Characteristics Summary

BOMBER ............. XB-47D

"STRATOJET"

BOEING

Wing area.......................... 7428 sq ft
Length.................................. 106.8 ft
Wing Span........................... 116.0 ft
Height.................................. 77.9 ft

AVAILABILITY

<table>
<thead>
<tr>
<th>ACTIVE</th>
<th>RESERVE</th>
<th>TOTAL</th>
</tr>
</thead>
</table>

PROCUREMENT

<table>
<thead>
<tr>
<th>Number to be delivered in fiscal years</th>
</tr>
</thead>
</table>

STATUS

1. Design Initiated: Feb 51
2. Contract Approval: Apr 51
3. Mock-up: Jan 52
4. First Flight: Jul 55
5. First Acceptance: Feb 56 (est)
6. Phase II contract for one prototype only.
7. XB-47D developed from B-47B

Navy Equivalent: None

Mfr's Model: 450-162-28

POWER PLANT

(2) YT49-W-1
Wright
ENGINE RATINGS

S.L.S. SHP - LB - RPM-MIN
T.O. 8500 - 3025-8000 - 5
Mil: 6500 - 3025-9000 - 30
Nor: 7700 - 7000-7700 - Cont

plus
(2) J47-GE-23
General Electric
S.L.S. LB - RPM - MIN
Max: *6910 - 7950 - 5
Mil: *5520 - 7800 - 30
Nor: *5270 - 7600 - Cont

* No inlet screens

FEATURES

Crew ................. 3
Cabin Pressurization
Bicycle Landing Gear
Reverse Thrust Props
Anti-skid Brakes
Emergency Braking Parachute
Thermal Anti-icing
Single-Point Ground Refueling
Prov. for External Drop Tanks
Max Fuel Capacity: 13,979gal

(See "Note c")

ARMAMENT

NONE

45 Ex add #7

1 JUL 55

SECRET

XB-47D
### PERFORMANCE

<table>
<thead>
<tr>
<th>COMBAT RADIUS</th>
<th>FERRY RANGE</th>
<th>SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>2717 naut. mi with 10,000 lb payload</td>
<td>5759 naut. mi with 13,979 gal fuel</td>
<td>COMBAT 461 knots at 40,000 ft alt, max power</td>
</tr>
<tr>
<td>at 402 knots avg.</td>
<td>at 402 knots avg. in 14.5 hours</td>
<td>MAX 519 knots at 13,500 ft alt, max power</td>
</tr>
<tr>
<td>in 13.7 hours.</td>
<td>at 174,428 lb T.O. wt.</td>
<td>BASIC 479 knots at 35,000 ft alt, max power</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLIMB</th>
<th>CEILING</th>
<th>TAKE-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>2910 fpm sea level, take-off weight normal power</td>
<td>33,750 ft 100 fpm, take-off weight normal power</td>
<td>ground run 4850 ft no assist 7320 ft over 50 ft height assisted</td>
</tr>
<tr>
<td>5140 fpm sea level, combat weight maximum power</td>
<td>41,500 ft 500 fpm, combat weight maximum power</td>
<td>assisted</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LOAD</th>
<th>WEIGHTS</th>
<th>STALLING SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombs: 10,000 lb</td>
<td>Empty..... 79,800 lb</td>
<td>154 knots power-off, landing configuration, take-off weight</td>
</tr>
<tr>
<td>Fuel: 13,979 gal protected 100 %</td>
<td>Combat... 121,850 lb</td>
<td></td>
</tr>
<tr>
<td>droppable 0 %</td>
<td>Take - off 184,428 lb</td>
<td></td>
</tr>
<tr>
<td>external 0 %</td>
<td>limited by space</td>
<td></td>
</tr>
</tbody>
</table>

### NOTES

1. Performance Basis:
   - (a) Estimated data plus B-47B Flight Test
   - (b) Take-off weight as per Detail Specification D-12250 dated 1 Feb 1952 but as yet not substantiated by WADC.
   - (c) Airplane is to be delivered as a test bed with no tactical equipment. However, performance data is based on the airplane with tactical equipment installed.

2. Revision Basis: To reflect change in engine ratings and stalling speed.