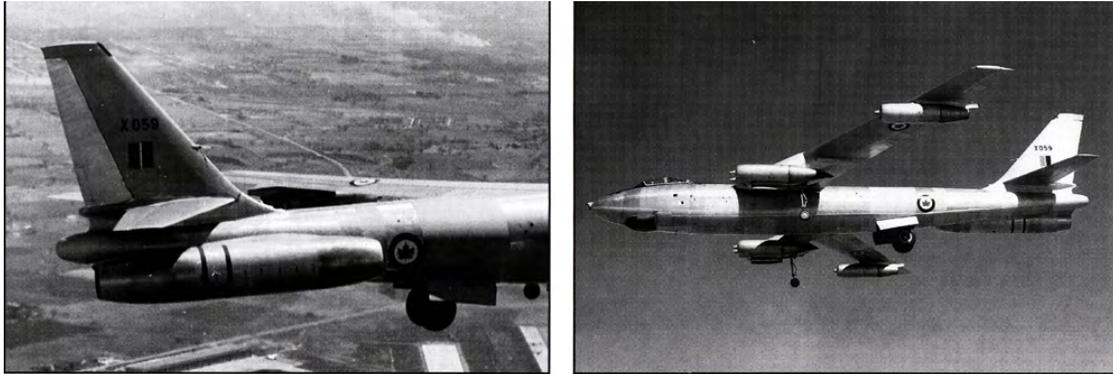


The B-47 Stratojet Association

CL-52/B-47B



The sole CL-52, carrying minimal RCAF markings, was employed in tests for the Orenda Iroquois engine that was planned for the Avro of Canada CF-105 Arrow. The mammoth size of the engine is readily apparent in this view. (Left: SAC Combat Crew Magazine; Right: Boeing)

CL-52/B-47B

In spite of the large numbers of B-47s built, none of them ever ended up in the service of foreign air forces. There is, however, one significant exception, a B-47 loaned to the Royal Canadian Air Force as a flying test bed for the Orenda Iroquois turbojet.

In 1956, the USAF loaned B-47B serial number 51-2059 to the Royal Canadian Air Force for use as a flying test bed for the 20,000 lb. static thrust Orenda Iroquois turbojet. A pair of Iroquois engines were to power the projected Avro CF-105 Arrow long-range interceptor, which was currently under development in Canada. After delivery, the RCAF turned the plane over to Canadair, Ltd. to complete the required modifications. A separate pod for the test engine was installed on the starboard side of the rear fuselage underneath the horizontal tail. The pod was 30 feet long and about six feet in diameter. The company assigned its own model number of CL-52 to the project. The CL-52/B-47B flew in RCAF markings, but retained the last three digits of its USAF serial number, which followed the prefix "X" to become the RCAF serial number. The CL-52 spent a total of 31 hours in the air with the Iroquois engine.

Following cancellation of the Arrow/Iroquois program, all Arrow airframes were ordered to be scrapped, including those in partially-completed state on the production line. All that survives today is the front end of Arrow 25206 plus a couple of outer wing panels on display at the National Aviation Museum of Ottawa. A pair of Iroquois engines still survive, one in the National Aviation Museum and the other at the Canadian Warplane Heritage Museum in Hamilton, Ontario.

After the termination of the Arrow/Iroquois program, the Iroquois engine was removed from the CL-52 and the aircraft was returned to the USA. The plane was scrapped at Davis-Monthan AFB shortly thereafter.

