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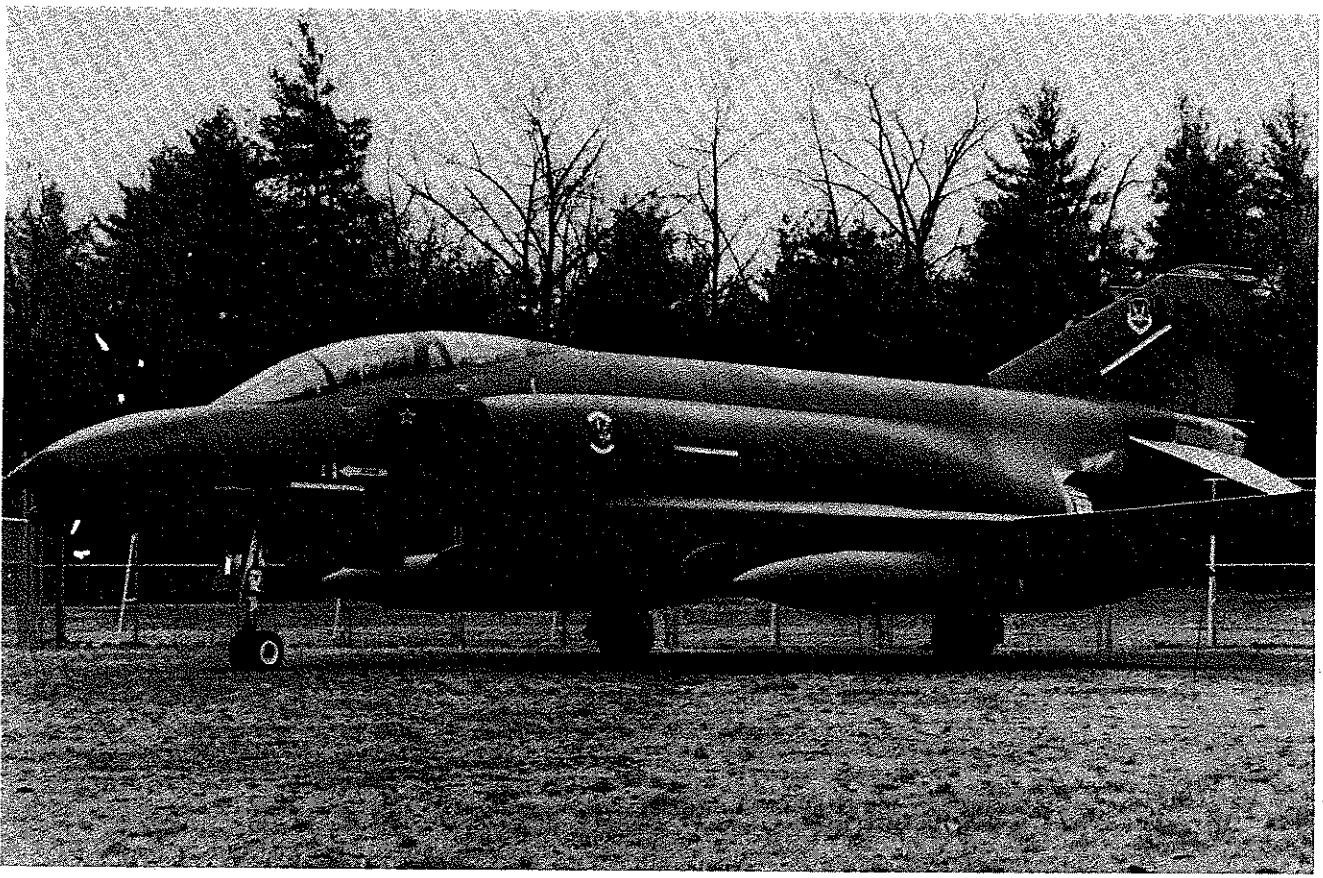
NEWSLETTER

NEW ENGLAND AIR MUSEUM

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F-4D PHANTOM AT MUSEUM



On April 29, 1989, McDonnell-Douglas F-4D Phantom II (s/n 66-269) was moved from the Connecticut Air National Guard facilities at Bradley International Airport to the New England Air Museum property, where it is now on display in the outside exhibit area near the fence next to the pub-

lic parking area. The U. S. Air Force Museum, Dayton, OH, had placed the Phantom on loan with the CT Air Guard, who de-militarized and performed corrosion control on the Air Force fighter in preparation for

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F-4D PHANTOM AT MUSEUM

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going on public display. The Air Guard has now, in turn, placed the F-4D on long term loan with the New England Air Museum.

The Phantom should prove to be one of the most popular attractions at the Museum because, according to Museum Executive Director Mike Speciale, *"This is probably the most recognizable military aircraft of our time."*

Despite its rather angular appearance, with a bulbous drooped nose, the oddly-shaped wings and the pronounced anhedral to the horizontal tail planes, the F-4 is surprisingly fast and agile, particularly for a two-place aircraft of its size. Its Mach 2 performance comes from the two extremely powerful General Electric J79 turbojets. McDonnell's publicity slogan *"A complete airforce of an aircraft,"* aptly describes the Phantom which is recognized as the best fighter-bomber ever built. With over 4,500 aircraft produced in dozens of different versions, the F-4 was in

operational use for almost twenty years in all of the major air forces of the western world and was actively engaged in the major wars of the 1960s and 1970s from the Vietnam War to the Middle East.

Originally conceived in 1953 as an all weather, supersonic fighter for the U.S. Navy, the F-4 Phantom was chosen in a competition with the Vought F8U-3 Crusader III. The Phantom was soon recognized to be a superior aircraft, capable of meeting all operational requirements asked of it. It was adopted by the Air Force as an air superiority fighter and later used on other roles such as ground support and reconnaissance.

The Phantom served with distinction in Vietnam, proving to be more than a match for the lighter MiG-21 fighters. The only adverse criticism heard of the F-4 was its lack of guns in a combat situation, being forced to rely completely on missiles in an air-to-air engagement.

Our particular Phantom has a rather noteworthy history, having flown combat sorties in the air war over



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OUR PHANTOM II ARRIVES IN CONNECTICUT

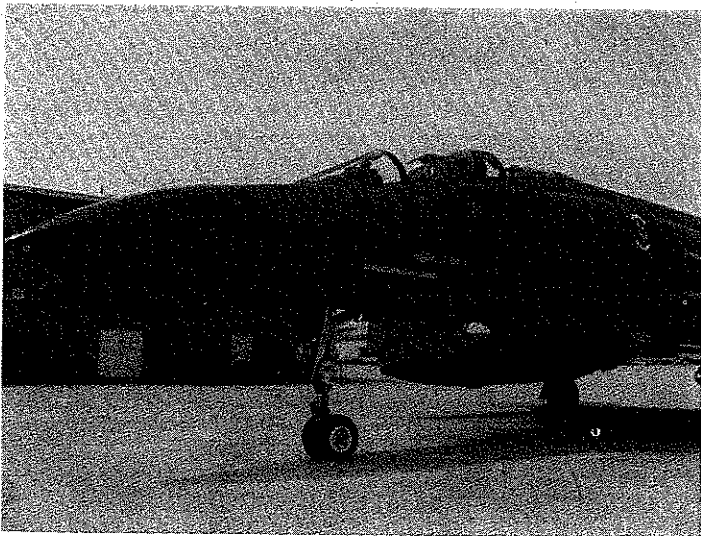
This spring, a McDonnell-Douglas F-4 Phantom II touched down at Bradley International Airport and taxied over to the Connecticut Air National Guard facility on the west side of the airport. Making its last flight from Homestead AFB, Florida, the F-4 is now officially on loan to the Connecticut Air National Guard from the U.S. Air Force Museum.

After undergoing de-militarization by the Air National Guard, the "Save List" parts are returned to the Air Force, and some corrosion control, the F-4D (s/n 66-269) will be transferred to the New England Air Museum for display. Colonel Don Joy, commander of the CT Air Guard, tells us that this transfer could take place by this fall.

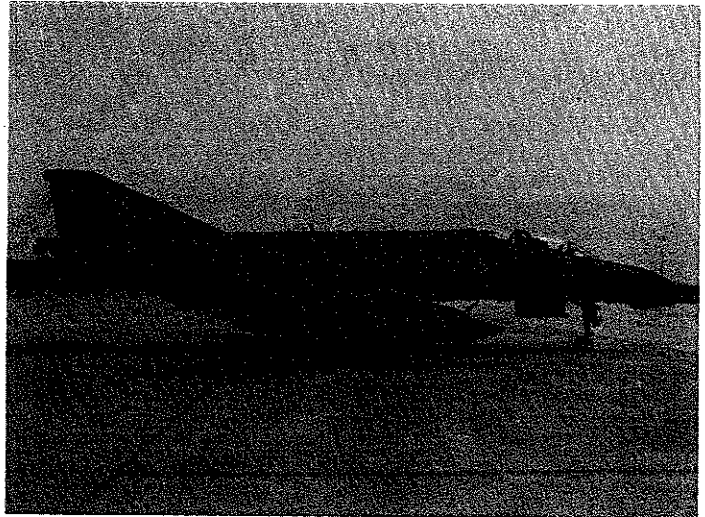
This particular Phantom is noteworthy in that it had participated in the air war over Vietnam and had one "victory" as shown by a red star prominently displayed on each intake splitter plate, under the cockpit area.

In 1972, "269" was stationed at Udorn, Thailand as part of the 555th TFS, 432nd TRW. On December 21, 1972, "Bucket 01," the call sign assigned to our F-4D that day, was flown by Lt. Col. James E. Burson and Maj. Ralph S. Pickett, and was officially credited with downing a MiG-21 during the mission.

An action photograph of our Phantom appears in Squadron/Signal's publication, "AIR WAR OVER SOUTHEAST ASIA, VOL. 3." The photograph was taken in 1973 while "269" was still stationed at Udorn.



Our F-4D sports a red star on the intake splitter plate, indicating one victory in the air war over Vietnam.



Our McDonnell-Douglas F-4D Phantom II as it arrives at Bradley International Airport.

When McDonnell Aircraft first built the F-4 Phantom, they coined a publicity phrase to describe their new product -- "A complete air-force of an aircraft." Even they probably did not realize at the time how true this statement was to be. One of the finest fighter-bombers ever built, the F-4 has been in operational use for more than twenty years, in the major air forces of the western world. It has been actively employed in the major wars of the 1960s and 1970s, from the Vietnam War to the Middle East.

The Phantom II history can be traced to 1953 when McDonnell proposed an all-weather, supersonic, twin-engined fighter to the U.S. Navy, and the first production version, F4H-1 (later changed to F-4B) first flew on May 27, 1958. Competition for a production contract had come from the Long-Temco-Vought F8U-3 Crusader, but the Phantom had emerged victorious.

The Phantom had gone through a lengthy design phase before production started. Over 200 different arrangements for the wing and tailplane were considered and over 5,000 hours of experiments were conducted in wind tunnels before settling on the best possible compromise between speed, handling, bombload capacity, weight and engine power. The result was not a "pretty" airplane, but an extremely successful one.

Although initially designed for the Navy, the U.S. Air Force was interested in the excellent performance of the new aircraft and decided to adopt it as an air-superiority fighter. The initial Navy version had been designated F-4C and the Air Force version, fitted with more powerful engines and improved avionics, was designated F-4D.

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Southeast Asia. On December 21, 1972, "Bucket 01" (the call sign assigned to our F-4D that day), was flown by Lt. Col. James E. Burson and Maj. Ralph S. Pickett, as part of the 555th Tactical Fighter Squadron. They were officially credited with downing a Russian-designed MiG-21 during their mission. This "victory" is graphically shown by a red star prominently displayed on each intake splitter plate, under the cockpit area.

All members are urged to come to the Museum and view this historic aircraft.



The DeHavilland DH-115 as it appeared in the outside display area subsequent to the 1979 tornado.

CHANGES IN THE CAHA/NEAM COLLECTION

The De Havilland DH-115 Vampire was sold in April 1989 after a prolonged period of negotiation. The \$20,000 received from this sale will be used to purchase a new crew-cab pick up truck, to replace our 1976 Chevrolet which has seen much service through the years.

B. B. Anderson, of Topeka, Kansas, originally donated the Vampire to us in November 1973. Anderson had been using the jet as a corporate aircraft until maintenance costs far exceeded its value.

The Vampire had originally been built in Australia and flown in the Royal Australian Air Force as a two-place trainer. The Vampire Trainer first flew in November 1950 and was the first jet aircraft used by the RAF in their training.

As displayed at the New England Air Museum, the Vampire was in civilian markings, as previously flown by Anderson. The jet trainer was in only

fair condition, with high time engines, no avionics and no log books (essential to the value of the airplane). It's composite construction prevented it from being displayed in our outside area and Museum officials determined that the exhibit space it occupied in the Main Exhibition Building could be better used for aircraft more significant to the collection.

The Curatorial Committee and the Board of Directors agreed unanimously that this move would be the best for the Museum's future plans.

One of our Pratt & Whitney JT3D-1 turbofan engines was sold recently for \$15,000, and these funds were used to purchase a World War I Liberty engine. Again the Curatorial Committee and Board of Directors agreed that the JT3D was surplus to our requirements and we needed a Liberty for our propulsion collection.