



STANDARD AIRCRAFT CHARACTERISTICS, NAVWEPS FORM 13100/4A (Rev. 7-65)

# STANDARD AIRCRAFT CHARACTERISTICS

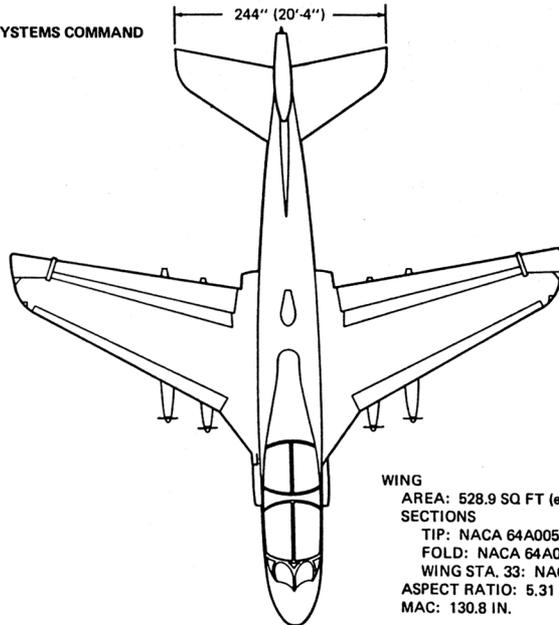
EA-6B

GRUMMAN

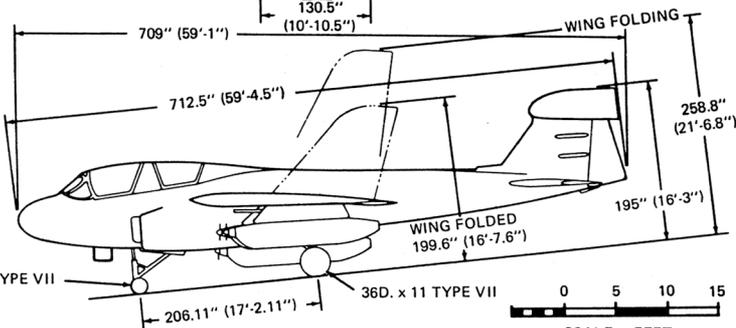
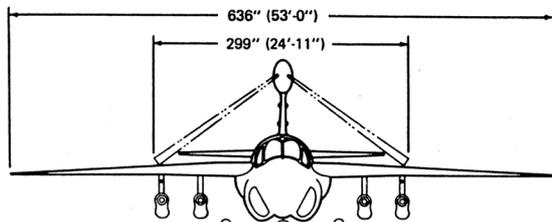
DECEMBER 1971

EA-6B

NAVAL AIR SYSTEMS COMMAND

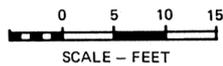


WING  
 AREA: 528.9 SQ FT (excluding fillets)  
 SECTIONS  
 TIP: NACA 64A005.9 MOD  
 FOLD: NACA 64A008.4 MOD  
 WING STA. 33: NACA 64A009 MOD  
 ASPECT RATIO: 5.31  
 MAC: 130.8 IN.



20D. x 5.5 TYPE VII

36D. x 11 TYPE VII

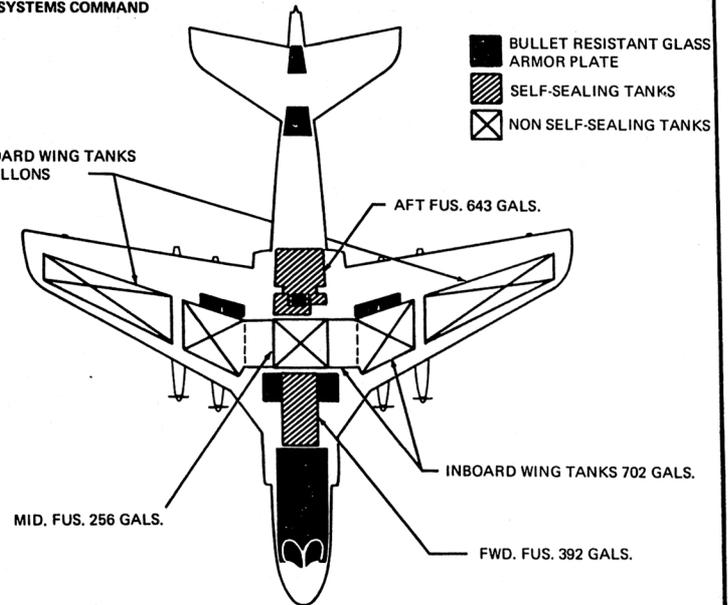


SCALE - FEET

DESCRIPTIVE ARRANGEMENT

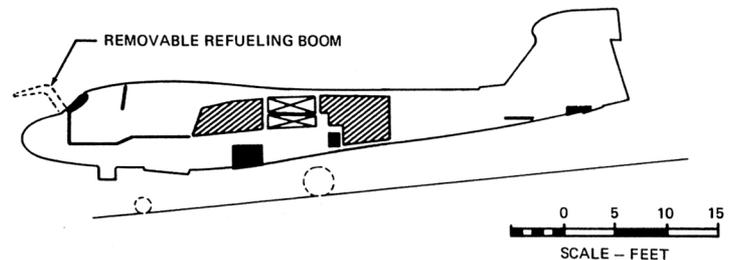
NAVAL AIR SYSTEMS COMMAND

OUTBOARD WING TANKS  
 275 GALLONS



PODS & TANKS UP TO 3600 LBS

FUS. CENTERLINE  
 PODS & TANKS UP TO 3600 LBS



ARMAMENT AND TANKAGE

STANDARD AIRCRAFT CHARACTERISTICS, NAVWEPS FORM 13100/4B (Rev. 7-65)

POWER PLANT	MISSION AND DESCRIPTION	WEIGHTS																																				
Number and Model _____ (2) J52-P-8A Manufacturer _____ Pratt & Whitney Engine Specification No. _____ N-1844A Type _____ Twin-Spool Axial-Flow Augmentation _____ none Length _____ 117 in. Ejector Diameter _____ 20.44 in. Diameter of Nacelle Base _____ 21.00 in. Nacelle Base Area (each) _____ 0.127 sq ft Dry Weight _____ 2,118 lbs	<p>The EA-6B is a four place, all weather, twin-turbo-jet, electronic warfare aircraft designed for carrier and advanced-base operation. The EA-6B configuration is derived from the basic two place A-6A airframe through the addition of a forward cockpit and equipment bay, incorporation of a pod-shaped fairing on top of the vertical fin and by strengthening the airframe structure to assure adequate operational fatigue life. The five external store stations are retained and used to carry jammer pods or fuel tanks.</p> <p>The primary mission of this airplane is tactical jamming of area defense, fixed and mobile enemy installations and targets of opportunity. The airplane is capable of jamming communication networks, fire control installations, and simultaneous multiple site jamming. The airplane is capable of in-flight refueling.</p> <p>All primary flight control systems are irreversible and fully hydraulic powered, each employing a dual tandem actuating cylinder supplied by two independent continuously operating hydraulic systems. Longitudinal control is effected by an all movable slab stabilizer. Lateral control is provided by flaperons, while a conventional rudder is used for directional control.</p> <p>High lift devices employed are leading edge slats and semi-Fowler type trailing edge flaps. Deceleration and glide path control is provided by split trailing edge, hydraulically actuated speed brakes located on the trailing edge of each wing tip. Main wheel anti-skid brakes and flaperon pop-up are utilized to provide short field landing capability. Nose tow catapulting is employed.</p>	<table border="1"> <thead> <tr> <th>LOADINGS</th> <th>LBS</th> <th>L.F.</th> </tr> </thead> <tbody> <tr> <td>Weight Empty</td> <td>31,629</td> <td></td> </tr> <tr> <td>Basic (Penetration Jamming Mission)</td> <td>32,717</td> <td></td> </tr> <tr> <td>Design (5 P&amp;S Pods)</td> <td>51,000</td> <td>5.5</td> </tr> <tr> <td>Combat (Penetration Jamming Mission)</td> <td>47,656</td> <td>5.5</td> </tr> <tr> <td>Maximum Take-Off, overload (Basic catapulting design weight)</td> <td>65,000</td> <td></td> </tr> <tr> <td>Maximum Take-Off, normal (5 300-gal. drop tanks)</td> <td>60,059</td> <td></td> </tr> <tr> <td>Primary Mission Take-Off (5 P&amp;S Pods)</td> <td>53,825</td> <td></td> </tr> <tr> <td>Maximum Landing (Basic landing design gross weight)</td> <td>44,250</td> <td></td> </tr> </tbody> </table>	LOADINGS	LBS	L.F.	Weight Empty	31,629		Basic (Penetration Jamming Mission)	32,717		Design (5 P&S Pods)	51,000	5.5	Combat (Penetration Jamming Mission)	47,656	5.5	Maximum Take-Off, overload (Basic catapulting design weight)	65,000		Maximum Take-Off, normal (5 300-gal. drop tanks)	60,059		Primary Mission Take-Off (5 P&S Pods)	53,825		Maximum Landing (Basic landing design gross weight)	44,250										
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<p><b>ELECTRONICS</b></p> <p><b>OFFENSIVE COUNTERMEASURES</b></p> Tactical Jammer, Low-Band _____ OT-21/ALQ-99(V) Tactical Jammer, P-Band _____ OR-41/ALQ-99 (V) Tactical Jammer, S-Band _____ OR-42/ALQ-99 (V) Surveillance Subsystem _____ OR-40/ALQ-99 (V)																																						
<p><b>DEFENSIVE COUNTERMEASURES</b></p> Systems Integration Receiver _____ ALR-42 Repeater-Jammer (2) _____ ALQ-41 Repeater-Jammer (2) _____ ALQ-100 Chaff Dispenser _____ ALE-29A Communications-Jammer _____ ALQ-92																																						
<p><b>NAVIGATION</b></p> Air Data Computer _____ CP-1106/A Search Radar _____ APQ-129A Doppler Radar _____ APN-153 Radar Altimeter _____ APN-141 AFCS _____ ASW-16A Attitude Reference Heading System _____ ASN-50 Vertical Display _____ AVA-1 Analog/Digital Converter _____ CV-2434/AYA-6 Synchro Signal Adapter _____ T-1073A/A	<p><b>DEVELOPMENT</b></p> M-1 (modified A-6A) – aerodynamic flight tests, pod and antenna evaluation _____ May 1968 M-2 (modified A-6A) – weapon system flight evaluation _____ August 1968 P-1 First production airframe – first flight _____ April 1968 P-6 First aircraft delivered to fleet _____ January 1971																																					
<p><b>COMMUNICATIONS</b></p> IEC Package _____ ASQ-57B UHF ADF _____ ARA-48 UHF Comm _____ RT-542/ASQ TACAN _____ RT-541/ASQ TACAN Decoder _____ KY-309/ASQ IFF Coder _____ KY-533/ASQ ICS _____ AIC-14A HF Comm _____ ARC-105 Security _____ Juliett-28	<p><b>DIMENSIONS</b></p> Wing Area _____ 528.9 sq ft Span _____ 53 ft 0 in. MAC _____ 130.8 in. Sweepback (¼ chord) _____ 25° Length (maximum) _____ 59 ft 4.5 in. Height (normal static position) _____ 16 ft 3 in. Tread _____ 10 ft 10.5 in.	<p><b>ORDNANCE</b></p> <p>Pods:</p> Tactical Jammer, Low-Band Tactical Jammer, P-Band Tactical Jammer, S-Band																																				
		<p>External Tanks:</p> Aero 1D 300 gallon fuel tank																																				
		<p>Ejector Bomb Racks:</p> Aero 7A-1, four wing store stations Aero 7B-1, centerline store station																																				

## PERFORMANCE SUMMARY

TAKE-OFF LOADING CONDITION	① HI - HI - HI (4) Pylons Removed	③ PENETRATION JAMMING (3) P+(2) S Band Pods	PENETRATION JAM'G ⑤ (1) P Band Pod+ (4) 300 Gal. Tanks	PENETRATION JAM'G ⑦ (1) P+(1) S+ (3) Low Band Pods	STAND-OFF JAMMING ⑨ (1) P+(2) S Band Pods (2) 300 Gal. Tanks	STAND-OFF JAMMING ⑪ (1) P+(1) S Band Pods (3) 300 Gal. Tanks	STAND-OFF JAMMING ⑬ (2) P+(2) S+ (1) Low Band Pod
TAKE-OFF WEIGHT lb.	48425	53825	58785	53882	56338	57579	53855
Fuel internal/external (JP-5) lb./lb.	15,422/-	15,422/-	15,422/8020	15,422/-	15,422/4010	15,422/6015	15,422/-
Payload lb.	0	4783	929	4840	2889	1927	4813
Wing loading lb./sq. ft.	91.6	101.8	111.1	101.9	106.5	108.9	101.8
Stall speed—power-off/take-off power kn./kn.	112.0/96.3	121.0/106.7	126.5/113.5	121.0/106.7	123.8/110.1	125.0/111.8	121.0/106.7
Take-off run at S.L. — calm (A)(D) ft.	2450	3230	4090	3250	3640	3860	3240
Take-off run at S.L. — 25 kn. wind (A)(D) ft.	1630	2210	2900	2230	2530	2700	2220
Take-off to clear 50 ft. — calm (A)(D) ft.	3130	4000	4930	4020	4460	4690	4010
Max. speed/altitude (B) kn./ft.	529/S.L.	506/S.L.	507/S.L.	505/S.L.	506/S.L.	506/S.L.	505/S.L.
Rate of climb at S.L. (A) fpm.	7730	5330	4720	5150	5020	4950	5270
Time: S.L. to 20,000 ft. (A) min.	3.3	5.0	5.8	5.3	5.4	5.4	5.1
Time: S.L. to 30,000 ft. (A) min.	6.2	9.9	12.0	10.5	10.8	11.1	10.1
Service ceiling (100 fpm) (A) ft.	41,400	36,800	34,800	36,600	35,800	35,300	36,700
Combat range n.mi.	1565	1093	2061	1068	1574	1828	1086
Average cruising speed kn.	416	410	415	409	413	414	410
Cruising altitude(s) ft.	34,400—40,200	31,350—36,150	29,350—38,750	31,250—36,050	30,300—37,450	30,100—38,150	31,300—36,100
Combat radius/mission time n.mi./hr.	750/3.69	341/1.99	800/4.18	320/1.90	575/3.80	707/4.42	335/2.64
Average cruising speed kn.	415	349	389	342	413	413	409
IFR radius/mission time (C) n.mi./hr.	—	697/3.95	—	687/3.91	—	—	—
COMBAT LOADING CONDITION	② (4) PYLONS REMOVED	④ PODS RETAINED	⑥ TANKS OFF POD RETAINED	⑧ PODS RETAINED	⑩ TANKS OFF POD RETAINED	⑫ TANKS OFF POD RETAINED	⑭ PODS RETAINED
COMBAT WEIGHT lb.	42256	47656	49971	47713	48168	48409	47686
Engine power	MILITARY	MILITARY	MILITARY	MILITARY	MILITARY	MILITARY	MILITARY
Fuel (JP-5) lb.	9253	9253	15,422	9253	11,559	12,862	9253
Combat speed/combat altitude (B) kn./ft.	467/37,200	507/S.L.	521/S.L.	506/S.L.	470/30,000	473/30,000	463/30,000
Rate of climb/combat altitude (A) fpm/ft.	1820/37,200	6170/S.L.	6500/S.L.	5970/S.L.	2000/30,000	2180/30,000	1770/30,000
Combat ceiling (500 fpm) (A) ft.	42,600	37,600	38,200	37,400	38,300	38,700	37,500
Rate of climb at S.L. (A) fpm.	8990	6170	6500	5970	6510	6680	6110
Max. speed at S.L. (B) kn.	530	507	521	506	514	517	506
Max. speed/altitude (B) kn./ft.	530/S.L.	507/S.L.	521/S.L.	506/S.L.	514/S.L.	517/S.L.	506/S.L.
LANDING WEIGHT lb.	34,907	40,552	36,948	40,630	38,774	37,871	40,584
Fuel lb.	1904	2149	2399	2170	2275	2324	2151
Stall speed—power-off/approach power kn./kn.	95.0/89.0	104.9/98.0	98.3/92.0	105.0/98.1	101.7/95.3	100.1/93.7	104.9/98.0
Landing distance—ground roll/over 50 ft. obst. ft./ft.	1640/2310	1840/2550	1720/2400	1850/2560	1780/2480	1750/2440	1840/2550

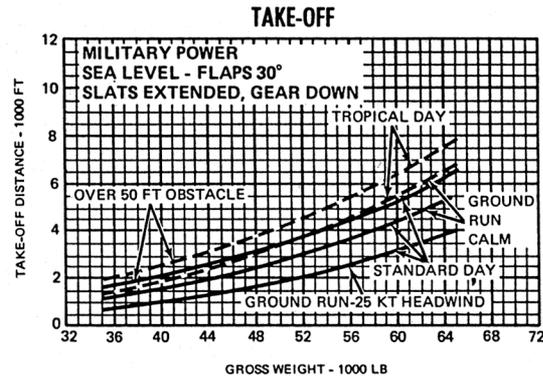
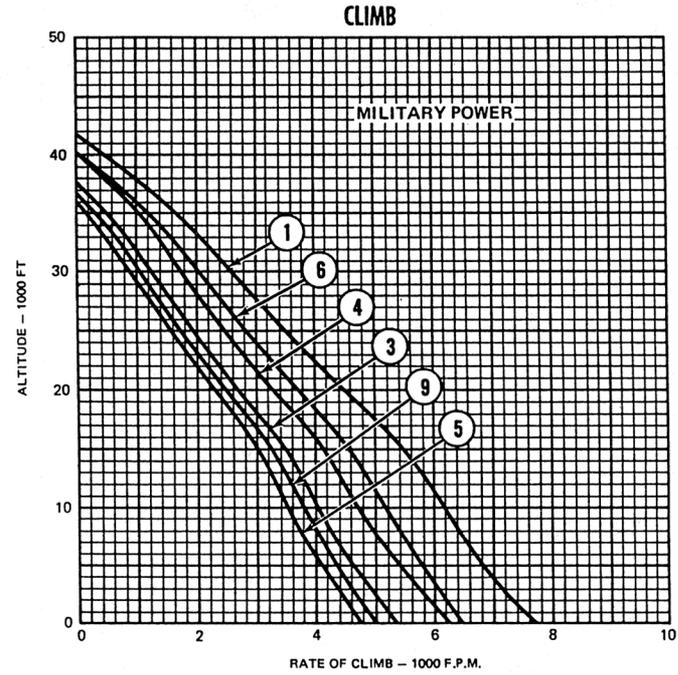
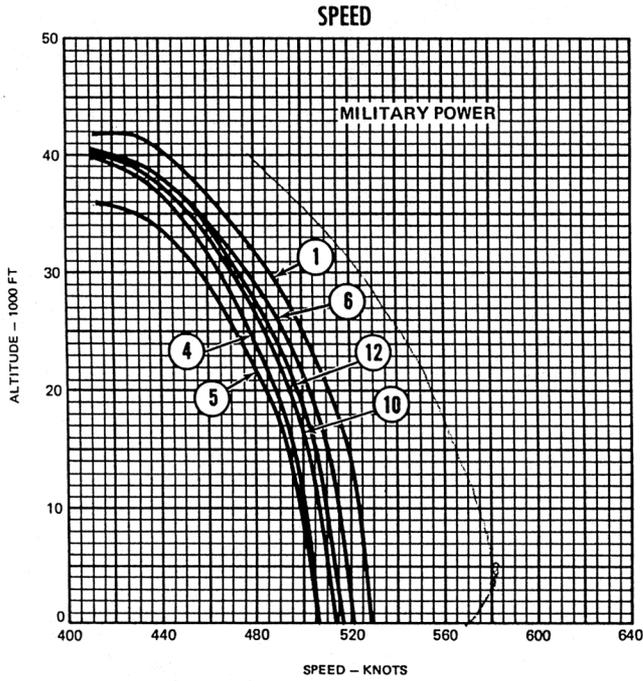
## PERFORMANCE BASIS: Flight Test.

SPOTTING: A total of 59 airplanes can be accommodated in a safe parking area on the flight and hangar decks of a CVA-19 class angled deck carrier.

FERRY RANGE with 5-300 gallon drop tanks (retained) is 2037 n.mi.

## NOTES

- (A) Military rated thrust and pods windmilling.  
 (B) Military rated thrust and pods jamming.  
 (C) Inflight refueling rendezvous point was selected as that point in the mission where the receiver aircraft has sufficient fuel, plus standard reserve, to return to base if inflight refueling is not accomplished.  
 (D) Maximum effort take-off.

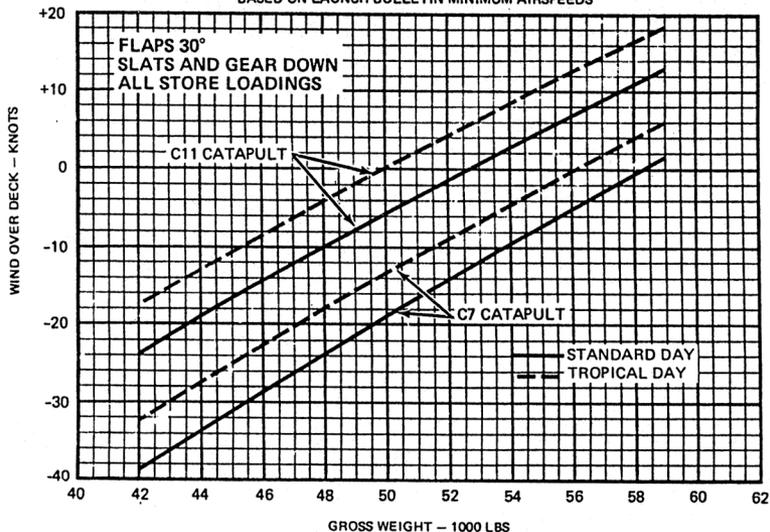


○ LOADING CONDITION COLUMN NUMBER

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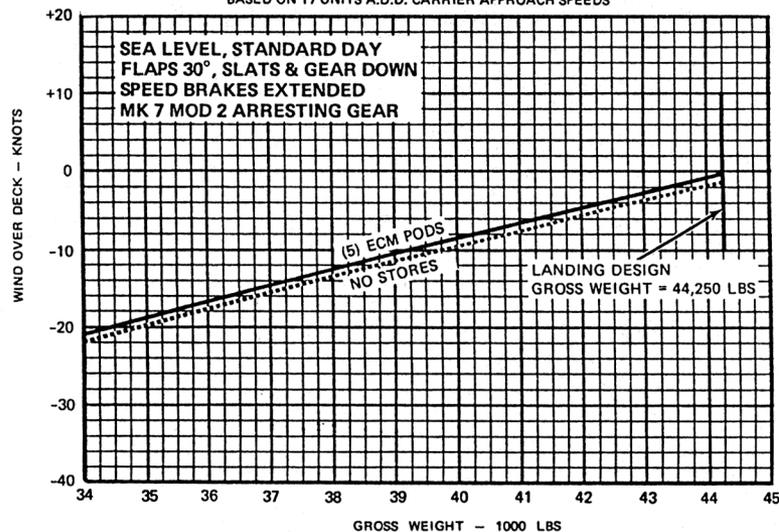
### WIND OVER DECK REQUIRED FOR CATAPULTING VS. GROSS WEIGHT

BASED ON LAUNCH BULLETIN MINIMUM AIRSPEEDS



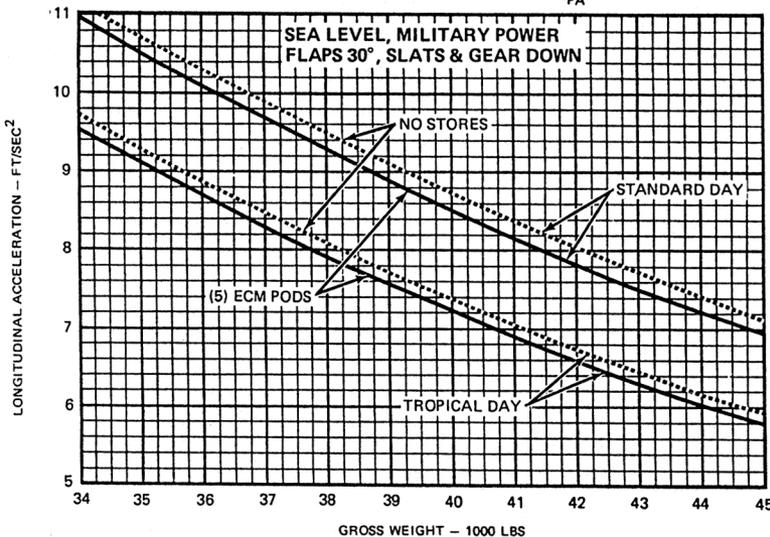
### WIND OVER DECK REQUIRED FOR ARRESTING VS. GROSS WEIGHT

BASED ON 17 UNITS A.D.D. CARRIER APPROACH SPEEDS



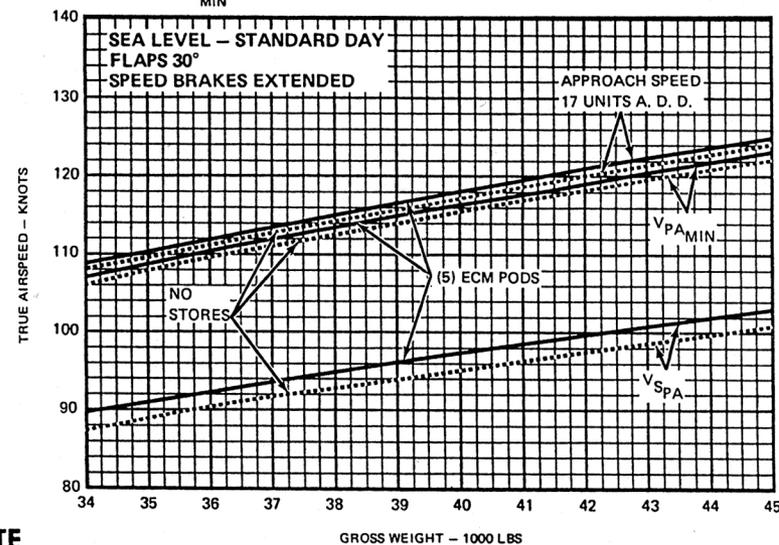
### WAVE-OFF ACCELERATION

LONGITUDINAL ACCELERATION AT  $1.15 V_{SPA}$



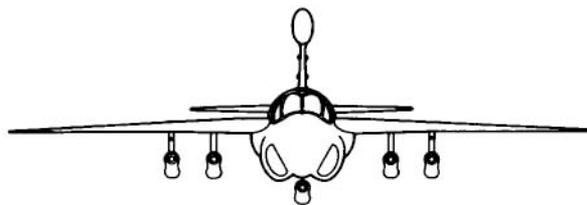
### CARRIER APPROACH AND STALL SPEEDS

$V_{PA_{MIN}}$  BASED ON 5 SECONDS TIME TO CLIMB 50 FEET AT SEA LEVEL



### NOTE

- Catapulting wind over deck based on: 1) aircraft minimum airspeeds acquired in the January 1971 carrier suitability trials; and 2) appropriate catapulting maximum service capacity deadload endspeeds with aircraft thrust effects added. These curves should be used for planning purposes only. Actual catapulting operation should be in accordance with applicable Aircraft Technical Orders and Catapult Launch Bulletins.



	OUTBOARD	INBOARD	CENTERLINE	INBOARD	OUTBOARD
ECM PODS	(1) TACTICAL JAMMER, LOW BAND (1) TACTICAL JAMMER, P-BAND (1) TACTICAL JAMMER, S-BAND	(1) TACTICAL JAMMER, LOW BAND (1) TACTICAL JAMMER, P-BAND (1) TACTICAL JAMMER, S-BAND	(1) TACTICAL JAMMER, LOW BAND (1) TACTICAL JAMMER, P-BAND (1) TACTICAL JAMMER, S-BAND	(1) TACTICAL JAMMER, LOW BAND (1) TACTICAL JAMMER, P-BAND (1) TACTICAL JAMMER, S-BAND	(1) TACTICAL JAMMER, LOW BAND (1) TACTICAL JAMMER, P-BAND (1) TACTICAL JAMMER, S-BAND
FUEL TANKS	(1) 300 GALLON DROP TANK				

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