

# The B-47 Stratojet Association

RB-47E



The RB-47E on alert duty (note ATO rack installed)

The RB-47E was a dedicated photographic reconnaissance version of the B-47E. A total of 240 was built by Boeing-Wichita. The first 52 were known as Model 450-216-29 by the company, with the remainder being known as Model 450-158-36. As compared with the standard B-47E, the nose of the RB-47E was 34 inches longer so that it could house a special air-conditioned compartment for cameras and other sensitive equipment. There was a return to the built-in JATO units that had been used on the B-47B. The bombing equipment was deleted, but the 20-mm tail armament and the A-5 fire-control system were retained. The crew was still three, but the bombardier now became the photographer/navigator. Eleven cameras could be carried, along with ten photoflash bombs and supplementary photoflash cartridges for night photography. Although the RB-47E could be refueled in flight, the fuel load capability was increased to 18,405 US gallons.

The first RB-47E flew for the first time on July 3, 1953. The last of 255 RB-47Es were delivered in August of 1955. The final 15 of the RB-47Es were completed as RB-47K weather reconnaissance aircraft.

Phaseout of the RB-47E began on October 14, 1957, when 51-5272 was retired to the boneyard at Davis-Monthan AFB.

Serial Numbers of the Boeing RB-47E Stratojet:

51-5258/5276 (19)

51-15821/15853 (33)

52-685/825 (141)

52-3374/3400 (27)

53-4245/4264 4245/4246 converted to DB-47Es.

4256, 4362 converted to JQB-47Es.

Some converted to QB-47Es. (20)

53-4265/4279 Originally ordered as RB-47Es but completed as RB-47Ks. (15)

