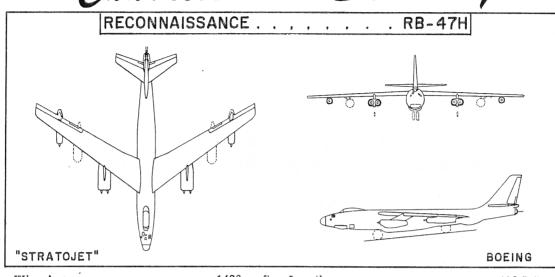
Characteristics Summary



AVA	P	R	0	C	U	R	E	M	E	N	T		
N	umber availab	le	Nur	nbe	r to	be	del	iver	ed	in fi	sca	l ye	ars
ACTIVE	RESERVE	TOTAL		T							-	T	
AND THE PARTY OF T	1			T						ominitetal	1		

STATUS

FEATURES

- 1. RB-47H airplane was designed to accomplish Electronic Reconnaissance.
- 2. Design Initiated: Aug 53

3. First Flight: Jun 55

Navy Equivalent: None

Mfr's Model: 450-172-52

POWER PLANT (6)J47-GE-25 General Electric ENGINE RATINGS

S.L.S. LB RPM - MIN Max: *7200 - 7950 - 5 5970 - 7950 - 5 Mil: 5670 - 7800 - 30 Nor: 5320 - 7630 - Cont

*wet

with water flow of *650lb/min

Crew AN/ASQ-51 Bombing Navigational System Radar A-5 Fire Control System Anti-Skid Brakes Approach Chute Braking Chute Ejection Seats Single-Point and Air Re-

ECM Equipment

fueling

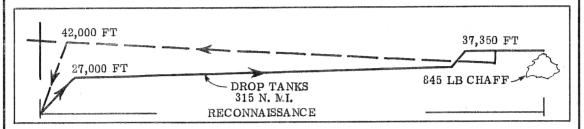
Max Fuel Cap: *18,370 gal

*Includes wing drop tanks

Turrets 2x20mm(M24A1) Ammunition(tot):700 rds

ARMAMENT

Characteristics Summary Basic Mission RB-47H



	PERFORMANCE								
COMBAT RADIUS	FERRY RANGE	SPEED							
1942 naut. mi with 845 lb payload at 425 knots avg. in 9.43 hours.	(b) 3935 naut. mi with 18,370 gal fuel at 425 knots avg. in 9.39 hours at 213,491 lb T.O. wt.	COMBAT 479 knots at ft alt, mil power 523 knots at 15,600 ft alt, mil power BASIC 35,000 ft alt, mil power							
CLIMB	CEILING	TAKE - OFF							
1839 fpm sea level, take-off weight normal power 3960 fpm sea level, combat weight military power	27,600 ft 100 fpm, take-off weight normal power 37,900 ft 500 fpm, combat weight military power	ground run IO, IOO ft							
L O A D	WEIGHTS	STALLING SPEED							
Ammo: 700 Rd 20mm Chaff:	Empty 83,642 lb Combat 136,955 lb Take - off 213,491(c)lb	162 knots power-off,landing configuration,take-off weight TIME TO CLIMB							

S N T E 0

- Performance Basis:

 (a) RB-47H flight test data (June, 1956) and AFFTC-TN-55-22 "RB-47H limited phase IV performance evaluation."
 (b) 845 lb of chaff carried, but is not released during the mission.
 (c) Includes 5300 lb water.
- 2. Revision Basis: To reflect changes in performance and electronics. Data co-ordinated by OCAMA, Aug $60\,$