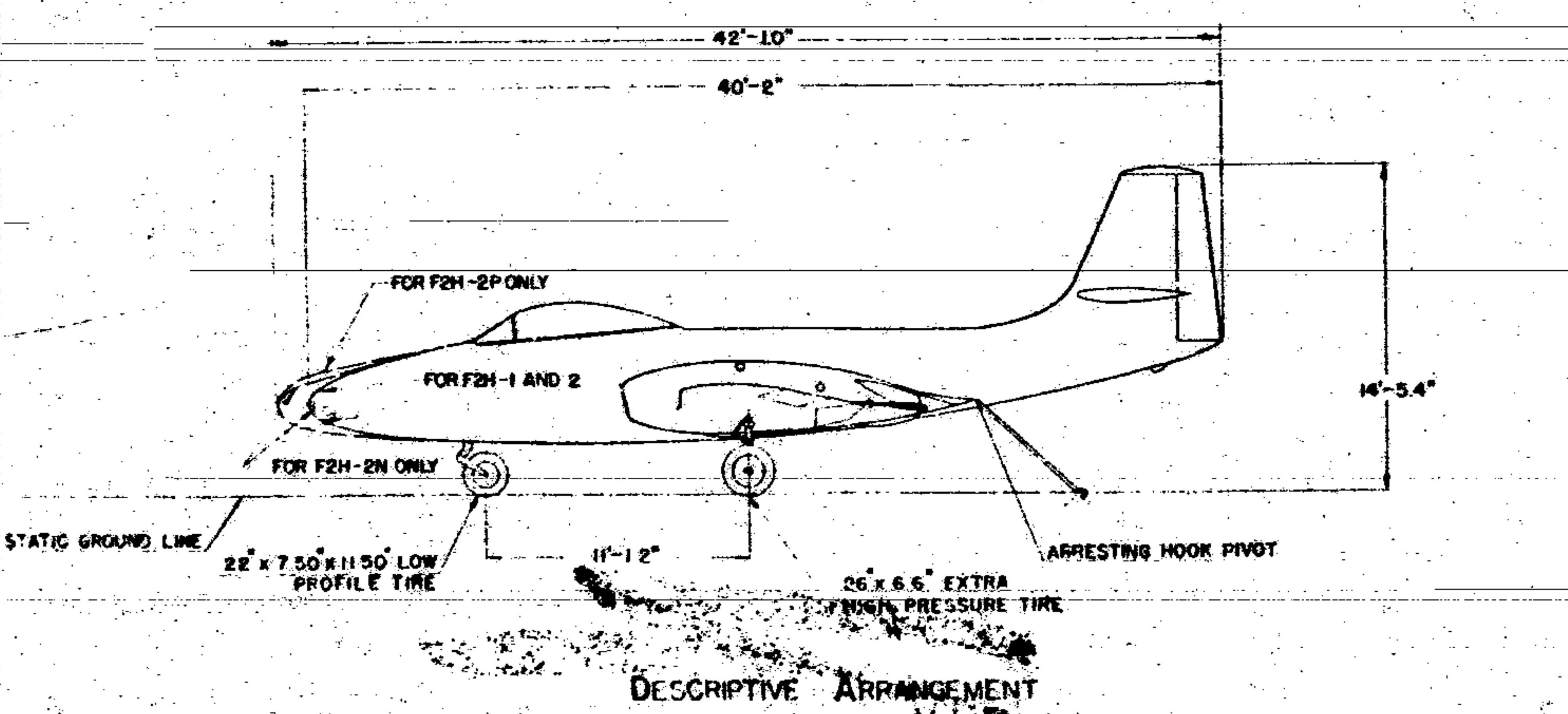
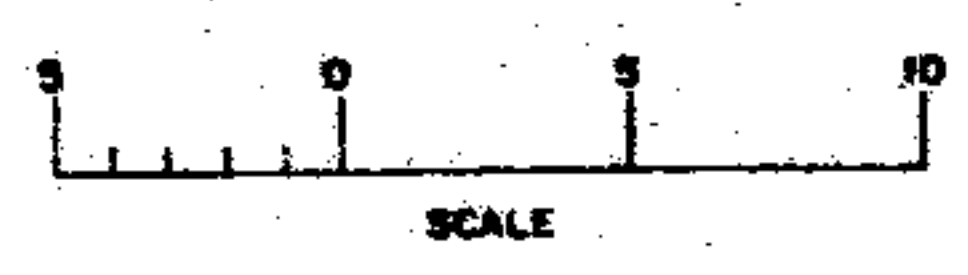
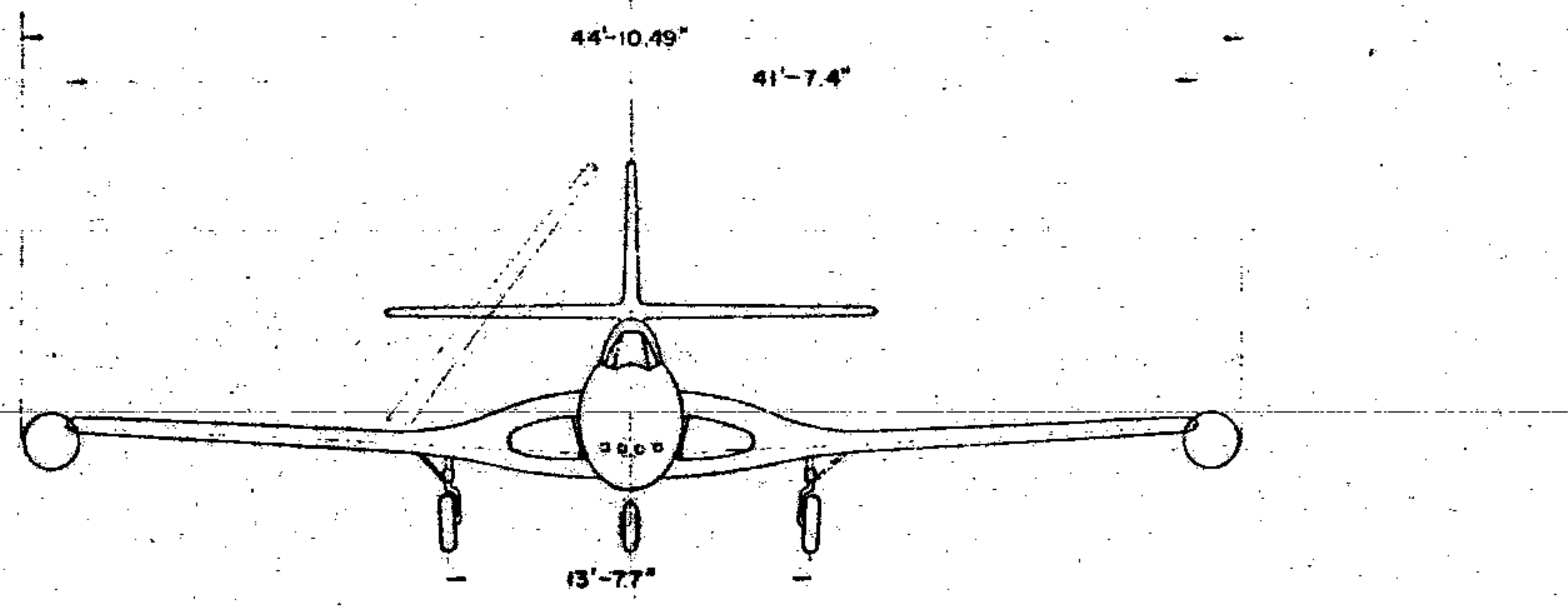
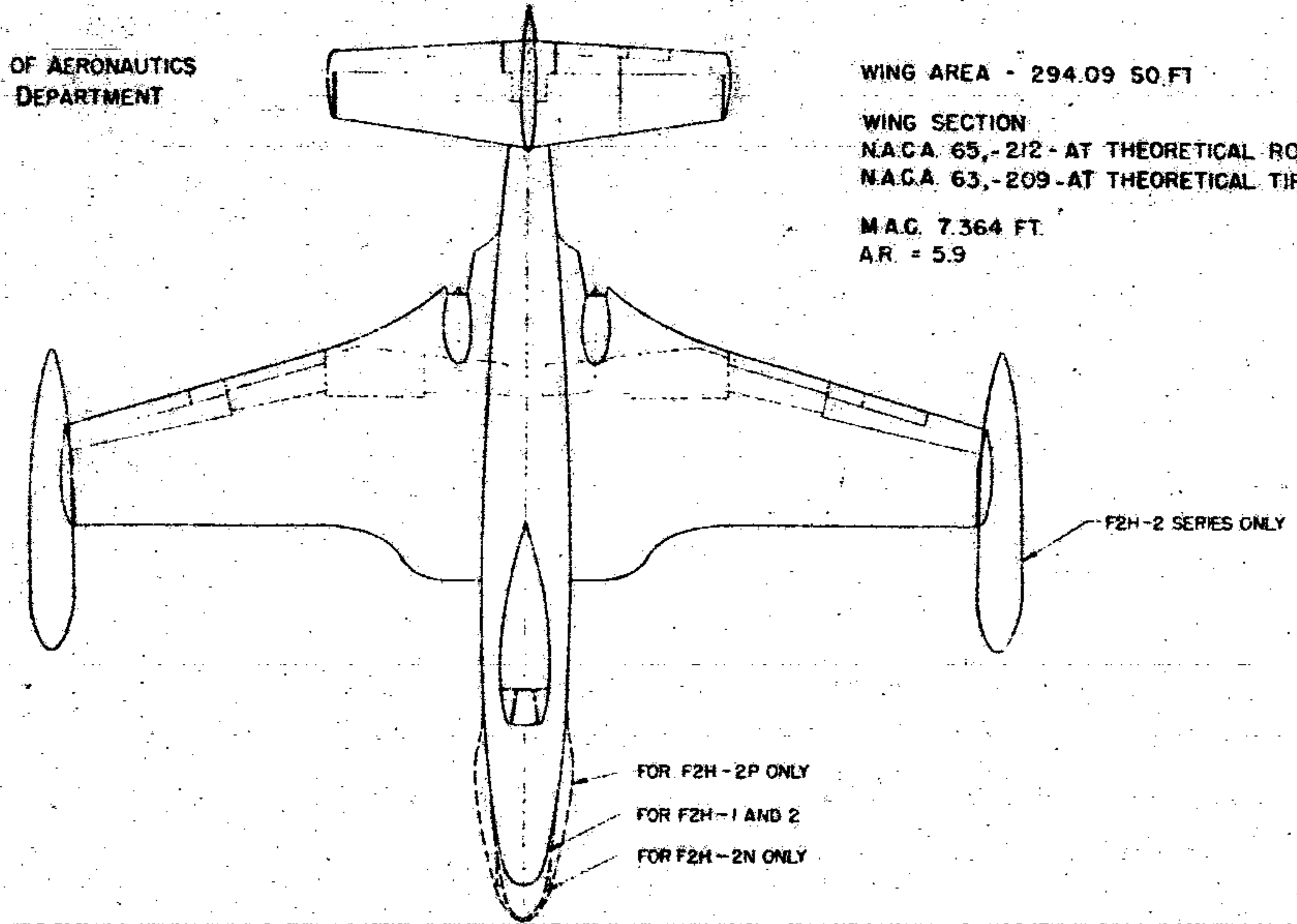


STANDARD AIRCRAFT CHARACTERISTICS

F2H-2N "BANSHEE"

McDONNELL

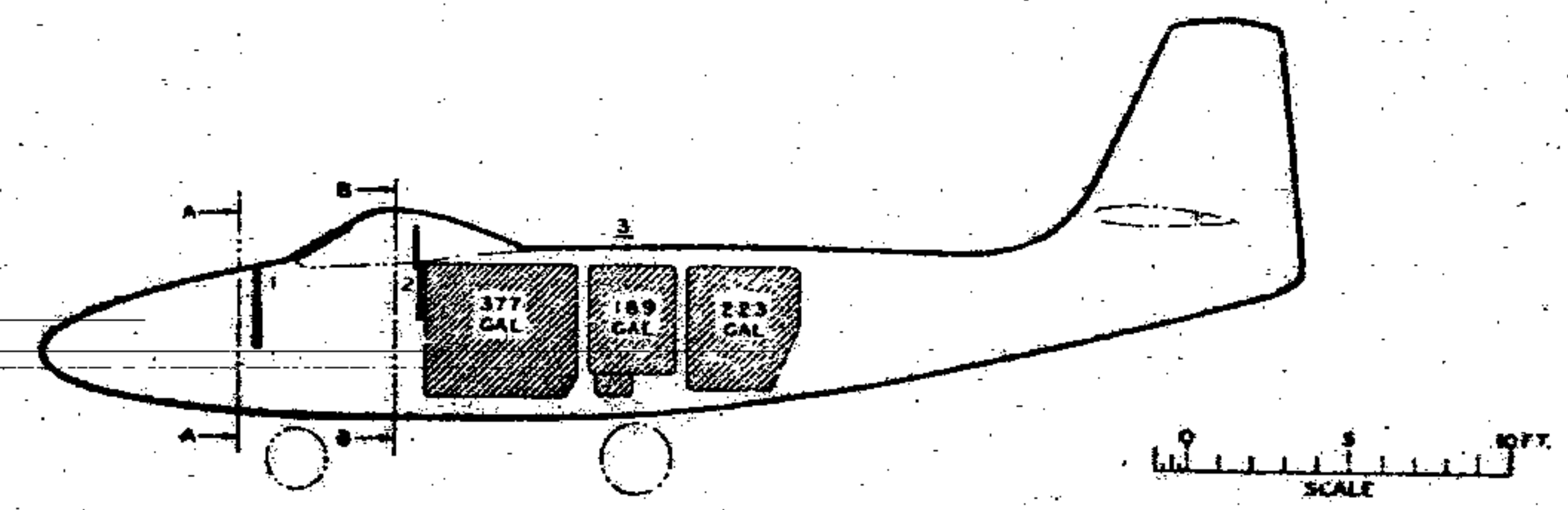
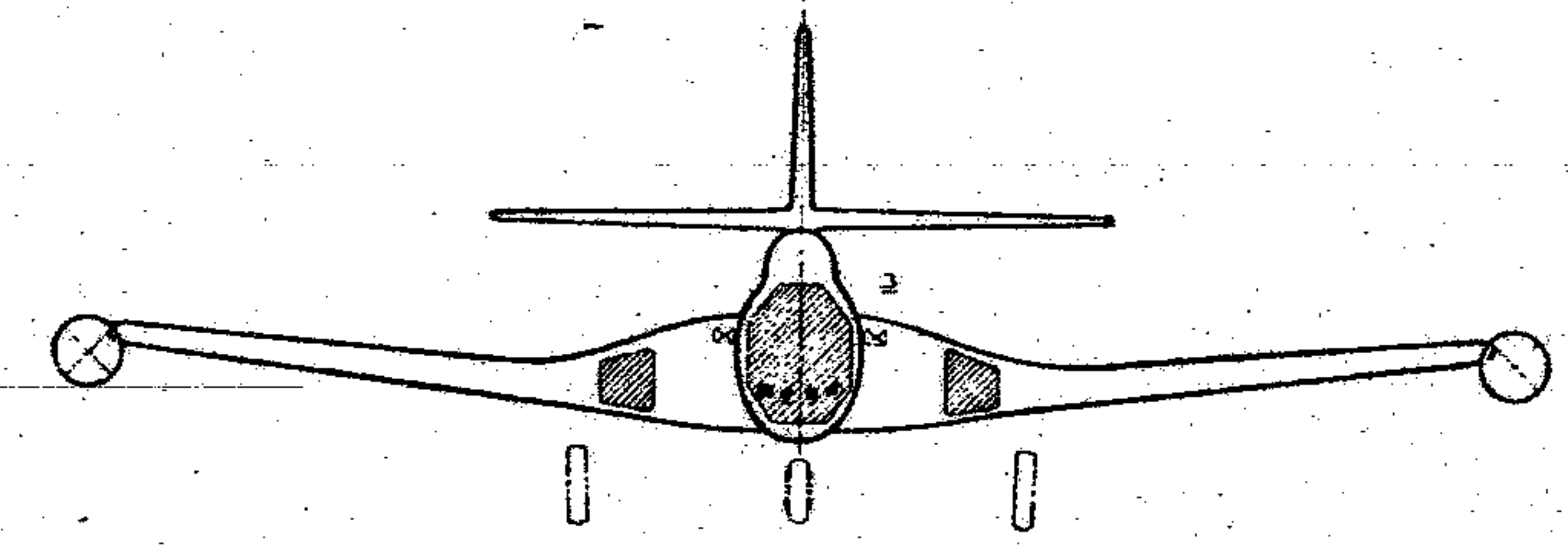
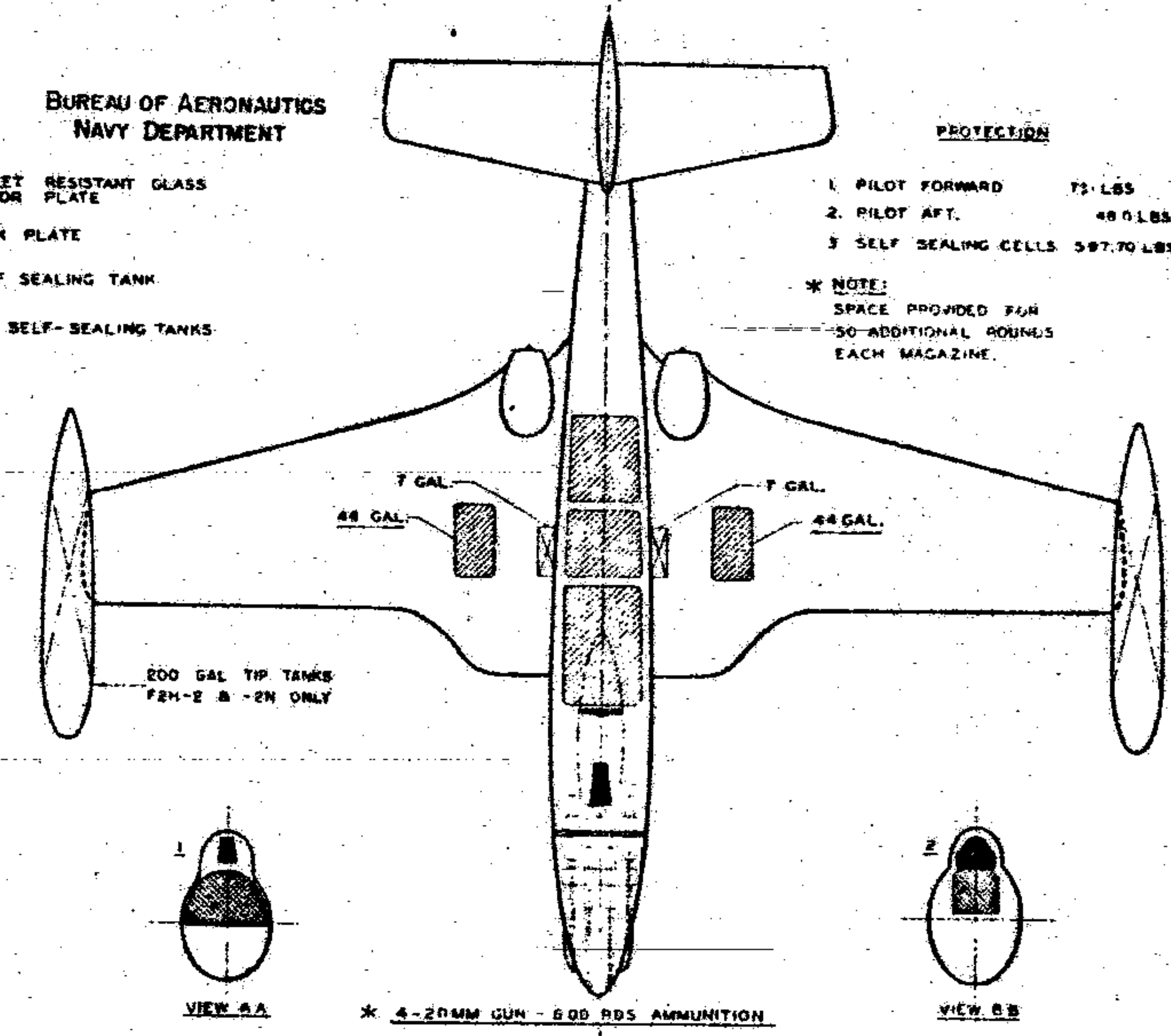


- BULLET RESISTANT GLASS ARMOR PLATE
- ▨ FLAM PLATE
- ▩ SELF SEALING TANK
- ⊠ NON SELF-SEALING TANKS

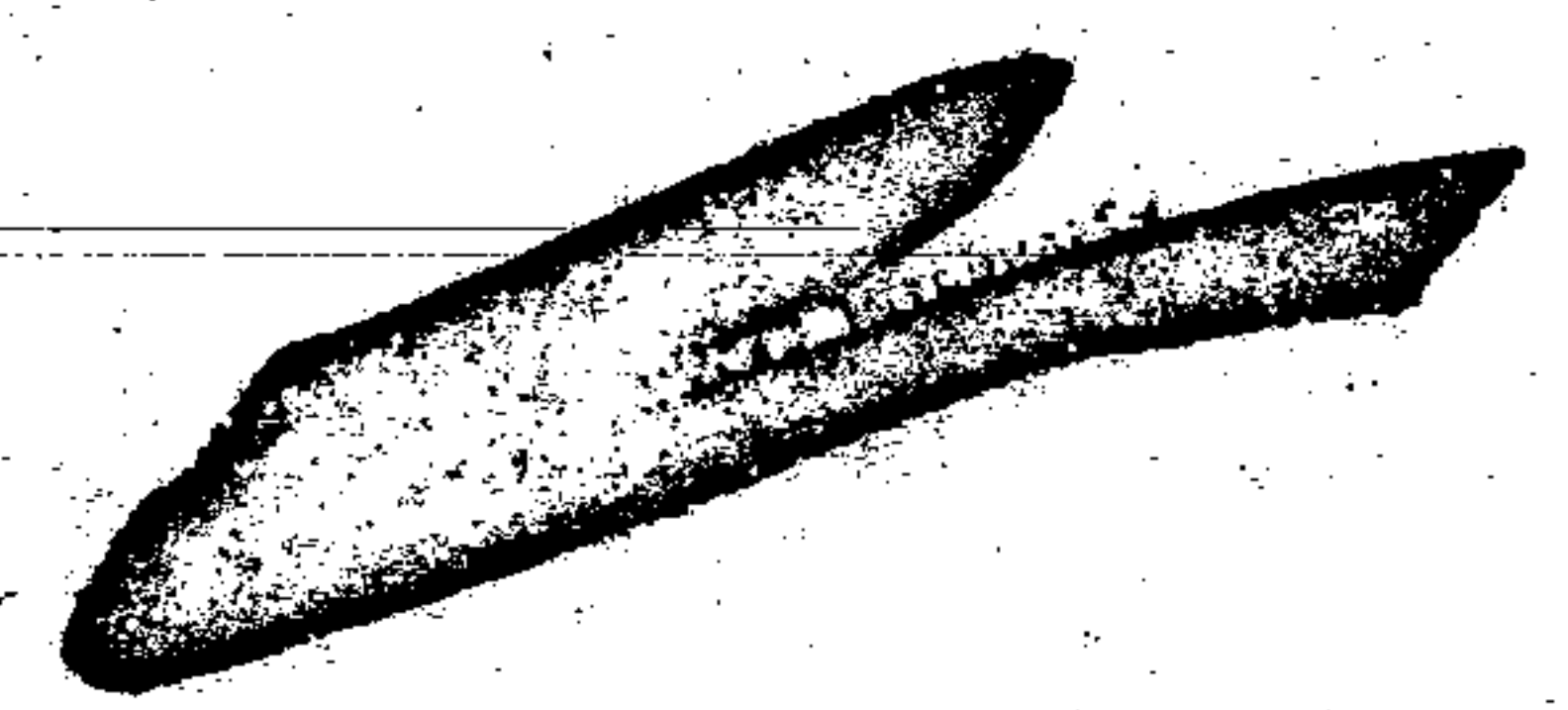
PROTECTION

1. PILOT FORWARD 73 LBS.
2. PILOT AFT. 48 0 LBS.
3. SELF SEALING CELLS 597.70 LBS.

* NOTE:
SPACE PROVIDED FOR
50 ADDITIONAL ROUNDS
EACH MAGAZINE.



ARMAMENT & TANKS



MISSION AND DESCRIPTION

The Model F2H-2N airplane is a single place, two engine, jet propelled, night fighter version of the F2H-2 airplane, designed to be either land or carrier based.

Except for the night fighter radar equipment, this airplane is essentially the same as the F2H-2.

WEIGHTS

Loadings	Lbs.	L.F.
EMPTY.....	11,171.....	
BASIC.....	11,778.....	
DESIGN.....	16,400.....	6.4
COMBAT.....	16,659.....	6.3
MAX.T.O.....	20,093.....	5.2
MAX.LAND.....	16,500.....	

All weights are calculated and include tip tanks.

POWER PLANT

NO. & MODEL.....(2) J34-FF-34
MFR.....Westinghouse
ENG. LENGTH.....120"
ENG. DIAMETER.....27"

RATINGS

	Lbs.	@ Rpm	@ Alt.
T. O.	3,250	12,500	S.S.L.
MIL.	3,250	12,500	S.S.L.
NORMAL	2,650	11,800	S.S.L.

SPEC. NO. WAGT-24C4D-2B

FUEL AND OIL

Gals.	No. Tanks	Location
789	3	Fuse., S.S.
88	2	Wing, S.S.
400	2	Wing, Drop

FUEL GRADE....115/145
FUEL SPEC.....AN-F-48

OIL

CAPACITY (Gals.).....14
GRADE.....1010
SPEC.....AN-O-9

ORDNANCE

GUNS

No.	Size	Location	Rds.
4	20 mm	Nose	600

FIRE CONTROL

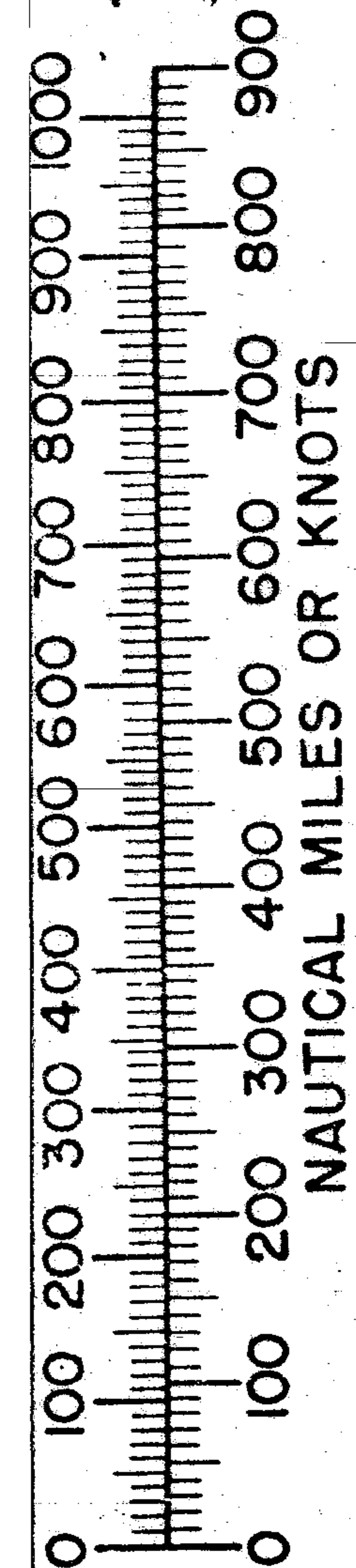
Ill. Sight.....Mk. 20 Mod. 0

DIMENSIONS

WING AREA.....294 sq. ft.
SPAN.....44' - 10"
LENGTH.....42' - 1"
HEIGHT.....14' - 6"
TREAD.....13' - 8"
M.A.C.....7' - 4"

ELECTRONICS

RADIO.....AN/ARC-28
ADF.....AN/ARN-6
ALTIMETER.....AN/APN-1
NAV. RADIO.....AN/ARR-2A
IFF.....AN/APX-6
RADAR.....AN/APS-19A



LOADING CONDITION	(1) FIGHTER Full Internal & 2 Tip Tanks	(4) FIGHTER Full Internal	
TAKE-OFF WEIGHT lbs.	20,093	17,324	
Fuel (Fixed/Drop) lbs.	5,262/2,400	5,262/-	
Bombs lbs.	None	None	
Wing/Power Loading (A) lbs/sq.ft; lbs/bhp.	68.3/-	58.9/-	
Stall Speed--Power off kn.	104.8	97.3	
Stall Speed--Power off - No Fuel kn.	82.5	81.2	
Stall Speed--Power on kn.	102.1	94.5	
Maximum Speed/Alt (B) kn/ft.	474/10,000	486/10,000	
Take-off Distance, deck -- calm ft.	2,280	1,590	
Take-off Distance, deck 25 kn. ft.	1,390	930	
Take-off Distance, Airport ft.			
Rate of climb -- sea level (B) ft/min.	3,750	4,600	
Service Ceiling (B) ft.	40,600	44,300	
Time-to-climb 20,000 ft. (B) min.	6.9	5.6	
Time-to-climb 30,000 ft. (B) min.	12.4	9.8	
Combat Range/V av (Climb) ft. n.mi/kn.	1,600/400	1,115/900	
Combat Radius/V av (F-5) ft. n.mi/kn.	700/400	440/400	
LOADING CONDITION	(2) COMBAT	(3) COMBAT	(5) COMBAT
GROSS WEIGHT lbs.	16,659	16,659	15,219
Engine power	Military	Normal	Military
Fuel lbs.	4,616	4,616	3,157
Bombs/Tanks	Tip Tanks off	Tip Tanks Off	No Tip Tanks
Max. speed at sea level kn.	516	483	516
Max. speed/Alt kn/ft.	516/S.L.	486/10,000	516/S.L.
Combat speed/Alt kn/ft.	458/35,000	453/35,000	462/35,000
Rate of climb SL ft/min.	6,940	4,690	8,120
Ceiling for 500 fpm R/C ft.	46,100	43,400	47,800
Time-to-climb/Alt. min/ft.	8.6/35,000	12.7/35,000	7.1/35,000

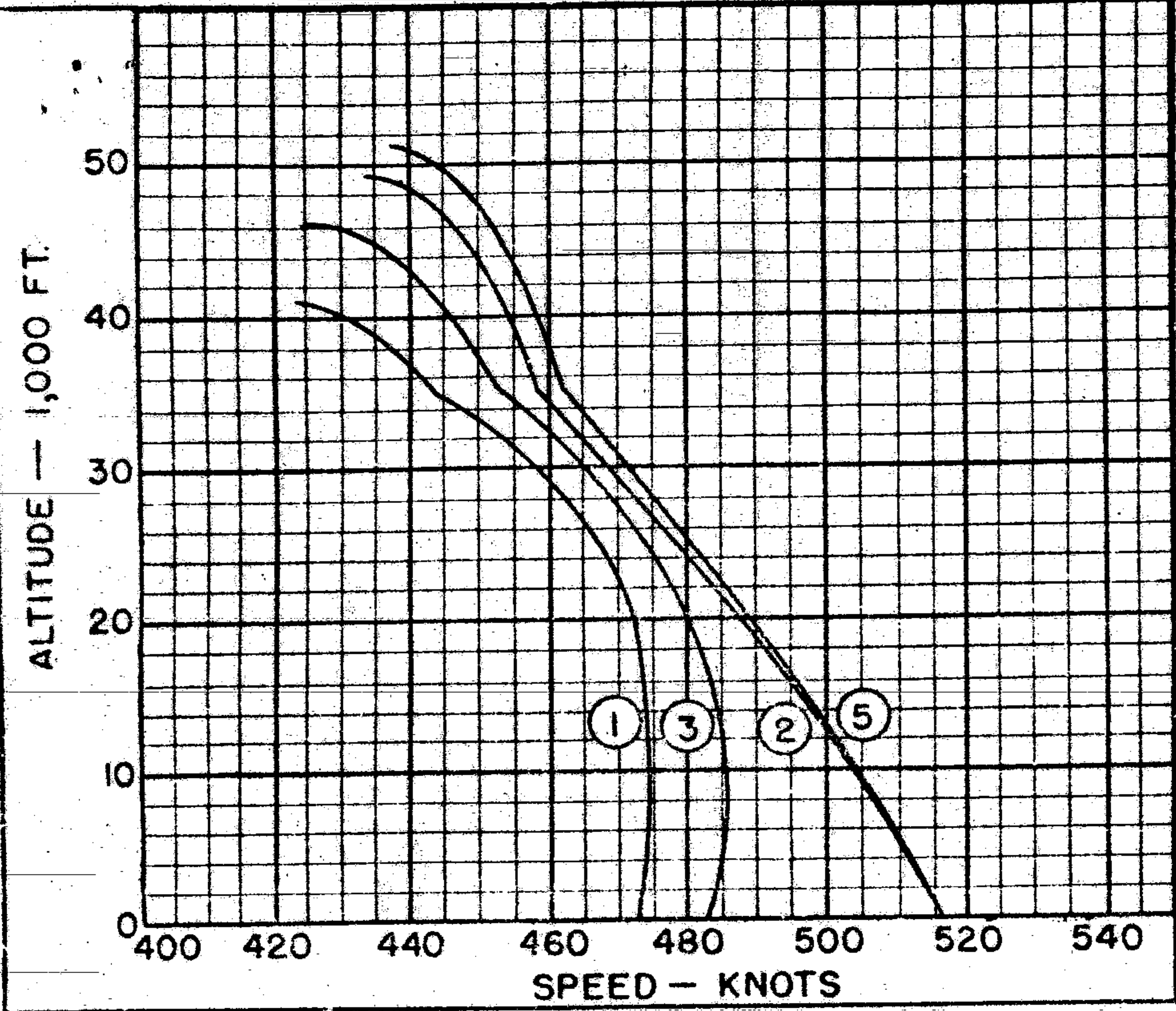
NOTES

- (A) BHP at Maximum Critical Altitude
- (B) Normal BHP

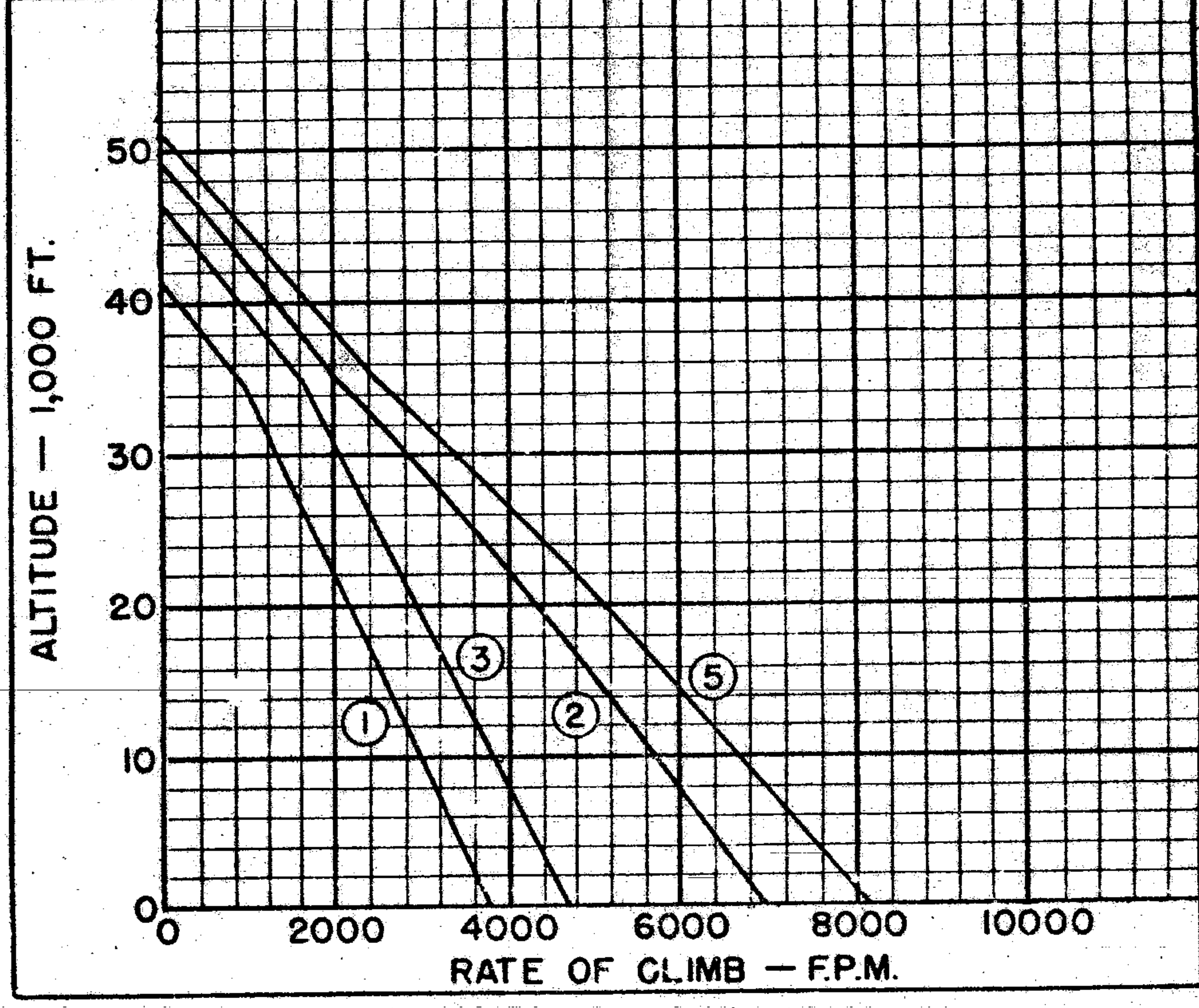
Performance is based on calculations.

Range and radius are based on engine specification fuel consumption data increased by 5%.

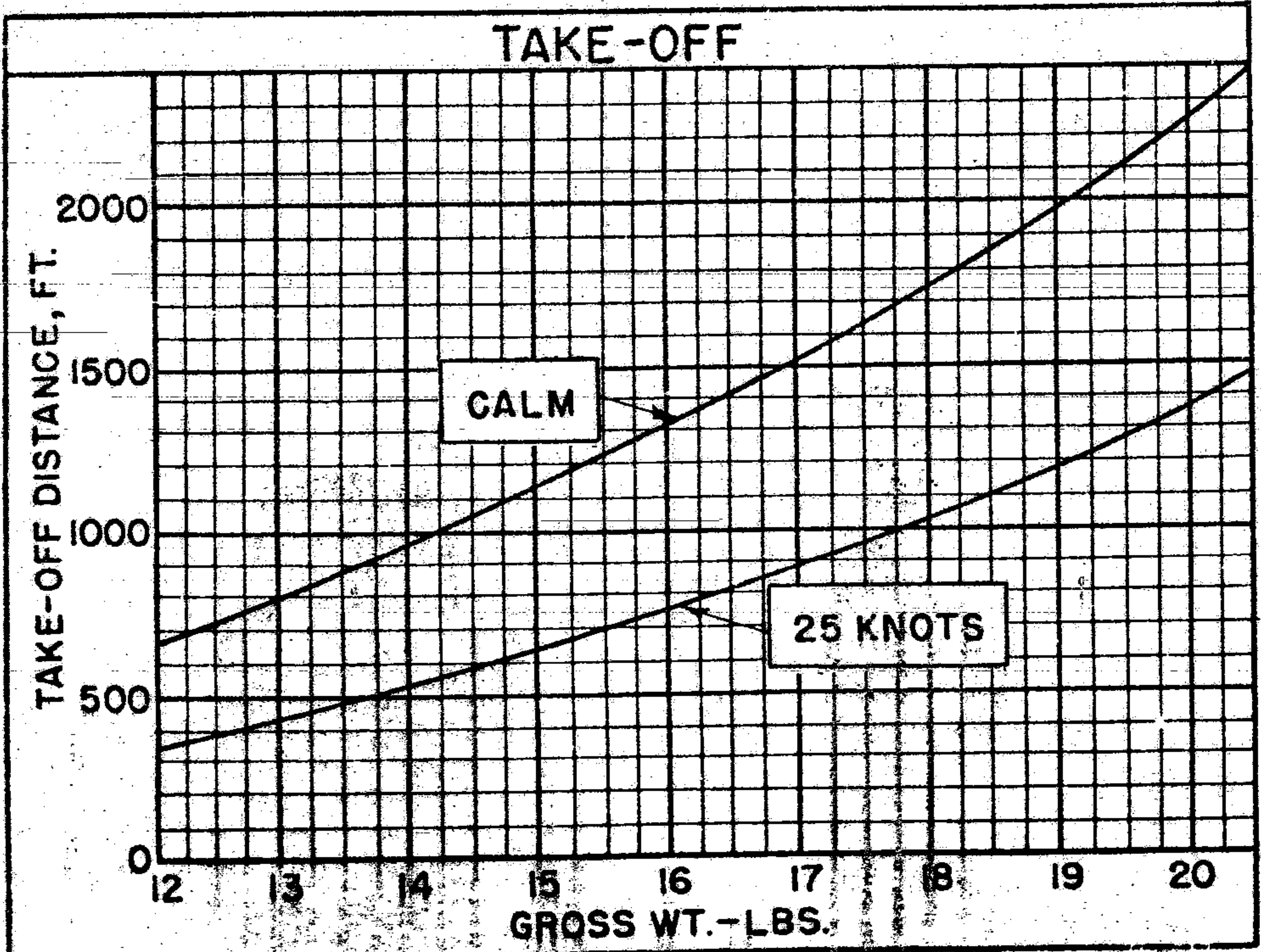
SPEED



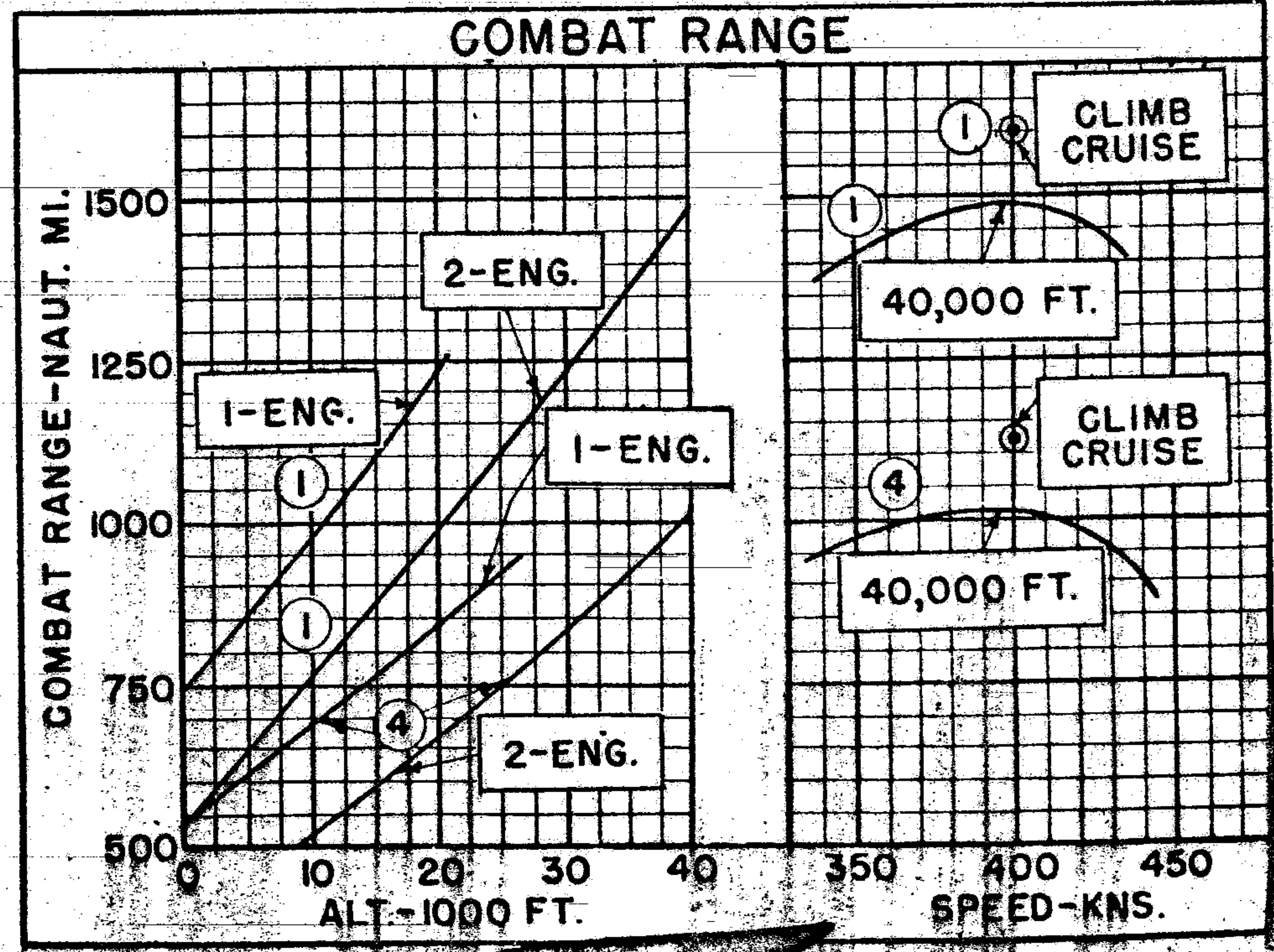
CLIMB



TAKE-OFF



COMBAT RANGE



NOTES

Spotting: 192 ft. length is required to spot 25 airplanes on the 96 ft. wide deck immediately aft of the forward ramp on the CV-9 class carriers.

ESCORT FIGHTER COMBAT RADIUS PROBLEM NO. F-5 (Gas Turbine Engine)

<u>WARM-UP TAXI TAKE-OFF</u>	<u>CLIMB (A)</u>	<u>CRUISE-OUT</u>	<u>DESCEND</u>	<u>COMBAT</u>	<u>CLIMB (B)</u>	<u>CRUISE-BACK</u>	<u>RESERVE</u>
5 min. at sea level static normal power of all engines.	at max. rate with mil. power to initial cruise-out alt. (Alt. not greater than alt. for 300 ft./min. max. rate of climb with normal power)	with optimum range operation. (State altitudes and any special engine operations involved.)	to 35,000 ft. unless alt. at end of cruise-out is less (No fuel used, no distance made good) <u>DROP TANKS</u> only when empty and state when dropped	35,000 ft. or at alt. at end of cruise-out if less, and V_{max} . 15 min. at Mil. power of which 5 min. is with augmentation if available (Fuel used, but no distance made good)	to initial cruise-back alt. under same conditions as for Climb (A) (Fuel used and distance made good)	under same conditions as Cruise-Out	10% of total initial fuel load.

$$\text{COMBAT RADIUS} = \text{CLIMB (A)} \div \text{CRUISE-OUT} = \text{CLIMB (B)} \div \text{CRUISE-BACK}$$

For combat range: Condition (1) -- Altitude at start of cruise, 40,750 ft.; altitude at end of cruise, 48,150 ft.
Condition (4) -- Altitude at start of cruise, 44,000 ft.; altitude at end of cruise, 48,250 ft.

