

Errata and Addenda as of **26th January 2024** for

The Boeing B-47 Stratojet: Strategic Air Command's Transitional Bomber

by

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Despite the better efforts of multiple proofreaders, typographical errors have been identified, as well as changes made after the book went to print. These are listed by page number and the correction listed in **underlined bold** print. This list of addenda and errata may be printed and inserted in the back of the book for future reference.

General Comments:

- P 75 left column, third paragraph, first sentence: change to "...alert program began in January 1958 with B-36s...."
- P 85 Some reviewers felt that Table 4-2 was insufficient to compare the major variants. The following table may be of some value:

Boeing B-47 Specification Table						
USAF Designation	XB-47	B-47A	B-47B	B-47E	RB-47E	RB-47H
Boeing Model Number	450-3-3	450-10-9	450-67-27	450-157-35	450-158-36	450-172-51
Crew	3	3	3	3	3	3/6/5
Length	107.47 ft 32.8 m	106.7 ft 32.5 m	107.1 ft 32.6 m	107.2 ft 32.3 m	109.7 ft 33.4 m	107.1 ft 32.6 m
Wingspan	116 ft 35.4 m	116 ft 35.4 m	116 ft 35.4 m	116 ft 35.4 m	116 ft 35.4 m	116 ft 35.4 m
Height	27.7 ft 8.4 m	27.9 ft 8.5 m	27.9 ft 8.5 m	28 ft 8.5 m	27.9 ft 8.5 m	27.9 ft 8.5 m
Maximum Takeoff Weight	162,500 lb 73,709 kg	150,500 lb 68,266 kg	180,000 lb 81,647 kg	230,000 lb 104,326 kg	200,000 lb 90,718 kg	213,491 lb 96,838 kg
Powerplant x 6	J35-GE-7	J47-GE-11	J47-GE-23	J47-GE-25/25A	J47-GE-25	J47-GE-25
Thrust per Engine	3,750 lb 16.7 kN	5,200 lb 23.1 kN	5,910 lb 26.3 kN	7,200 lb 32.0 kN	7,200 lb 32.0 kN	7,200 lb 32.0 kN
RATO Cartridges	18 internal	18 internal	22/27 external	22/27 external	22/27 external	n/a
Combat Speed	462 kts (532 mph / 856 km/h)	474 kts (545 mph / 878 km/h)	469 kts (540 mph / 869 km/h)	483 kts (556 mph / 895 km/h)	478 kts (550 mph / 885 km/h)	479 kts (551 mph / 887 km/h)
Combat Ceiling	37,500 ft 11,430 m	44,300 ft 13,503 m	40,900 ft 12,466 m	39,300 ft 11,979 m	39,800 ft 12,131 m	37,900 ft 12,101 m
Combat Radius	1,175 nm 2,176 km	1,354 nm 2,508 km	1,635 nm 3,028 km	2,050 nm 3,797 km	1,915 nm 3,547 km	1,942 nm 3,597 km
Bomb Load	10,000 lbs 4,536 kg	10,000 lbs 4,536 kg	10,000 lbs 4,536 kg	10,000 lbs 4,536 kg	154 lbs*	n/a
Fuel Capacity	9,957 gal 37,691 l	9,831 gal 37,214 l	17,290 gal 65,450 l	18,000 gal 68,137 l	18,280 gal 69,197 l	18,370 gal 69,538 l
Armament	N/A	N/A	2 x 0.50 cal	2 x 20 mm	2 x 20 mm	2 x 20 mm
*10 Flash Bombs						

P 101 Table 5-1 01 January 1960: replace serial number 52-5243 with 51-5243 (it is correct on P287, P288). 28 February 1958; replace serial number 52-2154 with 53-2154.

P 132 Table 6-1 26 July 1958: add RB-47H serial number 53-4305. The airplane recovered at Incirlik AB, Turkey, for a 6+10 hour non-stop mission.

P 132 Table 6-1 07 November 1958: add RB-47H serial number 53-4297.

P 132 Table 6-1 17 November 1958: change to 5 November 1958; add RB-47H 53-4293 and 53-4305 on Mission CLAUDIA.

P 142 Bottom caption: RB-47B-II should read RB-47B-I.

P 154 left column, second paragraph. A declassified document dated 8 June 1961 made available after publication shows that all 29 (not 15) of the 32 RB-47Hs were

- modified to carry the AN/ALD-4 SILVER KING pod (excluding 53-4281, 53-4283, and 53-4309 which were lost prior to this date). Table 6-8 should reflect 29, not 15 aircraft. Some sources suggest that only 15 pods were procured and could be moved between aircraft, but this has not been verified with official sources.
- P 166 right column, above right caption: the RB-47H with the shark mouth is 53-4295.
- P 189 Table 7-1b JB-47E 53-2280: Change Oct 67 to Nov 69.
- P 249 52-2061: Change to 51-2061
- P 269 53-2280: Change Oct 67 to Nov 69.
- P 273 53-6245, 53-6246, and 53-6249: Change Model No 450-172-51 to 450-172-55.
- P 284 51-2315: According to the Grissom Air Museum, this B-47E was repaired after losing the #6 engine and returned to service. Soon thereafter, it suffered a hard landing at Wright-Patterson AFB, OH, and was returned to Bunker Hill AFB but had a hard landing there, breaking the fuselage (all dates unknown). It was converted to a 'Gate Guard' after that.
- P 286 left column, B-47E 51-2391: Delete last sentence and replace with **Air Force sources claimed there was no radioactive contamination. Initial assessment 'determined decontamination was not warranted.' By 2012, however, as a prudent measure, radioactive soil was finally removed.**
- P 293 right column, B-47E 52-0525: At least two knowledgeable sources who were present have indicated that this airplane had just been uncocked from alert with the nuclear weapon and ammunition removed prior to it returning to Pease AFB, even though it was located on Alert Hardstand #43. This has not been independently verified. See also P298 53-2296 and Table 5-1 P101.
- P 295 right column, 58-0823 should be 53-0823
- P 302 Table A3-1, 53-2276: Should be B-47E; the MDS changed from JB-47E to B-47E on 31 Oct 67.
- P 302 Table A3-1, 53-2280: Change Oct 67 to Nov 69.
- P 304 Second caption regarding B-47E 51-7071: Delete second sentence and replace with **After a tornado destroyed the fuselage aft of the wing root on 51-7071, the tail section from 52-0413 was spliced on to repair the display aircraft with the proviso from "the Boneyard" that the tail number "520413" not be removed (reason unknown). The airplane has since been repainted with the correct serial number.** Thanks to Andy Lebosky, who flew 52-0413 from RAF Upper Heyford to Lockbourne AFB on 14th August 1963.



P 307 17 Nov 54: replace YRB-47B 51-2062 with **B-47E 52-0062**

P 312 Left caption: replace YRB-47B 51-2062 with **B-47E 52-0062**. Burchinal was nearly court martialed (subject to Article 31 of the UCMJ) for the stunt. This incident did little harm to his career; he retired as a four-star general.