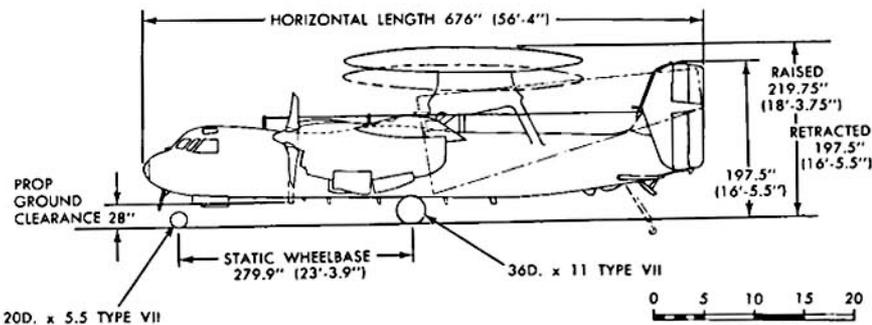
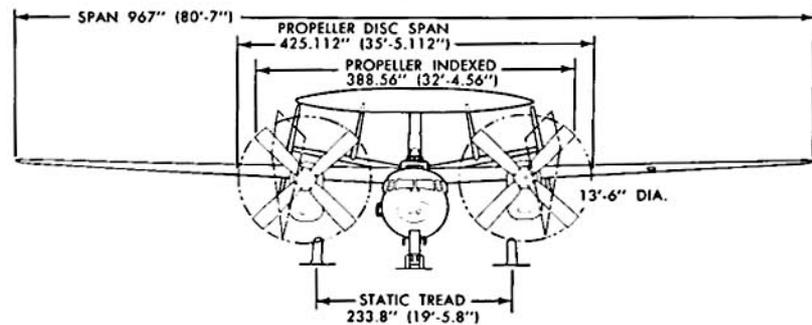
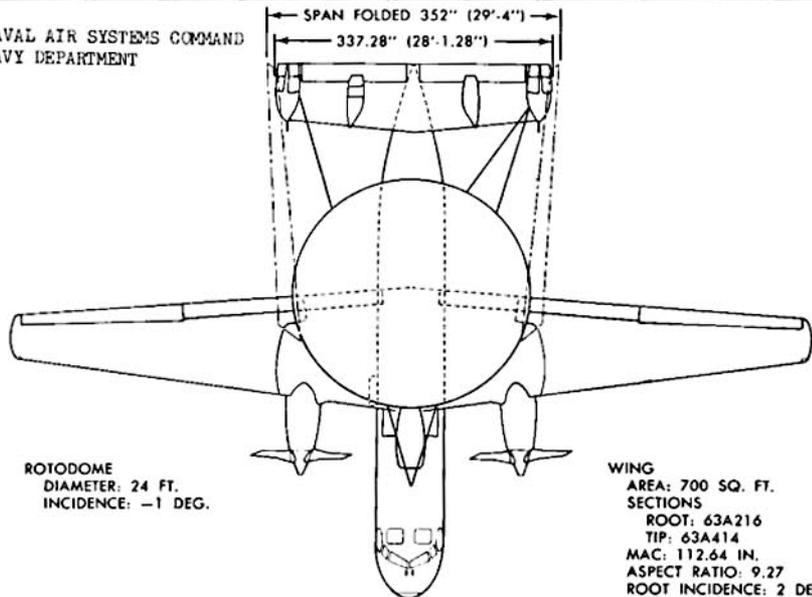


STANDARD AIRCRAFT CHARACTERISTICS

E-2C HAWKEYE

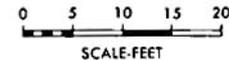
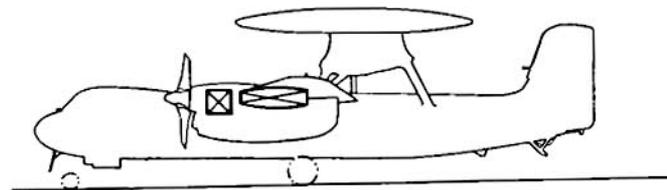
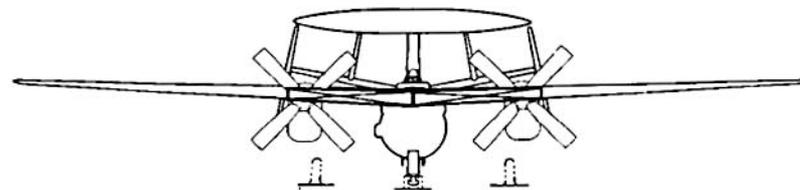
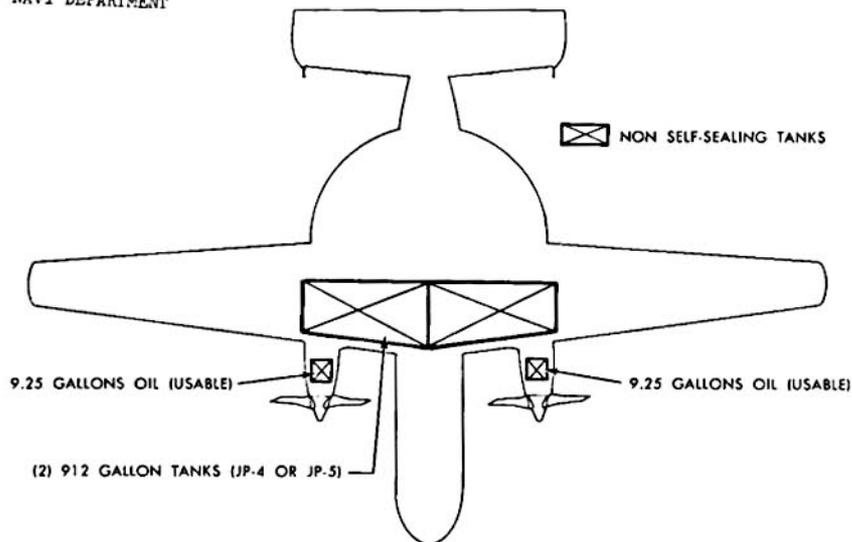
GRUMMAN

NAVAL AIR SYSTEMS COMMAND
NAVY DEPARTMENT



DESCRIPTIVE ARRANGEMENT

NAVAL AIR SYSTEMS COMMAND
NAVY DEPARTMENT



ARMAMENT AND TANKAGE

POWER PLANT	MISSION AND DESCRIPTION	WEIGHTS																																																	
<p>Number & Model _____ (2)T56-A-8/8A Manufacturer _____ Allison Propeller Gear Ratio _____ 12.49:1 Number of Blades _____ 4 Propeller Diameter _____ 13 ft. 6 in. Propeller Manufacturer _____ Aero Products Propeller Blade Design No. _____ A6441 FN-248</p> <p style="text-align: center;">RATINGS</p> <table border="1"> <thead> <tr> <th></th> <th>ESHP</th> <th>SHP</th> <th>RPM</th> </tr> </thead> <tbody> <tr> <td>Take-Off</td> <td>4050</td> <td>3755</td> <td>13,820</td> </tr> <tr> <td>Military</td> <td>4050</td> <td>3755</td> <td>13,820</td> </tr> <tr> <td>Normal</td> <td>3730</td> <td>3443</td> <td>13,820</td> </tr> </tbody> </table> <p>Engine Specification No. 458-E Dated 2 November 1964</p>		ESHP	SHP	RPM	Take-Off	4050	3755	13,820	Military	4050	3755	13,820	Normal	3730	3443	13,820	<p>The Grumman Hawkeye is an all-weather, carrier-based AEW/CIC airplane that patrols task force defense perimeters to provide early warning of approaching enemy aircraft and to vector interceptors into attack position. In addition to this primary AEW function, the Hawkeye can also provide strike and traffic control, area surveillance, search and rescue guidance, navigational assistance, and communications relay.</p> <p>The E-2C features a new generation of avionics and a new equipment cooling system. A suit of avionics that offers both expanded capabilities and improved reliability/maintainability is being developed for packaging in the E-2 Hawkeye airframe using the latest techniques in microelectronics. Also under development is an equipment cooling system of greater capacity and an operational flexibility that will provide improved cooling during pre-launch operations.</p> <p>Designed for a crew of five, the Hawkeye complement is: pilot, co-pilot, radar operator, air-control operator, and combat information center operator. The interior arrangement of the fully pressurized cabin facilitates the interchange of crew positions in an environment which is normally "mask-free". Specialized electronic equipment makes it feasible for three operators to search, identify, and track targets as well as control interceptions. AEW/CIC digital information can be relayed automatically, and an additional UHF communications automatic relay system relieves the crew of "middleman" duty.</p> <p>The automatic flight control system provides crew relief by means of a maneuvering autopilot with both altitude and altitude hold modes as well as TACAN coupling. Precise holding of altitude and turn rate in wings-level turns is provided by the flat-turn mode.</p> <p>Operable from all angle-deck CVA-19 and superior class carriers, the E-2 is catapulted with a nose-low catapult system. Automatic wing-fold and rotodome lowering permit hangar deck servicing.</p> <p>The Grumman Hawkeye has a high wing and is powered by two T56-A-8/8A turboprop engines. The airplane may be easily identified by the 24-foot diameter rotodome and the four vertical tails. The rotodome, the inboard vertical tails, and the upper portions of the outboard vertical tails are of fiber glass construction. The flight controls are powered by two independent hydraulic systems.</p> <p style="text-align: center;">DEVELOPMENT</p> <p>First Flight (Estimated) _____ March 1971 BIS (Estimated) _____ January 1973</p>	<p style="text-align: center;">LOADINGS</p> <table border="1"> <thead> <tr> <th></th> <th>LBS.</th> <th>L.F.</th> </tr> </thead> <tbody> <tr> <td>Empty</td> <td>37,046</td> <td>E</td> </tr> <tr> <td>Basic</td> <td>37,381</td> <td></td> </tr> <tr> <td>Design</td> <td>41,996</td> <td>3</td> </tr> <tr> <td>Combat (60% fuel)</td> <td>45,960</td> <td></td> </tr> <tr> <td>Take-off</td> <td></td> <td></td> </tr> <tr> <td> Field</td> <td>50,920</td> <td></td> </tr> <tr> <td> C-11 Catapult (basic design)</td> <td>48,390</td> <td></td> </tr> <tr> <td>Landing</td> <td></td> <td></td> </tr> <tr> <td> Field (40% fuel)</td> <td>43,480</td> <td></td> </tr> <tr> <td> MK 7 Arresting (3000 lbs. fuel)</td> <td>41,520</td> <td></td> </tr> </tbody> </table> <p style="text-align: center;">Weights are based on those presented in the E-2 Aircraft Weapon System Specification, SD-527-2, dated 22 April 1968.</p>		LBS.	L.F.	Empty	37,046	E	Basic	37,381		Design	41,996	3	Combat (60% fuel)	45,960		Take-off			Field	50,920		C-11 Catapult (basic design)	48,390		Landing			Field (40% fuel)	43,480		MK 7 Arresting (3000 lbs. fuel)	41,520	
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<p style="text-align: center;">ELECTRONICS</p> <p>TACTICAL</p> <p>Rotodome _____ AN/APA-() Search Radar Set _____ AN/APS-() IFF Interrogator _____ RT-868 ()/APX-76 IFF Transponder _____ KY-533A Radar Detector Processor _____ () IFF Detector Processor _____ () Control Indicator Group _____ AN/APA () Computer Programmer _____ CP-() UHF Data Link _____ AN/ARC-124 Multi-Purpose Communication System _____ AN/ASQ-() Inflight Performance Monitor _____ AN/ASM-33 ()</p> <p>COMMUNICATION</p> <p>UHF Voice Communications _____ AN/ARC-51A (PIP) HF Voice Communications _____ AN/ARC-104 Intercommunication Set _____ AN/AIC-14A</p> <p>NAVIGATION</p> <p>Inertial Navigation System _____ AN/ASN-92 (V) CAINS Air Data Computer _____ A/A () Doppler Navigation Radar Set _____ AN/APN-153 (V) Heading & Attitude Reference System _____ AN/ASN-50 TACAN _____ AN/ARN-52 UHF Automatic Direction Finder _____ AN/ARA-50 Automatic Carrier Landing System (Mode II) _____ AN/ASW-25A Radar Altimeter _____ AN/APN-171 (V)</p> <p>FLIGHT CONTROL & INSTRUMENTS</p> <p>Automatic Flight Control System _____ AN/ASW-15 () Cockpit Altimeters _____ AAU-19/A</p>	<p style="text-align: center;">DIMENSIONS</p> <p>Wing Span _____ 80 ft. 7 in. Folded Wing Span _____ 29 ft. 4 in. Propeller Indexed Span _____ 32 ft. 4.56 in. Propeller Disc Span _____ 35 ft. 5.112 in. Length _____ 56 ft. 4 in. Height (Rotodome raised) _____ 18 ft. 3.75 in. Height (Rotodome retracted) _____ 16 ft. 5.5 in. Tread _____ 19 ft. 5.8 in. Propeller Ground Clearance _____ 28 in.</p>	<p style="text-align: center;">FUEL AND OIL</p> <table border="1"> <thead> <tr> <th>No. of TANKS</th> <th>GALS. (usable)</th> <th>LBS. (JP-5)</th> <th>LOCATION</th> </tr> </thead> <tbody> <tr> <td>2 Integral</td> <td>1824</td> <td>12,400</td> <td>C. S. Wing</td> </tr> </tbody> </table> <p>Fuel Grade _____ JP-4 or JP-5 Fuel Specification _____ MIL-J-5624</p> <p style="text-align: center;">OIL</p> <p>Capacity (139 lbs. usable) _____ 9.25 gallons/engine Specification _____ MIL-L-7808</p>	No. of TANKS	GALS. (usable)	LBS. (JP-5)	LOCATION	2 Integral	1824	12,400	C. S. Wing																																									
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PERFORMANCE SUMMARY

TAKE-OFF LOADING CONDITION		①	ON-STATION SEARCH MISSION Service Ceiling (A)	③	ON-STATION SEARCH MISSION 15,000 ft. (A)	⑤	ON-STATION SEARCH MISSION Sea Level (A)	⑦	AREA SEARCH MISSION Cruise Ceiling (A)	⑨	FERRY MISSION (A)	
TAKE-OFF WEIGHT	lb.		50,920		50,920		50,920		50,920		50,920	
Fuel (JP-5)	lb.		12,400		12,400		12,400		12,400		12,400	
Wing loading	lb./sq. ft.		72.7		72.7		72.7		72.7		72.7	
Stall speed — power off (zero thrust)	kn.		91.5		91.5		91.5		91.5		91.5	
Take-off run at S.L. — 59°F day/90°F day	ft./ft.		1590/1870		1590/1870		1590/1870		1590/1870		1590/1870	
Take-off to clear 50 ft. — 59°F day/90°F day	ft./ft.		2285/2660		2285/2660		2285/2660		2285/2660		2285/2660	
Maximum speed/altitude (B)	kn./ft.		302/10,000		302/10,000		302/10,000		302/10,000		302/10,000	
Rate of climb at S.L. (B)	fpm.		2515		2515		2515		2515		2515	
Time: S.L. to 20,000 ft. (B) (C)	min.		13		13		13		13		13	
Time: S.L. to service ceiling (B) (C)	min.		33.5		33.5		33.5		33.5		33.5	
Service ceiling (100 fpm.) (B)	ft.		28,800		28,800		28,800		28,800		28,800	
Combat radius/mission time	n. mi./hr.		200/5.68		200/5.66		200/5.01		200/5.85		—	
Station altitude(s) initial/final	ft.		22,500/27,600		15,000		Sea Level		24,500/29,500		—	
Average cruising speed	kn.		268		234		213		268		270	
Cruising altitudes initial/final	ft.		27,100/33,100		15,000/33,100		Sea Level/33,100		27,100/33,100		27,100/33,100	
Time on station/average search speed	hr./kn.		4.02/237		3.98/192		3.20/151		4.21/250		—	
Range/mission time	n. mi./hr.		—		—		—		—		1525/5.78	
COMBAT LOADING CONDITION		②	60% FUEL	②A	60% FUEL	④	60% FUEL	⑥	60% FUEL	⑧	60% FUEL	⑩
COMBAT WEIGHT	lb.		45,960		45,960		45,960		45,960		45,960	—
Engine power			Normal		Military		Military		Military		Military	—
Fuel (JP-5)	lb.		7440		7440		7440		7440		7440	—
Combat speed/combat altitude	kn./ft.		289/25,050		304/25,050		315/15,000		307/Sea Level		298/ 27,000	—
Rate of climb/combat altitude	fpm/ft.		640/25,050		840/25,050		1825/15,000		3290/Sea Level		650/ 27,000	—
Combat ceiling	ft.		26,500		28,600		28,600		28,600		28,600	—
Rate of climb at S.L.	fpm.		2930		3290		3290		3290		3290	—
Maximum speed at S.L.	kn.		291		306		306		306		306	—
Maximum speed/altitude	kn./ft.		305/11,500		315/13,500		315/13,500		315/13,500		315/13,500	—
LANDING WEIGHT	lb.		39,756		39,756		39,756		39,756		39,756	39,756
Fuel (JP-5)	lb.		1235		1235		1235		1235		1235	1235
Stall speed — flight idle/approach power	kn./kn.		81/71		81/71		81/71		81/71		81/71	81/71
Landing distance — ground roll/over 50 ft. obst.	ft./ft.		1250/2230		1250/2230		1250/2230		1250/2230		1250/2230	1250/2230

NOTES

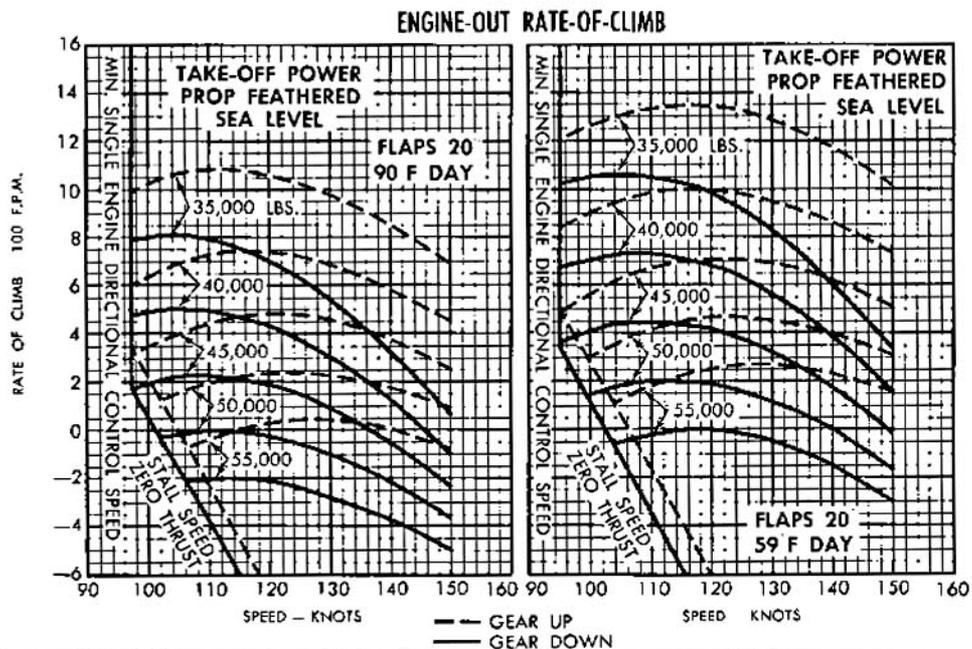
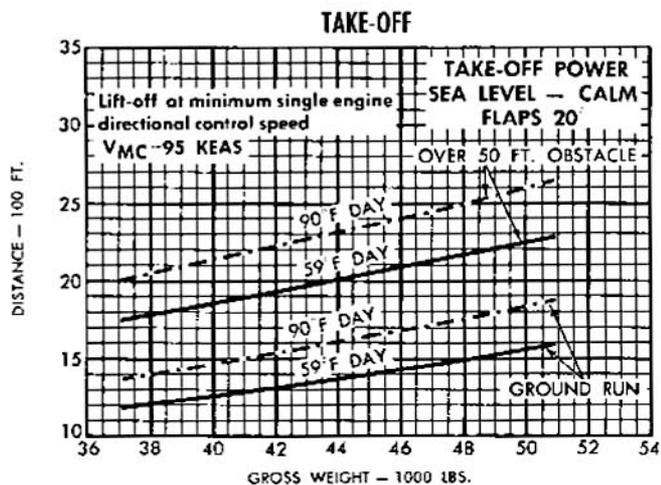
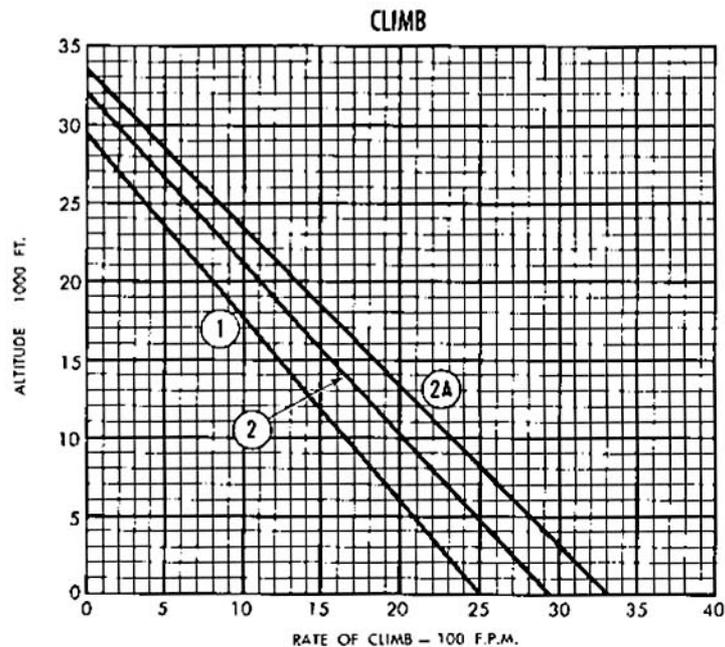
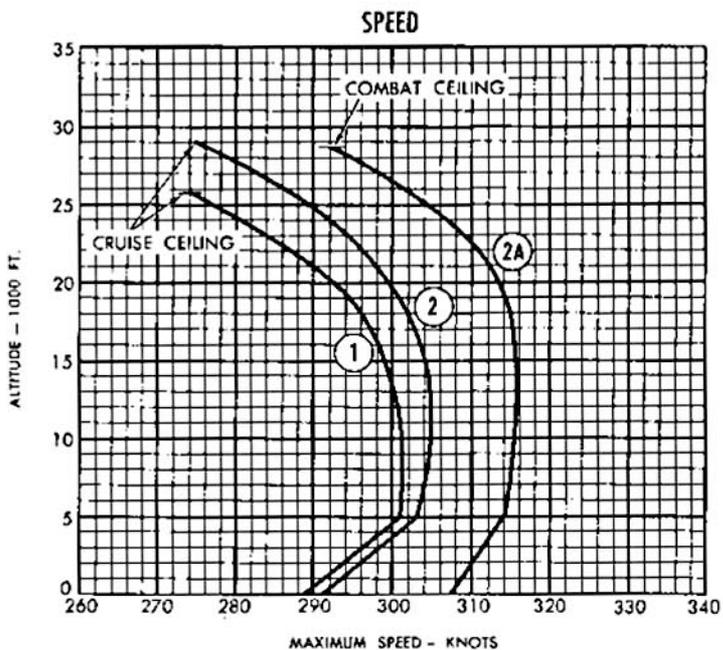
PERFORMANCE BASIS: Calculated data based on flight test results from the performance demonstration of the E-2A airplane, adjusted for estimated E-2C drag increments, and calibrated engine data with no increase in fuel consumption.

(A) See Mission Profiles page.

(B) Normal power.

(C) Take-off gross weight minus fuel for warm-up, taxi, take-off, and climb.

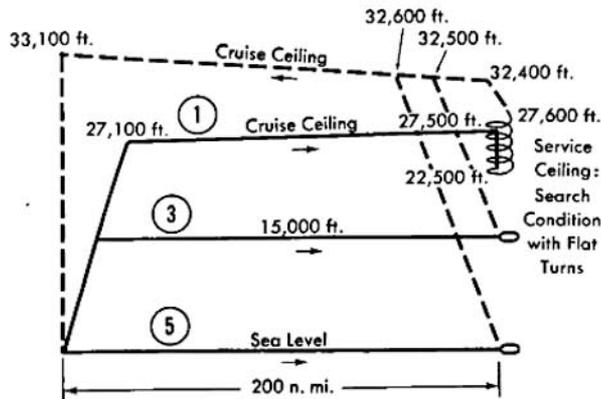
SPOTTING: A total of 47 airplanes can be accommodated on the flight and hangar decks of a CVA-19 class angled deck carrier.



○ LOADING CONDITION COLUMN NUMBER

MISSION PROFILES

ON-STATION SEARCH MISSION



Warm-up, taxi, take-off: 5 minutes with normal power at sea level.

Climb on course to cruise-out altitude with normal power.

Cruise at speed for maximum range at cruise-out altitude to total distance of 200 nautical miles from base.

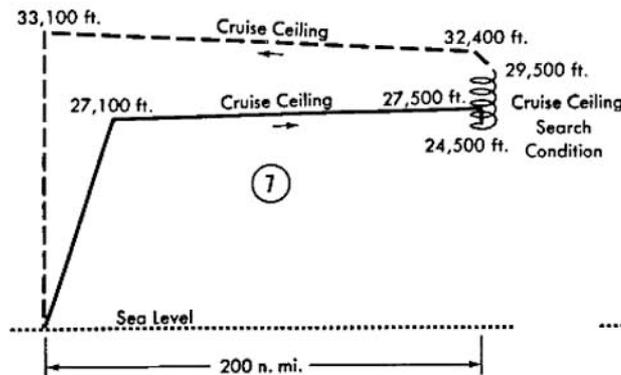
On-station in search condition (10° flaps, at speed for 3° radar attitude) at station altitude. Hold on station in a 50 nautical mile race track pattern using 0.6 degrees per second flat turns.

Climb back to best cruise altitude with normal power.

Cruise at speed for maximum range at best cruise altitude to base.

Fuel allowance for reserve is 5 per cent of initial fuel and fuel required for twenty minutes at speed for maximum endurance at sea level.

AREA SEARCH MISSION



Warm-up, taxi, take-off: 5 minutes with normal power at sea level.

Climb on course to best cruise altitude with normal power.

Cruise at speed for maximum range at best cruise altitude to total distance of 200 nautical miles from base.

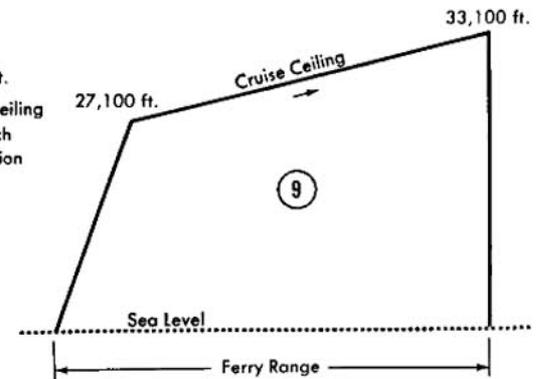
Area surveillance in search condition (10° flaps, at speed for 3° radar attitude) at cruise ceiling. No flat turning.

Climb back to best cruise altitude with normal power.

Cruise at speed for maximum range at best cruise altitude to base.

Fuel allowance for reserve is 5 per cent of initial fuel and fuel required for twenty minutes at speed for maximum endurance at sea level.

FERRY MISSION



Warm-up, taxi, take-off: 5 minutes with normal power at sea level.

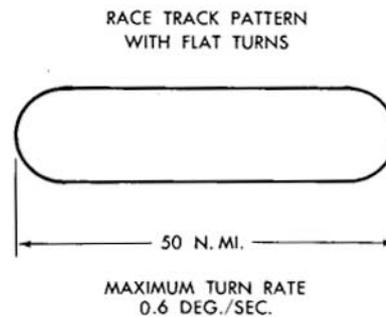
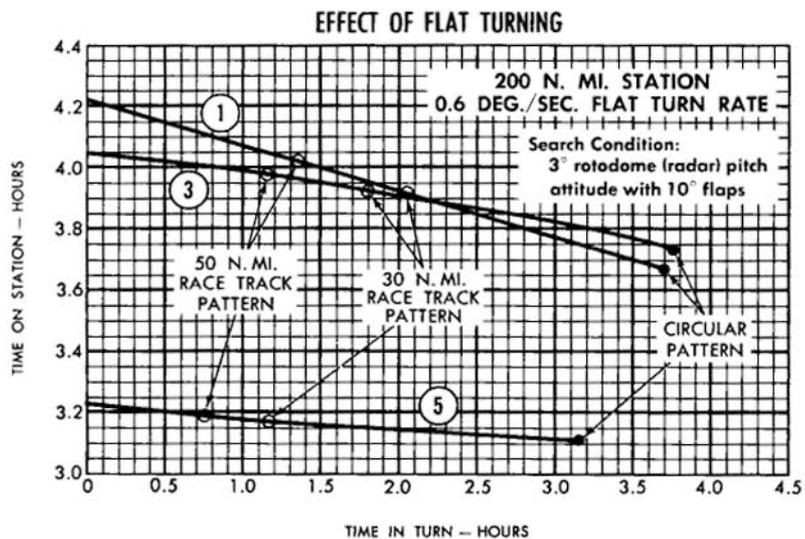
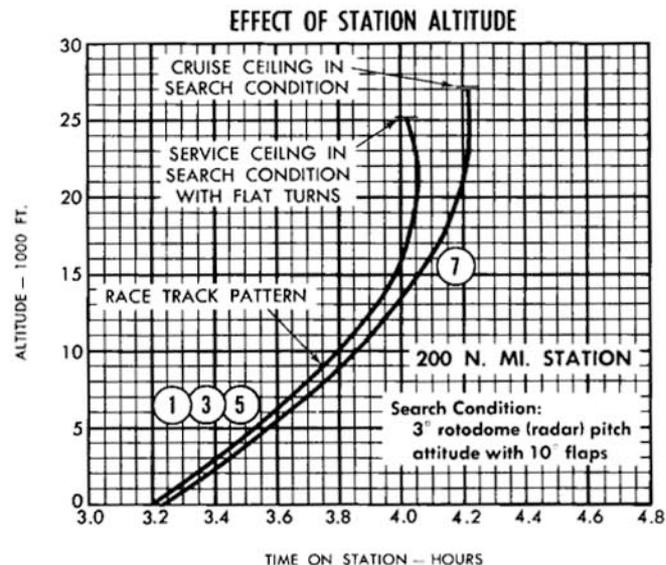
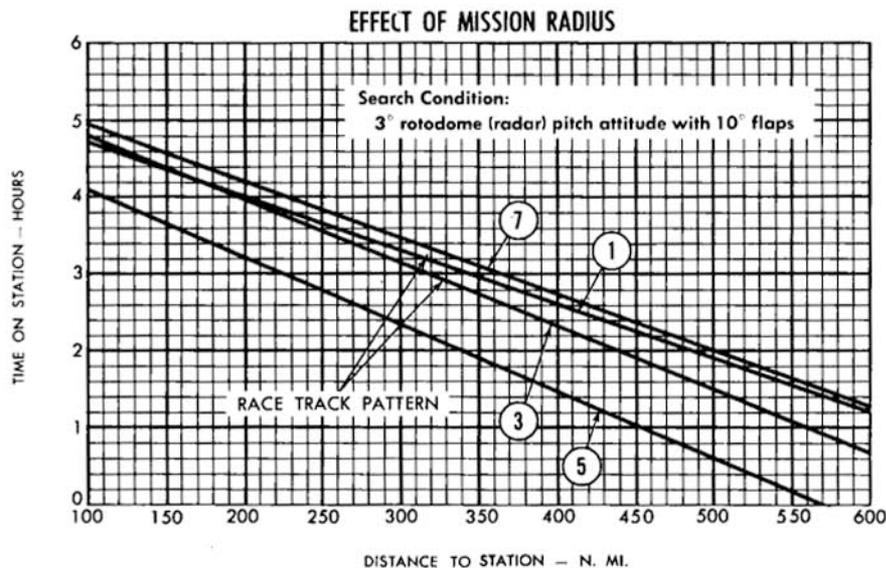
Climb on course to best cruise altitude with normal power.

Cruise at speed for maximum range at best cruise altitude

Fuel allowance for reserve is 5 per cent of initial fuel and fuel required for twenty minutes at speed for maximum endurance at sea level.

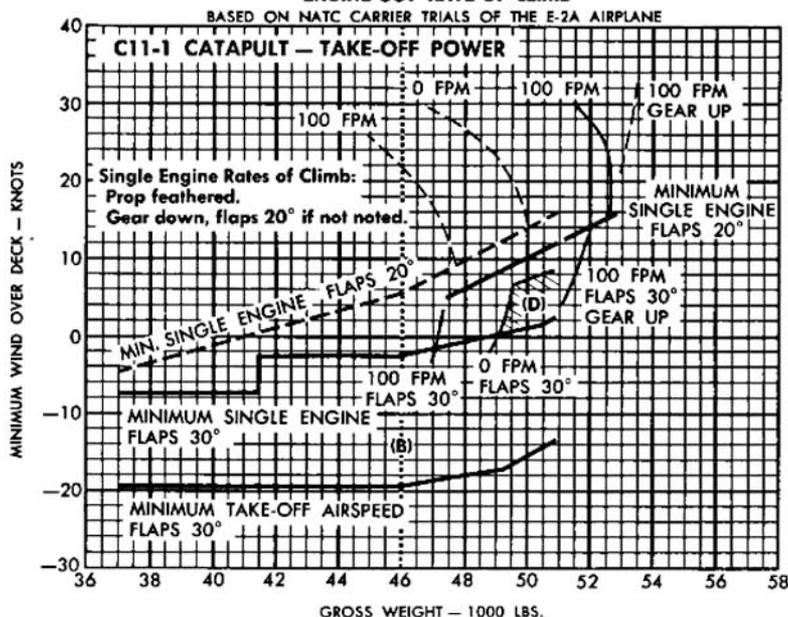
○ LOADING CONDITION COLUMN NUMBER

SEARCH TIME ON STATION

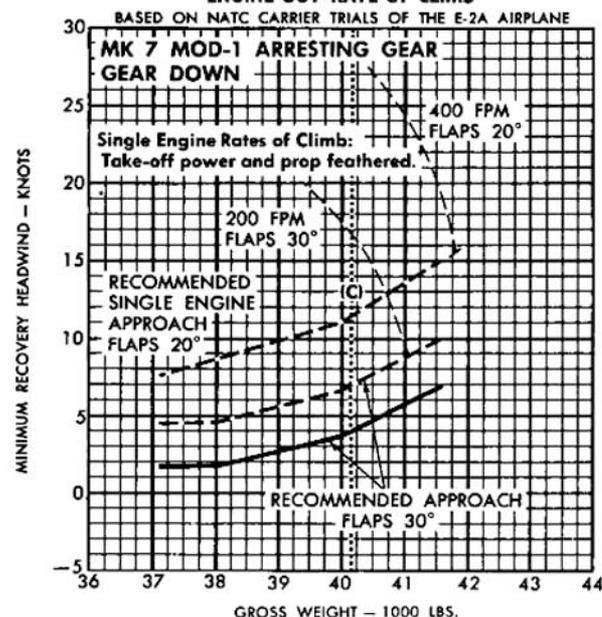


○ LOADING CONDITION COLUMN NUMBER

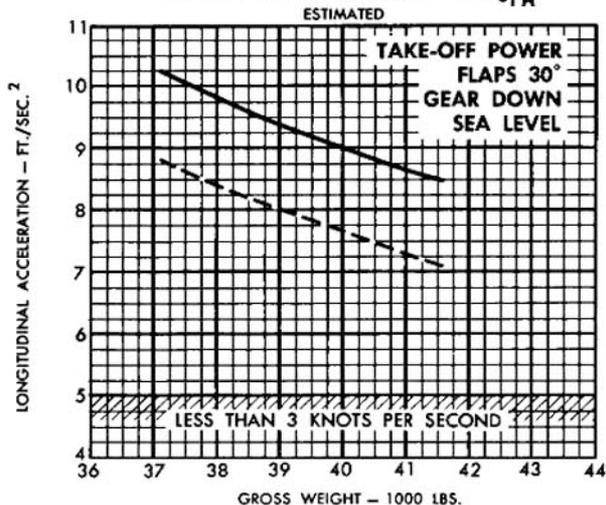
**MINIMUM WIND OVER DECK REQUIRED FOR CATAPULTING
ENGINE-OUT RATE-OF-CLIMB**



**MINIMUM RECOVERY HEADWIND REQUIRED FOR ARRESTING
ENGINE-OUT RATE-OF-CLIMB**

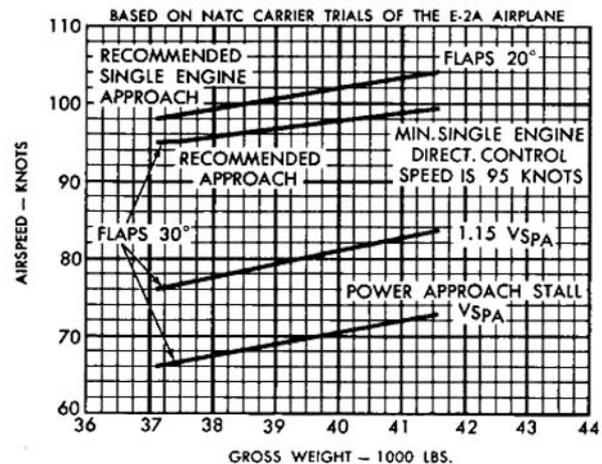


WAVE-OFF ACCELERATION AT 1.15 V_{SpA}



--- TROPICAL (90°F) DAY
— STANDARD (59°F) DAY

CARRIER APPROACH AIRSPEEDS



(A) These data are for planning only. Carrier air operations are prescribed by Aircraft Launching Bulletins, Aircraft Recovery Bulletins, NATOPS Flight Manual, and CVA CVS NATOPS Manual.

(B) C11-1 Catapult. Maximum endspeeds are limited by aircraft cg drag acceleration limit below 46,000 pounds and nose tow link load limit above 46,000 pounds.

(C) MK 7 Mod-1 Arresting Gear with sheave dampers, 95 ft. span. Maximum engaging speeds are limited by aircraft cg drag acceleration limit below 40,200 pounds and by aircraft hook strength above 40,200 pounds.

(D) Single engine flight in this region incurs sink rates with full power while on the back side of the speed-power required curve.