few sales and zero earnings were recorded, the tiny company managed to stay alive until the fast approaching storm cloud of World War II eventually was to bring it into some prominence in military aviation. Early contracts



were for manufacture of miscellaneous aircraft parts, production of the AT-21 (a twin-engine bomber crew trainer designed by another company), and development of the XP-67 - the very first all-McDonnell fighter airplane design.

The XP-67 proved that the fledgling company was, if not up and running, at least up and working! And it also proved to be the first of a long line of fighters that has continued without interruption from the now gigantic organization whose St. Louis corporate headquarters are housed in the complex pictured on these two pages. MDC is a very long way from the two people and one typewriter in a rented office at Lambert Field; but it is still very close to the spirit and ingenuity and air of quiet confidence that produced the XP-67 bomber-destroyer.

Just two XP-67s were contracted for by the Army Air Forces in 1941, only one was ever flown, and in 1944 it crashed in flames after its 26th test flight (as Mr. McDonnell was to note some time later, "The workmanship was beautiful, but the contract was terminated."). This first airplane was on the scene

so briefly that it didn't even warrant a nickname - the only McDonnell-built fighter to go nameless into history. There was one other two-airplane contract for the company, but this fascinating little fighter did at least earn a nickname - the XF-85 "GOBLIN" (see outside back cover) was all of 15 feet long with a folded wingspan of five and a half feet, had no landing gear, and was to be retrieved in flight by its B-36 mother ship. This tiny, jet-powered parasite fighter was designed to protect the B-36 by being carried in its bomb bay, dropped out for a defensive mission, and then "hooked" back up into the bay! After the two airplanes were built, and a rather brief flight test program at Edwards AFB which included numerous captive flights but just seven free flights, the project was ended in 1949 for several reasons. In-flight refueling for escort fighters was being perfected; the world strategic situation was changing; and there were definite problems with the "parasite" concept itself. The picture of the XP-67 on the outside front cover is all that re-

mains of our very first fighter, but if you visit the Air Force Museum at Wright-Patterson AFB in Ohio, you can still see beautifully preserved "GOBLIN NO. 1" nestled next to its B-36 partner. So much for two interesting but extremely rare McDonnell "birds."

You probably are much more familiar with the nicknames assigned to the rest of this company's line of fighting aircraft - PHANTOM I, BANSHEE, DEMON, VOODOO, PHANTOM II, EAGLE, HARRIER, and HORNET. Each of them was to be around a lot longer than the XP-67 and the GOBLIN, and with con-

siderably larger production runs (such as the nearly 5200 Phantom IIs). Therefore, on this 40th anniversary, we are pleased to invite you along for a brief photographic look behind

those familiar nicknames which symbolize both the strength and continuity of that portion of the corporation known today as McDonnell Aircraft Company (MCAIR), the sponsor of this publication. Over the years, MDC has become a remarkably diverse leader in aerospace - commercial transports, missiles, helicopters, space

vehicles and boosters, automation, electronics and optics, finance, and research and development - and other corporate publications tell of those achievements. Here we want to look at "EIGHT FAMOUS AIRPLANES AND THE COMPANY THAT BROUGHT THEM TO YOU . . . MCAIR."



Phantom I



First Contract: 7 Jan 1943
First Flight: 26 Jan 1945
Last Delivery: 29 May 1948
Total Produced: 62
Versions: XFD-1; FD-1; FH-1

The "PHANTOM I" was US Navy's first jet fighter and the first McDonnell designed aircraft to reach production in more than experimental quantities. Two 1600-pound thrust, axial-flow jet engines drove this 10,000-pound marvel

through the air at speeds above 500 mph in level flight. On 21 July 1946, an XFD-1 performed a series of takeoffs and landings aboard the carrier FRANKLIN D. ROOSEVELT, thus becoming the first US jet-propelled aircraft to operate from a carrier. Less than two years later on 6 May 1948, VF-17A became the first carrier-qualified jet squadron in the Navy after three intense days

of operations aboard the USS SAIPAN, including one day in which 176 takeoffs and landings were recorded. The Phantom I served with distinction in several active Navy and Marine squadrons before joining the Reserves as their first jet aircraft in 1949. Although the Phantom I was always ready, it would never experience actual combat. It did, however, provide the crucial foundation of technical

knowledge that would make its "big brother," the F2H Banshee, the powerful success it was during the Korean Conflict. MCAIR's "first Phantom" was certainly a leader during the journey of US air power into the jet age. It was also the vehicle which helped a still-small manufacturer in the Midwest "turn the corner." With the Phantom I, MCAIR was now on its way toward a solid future. ■

Banshee



First Contract: 2 Mar 1945

First Flight: 11 Jan 1947

Last Delivery: 31 Oct 1953

Total Produced: 895

Versions: XF2H-1 (XF2D-1);
F2H-1; F2H-2; F2H-2B; F2H-
2N; F2H-2P; F2H-3; F2H-4

This straight-wing jet fighter was the first real manufacturing success for the young McDonnell organization - seven different production models were developed over

the seven years this USN/USMC aircraft spent on St. Louis assembly lines. Original design called for defensive air patrol missions, but as overall capabilities of jet aircraft were explored and combat requirements of Korean War expanded, the F2H series matured to include night fighter, all-weather, and photo-reconnaissance versions. Fuselage grew ten feet between first and last models as more fuel,

search radar, reconnaissance, and armament gear were added. F2H-4 weighed six tons more than first Banshee, which started at gross weight of just 12,000 pounds. F2H-2s were flown by VF-172 off USS ESSEX on 23 August 1951 to attack Communist transportation routes in Northeast Korea in first combat appearance by a McDonnell-built fighter. F2H-2P photo Banshees flown by VMJ-1 were credited

with major portion of recon load during Korean War; the squadron's 12 aircraft provided one-third of the photo coverage required by Far East Air Forces. This was an era of great change for USN and tactical operations theory - the F2H Banshee was a valuable tool in the transition. It was an era of change for MCAIR also - employment tripled during the "time of the Banshee" - to 15,000. ■

DEMON



First Contract: 3 Jan 1949
First Flight: 7 Aug 1951
Last Delivery: 8 Apr 1960
Total Produced: 521
Versions: XF3H-1; F3H-1N;
F3H-2; F3H-2M; F3H-2N

PER ASPERA AD ASTRA -
"Through adversity to the stars." This old Latin motto has been used for many difficult situations, but could have been coined just for the DEMON. This single-seat,

single-engine Navy fighter had a hard time getting there, but eventually became a trusted and reliable performer during numerous international crises during the 1950s. And it remained in fleet service until 1964 when F-4B Phantoms began to replace the Demon. It wasn't easy, either for the Navy or the contractor. Engineering work on this model began in 1949 and a radical change in concept it was - a

single engine, highly-swept wing design intended to couple all-weather radar with guided missile capabilities in a stable delivery platform capable of fighter speeds. The first models were severely underpowered (some were permanently grounded), but the rest of the production models (F3H-2s with a higher thrust engine) were to become highly effective fleet defense fighters, called by some ex-

perts the best carrier-based fighter of the period. Demons served aboard carriers in the Mediterranean, Caribbean, and the Far East, and were critical to Navy operations in both the Lebanon and Quemoy crises of that era. For MCAIR, the time of the F3H was a "testing period." In its first exposure to adversity, the still maturing organization proved both its responsibility and its confidence. ■

Voodoo



First Contract: 3 Jan 1952
First Flight: 9 Sep 1954
Last Delivery: 3 Mar 1961
Total Produced: 807
Versions: XF88; XF88A; XF-88B; YRF-101A; F101A; F-101B; NF-101B; F-101C; RF-101A; RF-101B; RF-101C; RF-101G; RF-101H; TF-101B; F-101F; CF-101B; TF-101F; CF-101F

In its time no airplane in the history of air power had better

qualifications for multi-mission assignments than the F/RF-101 "VOODOO." With technology gained from McDonnell's successful experimental XF-88 configuration (also known as the Voodoo), a long range escort fighter under the designation F-101 was ordered into production in the mid-fifties. When the aircraft entered the Air Force inventory in 1957 it became the world's fastest operational jet

and the first to be utilized by the USAF Air Defense, Strategic, and Tactical Air Commands at the same time. RF-101 Voodoos extended reconnaissance performance into the supersonic field, with a capability for taking photographs from 45,000 feet over an area of 217 miles long by eight miles wide. Photos taken by RF-101s pinpointed the exact extent of the Soviet missile buildup in Cuba in

1962. In addition to the USAF, this remarkable aircraft also saw service with the Chinese Nationalist Air Force, the Royal Canadian Air Force, and United States Air National Guard units. Proof that the Voodoo was an outstanding flying machine lies in the fact that twenty-five years after its initial flight many are still in service with the RCAF and the Air Guard. The F-101 was truly an aircraft for the times. ■

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Advanced tactical fighter design offers survivable, accurate, day/night, all-weather air-to-surface attack capability for the mid-1990s.



Advanced version of USAF F-15 with close-coupled canards.



Supersonic V/STOL fighter is evolution of AV-8 data base.

Preview of



The small drawing at left is an artist's pencil sketch of McDonnell Aircraft Corporation's "Model P-1." It was drawn late in 1939, and represented a proposal for a single engine, twin (pusher) propeller pursuit aircraft that would fly at about 450 mph. The small sketch at right is an artist's rendition of "MCAIR Model VLF 265-1." It was done some four decades after the one at left, and represents a highly advanced Mach 2+ control-configured vehicle which could double combat maneuver effectiveness compared to conventional fighter designs. These two sketches are intended to pictorialize progress in engineering design theory over this company's forty-year history, and they delineate aircraft which are literally "worlds apart" in concept, technology, and capability. However, both sketches are notable here because they picture two of the many design milestones placed by J. S. McDonnell and associates along the continually ascending curve that marks aerospace progress.



Candidate two-place reconnaissance version of USN/USMC F/A-18 single-place Hornet.

the Future

The only thing unique about Model P-1 today is that it was the very first design offered by the company to the United States Armed Forces. It was also the first to be rejected. When this design incurred official disfavor, several variations were immediately offered, which met with the same fate. Between Models P-1 and VLF 265-1, there have been many other rejections of many other proposals for new aircraft, and so it will continue in this highly technical and competitive industry. But over that forty-year journey from 1939 to 1979, MCAIR has also produced numerous and notable "winning" designs. You have just turned the pages of our winners known as Phantom I, Banshee, Demon, and Voodoo; before you move on to the pages of winners called Phantom II, Eagle, Harrier, and Hornet, pause on these two pages for a brief look at several representative designs the company has in mind for tomorrow . . . or the day after.



Phantom II



First Contract: 18 Oct 1954
First Flight: 27 May 1958
Last Delivery: 26 Oct 1979
Total Produced: 5195 (including 138 F-4EJs built in Japan)
Versions: AH-1; F4H-1; F4H-1F; F-4A; F-4B; F-4C; F-4D; F-4E; F-4E(J); F-4G(USN); F-4G(USAF); F-4F; F-4J; F-4K; F-4M; F-4N; F-4S; QF-4B; RF-4B; RF-4C; RF-4E

The "PHANTOM II" began as a company-funded design

in 1953, and only after much refinement emerged in the configuration which was to become the world's most respected fighter. Although McDonnell engineers felt from the beginning that they had created a "winner," probably no one envisioned what an overwhelming production and combat success the Phantom II would eventually become. The aircraft kept getting better and better as improve-

ments in armament, avionics, and structure, as well as updated engines were developed. The initial USN/USMC success with the F4H-1 led to a USAF order for 30 new "F-110As" (F-4Cs) in March of 1962, making the Phantom II the first tri-service fighter and beginning the largest purchase by a single customer - 2640 planes in four models. In 1964 Great Britain ordered the F-4K and F-4M to become

the first of ten international customers. The biggest test for the F-4 was that of actual combat. Countless times the Phantom met the enemy head-on, each time with deadly results - millions of tons of ordnance were delivered on target and 277 confirmed air-to-air "kills" were recorded. After 20 plus years of stellar service, the Phantom can still be relied upon to assist in defense of the Free World. ■

Eagle



First Contract: 1 Jan 1970
First Flight: 27 July 1972
Total Produced: 485 (to date)
Versions: F-15A; F-15B; F-15C; F-15D; F-15DJ; F-15J

In the mid-sixties, when the USAF asked the aviation industry for the near impossible in combat aircraft capability, MCAIR embarked on an unprecedented development program from which the "EAGLE" evolved. Out of this program

emerged the F-15 - an air supremacy fighter which can clear the skies of hostile aircraft at night or during the day, in fair or foul weather. Termed by those who use it as "the best yet," the F-15 is today, and will be for many years to come, the bulwark of the Free World. It first entered operational squadron use on 14 November 1974, and is now in service with several USAF Tactical Fighter units

and the Israeli Air Force. Under license, Japan will build the Eagle for its Self Defence Forces; and in the early 1980s, the aircraft is scheduled for delivery to the Royal Saudi Air Force. The F-15 is still a young aircraft and has not reached its full maturity - in years to come, it is quite possible that what is now the world's most outstanding air supremacy fighter could also be filling other roles as an at-

tack, interceptor, and reconnaissance aircraft. The Eagle, with its present capabilities and future potential, is a key national asset in which the men and women of McDonnell Aircraft Company take great pride. Its use by USAF and several foreign nations will help assure stability in the highly sensitive international environment in which the F-15 must operate in the foreseeable future. ■

Harrier



First Contract: 1 Apr 1975 (YAV-8B)
First Flight: 9 Nov 1978 (YAV-8B)
Versions: P.1127; Kestrel; AV-8A; TAV-8A; YAV-8B; AV-8B

The "HARRIER" entered squadron service with the Royal Air Force in 1969 after nearly 15 years of V/STOL fighter aircraft development which began with Hawker design studies in 1954. The

program progressed through P.1127 prototype testing in the early 1960s and the tripartite evaluation of the "Kestrel" in 1965. In 1971 the US Marine Corps received its first AV-8A Harriers (including TAV-8A two-place versions) from Hawker Siddeley (now British Aerospace Corporation). When the Marines requested designs for an "Advanced Harrier" which would double the payload/combat

radius of the AV-8A for any given situation, MCAIR (as the US Licensee of British Aerospace) responded with the AV-8B "growth version." Two MCAIR YAV-8B prototypes, incorporating a supercritical wing fabricated of graphite-epoxy and other aerodynamic improvements, have recently completed a highly successful test program, resulting in a contract for the construction of four

Full Scale Development (FSD) aircraft. Current plans are for the procurement of over 300 AV-8Bs for the U.S. Marine Corps. Development of the Harrier V/STOL fighter series has been an excellent example of cooperation between major international manufacturers - a practical and successful demonstration of the concept of "United Nations," which McDonnell Douglas Corporation so strongly endorses. ■

Hornet



First Contract: 23 May 1975
First Flight: 18 Nov 1978
Versions: F/A-18A; TF-18A

The F/A-18 "HORNET" is a single-seat, twin-engine, twin-tail high performance attack/fighter. It was conceived as a unique answer to current Navy and Marine Corps aircraft needs, being designed to replace both the F-4 and the A-7 in the fighter escort and light attack roles and to aug-

ment the F-14 in the fleet air defense role. The aircraft has evolved as a result of several separate design programs. During the two years prior to the contract proposal, sixty-three million dollars of McDonnell and contracted research/development funds were spent on a new Naval strike fighter called the Model 263. These "VFAX" designs, along with derivatives from MCAIR F-15 technology,

were incorporated with the YF-17 aerodynamic shape to provide the genesis of the Hornet. In addition to increased performance, the F/A-18 will offer a higher operational readiness rate, higher reliability, lower maintenance and life cycle costs, and will be more survivable in combat than its predecessors. Current planning indicates a procurement of nearly 1400 Hornets for USN/USMC through the

1980s, with several foreign nations also interested in updating their defense forces with this new aircraft. After eight surface vessels over more than 200 years of US naval history, the F/A-18 is the first aircraft to be given the tradition-filled name of Hornet. MCAIR is confident its high performance attack/fighter will do honor to this famous name and continue our long partnership with US Naval Aviation. ■

Record Setters



Two obvious things are required to "set a record" in any field - a record-setting performer and a record-setting performance. Over the years that McDonnell Aircraft Company has been building **record-capable** aircraft, many US military aircrewmembers have been flying them to **record-creating** heights, speeds, and distances. Some MCAIR products have broken records previously established by other MCAIR products; some have taken records away from aircraft produced by other companies; and some have helped the American flag wave higher than the ensigns of other nations. In each case, the new record has always been the combined result of a fine aircraft handled by fine pilots. Here are a few of those airplanes and aircrews, with the records they set for the period. . .



VOODOO. "OPERATION SUNRUN" was a multi-airplane assault on United States transcontinental speed records. The long range, speed, and dependability of the USAF F/RF-101 aircraft were demonstrated on 27 November 1957 when all three cross-country records between Los Angeles and New York - west/east, east/west, and roundtrip - were broken by recon

Voodoos. First Lieutenant Gustav Klatt set new LA-NY record of three hours seven minutes forty-three seconds for average speed of 782 mph. Captain Robert Sweet set new NY-LA and roundtrip records. Two other Voodoos also broke existing records that day, and two spare aircraft were not needed because of flawless performance of first four from start to finish.



PHANTOM II. The F-4 set sixteen world-class speed, climb, and altitude records, and for several years held all eight Time-to-Climb marks - 3, 6, 9, 12, 15, 20, 25, and 30,000 meters. "PROJECT HIGH JUMP" involved five USN and USMC pilots in record-setting flights at NAS Brunswick, Maine, and NAS Point Mugu, California between 21 February and 12 April 1962.

LCDR John Young, Lt Col William McGraw, and LCDR Del Nordberg each set two of the time-to-climb records; and CDR David Longton and LCDR F. Taylor Brown one each. Phantom also established new speed records for 15/25, 100, and 500 kilometer courses; absolute speed record of 1606.3 mph; and a record for sustained horizontal flight at high altitude.



PHANTOM I. Top speed of 500 mph at 20,000 feet; rate of climb of 5000 fpm; range of 750 miles. For today, not much perhaps, but consider that these figures were established early in 1945 - thirty-four years ago! The FH-1 was the US Navy's very first turbojet engine fighter and its performance was so superior to any fighter then in service

that the Phantom I was obviously a record-setter in every way. It became the first jet to operate from a carrier, and only V-J Day kept this sleek performer from demonstrating its capabilities in combat. First Navy all-jet squadron was composed of FH-1s and USN/MCAIR partnership has continued ever since in a record-setting relationship.



EAGLE. Eight world-class Time-to-Climb records in just six flights. Five of the records set in a single day. Three of the records set in a single flight. Previous records beaten by as much as 28 percent. Such was the performance of the USAF F-15 at Grand Forks Air Force Base, North Dakota early in 1975. The Eagle broke five lower altitude records held by the Phantom and the 20, 25, and

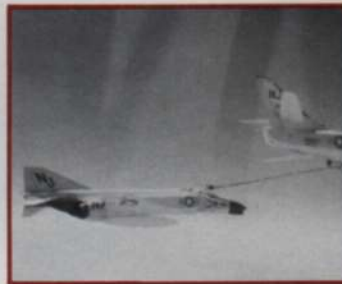
30,000 meter marks set in 1973 by the MiG-25 Foxbat. Majors Roger Smith and Willard Macfarlane each set three records and Major David Peterson two. The 30,000 meter climb (98,425 feet) by Major Smith required just 207.80 seconds, after acceleration to Mach 1.1 in 56 seconds! "PROJECT STREAK EAGLE" - a perfect blend of man and machine in demonstration of air superiority.



"TOP FLIGHT" — 6 December 1959: F-4A flown by Navy Commander Lawrence Flint at Edwards AFB broke record for altitude then held by a Soviet Union aircraft. Flight required nearly 40 minutes from take-off to landing, reaching 98,557 feet in a ballistic trajectory with peak altitude airspeed of 45 miles per hour!



"SAGEBURNER" — 28 August 1961: Eight-year old record for three kilometer low altitude closed course was broken by Navy F-4A flown by Lieutenants Huntington Hardisty and Earl DeEsch. Average speed of 903 mph was reached during two required runs in which maximum altitude was 125 feet over rough New Mexico desert terrain!



"PROJECT LANA" — 24 May 1961: Five F-4s flew at timed intervals from Los Angeles to New York to set new records for west to east transcontinental flights. Fastest of the five Phantoms flew the 2550-mile course in two hours forty minutes and average speed of 869 mph. LT Richard Gordon and LT(jg) Bobby Young were the pilots.



"OPERATION FIREWALL" — 12 December 1957: F-101A piloted by USAF Major Adrian Drew set new record for 15/25 kilometer straightaway course at Edwards AFB, California — 1207 miles per hour average speed in runs in both directions over measured 10.1 mile distance. Record runs were flown at altitude of 39,000 feet.



"OPERATION PIPELINE" — 17 May 1958: Four F3H Demons (and four F8U Crusaders) flew nonstop Transatlantic crossings in a practical test of the speed with which carrier aircraft could be delivered from the East Coast to the Sixth Fleet in the Mediterranean. These capabilities were utilized in Lebanon Crisis later that year.



"EAGLE SORTIE SURGES" — F-15 continues to break and set new records for sortie generation. USAF units at Bitburg, Camp New Amsterdam, Eglin, Holloman, Langley, and Luke Air Force Bases have conducted simulated combat exercises in past two years which produced numbers of individual sorties 20% to 50% above totals planned by unit battle staffs.



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CORPORATION