

# The B-47 Stratojet Association

EB-47E



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A version of the B-47E called "Phase IV Blue Cradle", was given the designation "EB-47E". The initial EB-47 conversion featured a set of 16 jammers in a removable cradle stored in the bomb bay, plus radar warning receivers and chaff dispensers. The more advanced "Phase V" EB-47E featured a pressurized module that was stowed in the bomb bay, with 13 jammers under control of two Crows. While the Phase IV jammer system was "broadband", blanketing a wide range of frequencies in hopes of jamming radars operating somewhere within that range, the Phase V jammer system could be selectively tuned to specific radar frequencies by the crows, permitting much higher jammer power on the frequencies that did the most good. Records indicate about 40 B-47E's were modified to the EB-47E.

Two EB-47Es (s/n 24100 and 24120) were loaned to the US Navy for electronic countermeasures (ECM). Modified and redesignated as EB-47Es, they were operated and maintained by McDonnell Douglas Tulsa, OK. Each aircraft had its long-range external wing tanks replaced with electronic countermeasures equipment, multiple antennae were added and chaff dispensers were installed. Each remained operational with the Navy long after the last USAF B-47s were retired from service. The final operational flight of a B-47 occurred on 20 December, 1977, when after accumulating more than 10,000 hours on its airframe, 24100 was flown to Pease AFB, NH, where it was demilitarized and put on display.

Additional information provided by  
Lt. Colonel David L. Hall USAF (Ret)

