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McDonnell Douglas F-4 Phantom II Andy Evans,2008-02 The McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engined, all-weather, long-range supersonic jet interceptor fighter/fighter-bomber. Part two of this title provides detailed photographic coverage of the US Navy and US Marine Corps variants.

McDonnell Douglas F-4 Phantom II William R. Peake,2004 A legend in its own time, over five thousand Phantoms were built in St Louis and Japan over more than twenty years. This heavily tabular book gives the construction number and first flight date of each aircraft and the attrition or retirement date and disposition of those no longer in service. USAF,USN and USMC aircraft which have scored combat victories are also detailed.

McDonnell Douglas F-4 Phantom Geoff Coughlin,2022-06-20 The McDonnell Douglas F-4 Phantom II was the most-produced American supersonic military jet with 5,195 aircraft being produced. By any standards the F-4 has been incredibly successful, used not only by the USAF and US Navy but many air forces around the world including Germany, Israel, Turkey and Japan. The F-4 was designed as a long-range fighter interceptor and fighter bomber, excellent in all roles assigned to it. The Phantom has performed leading roles in multiple conflicts around the world from the Vietnam War through to the Gulf War. Although the F-4 left US service in 1996 it has continued in service with other air forces, only just being retired in 2020 from the Japanese Air Self-Defence Force. This new title in Pen & Sword's highly successful Flight Craft series covers the development and operational use of the F-4 Phantom II and brings to life the variety of color schemes and markings applied by many of the multiple air arms that have operated the Phantom around the world by including

quality color profiles. Multiple model projects are included covering significant variants of the F-4 like the F-4B, F-4D, F-4E, F-4F, F-4G, F-4J, F-4EJ-Kai; British FGR-2 and F-4J(UK). All the popular model scales are represented: 1:72, 1:48 and 1:32A first for scale modellers everywhere – a book aimed at scale modellers of all levels interested in building the F-4 Phantom II.

Modellers Datafile 12 Andy Evans, 2010-11-20 The McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engined, all-weather, long-range supersonic jet interceptor fighter/fighter-bomber. Part one of this title provides detailed photographic coverage of the USAF F4C, F-4D, RF-4C, F-4E, F-4G, QF-4E/G and Thunderbird variants.

USAF McDonnell Douglas F-4 Phantom II Peter E. Davies, 2013-04-23 In many respects the most successful, versatile and widely-used combat aircraft of the post-war era the F-4 Phantom II was quickly adopted by the USAF after its spectacular US Navy introduction. It was so much better than any other USAF fighter at the time that Air Force generals were happy to comply with the US government's 'commonality' policy and purchase a naval aircraft. As an interceptor it was superior to the existing F-106A Delta Dart and it combined outstanding fighter characteristics with the ability to carry more ordnance than many WW II bombers and offered the possibility of a sophisticated reconnaissance variant. McDonnell had provided the USAF with both fighter-bomber and reconnaissance versions of its successful F-101 Voodoo and the Phantom offered the same twin-engined reliability, sturdy engineering and reliability but with the clear advantage of multiple missile armament and long-range radar. Its introduction to USAF squadrons happened just in time for the Vietnam conflict where USAF F-4Cs took over MiG-fighting duties

from the F-100 Super Sabre, freeing it and the F-105 Thunderchief to fly attack sorties instead. Although the F-4 was never intended as a dog-fighter to tangle with light, nimble, gun-armed MiGs it was responsible for destroying 109 MiGs in aerial combat. More often, Phantoms deterred MiGs from attacking US bombers, or delivered ordnance themselves. Reconnaissance RF-4Cs replaced RF-101C Voodoos, offering far more advanced data-gathering devices. Elsewhere, F-4C and F-4D Phantoms re-equipped Tactical Air Command squadrons in Europe, Japan and the USA and they were joined by later models. In Vietnam numerous MiGs had also been destroyed by gun-armed F-105 and F-8 fighters and even by Phantoms with 'strap-on' gun-pods, lending weight to the argument that the Phantom should also have an internal gun. In its original naval interceptor role this had been considered unnecessary but the USAF sponsored development of the F-4E with the same built-in gun as the F-105 in addition to its existing missiles and other ordnance. In the early 1970s further funding added wing slats to improve the F-4E's manoeuvrability, an updated cockpit and a television-based, long-range visual sighting system to identify possible enemy aircraft. USAF Phantoms also took over the nuclear alert role combining this with air defence or conventional ordnance delivery as required. For a very different scenario some F-4Es were modified as replacements for the F-105G Wild Weasel. With sophisticated radar detection equipment and anti-radiation missiles these F-4Gs were still in service in 1991 and they provided invaluable service during Operation Desert Storm, as did the remaining RF-4C reconnaissance Phantoms. At the end of their careers many of the survivors from the 3,380 'land-based' Phantoms were converted into target drones for training purposes. Others were passed on to Air National Guard or Reserve units before

becoming drones or joining five air forces in other countries. New aircraft were also built for West Germany, Iran and Israel while 140 F-4EJs were assembled or entirely built under licence in Japan. With the Israeli Air Force F-4s achieved notable success in combat. The USAF's experience with the Phantom showed clearly that the air-to-air fighter was still a necessity and its decision to fund its successor, the McDonnell-Douglas F-15 Eagle (as well as the F-16 Fighting Falcon and F-22A Raptor) was heavily influenced by the lessons of US and other Phantom pilots in combat.

McDonnell Douglas F-4 Phantom Stewart Wilson,2000

McDonnell Douglas F-4 Phantom II Philip J. R. Moyes,1980

Modelling the F-4 Phantom II Geoff Coughlin,Neil

Ashby,2012-05-20 The 'Phabulous' Phantom first took to the air on 27 May 1958 and has been in service around the world for many decades. The United States, the United Kingdom, Australia, Egypt, Germany, Greece, Iran, Israel, Japan, South Korea, Spain and Turkey have all operated this powerful aircraft. The Phantom starred in both the Vietnam War and Operation Desert Storm, and in its service career has flown every traditional military mission. With many F-4 variants in service (from FG.1s to 'Wild Weasels'), and some 25 scale model kits currently available, the possibilities for modelling this subject are endless. There are few guides currently available to the F-4 modeller: this book seeks to redress the imbalance, providing an in-depth and step-by-step approach to modelling this plane across a variety of scales, types, and national schemes.

F-4 Phantom II in Detail & Scale: USAF Bert Kinzey,1981

McDonnell Douglas F-4 Phantom II Andy Evans,2010-07

Features: 128 pages Chr(45) full colour throughout; Details of the Phantoms flown by the Armed Forces of Germany, Japan, United

Kingdom, Greece, Turkey, Australia, Israel, Spain, South Korea, Egypt and Iran; Individual nation airframe anomalies and weaponry; Colour side-views by David Howley; Modelling Export Versions in popular scales; A guide to available kits, decals and accessories; Scale plans by David Howley.

McDonnell Douglas F-4K and F-4M Phantom II Michael Burns, 1984 Beretning om McDonnell Douglas F-4K/4M-flytyperne, der var den britiske version af dette kendte multi-role-jagerfly.

The Wild Weasel Maximina Berdan, 2021-07-16 The McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber originally developed by McDonnell Aircraft for the United States Navy. Proving highly adaptable, it first entered service with the Navy in 1961 before it was adopted by the United States Marine Corps and the United States Air Force, and by the mid-1960s it had become a major part of their air arms. Phantom production ran from 1958 to 1981 with a total of 5,195 aircraft built, making it the most produced American supersonic military aircraft in history, and cementing its position as an iconic combat aircraft of the Cold War. This is an overview of the McDonnell Douglas F-4 Phantom II in USAF service, with a technical description of the various variants complemented by diagrams, photographs, and technical drawings

McDonnell Douglas F-4 Phantom II Mark A. Chambers, 2018-04-09 This book tells the fascinating story of this truly unique aircraft's design and development as an icon of American airpower, and relives its glorious record in the Vietnam War, various Arab-Israeli conflicts, the Cold War, and Operation Desert Storm.

F4 Phantom II Bert Kinzey, 1983

McDonnell Douglas, F-4e/Ej/F/G/Rf-4e Phantom II. Striking

Colour Schemes Jp Vieira,2017-04-24 40+ color profiles of Phantom II versions showing variety of the camouflage and markings in different countries Also plan views showing camouflage and markings

F-4 Phantom II In USAF Service Lynne Zarozinski,2021-04-16 The McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber originally developed for the United States Navy by McDonnell Aircraft. It first entered service in 1961 with the Navy. Proving highly adaptable, it was also adopted by the United States Marine Corps and the United States Air Force, and by the mid-1960s had become a major part of their air arms This book is an overview of the McDonnell Douglas F-4 Phantom II in USAF service, with a technical description of the various variants complemented by diagrams, photographs, and technical drawings. Buy this book now.

History Of Military Aircraft Delbert Gauthreaux,2021-04-17 The McDonnell Douglas F-4 Phantom II is a tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber originally developed for the United States Navy by McDonnell Aircraft. It first entered service in 1961 with the Navy. Proving highly adaptable, it was also adopted by the United States Marine Corps and the United States Air Force, and by the mid-1960s had become a major part of their air arms This book is an overview of the McDonnell Douglas F-4 Phantom II in USAF service, with a technical description of the various variants complemented by diagrams, photographs, and technical drawings. Buy this book now.

McDonnell Douglas F-4 Phantom II Robert F. Dorr,1984 Rigt illustreret gennemgang af F-4 Phantom-flyets udvikling og indsats som multi-role fighter og interceptor.

McDonnell Douglas F-4E Phantom II François Verlinden,Willy

Peeters,1990

McDonnell Douglas F-4 Phantom Manual 1958 Onwards (all marks) Ian Black,2012-02-01 First entering service in 1960 with the US military, the F-4 Phantom remained at the forefront of US air power throughout the 1970s and 1980s. It saw extensive action during the Vietnam War as the principal air superiority fighter for both the US Navy and Air Force, as well as in the ground-attack and reconnaissance roles. The F-4J, K and M also played key roles with the RAF and Royal Navy in the same period. Former RAF Phantom navigator Ian Black gives the F-4 the Haynes Manual treatment.

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