

63-113

DOUGLAS A-3 SKYWARRIOR

Largest of the U.S. Navy's carrier-based aircraft, the Douglas A-3 Skywarrior joined the fleet on March 30, 1956. It is a versatile, long-range bomber designed to perform numerous missions at either high or low levels.

The first flight of an experimental A-3 was made on October 28, 1952, and the production model, then known as the A3D, took to the air from Los Angeles International Airport on September 16, 1953.

Gross weight of the Skywarrior is 70,000 pounds. Its wing span is 72 feet 6 inches; length, 74 feet 8 inches, and height, 22 feet 9 inches. Both the wings and vertical tail surface fold to permit handling on the aircraft carrier elevators and hangar decks.

Versions of the basic A-3 include the RA-3B photo-reconnaissance aircraft, the TA-3B bomber-trainer, and the EA-3B reconnaissance model. An in-flight refueling system which can be installed as required converts the attack bomber into a high-speed jet tanker incorporating a 1300-gallon tank and a hose-reel assembly.

Skywarriors have been employed during maneuvers to refuel jet fighters and attack planes of other NATO countries as well as those of the U.S. Navy.

-more-

A radar bombing system in the Skywarrior permits operation under all-weather conditions.

Powered by two Pratt & Whitney Aircraft J-57 engines, the Skywarrior flies at transonic speed. It normally carries a three-man crew.

Following its initial success and a number of speed-at-range demonstrations, the airplane attracted Air Force attention. It was produced, with some modifications and with Allison J-71 engines, as the Air Force B-66, RB-66 and WB-66D.

6/1/63