



June 2004

- RAAF Hornet aircraft A21-47 and A21-110 arrived at Boeing's Cecil Field Florida facilities. This milestone marks the start of the Hornet Upgrade (HUG) Phase 2.2 Validation and Verification (V&V) effort. The aircraft and Fly-Away-Kit equipment arrived at the Cecil Field facility Wednesday 30 June 04.
- During a June 12-21 Combined Joint Task Force Exercise sponsored by the U.S. Joint Forces Command at Ft. Bragg, N.C., the Army's Tactical Exploitation System (TES) received imagery and other data from a Navy F/A-18, and rapidly processed it for use by warfighters in efficiently directing simulated battlefield engagements...
- For the first time, TES also successfully received a direct downlink of shared reconnaissance pod (SHARP) imagery from an F/A-18, which was rapidly processed and posted to the shared database.

April 2004

- F/A-18E/F and EA-18G Acquisition Team wins Secretary of the Navy's Environmental Excellence in Weapon System Acquisition award. The award, given to recognize individuals, teams, ships and installations within the Department of the Navy that have promoted environmental excellence and awareness during the year, cited the team's efforts in developing several successful initiatives including a dynamic cradle-to-grave environmental occupational safety and health risk management surveillance strategy and a model Deactivation, Demilitarization and Disposal (3D) Plan.
- Super Hornet's H1E System Configuration Set honored at Systems and Software Technology Conference. The H1E System Configuration Set, developed by Boeing Co., offers computer upgrades to the F/A-18 advanced weapons laboratory. The scope of the program is to convert 1.3 million lines of source code into more commercial-type products, project manager Harlan Kooima said. Twenty years of F/A-18 functionality was converted to High Order Language

March 2004

- Joint Common Missile tested successfully on FA-18CD and FA-18EF aircraft at China Lake.

February 2004

- Active Electronically Scanned Array (AESA) radar systems contract awarded. The new radar replaces existing mechanically scanned antennas with a radar beam that improves performance and virtually eliminates mechanical breakdowns.

January 2004

- Joint Helmet-Mounted Cueing System (JHMCS) contract for Super Hornet awarded.

December 2003

- Since the F/A-18E/F Super Hornet has replaced the F-14 Tomcat as the primary fighter interceptor aboard USS Kitty Hawk (CV 63), a new, highly advanced engine test cell has been installed in the ship's jet shop to facilitate the transition.



- The Naval Air Systems Command (NAVAIR) F/A-18 Program signed a second multi-year procurement contract for the F/A-18E/F Super Hornet and a contract for system design and development (SD&D) of the EA-18G airborne electronic attack aircraft with the Boeing Company Dec. 29.

November 2003

- NAVAIR held a celebration to commemorate the 25th Anniversary of the first flight of the F/A-18 aircraft on November 20. To commemorate the day, industry representatives filled the atrium of the Moffett Building with displays and hands on interactive simulations. PMA265 held a special ceremony in the afternoon that brought back former employees from the Navy and industry as well as the first person to fly the aircraft, former Boeing Test Pilot, Mr. Jack Krings.

September 2003

- The Department of the Navy issued a record of decision (ROD) for the basing of 10 F/A-18E/F Super Hornet strike-fighter squadrons and one fleet replacement squadron on the east coast of the United States. The ROD details the plan to home base eight F/A-18E/F fleet squadrons and one fleet replacement squadron (120 aircraft) at Naval Air Station Oceana, Va., two F/A-18E/F fleet squadrons (24 aircraft) at Marine Corps Air Station Cherry Point, N.C. Plans to construct an outlying landing field (OLF) in Washington County, N.C. are also in the works.

August 2003

- NAVAIR and The Boeing Company have teamed up to test a replacement for paint on the F/A-18E/F Super Hornet. The Low Cost Appliqué Program, (LCAP), is intended to reduce hazardous materials associated with painting aircraft, reducing maintenance, and eliminating weight growth from fleet repainting.

July 2003

- The F/A-18E/F Super Hornet completed a milestone as it completed a destructive failure test to twice the maximum load the aircraft is designed to encounter. The full-scale structural test article demonstrated a 204 percent Design Limit Load capability during a wing/fuselage bending condition, compared to a design requirement of 150 percent. This is the first of a series of failure tests, which will enable the team to determine the true structural capability of the aircraft.

June 2003

- The first Super Hornet from Lot 26, equipped with all the latest aviation technology, recently rolled off the Boeing assembly line. Before heading out to the fleet, Aircraft 'E65,' featuring a redesigned forward fuselage, was delivered to the Navy for further flight - testing at the NAVAIR Strike Testing facility Patuxent River, Md.

May 2003

- The first GBU-24B/B, precision guided weapon, was successfully released from a Super Hornet July 1, 2003, at NAVAIR, China Lake, Calif. The GBU-24B/B (PAVEWAY III) hard target penetrator utilizes the BLU-109A/B 2000 pound class bomb body, and is one of the largest precision guided weapons ever released from an F/A-18E/F. The test aircraft was equipped with the Advanced Targeting FLIR (ATFLIR) system which provided the target laser reflection spot needed for GBU-24B/B precision guidance. The ATFLIR recently achieved early operational capability in the fleet



April 2003

➤ It was truly a storybook cruise for the “Eagles” of VFA-115. Not only did they take the Navy’s F/A-18E Super Hornet on its inaugural deployment, but also they had the opportunity to visit six different ports and to participate in three major military operations. After leaving for WESTPAC back in July.

➤ 2002, the Eagle’s first combat missions were flown over Afghanistan in support of “Operation Enduring Freedom.” Next, they entered the Persian Gulf to participate in “Operation Southern Watch,” patrolling the skies of Southern Iraq.

March 2003

➤ Strike Test and Evaluation Squadron 23 (VX-23) NAVAIR Patuxent River, Md. recently adjusted its testing schedules to respond to a fleet request for GBU-12 500 pound laser guided bomb capability on FA-18E/F Super Hornets participating in Operation Iraqi Freedom. Successfully shrinking the test planning cycle and engaging range support services for weekend flying, the test team completed a limited, but operationally suitable envelope for carriage and employment of this highly effective weapon in just three days.

February 2003

➤ The F/A-18E/F program has achieved yet another major highpoint. The full-scale fatigue test article, an F/A-18E airframe, designated FT50, recently completed 18,000 simulated flight hours (SFH), or three lifetimes of simulated design usage at Boeing St. Louis, Mo.

January 2003

➤ The APG-79 Active Electronically Scanned Array (AESA) program was recently honored by Aviation Week and Space Technology magazine as the winner of the publication’s prestigious Laurel Award. The AESA radar system, built for the F/A-18E/F, replaces existing mechanically scanned antennas with a radar beam that can be steered at close to the speed of light.

December 2002

➤ A Shared Airborne Reconnaissance Pod (SHARP), installed on the bottom of an F/A-18F assigned to the “Black Aces” of Strike Fighter Squadron Four One (VFA-41) has completed its first mission aboard USS *Nimitz* (CVN 68).

➤ The F/A-18 Program's has accumulated 5,000,000 flight hours as of today. "The most interesting aspect of the 5,000,000 F/A-18 flight hours is that each consecutive million has been more capable, survivable and successful," said Captain Jeff Wieringa, NAVAIR F/A-18 Program Manager. "The earliest model F/A-18A aircraft, some of which have been flying now for 20 years, have been enhanced to keep them ahead of the evolving threat. The newest model of the F/A-18, the F/A-18E/F Super Hornet is one of the nation's finest examples of evolutionary acquisition and spiral development.(12 Dec.)

November 2002

➤ The F/A-18E Super Hornet participated in its first-ever combat action November 6 when aircraft from USS *Abraham Lincoln* (CVN 72) fired on Iraqi targets, in response to hostile acts against coalition aircraft monitoring the southern no-fly zone. The Super Hornet used precision-guided weapons to target two surface-to-air missile systems (SAM), and a command and control communications facility.



➤ The first Engineering and Manufacturing Development (EMD) SHARED Reconnaissance Pod (SHARP) pod, E1, took its maiden flight aboard an F/A-18F Super Hornet on November 7 at the Naval Air Warfare Center, China Lake, Calif.

➤ The first public demonstration of the integrated APG-79 Active Electronically Scanned Array (AESA) Radar was conducted during a debut ceremony at the laboratories of the Raytheon F/A-18 an even more powerful precision strike platform.

October 2002

➤ Congratulations to the “Diamondbacks” of VFA-102 on their successful transition to the F/A-18F Super Hornet. The squadron’s completion of Safe for Flight is only the beginning of a new era for the “Diamondbacks” in strike fighter warfare

September 2002

➤ Boeing has completed two more successful flight demonstrations of its EA-18G Airborne Electronic Attack, variant. During recent demonstrations an F/A-18F Super Hornet carrying three ALQ-99 jamming pods and two fuel tanks measured noise, vibration, data loads and assessed aircraft flying qualities.

August 2002

➤ An improved Super Hornet had its first flight in August, ahead of schedule, with a long list of upgraded or new features. The biggest benefit to the fleet is the increased software and hardware capacity. These improvements will allow the Super Hornet to easily incorporate future warfighting improvements like the active electronically scanned array (AESA) and the advanced crew station (ACS).

July 2002

➤ The Multifunctional Information Distribution System - Low Volume Terminal (MIDS-LVT) recently completed the first part of their Technical Evaluation (TECHEVAL) test phase with flights aboard an F/A-18 during the Joint Combat Identification Evaluation Team (JCIET) exercise at Eglin Air Force Base, Florida

➤ An F/A-18E Super Hornet from the “Eagles” of Strike Fighter Squadron (VFA-115), piloted by Lt. Corey L. Pritchard, makes the first Super Hornet operational carrier arrested landing July 24 on the USS Abraham Lincoln signifying the start of its maiden combat deployment and Maintainers from VFA-122,

➤ Aircrew and Maintainers from VFA-122, NAS Lemoore, Calif., ferried two F/A-18F models to England for the Farnborough Air Show 22-28 July 2002.

June 2002

➤ The Naval Air Systems Command (NAVAIR) and Raytheon AIM-9X Sidewinder Air-to-Air Missile Integrated Product Team received the Order of Daedalians’ Weapons System Award for 2001 at the annual Daedalian Convention in San Antonio, Texas on May 26.



➤ The Chief of Naval Operations, Adm. Vern Clark, joined an audience of fleet operators, Navy F/A-18 program leadership, Boeing executives and production line personnel, to celebrate the 100th delivery of an F/A-18E/F Super Hornet. The airplane, a two-seat “F” model, was delivered during a ceremony on Friday, June 14, 2002, at Boeing in St. Louis, Mo.

May 2002

➤ The first production ASQ-228 Advanced Targeting FLIR (ATFLIR) pod was ceremoniously delivered to the US Navy on May 21 by the Raytheon Company's Air Combat and Strike Systems in El Segundo, CA. This delivery marks the beginning of a multiple year plan to equip F/A-18s with a third-generation infrared targeting system that is more capable, reliable and affordable than current systems.

➤ The Raytheon Company delivered the first production next-generation Sidewinder, the AIM-9X to the warfighter May 1. This delivery marks the beginning of an 18-year production plan to provide revolutionary dogfight capability to U.S. and allied warfighters..

April 2002

➤ As Lemoore-based Strike Fighter Squadron Fourteen (VFA-14) recently earned the “safe for flight” certification to fly the F/A-18E Super Hornet, the achievement also signaled that the end is near for one of the Navy’s most venerable aircraft. The VFA-14 “Tophatters” has earned place in the history books, becoming the first operational (non-Fleet Replacement) squadron in the Navy to transition from the legendary F-14 Tomcat to the Super Hornet.

March 2002

➤ Representatives of the U.S. Navy, Royal Australian Air Force (RAAF), Raytheon, and Boeing gathered on March 5 to commemorate the induction of the first Australian Hornets to receive the APG-73 Radar. The radar upgrade is part of the second phase of the Hornet Upgrade Program the Australian RAAF is currently undertaking.

➤ The USS Harry S. Truman (CVN 75) played host once again to flight tests for the F/A-18 Hornet and Super Hornet on March 4 through 12. A team of 130 engineers, maintainers and aircrew from Naval Strike Aircraft Test Squadron (NSATS), Patuxent River, Md. and the Boeing Company boarded the carrier to conduct flight tests for Precision Approach and Landing System (PALS) certification and Degraded Flying Qualities. The flight tests conducted by this dedicated team will provide increased capabilities for the fleet during the Super Hornet’s first deployment scheduled for later this year.

February 2002

➤ GE Aircraft Engines, Lynn, Ma. delivered the 200th F414-GE-400 engine to the US Navy on February 22, 2002. The engines are delivered to Boeing’s Military Aircraft and Missile Systems facility in St. Louis, Mo., for installation into the F/A-18E/F Super Hornet.



➤ The F/A-18 Super Hornet made another international appearance on February 27 through March 2, 2002 by participating in the Asian Aerospace Show in Singapore. U.S. Navy aircrew from VFA-122, NAS Lemoore, Calif., ferried two F model jets over to the show and worked the daily static display. Boeing test pilot Ricardo Traven wowed the crowd each day by performing a bold air show routine, which showcased the aircraft's enhancements and capabilities.

January 2002

➤ The 100th center/aft fuselage section for the F/A-18E/F Super Hornet has been delivered by Northrop Grumman's Integrated Systems sector, the principal F/A-18 subcontractor to prime contractor Boeing. Northrop produces the Super Hornet's center and aft fuselage, twin vertical tails and integrates all associated subsystems at its Air Combat Systems facility in El Segundo.

The shipsets are delivered to Boeing's Military Aircraft and Missile Systems facility in St. Louis for final assembly.

➤ A change of command ceremony for Strike Fighter Squadron VFA-122, the Navy's F/A-18E/F Super Hornet Fleet Readiness Squadron, (FRS) was held January 8 at NAS Lemoore, Calif. Cmdr. Mark "Shaker" Adamshick relieved Capt. Scott "Notso" Swift. Capt. Swift, who has worked with the F/A-18 Program for many years, will be joining Carrier Air Wing 14 as their deputy air wing commander.

➤ More good news for the ATFLIR program as it successfully carried out Developmental Testing Assist aboard the USS Abraham Lincoln (CVN 72) in mid December. ATFLIR navigated its way through a series of tests with great success. ATFLIR is scheduled to deploy on the Super Hornet with the first operational squadron, VFA-115 later this year.

December 2001

➤ More good news for the ATFLIR program as it successfully carries out Developmental Testing aboard the USS Abraham Lincoln (CVN-72) December 9 through 14. ATFLIR, an infrared targeting and navigation FLIRS system, developed for the F/A-18 C/DE/F, navigated its way through a series of test with 100 percent success.

November 2001

➤ The Super Hornet has a starring role in Twentieth Century Fox's patriotic movie Behind Enemy Lines. Although some flying was done overland by members of squadron VFA-122, many of the Super Hornet's big scenes were filmed on board, or flying over the carrier USS Carl Vincent (CVN 70).

➤ After five years of extensive testing, the first two-seat aircraft produced in the F/A-18 Super Hornet program left its nest in Patuxent River to ferry back to the Boeing Company. The aircraft, F1, is slated to begin a new phase of testing in St. Louis, Mo as a technology demonstration aircraft.

October 2001

➤ Super Hornet wowed the crowd at the Malaysian Air Show, October 9.



September 2001

➤ The U.S. Navy accepted its first full-rate production (FRP) Super Hornet from the Boeing Company, September 24. The airplane's final destination will be Strike Fighter Squadron VFA-115. The Squadron will deploy in 2002.

August 2001

➤ The first F/A-18E/F AIM-9M launch utilizing the High Pressure Pure Air Generator (HiPPAG) and LAU-127C/A combination was successfully launched at Naval Air Station Patuxent River, August 28. The flight and missile launch occurred without a hitch, with initial data showing good separation profiles.

➤ A demonstration of real-time imagery from the prototype Shared Reconnaissance Pod (SHARP) was held over the north parking lot of the Pentagon, on August 28. The demonstration wowed a large crowd of spectators that included congressional staffers, media, and Navy and industry officials. An F/A-18F model Super Hornet flew the pod from Naval Air Station Patuxent River to the Washington area.

➤ The first guided launch of a Joint Direct Attack Munition (JDAM) from an F/A-18E Super Hornet scored a direct hit to its target at the Naval Air Systems Command Weapons Division China Lake, Calif., test range August 29.

July 2001

➤ The HiPPAG (High Pressure Pure Air Generator), a cooling system for air-to-air missiles, has been integrated with the LAU-127 launcher for use aboard the F/A-18E/F. The system was introduced to the fleet July 24.

June 2001

➤ Super Hornet participates in the Finland Jyvaskia Air Show. (June 9-10)

➤ Super Hornet participates in the Paris-La Bourget Air Show. (June 16-24)

➤ The U.S. Navy received approval from the U.S. Government for the release of the F/A-18E/F for international sales. Numerous countries have expressed interest in the Super Hornet and we are pleased to have permission from the U.S. Government to offer this exceptional aircraft to interested air forces around the world.

➤ The first F/A-18E squadron, Strike Fighter Squadron (VFA) 115 at Naval Air Station Lemoore, Calif., was declared "safe for flight" on June 19. This certification followed a series of inspections and review of programs designed to satisfy Navy requirements for the aircraft. The squadron, nicknamed the "Eagles," is now cleared to press on in preparation for its first deployment of Super Hornets with the USS Abraham Lincoln (CVN 72) Battle Group and Carrier Air Wing (CVW). (14 June 2002)

May 2001

➤ The U.S. Navy and the Boeing Company signed a contract valued at approximately \$770 million for F/A-18E/F Integrated Readiness Support Teaming (FIRST). The program is a unique U.S. Navy and industry partnership tasked with managing and improving logistics system performance



➤ Navy pilots from VFA-122 flew in their first U.S. air show on Friday, May 18. This appearance marked the first time that Super Hornet has performed in the United States and the first time Navy pilots flew the air show demonstration.

April 2001

➤ Testing of the first prototype SHARP pod was completed April 10. The reconnaissance system was flown on an F/A-18 E2 test aircraft with the pod installed on the centerline station. Testing consisted of 96 test points, conducted over nine flights for a total of 13.2 flight hours.

March 2001

➤ The first flight releasing a JDAM version from a Super Hornet was conducted on March 24 at the Atlantic Test Range, Patuxent River, Md.

➤ The Navy awarded a firm fixed price contract for the Low Rate Initial Production (LRIP) of 15 operational units of the Advanced Targeting Forward Looking Infrared (ATFLIR) valued at approximately \$69million. The contract also includes operational parts and spares and will be used to support the second and future deployments for the F/A-18E/F.

February 2001

➤ Active Electronically Array Radar (AESA) enters Milestone II. A contract was awarded to the Boeing Company following the Milestone II decision. The Raytheon Corporation is the subcontractor performing the AESA radar developmental work. The contract is valued at approximately \$324 million. The U.S. Navy has designated the AESA radar as AN/APG-79. The EMD phase is expected to be complete in 2006.

➤ The Australian International Air Show, February 13-18, provided the backdrop for the U.S. Navy's F/A-18 Super Hornets longest and most memorable milestone to date. Two 'F' models (two-seat) fresh off the Boeing assembly line were selected to make the impressive voyage. For six days in a row the Navy's newest strike fighter performed a bold air show demonstration of 22 distinct maneuvers showcasing the aircraft's unique capabilities and strengths.

January 2001

➤ In a continuous effort to hone their proficiency with advanced weapons eight aircrew from Carrier Air Wing Eight and Carrier Air Wing Two, conducted successful launches of two Standoff Land Attack Missile Expanded Response (SLAM-ER) exercise missiles this month.. This event marked the first fleet SLAM-ER training firings at the sea test range.

➤ Boeing has awarded a contract for the Joint Helmet Mounted Cueing System (JHMCS) to Elbit Systems Ltd. subsidiary Vision Systems International. The JHMCS will be deployed on all F/A-18, aircraft. Boeing is responsible for the system's integration on the F/A-18. The contract followed the go-ahead from the Navy for low-rate initial production of the F/A-18 Super Hornet aircraft.



December 2000

- Super Hornet E1 takes its final flight before retiring to flyable storage status. Five years and two days after its maiden flight F/A-18E1, the first of seven Engineering and Manufacturing Development (EMD) airplanes, flew for the last time December 1. At the controls on E1's last flight was Navy Test Pilot Lt. Cmdr. Tim Morey. (Dec. 1)
- Lt. j.g. Corey "Pops" Pritchard, became the first Fleet Readiness Squadron (FRS) student to Carrier Qualify (CQ) in the F/A-18E Super Hornet, December 4. He qualified with 10-day arrested landings and six-night arrested landings on board the USS *Constellation* (CV 64) off the coast of Southern California. Upon successful completion of the FRS, Lt. j.g. Pritchard will be assigned to VFA-115, the first squadron to be transitioned to the Super Hornet in the spring and summer of 2001. (Dec.4)
- First Super Hornet aircraft is delivered to VFA-115 (Talon 200, BUNO 165781). VFA-115 is the first operational Super Hornet Squadron planned to transition during 2001 and deploy in Spring 2002. (Dec.7)

November 2000

- Aviation Week presents the Super Hornet's U.S. Navy and Industry Team with its Quality Center Award. The award recognizes superior quality management in civil, military and space organizations and facilities. The Super Hornet team was chosen for consistently remaining on or ahead of schedule and under budget, meeting or surpassing key performance parameters and flying the first engineering development aircraft one month early.

September 2000

- F/A-18 Hornet Program surpasses 4,000,000 flight hours. Traditionally, one aircraft and its crew log milestone flight hours. In a break from tradition, the U.S. Navy invited the entire Hornet community to take part in this historic event. More than seventy-five pilots from over twenty-five Hornet and Super Hornet squadrons shared in the milestone
- Contract awarded to General Electric for 73 F414 engines valued at \$385 million, is in support of the F/A-18E/F Super Hornet aircraft Deliveries for these engines is expedited to begin in June 2001 and be complete by May 2002.

July 2000

- Super Hornet made an international debut flying an air show demo in Britain at the Farnborough Air Show 2000. The Super Hornet's international debut also included a static presentation loaded with an impressive complement of weapons such as the AIM-9x Sidewinder, AGM-154 Joint Stand Off Weapon (JSOW), AGM-88 High Speed Anti-radiation Missile (HARM), GBU-10 laser guided bomb, AIM-120C AMRAAM, and the Nighthawk Targeting Forward Infra Red (TFLIR) pod. (July 14)
- Milestone II approval was granted for the SHARED Reconnaissance Pod (SHARP) program to enter into the Engineering and Manufacturing Development (EMD) phase. The SHARP program is the Navy's reconnaissance program that will replace the F-14 TARPS-CD as the F-14s come off the carrier decks in FY-03.



June 2000

- A multi-year contract was awarded to the Boeing Company worth \$8.9 billion for 222 Super Hornets over five years. By signing a multi-year procurement, this contract will save the Navy over \$700 million and deliver a quantum leap in tactical ability to the U.S. Naval Fleet. (June 15)
- Super Hornet F2 took off from China Lake Calif. on its 600th mission June 8. The aircraft is also being utilized for training and familiarization of VX-9 aircrews accomplishing as many as four mission-per-day.

May 2000

- Collier Trophy presented to Navy and industry Team at a ceremony by the NAA in Washington, DC.

April 2000

- Three different Super Hornet squadrons, VFA-122, VX-9 and the ITT, conduct sea trials aboard the USS *Abraham Lincoln* (CVN-72)

March 2000

- First JDAM released from a Super Hornet (E4) at Patuxent River. JDAM consist of a low-cost, low-drag general-purpose bomb, guided by an onboard global positioning system aided inertial navigational system.

February 2000

- OPEVAL results announced – Milestone III exit criteria met as Super Hornet is deemed operationally effective and suitable, the best possible grade, by VX-9. (Feb.14)
- The National Aeronautic Association selects the Super Hornet for the 1999 Collier Trophy Award.

December 1999

- 5000-flight hour achieved on Super Hornet at NAWCWD, China Lake December 13. F2 is one of two of the EMD aircraft that are fully system configured, to allow testing of systems that will be used by the fleet.

November 1999

- VFA-122 receives first seven Super Hornet in an arrival ceremony at NAS Lemoore, Calif., November 17. The aircraft are the first of 34 new aircraft that the “Flying Eagles of VFA-122 will receive over the next two years.
- Boeing announces November 22 they have selected Raytheon to develop the Active Electronically Scanned Array (AESA) radar for the F/A-18 E/F Super Hornet.
- ATFLIR takes first flight on an F/A-18D at NAWCWD China Lake November 24. The flight familiarized the aircrew with the ATFLIR operation, successfully aligned the system on the ground and collected data while airborne.



August 1999

- VX-9 conducts third Super Hornet OPEVAL Detachment by participating “Red Flag” at Nellis AFB, Nev. During the two-week exercise, the Super Hornets will be flying interdiction sorties, fighter escort and defense suppression mission.
- Wing Atlantic in Patuxent River, Md. accepts delivery of E10, August 12. The aircraft is the first production model to be owned by Test Wing Atlantic and will mark the first time that Navy maintainers will be responsible for the aircraft.

July 1999

- VX-9 conducts second OPEVAL Detachment aboard the USS *Stennis* (CVN-74) - two weeks of day and night carrier operations integrating the Super Hornet into the carrier air-wing.
- VX-9 conducts first tactical OPEVAL Detachment at NAS Key West, Florida.
- The sixth production model was delivered to the Navy. Aircraft ferried to NAS Key West Florida to participate in OPEVAL with VX-9. (*Jun.12*)

May 1999

- Super Hornet entered Operational Evaluation (OPEVAL) with the U.S. Navy, May 29. OPEVAL is scheduled to last six months and will be conducted by an all-Navy independent test team from Air Test and Evaluation Squadron Nine (VX-9).

April 1999

- The F/A-18E/F Super Hornet has reached another milestone with the successful completion of engineering and manufacturing development (EMD). The seven Super Hornets at Naval Air Station Patuxent River, Md., completed more than 15,000 test points, a total of 3,172 flights and 4,673 flight hours in less than three-and-a-half years of flight-testing.
- Super Hornet takes part in second sea detachment aboard the USS *Harry Truman* (CVN-75).

March 1999

- The National Aeronautic Association selects the Super Hornet for the 1999 Collier Trophy.

Super Hornet successfully demonstrates aerial refueling capabilities at Patuxent River by conducting in-flight refueling of another Super Hornet, on a S3 Viking and a F-14 Tomcat.

January 1999

- VFA-122, first Super Hornet Squadron, “stands up.”
- Flight test program completes 4,000 flight hours on January 12.

December 1998

- OT-IIB results deem Super Hornet potentially operationally effective and suitable.



- First production Super Hornet, E6, delivered one month early to U.S. Navy. *(Dec.18)*
- Flight test program completes 4,000 flight hours.

November 1998

- E6 completes successful first flight. *(Nov.6)*
- Flight test program completes its 2,500 flight-hour. *(Nov.9)*
- E6 entered the new Boeing paint facility in St. Louis, Mo. *(Nov.13)*

October 1998

- E1 successfully completes the EMD flutter flight test program one-month ahead of schedule on October 23. Flutter is a destructive aero elastic phenomenon that can best be described as a vibration that continuously builds in intensity.

September 1998

- The F/A-18E/F Super Hornet completes Phase 2 of OT-IIB. EMD aircraft F2 and F5 are flown to examine the Super Hornet's performance in day and night tactical scenarios. The tactics include two-plane self-escort strike missions; low-level strike and fair combat maneuvering versus dissimilar aircraft.
- E6 moves to ramp for the start of flight operations.

August 1998

- Super Hornet successfully reached another development milestone when the full-scale fatigue test airframe (FT50) completed its first lifetime of testing in the Boeing St. Louis, Mo laboratories. One lifetime of fatigue testing is the equivalent of 6,000 flight hours, or about 20 years of operational use.
- OT-IIB completed.
- General Electric delivered first F1414 production engine. *(Aug.13)*

June 1998

- First production Super Hornet fuselage joined June 1. The forward fuselage is built at Boeing facilities. Northrop Grumman in El Segundo, Calif, produces the center/aft fuselage. The mating of the two fuselage sections is accomplished using laser technology provided by a Nicholson splice tool. This process not only decreases the time required to mate the two sections, but also enhances the accuracy of the fit, resulting in a near seamless splice.

April 1998

- F/A-18F2 transitions to China Lake.
- This Navy Program Review approved full funding for LRIP's I, and II, and Advanced Acquisition Contract authorization for LRIP III.



March 1998

- F1 completes carrier suitability tests in Lakehurst, NJ. (Mar.23)
- LRIP II production funding approved.
- LRIP III advanced procurement funding approved.

February 1998

- The U.S. Navy is asked to participate as the lead integrator of ASRAAM in the F/A-18. The flight clearance effort will be conducted at NAWCAD PAX and Naval Air Warfare Center Weapons Division (NAWCWD) China Lake. China Lake will conduct the captive carriage integration work as well as two live fires.
- F1 ferried to Lakehurst, NJ for carrier suitability tests. (Feb.25)

January 1998

- Engineers from the Integrated Test Team (ITT), NAWCAD and Boeing evaluate the operability of the Up-Front Control Display (UFCD) the screen shows operational input, crew workload, systems interface and susceptibility to error. The Super Hornet is the first Navy fighter to attempt to integrate touch input in the cockpit via the display technology of the UFCD.
- First inner-wing tool loaded at Boeing. (Jan.6)

December 1997

- AIM-9 wingtip and AIM-120 fuselage launches completed. (Dec.5)
- 2,000 flight-hour flown by F2. (Dec.8)

November 1997

- Clean aircraft new technologies demonstration completed. (Nov.13)
- First operational test (OT-IIA) completed. (Nov.20)

September 1997

- 1,000 flight-hour flown by Super Hornet F/A-18E4. (Sep.12)
- Super Hornet enters production at The Boeing Company. (Sep. 15)

August 1997

- Super Hornet begins barricade engagement testing.
- 1,500 flight-hour flown by F/A-18E1. (Aug 29)



May 1997

- Successfully completed drop test program. (*May 1*)
- Center/aft assembly entered production at Northrop Grumman.

April 1997

- F/A-18F2 fired the first missile (an AIM-9) of the flight test program. (*Apr.5*)

March 1997

- Weapons separation tests including single, paired, multiple and ripple configuration tests began this month. Weapons include SLAM, Harpoon, Mk-82s, and 480-gallon tanks separated from both centerline and wing stations.

February 1997

- F/A-18E3 arrives at Patuxent River. This event marks the arrival of the seventh and final E/F flight test aircraft at Patuxent River. (*Feb.1*)

January 1997

- F1 successfully completes initial sea trials aboard the USS *John C. Stennis* (CVN 74) one week earlier than scheduled.
- F/A-18F2 arrives at Patuxent River. (*Jan. 22*)
- F/A-18E/Fs successfully complete the test program's first stores separation test by dropping an empty 480-gallon fuel tank from 5,000 feet.
- F/A-18E/Fs make successful first flights with three 480-gallon fuel tanks, two Mk-84 bombs, two AIM-9s and two high-speed anti-radiation missiles. (*Feb.26*)

December 1996

- Test program completes 586.5 flight hours

October 1996

- Program wins Aircraft Design Award from the American Institute of Aeronautics and Astronautics.
- Test program surpasses 500 flight hours. (*Oct.29*)

September 1996

- Test program surpasses 400 flight hours. (*Sep. 30*)



August 1996

- F/A-18F1 performs first steam ingestion catapults at Patuxent River. (Aug. 5)
- Test program surpasses 300 flight hours. (Aug. 22)
- F/A-18E4 arrives at Patuxent River. E4's first flight took place in St. Louis, Mo., July 2, 1996.
- E5's first flight took place in St. Louis, Mo. (Aug. 27)

June 1996

- Test program surpasses 100 flights. (Jun.13)
- Test program surpasses 200 flight hours. (Jun. 26)
- The F/A-18E/F Integrated Test Team was named the winner of The Order of the Daedalians Weapon System Award for 1995. This award is presented annually to recipients in the Army, Navy or Air Force who have made major contributions to the development of an outstanding weapon system.

May 1996

- Test program surpasses 100 flight hours. (May 14)
- McDonnell Douglas delivers the first two-seat F/A-18E/F Super Hornet (F1) to Patuxent River. F1's first flight took place in St. Louis, Mo. on Apr. 1, 1996. (May 21)
- F/A-18E2 completes the longest single flight - five hours to date- for the E/F flight test program. (May 22)

April 1996

- Program gets the go-ahead to procure low-rate initial production of long-lead parts.
- McDonnell Douglas and Northrop Grumman team to develop a plan to have an electronic warfare variant of the two-seat F/A-18F that achieves initial operational capability between 2007 and 2009.
- F/A-18E1 completes the first supersonic test flights for the E/F flight test program. The aircraft achieves a speed of Mach 1.1 and Mach 1.52. (Apr.12-13)

March 1996

- Program receives the first U.S. Department of Defense Acquisition Excellence Award.

February 1996

- F/A-18E1 arrives at Patuxent River, MD. E1's first flight took place in St. Louis, Mo. on Nov. 29, 1995. (Feb.14)
- F/A-18E2 arrives at Patuxent River. E2's first flight took place in St. Louis, Mo. on Dec. 26, 1995. (Feb.19)



September 1995

- With 1,500 people in attendance, the F/A-18E1 rolled out at a ceremony by McDonnell Douglas. Adm. Jeremy Boorda (Chief of Naval Operations) names the E/F the Super Hornet.

May 1995

- F/A-18E1 final assembly begins at McDonnell Douglas.
- General Electric delivers the first production F414 engines.