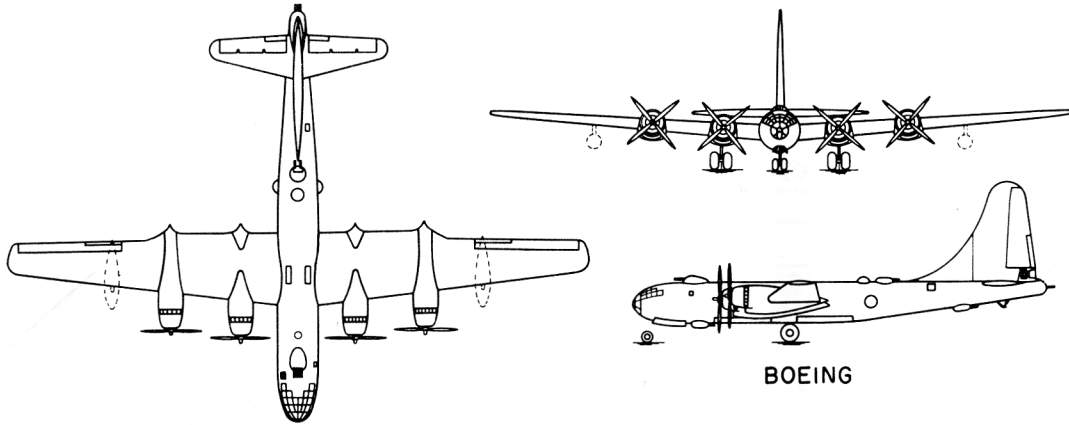


Characteristics Summary

BOMBER B-50D



*Revised to
Reflect flight test
data 24 Nov 50*

Wing area 1720.0 sq ft Length 99.0 ft
 Span 141.2 ft Height 32.7 ft

AVAILABILITY			PROCUREMENT			
Number available			Number to be delivered in fiscal years			
ACTIVE	RESERVE	TOTAL				

STATUS

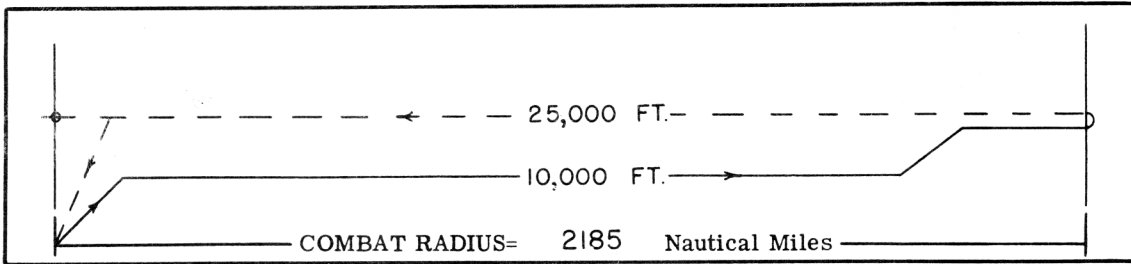
1. First flight: May 1949
2. First acceptance: May 1949
3. In production

POWER PLANT	
(4) R-4360-35	Pratt-Whitney
	BHP - RPM - ALT.
T.O:	*3500 - 2700 - S.L.
Max:	*3500 - 2700 - 15000**
	*3290 - 2700 - 33800**
Nor:	2650 - 2550 - 36700†
*Fluid injection	
**Level flight critical alt.	
†Climb speed critical alt.	

FEATURES	
Crew:	11
Cabin Pressurization	
Thermal Anti-icing	
Bombing-Navigation Radar	
Folding Fin and Rudder	
Reverse Pitch Props.	
Formation Sticks	
ECM Equipment	
Max Fuel Capacity	13,855 gal

ARMAMENT	
Turrets:	5
Guns:	(13) .50 cal
Ammunition:	6380 rds
Max Bomb Load:	
	Internal: (40) 500 lb
	External: (2) 4000 lb
Max Bomb Size:	4000 lb

Characteristics Summary Basic Mission B-50D



PERFORMANCE		
COMBAT RADIUS	COMBAT RANGE	COMBAT SPEED
2185 naut. mi with 10,000 lb payload at 234 knots avg. in 18.9 hours.	3975 naut. mi with 10,000 lb payload at 216 knots avg. in 18.6 hours.	345 knots at 25,000 ft alt, max power
		MAXIMUM SPEED
		353 knots at 33,000 ft alt, max power
C L I M B	C E I L I N G	T A K E - O F F
550 fpm sea level, take-off weight normal power	19,500 ft 100 fpm, take-off weight normal power	ground run 5410 ft — ft no assist assisted
1890 fpm sea level, combat weight maximum power	33,100 ft 500 fpm, combat weight maximum power	over 50 ft height 7600 ft — ft no assist assisted
L O A D	W E I G H T S	S T A L L I N G S P E E D
Bombs: 10,000 lb Ammunition: 6380 rds/.50 cal Fuel: 11,512 gal protected 83 % droppable 30 % external 11 %	Empty..... 82,007 lb Combat... 122,350 lb Take - off 173,000 lb limited by strength	107 knots flaps down, take-off weight
		TIME TO CLIMB
		—————

N O T E S

- PERFORMANCE BASIS:**
 - Estimated data
 - In computing Radius and Range, specific fuel consumptions have been increased 5% to allow for variation of fuel flow in service aircraft.
- Major differences from B-50A: Increased bomb bay and outboard wing fuel capacity, installation of AN/APG-24 radar in lieu of AN/APG-23, change in prop blade design and minor crew relocation.
- REVISION BASIS:** To reflect current security classification.

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