

**THE U. S. NAVY
sets a
NEW WORLD'S
SPEED RECORD**



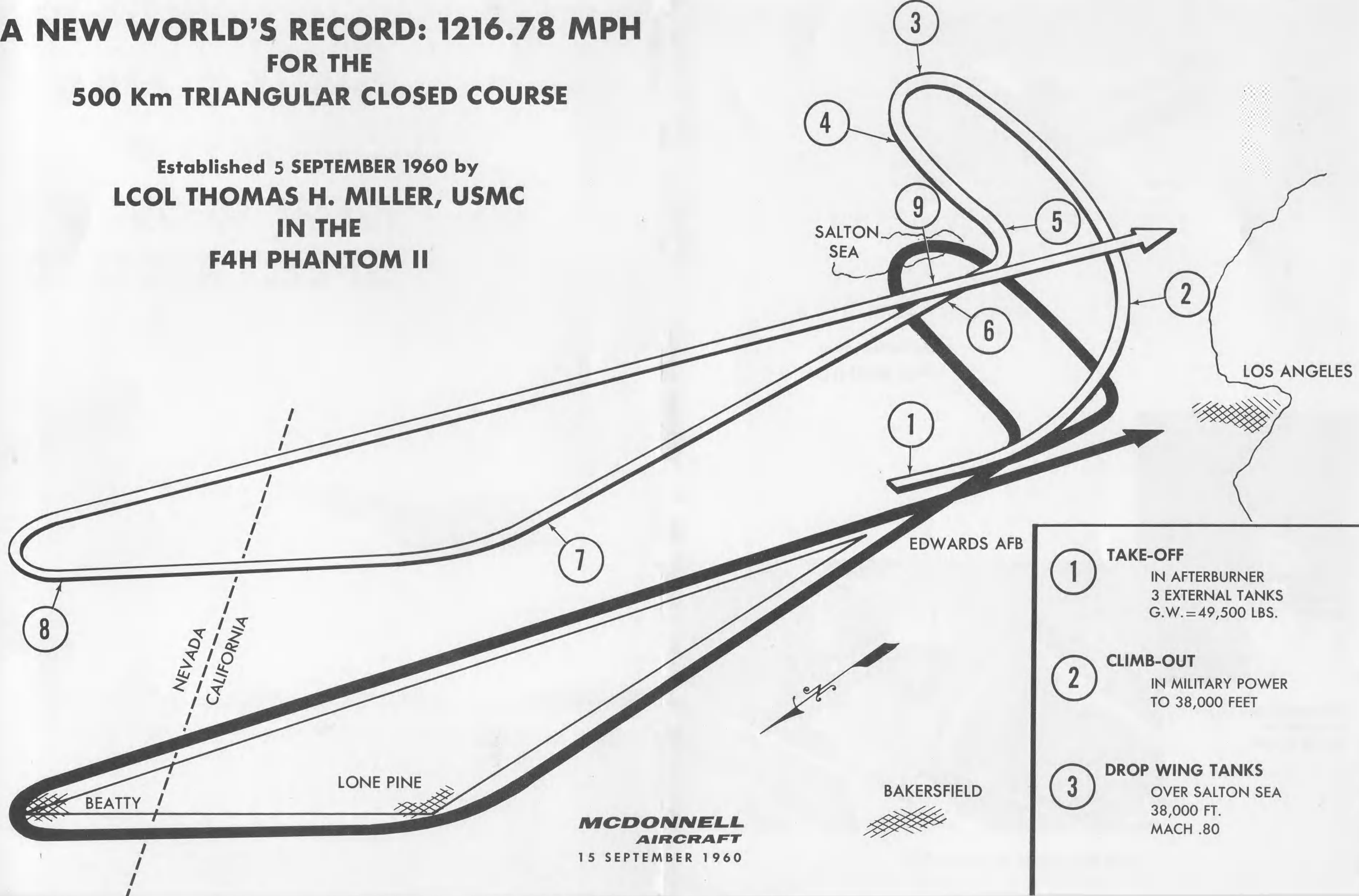
MCDONNELL

A NEW WORLD'S RECORD: 1216.78 MPH

FOR THE

500 Km TRIANGULAR CLOSED COURSE

Established 5 SEPTEMBER 1960 by
LCOL THOMAS H. MILLER, USMC
 IN THE
F4H PHANTOM II



- | | |
|---|---|
| ① | TAKE-OFF
IN AFTERBURNER
3 EXTERNAL TANKS
G.W. = 49,500 LBS. |
| ② | CLIMB-OUT
IN MILITARY POWER
TO 38,000 FEET |
| ③ | DROP WING TANKS
OVER SALTON SEA
38,000 FT.
MACH .80 |

MCDONNELL
AIRCRAFT
 15 SEPTEMBER 1960

HOW IT WAS DONE

As shown in the illustration at the left, the triangular 500 kilometer closed course as used in the U.S. has its beginning and ending point near Edwards AFB in California and the other points of its triangle at Lone Pine, California and Beatty, Nevada. The course may be flown in either direction at any altitude, the principal requirement being that the course be departed at the same or a higher altitude than that at which it was entered.

On his record-setting run, Colonel Miller chose to fly the course in a clockwise direction. Requiring the maximum possible fuel aboard for the start of the speed run because of the continuous use of afterburning, it was necessary to carry external fuel tanks on the climb-out and approach to the course. A prime problem was the jettison area for the 600-gallon centerline tank. For maximum benefit Los Angeles would have been the ideal jettison area; however it was considered likely that some Angeleno might object to this, therefore the tank was jettisoned over the desert just prior to entering the course, at a speed of Mach 1.6 (the tank had previously been carried to over Mach 2.0—but this was the fastest speed at which it had ever been jettisoned)—thus there was not sufficient distance remaining to allow the F4H to accelerate to top speed before entering the course, and the total recorded speed suffered accordingly.

500 kilometers is 311 statute miles. Since the airplane could of course not make pin-point turns at the corners of the triangle, it necessarily flew a longer course—actually a distance of 334 miles—gate to gate. Thus though the official speed credited was 1216.78 mph, the actual speed averaged over the total course distance flown was approximately 1305 mph (Mach 1.994). The flight took precisely one hour from take-off to touchdown. Actual time on the course was 15 minutes and 19.2 seconds, total afterburner time on the flight was 25 minutes and 30 seconds, and total flight path distance, take-off to touchdown, was approximately 776 miles.

The new record bettered by more than 400 mph the previous record for the course, 816.3 mph, established in April 1959 by Air Force Captain George A. Edwards, Jr. in a McDonnell RF-101 Voodoo.

4

LIGHT AFTERBURNERS

150 MILES FROM
STARTING GATE
36,000 FT.
MACH .92

5

DROP CENTERLINE TANK

30 MILES FROM GATE
48,000 FT.
MACH 1.6

6

START

42,200 FT.
MACH 1.76

7

FIRST TURN

START: 50,000 FT.
MACH 2.04

8

SECOND TURN

START: 49,000 FT.
MACH 2.05

9

FINISH

46,000 FT.
MACH 2.10
GATE-TO-GATE=
15 MIN. 19.2 SEC.



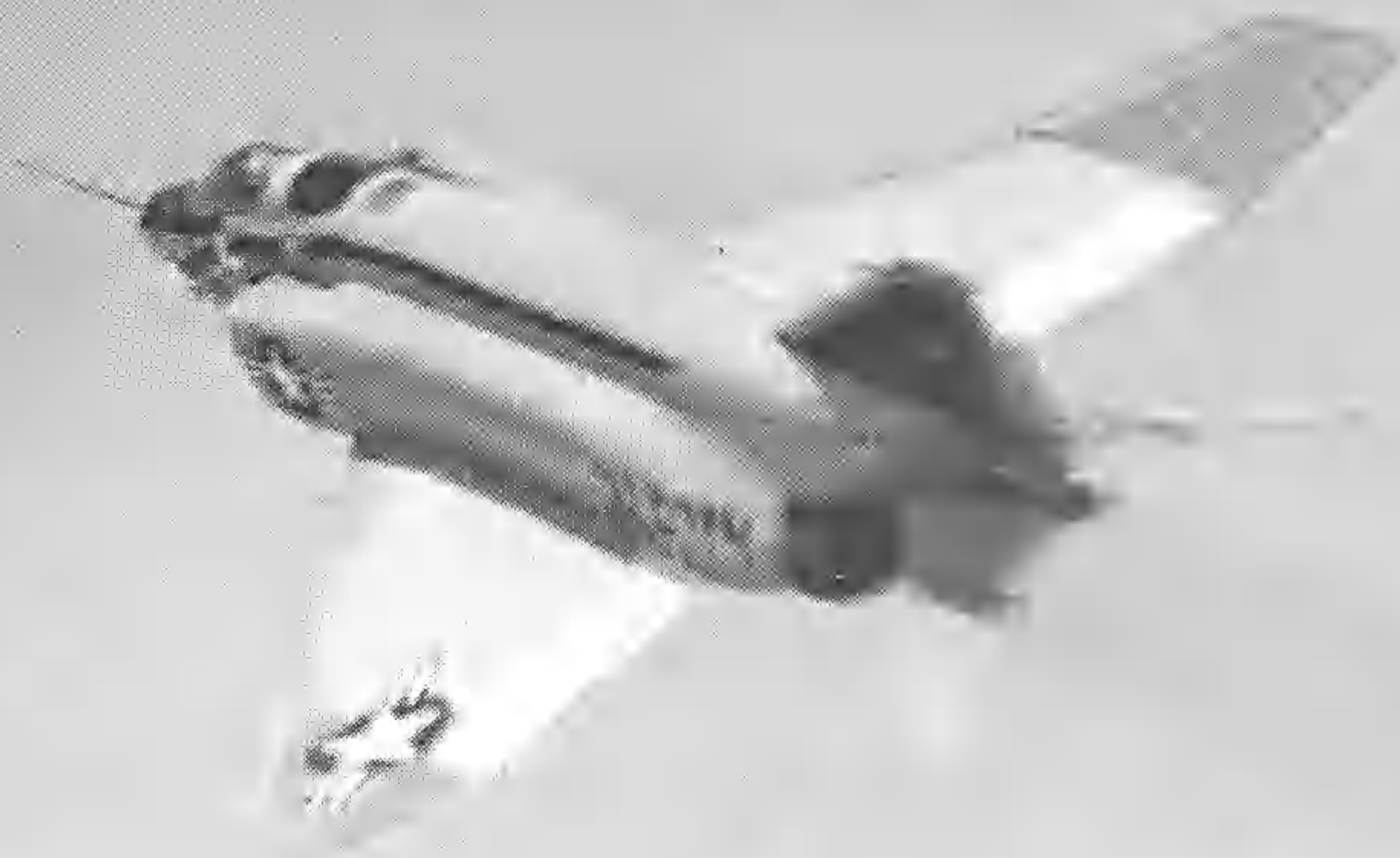
LIEUTENANT COLONEL THOMAS H. MILLER, USMC

Pilot of the F4H Phantom II on its record-breaking 500-kilometer run was LCOL Thomas H. Miller, United States Marine Corps.

Col. Miller, 37, is the holder of two Distinguished Flying Crosses and seven Air Medals for heroic action in 60 missions against the Japanese in World War II; he also served a year in Korea where he completed 106 combat missions and was awarded nine Gold Stars in lieu of eight additional Air Medals and one more Distinguished Flying Cross.

Col. Miller presently is stationed in Washington, D. C. with the assignment of Assistant Project Officer for the F4H Phantom II in the Bureau of Naval Weapons.

He is married to the former Ida Mai Giddings of Topeka, Kansas, and is the father of a son, Donald, 14, and two daughters, Jacqueline Mai, 12, and Jo Ann, 11.



THE AIRPLANE THAT DID IT—

**the MCDONNELL
F4H PHANTOM II**



**Radar Tracked The
Progress of The
Flight at all Times**



A New World's Record and the Happy Pilot