Characteristics Summary

BOMBER ............... B-47E

"STRATOJET"

BOEING

Wing Area ................. 1428 sq ft
Length .......................... 106.8 ft
Span ............................. 116.0 ft
Height .......................... 27.9 ft

AVAILABILITY

<table>
<thead>
<tr>
<th>Number available</th>
<th>PROCUREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIVE</td>
<td>RESERVE</td>
</tr>
</tbody>
</table>

STATUS

1. Design Initiated: Sep 48
2. First Flight: Feb 51
3. First Acceptance: Mar 51
5. 400th B-47B and subsequent aircraft to be designated B-47E.

Navy Equivalent: None

Mfr's Model: 450-11-10

POWER PLANT

(6) XF47-GE-25
ENGINE RATINGS
S.L.S. Lb - RPM - MIN
Max (wet) 7000 - 7950 - 5
6000 - 7950 - 5
Mil: 5700 - 7800 - 30
Nor: 5350 - 7630 - Cont

ATO (See Note 2)
No. & Model *(18)14EX1000
Thrust (lb) ............ 18,000
Duration (sec) .......... 14
or
No. & Model **(18) 15KS1000
Thrust (lb) ............ 18,000
Duration (sec) .......... 15

*Manufactured by Allegheny
**Manufactured by Aerojet

FEATURES

Crew: .................. 3
Cabin Pressurization
Thermal Anti-icing
Bomber-Navigational Radar
Anti-Skid Brakes
Braking Parachute
Approach Parachute
Bailout Spoiler Door
Ejection Seats
Internal Fuel Tank Purging Provisions for Vertical Cameras
Single-Point Ground and Air Refueling Provisions
Bicycle Landing Gear
Max Fuel Capacity: 17,307gal

ARMAMENT

Turrets ............... 1
Guns: ................ 2 x 20mm
Ammunition (total)... 750 rds

SHORT BOMB BAY
Maximum Size (lb) Load (lb)

WAR II
Box Fin ... 4000 ... 8x1000
Interim
Conical Fin 2000 ... 3x2000
New Series ... 750 .. 4x750

LONG BOMB BAY
WAR II
Box Fin ... 4000 ... 9x2000
Interim
Conical Fin 2000 ... 6x2000
New Series ... 750 ... 8x750
### Characteristics Summary Basic Mission

#### Performance

<table>
<thead>
<tr>
<th>Combat Radius</th>
<th>Ferry Range</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>naut. mi</td>
<td>naut. mi</td>
<td>COMBAT knots at ft alt, max power</td>
</tr>
<tr>
<td>with lb payload</td>
<td>with gal fuel</td>
<td>MAX knots at ft alt, max power</td>
</tr>
<tr>
<td>at knots avg.</td>
<td>at knots avg.</td>
<td>BASIC knots at ft alt, max power</td>
</tr>
<tr>
<td>in hours.</td>
<td>in hours</td>
<td></td>
</tr>
<tr>
<td></td>
<td>at lb T.O. wt.</td>
<td></td>
</tr>
</tbody>
</table>

#### Climb

<table>
<thead>
<tr>
<th>Ceiling</th>
<th>Take-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>ground run</td>
<td>no assist</td>
</tr>
<tr>
<td>over 50 ft height</td>
<td>no assist</td>
</tr>
</tbody>
</table>

#### Load

<table>
<thead>
<tr>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty.....</td>
</tr>
<tr>
<td>Combat...</td>
</tr>
<tr>
<td>Take-off</td>
</tr>
</tbody>
</table>

#### Stalling Speed

<table>
<thead>
<tr>
<th>Time to Climb</th>
</tr>
</thead>
<tbody>
<tr>
<td>knots power-off, landing configuration, take-off weight</td>
</tr>
</tbody>
</table>

### Notes

1. Performance Basis:
   - Performance data will be supplied when available.

2. 664th article and subsequent aircraft to be fitted with 33x1000 lb thrust external ATO units in lieu of 18x1000 internal ATO units. Present plans call for retrofitting back to the 400th article.

3. Revision Basis: Initial Issue