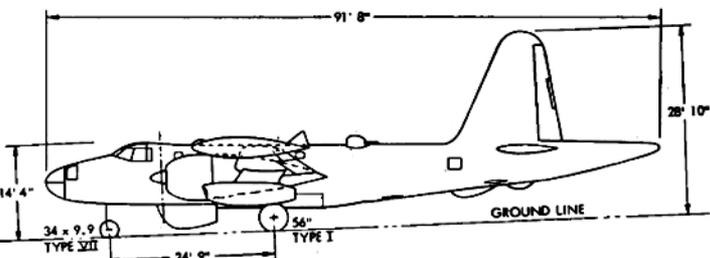
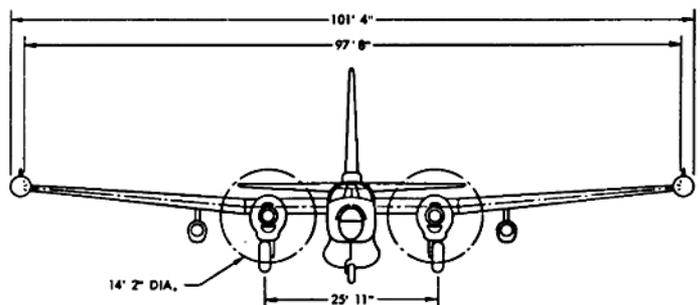
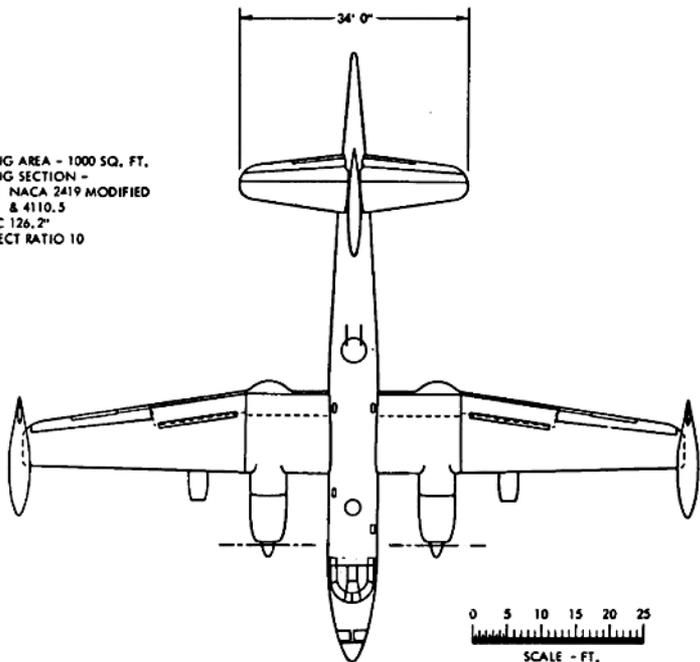


# STANDARD AIRCRAFT CHARACTERISTICS

## P-2E NEPTUNE

LOCKHEED

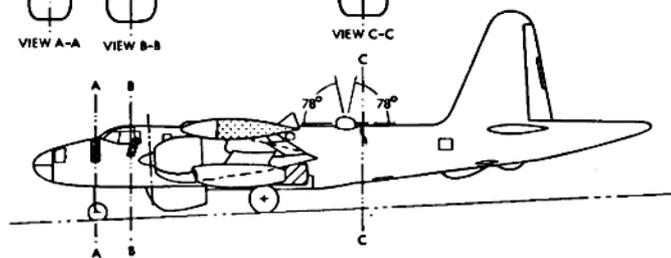
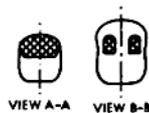
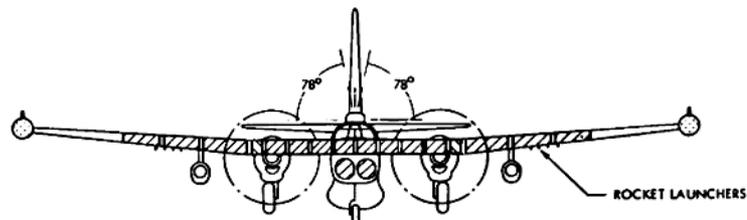
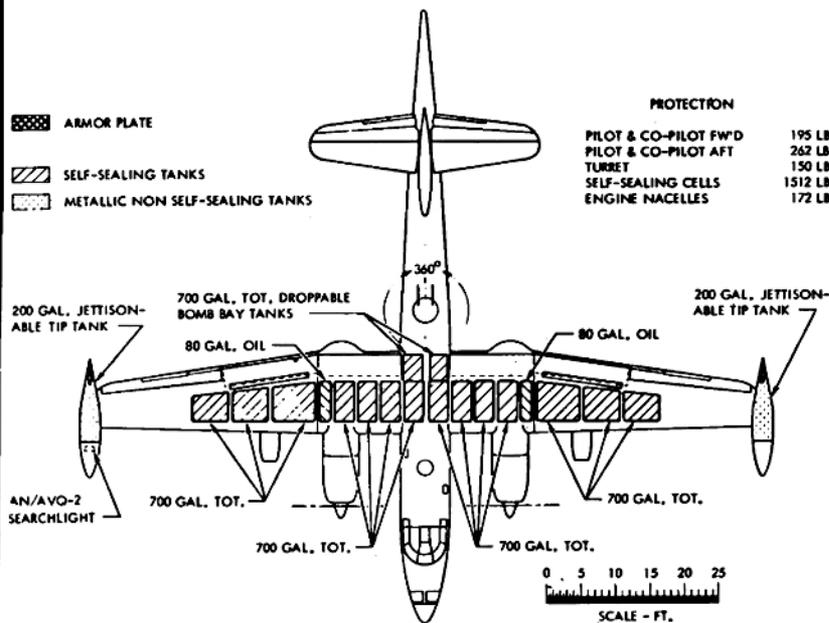
WING AREA - 1000 SQ. FT.  
 WING SECTION -  
 NACA 2419 MODIFIED  
 & 4110.5  
 MAC 126.2"  
 ASPECT RATIO 10



- ARMOR PLATE
- SELF-SEALING TANKS
- METALLIC NON SELF-SEALING TANKS

PROTECTION

PILOT & CO-PILOT FWD	195 LBS.
PILOT & CO-PILOT AFT	262 LBS.
TURRET	150 LBS.
SELF-SEALING CELLS	1512 LBS.
ENGINE NACELLES	172 LBS.



**POWER PLANT**AUXILIARY POWER PLANT

NO. & MODEL ..... (2) J34-WE-34  
 MFR ..... Westinghouse  
 TYPE ..... Axial Flow  
 LENGTH ..... 112.5 in.  
 DIAMETER ..... 27.25 in.  
 TAIL PIPE NOZZLE ..... fixed

**RATINGS**

	THRUST	RPM	ALT
T.O.	3250	12,500	S.L.
MIL.	3250	12,500	S.L.
NOBM.	2650	11,800	S.L.

See Notes page for  
 reciprocating engine  
 data.

**ORDNANCE**Bombs and Rockets

8-Aero 14B-2 rocket launchers (max.  
 capacity 500 lb. each) on alternate  
 outer wing slats.

Torps, Mines, and Bombs carried in the  
 fuselage (Max. capacity 12,000 lb.).

**MISSION AND DESCRIPTION**

The P2V-5F designation applies to standard P2V-5 airplanes that have been modified by the addition of 2-J34 turbojet engines. The airplanes are identical in other respects and the ASW mission remains the primary function.

The combined thrust of the turbojet engines improves the take-off performance and one engine out performance.

The P2V-5 is designed for use as a long range anti-submarine airplane. The airplane carries a crew of 10 and features Fowler wing flaps, "varicom" stabiliser, wing and tail surface thermal anti-icing.

**DEVELOPMENT**

In service change from P2V-5. All P2V-5 aircraft have been converted.

**DIMENSIONS**

WING	
AREA	1000 sq. ft.
SPAN	101' - 4"
MAC	10' - 6"
LENGTH	89' - 4"
HEIGHT	28' - 1"
TREAD	25' - 11"
PROP GRD CLEARANCE	0' - 9"

**WEIGHTS**

	LB	LtA.
EMPTY	48,500	
BASIC	50,150	
DESIGN	67,500	2.67
COMBAT (ASW)	65,750	2.60
MAX. T.O.	80,000	2.25
MAX. OVERLOAD		
LANDING	62,000	

All weights are actual.

**FUEL AND OIL**

NO. TANKS	GALS	LOCATION
4	2800	Wing
2	400	Wing Tip
2	700	Bomb Bay

Fuel Grade ..... 115/145  
 Fuel Spec (applicable) .... MIL-F-5572

**OIL**

Capacity (Gals.) ..... 160  
 Grade ..... 1100  
 Spec (applicable) ..... MIL-L-6082

**ELECTRONICS**

INTERPHONE	AN/AYC-5B
RADIO TRANSMITTER	AN/ARC-38
COMM. REC.	AN/ARC-3
LYATSON REC.	AN/ARR-41
VEP	AN/ARC-27
VEP	(PS 1) AN/ARC-1
INDICATOR	AN/APA-61
DIRECTION FINDER	AN/ARR-6
RADIO ALTIMETER	AN/APM-22
HARBOR BEACON	AN/ARR-12
LOBAM	AN/APM-70
IFF EQUIPMENT	AN/APX-6
	AN/APX-7
	(in planes AFS 20B and C only)
CODER GHP	AN/APA-80
ECM	AN/APB-88
	AN/APB-98
	AN/APA-13
SOMABOY REC.	AN/ARR-26
GRD. POS. IND.	AN/SA-13
MAP	AN/SA-38
MAP	AN/ARR-51
SEARCH RADAR	AN/APS-20B
ECM - DIR. FINDER	AN/APA-69A
CMF - DIR. FINDER	AN/ARR-14A
PULSE ANALYZER	AN/APA-74
AN/APS-31 back fitted to	Aero-74
GUN SIGHT	MARK-8
INTERVALOMETER	K-2

(Continued on NOTES page)

PERFORMANCE SUMMARY					
TAKE-OFF LOADING CONDITION		(1) ASW PATROL 2 MK 34 TORP. R3350-32W ENGINES	(3) ASW PATROL 2 MK 34 TORP. R3350-36 ENGINES		
TAKE-OFF WEIGHT	lb.	75,700	75,700		
Fuel	lb.	19,200	19,200		
Fayload	lb.	2400	2400		
Wing loading	lb./sq.ft.	75.7	75.7		
Stall speed - power-off	kn.	96	96		
Take-off run at S.L. - calm (A)	ft.	2030	2130		
Take-off run at S.L. 25 kn. wind (A)	ft.	1350	1410		
Take-off to clear 50 ft. - calm (A)	ft.	2420	2640		
Max. speed/altitude (B)	kn./ft.	324/20,000	324/18,600		
Rate of climb at S.L. (B)	fpm.	2000	1860		
Time: S.L. to 10,000 ft. (C)	min.	3.5	3.5		
Time: S.L. to 20,000 ft. (C)	min.	6.5	6.5		
Service ceiling (100 fpm) (B)(D)	ft.	23,000	23,000		
Combat range	n.mi.	2475	2525		
Average cruising speed	kn.	161	161		
Cruising altitude(s)	ft.	1500	1500		
Combat radius (E)	n.mi.	1000	1020		
Average cruising speed	kn.	161	161		
Mission time	hr.	15.4	15.8		
COMBAT LOADING CONDITION		(2) 60% FUEL TORPEDOES RETAINED	(4) 60% FUEL NO TORPEDOES		
COMBAT WEIGHT	lb.	68,020	65,620		
Engine power		All Eng. M1.	All Eng. M1.		
Fuel	lb.	11,520	11,520		
Combat speed/combat altitude	kn./ft.	325/1500	325/1500		
Rate of climb/combat altitude	fpm/ft.	2775/1500	2890/1500		
Combat ceiling (500 fpm) (D)	ft.	23,000	23,000		
Rate of climb at S.L.	fpm.	2830	2970		
Max. speed at S.L.	kn.	320	321		
Max. speed/altitude	kn./ft.	346/19,000	348/18,500		
LANDING WEIGHT	lb.	57,778	57,765		
Fuel	lb.	1278	1265		
Stall speed - power-off/with approach power	kn/kn.	84/77	84/77		
Distance - ground run/over 50 ft. obstacle	ft/ft.	1700/2400	1500/1875		

## NOTES

Reason for Reissue: Conversion of all P2V-5 aircraft to P2V-5F configuration.

(A) Take-off power on all engines.

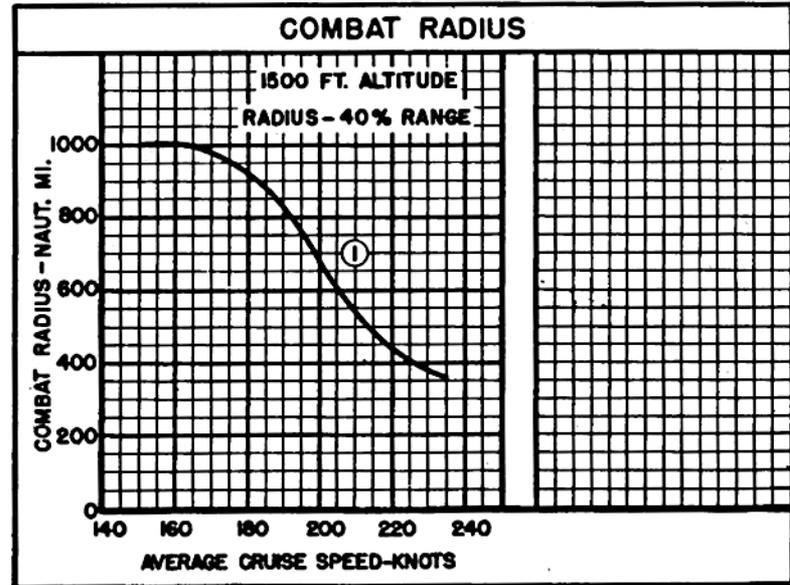
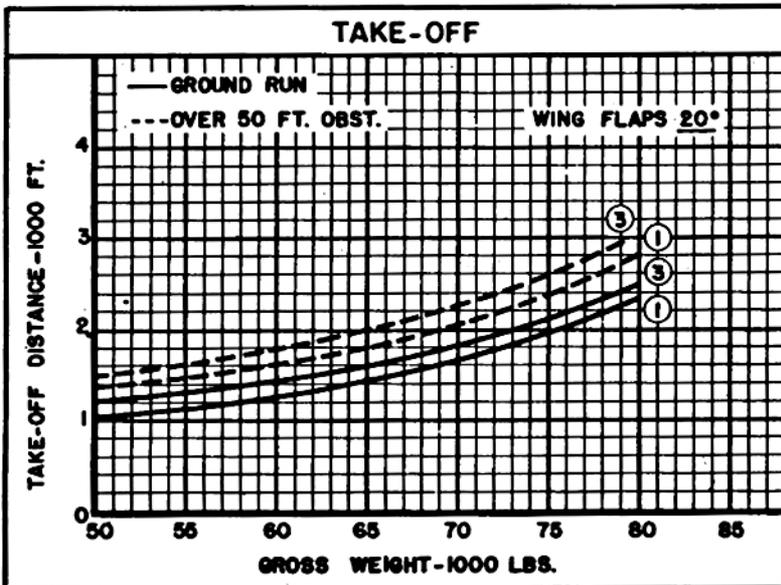
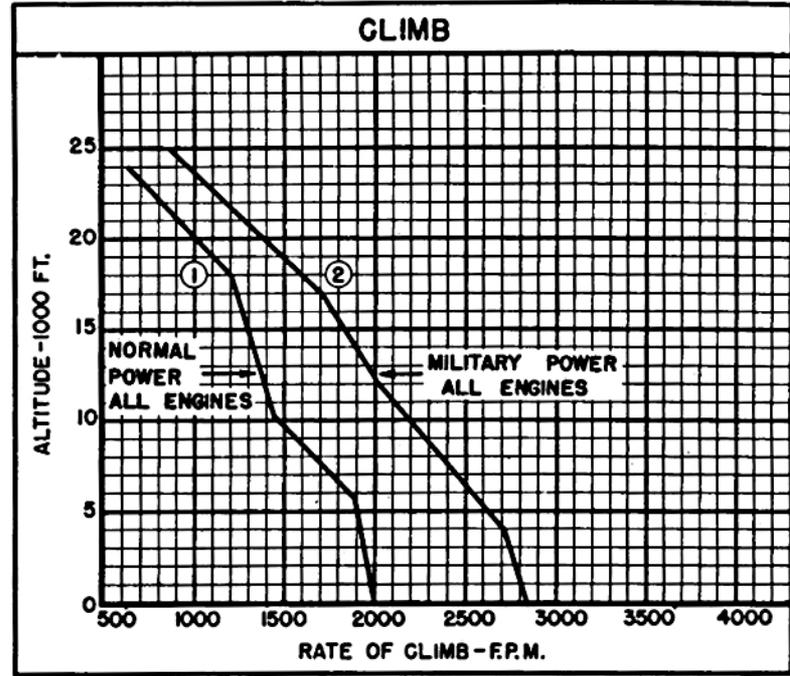
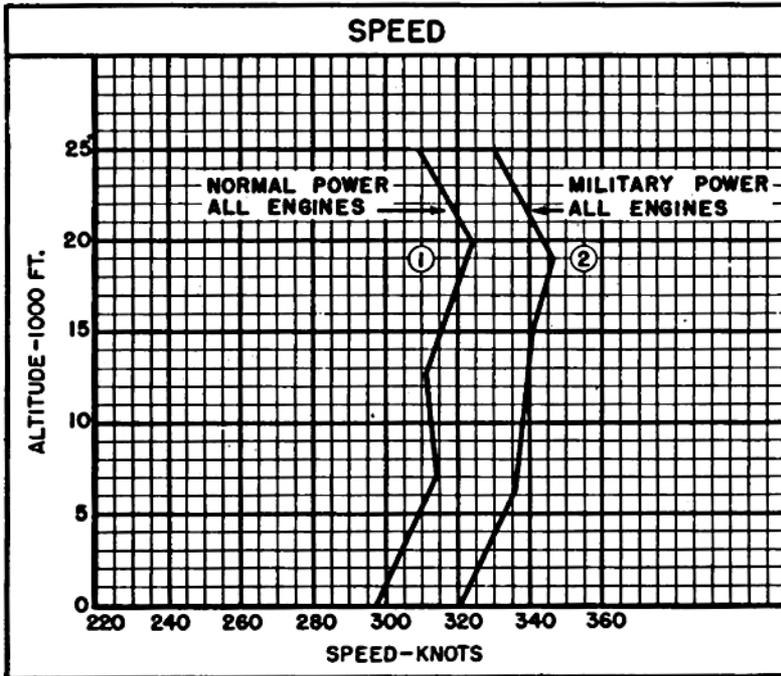
(B) Normal Rated Power on all engines.

(C) Military Rated Power on all engines.

(D) Limited by reciprocating engine operating restriction.

(E) ASW Combat Radius = 40% Combat Range.

PERFORMANCE BASIS: Contractor and NATC flight test results.  
RANGE and RADIUS are based on contractor and NATC fuel consumption data.



○ LOADING CONDITION COLUMN NUMBER

# NOTES

Continued from "POWER PLANT"

## POWER PLANT

	R-3350-36	R-3350-32W	Ratings						
			R-3350-36			R-3350-32W			
			BHP	RPM	ALT	BHP	RPM	ALT	
Type	Reciprocating	Reciprocating	Take-off	3500	2900	S.L.	3700	2900	S.L.
Manufacturer	Wright	Wright		3500	2900	4500	3750	2900	3400
Engine Spec.	RB56B	RB78A	Military	3250	2900	S.L.	3400	2900	S.L.
Supercharger	1 stage 2 speed	1 stage 2 speed		3250	2900	3400	3420	2900	2400
Reduction gear	.4375:1	.4375:1		2550	2600	15,400	2550	2600	17,000
Augmentation	ADI	ADI	Normal	2600	2600	S.L.	2800	2600	S.L.
Prop./Blade	Hm. Std./2J17	Hm. Std./2J17		2650	2600	6500	2850	2600	4100
No. Blades/Dia.	4/14" 2"	4/14" 2"		2450	2600	16,600	2450	2600	18,000

The R3350-36 engine is a modified R3350-30WA engine.