

# ARCHIVED REPORT

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## Grumman A-6 Intruder Series - Archived 4/97

### Outlook

- Aircraft being retired; no further upgrades
- No mod funding since FY94
- Note: Icons indicate area(s) of current retrofit/modernization activity

### Orientation

**Description.** Twin-engine, dual-seat, all-weather attack/bomber.

**Developer/Primary Manufacturer.** Grumman Aerospace Corp; Bethpage, NY, USA.

**Current Status.** A-6E production completed in 1991.

**Total Produced.** Total of 704 produced of all variants.

**Application.** All-weather ground attack.

**Price Range.** According to US Department of Defense figures, the FY88 flyaway unit cost of the A-6E was \$55.5 million.

### Technical Data

(A-6E)

Dimensions	Metric	US
Length overall	16.69 m	54.74 ft
Height overall	4.93 m	16.17 ft
Wingspan	16.16 m	53.0 ft
Wing area, gross	49.1 sq m	528.9 sq ft
<b>Weight</b>		
Empty	12,132 kg	,746 lb
Max T-O weight, catapult	26,581 kg	58,600 lb
Max T-O weight, field	27,397 kg	60,400 lb
<b>Performance</b>		
Max level speed at sea level <sup>(a)</sup>	1,037 km/hr	560 knots
Service ceiling <sup>(a)</sup>	12,925 m	42,394 ft
Ferry range <sup>(b)</sup>	5,222 km	2,818 nm

#### Propulsion

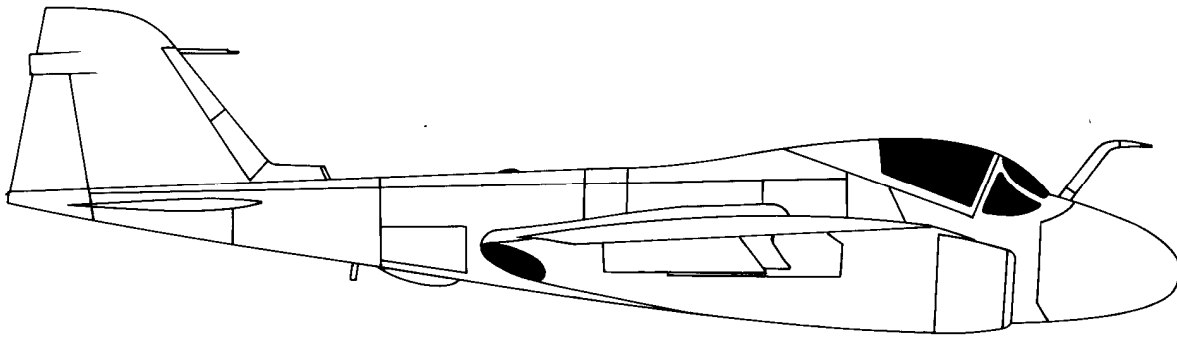
Two Pratt & Whitney J52-P-8B turbojets 41.4 kN  
Thrust (each)

9,300 lbst

**Armament.** One underfuselage and four underwing attachment points. Can carry Sidewinder air-to-air missiles, bombs, and drop tanks. HARM and Skipper II have been test flown. A-6E/TRAM can carry Harpoon missiles.

<sup>(a)</sup>No stores

<sup>(b)</sup>With maximum external fuel; tanks jettisoned when empty



Grumman A-6

Source: Forecast International

## Program Review

**Background.** In December 1957, Grumman was selected as the winner of a US Navy competition for a new long-range, low level tactical strike aircraft. Originally designated the A2F-1, the aircraft soon became known as the A-6A. The first A-6A flew in April 1960, and the type entered service in early 1963. The final production model, the A-6E, made its appearance in 1970 and the first squadron deployment of this version was in 1972.

In 1989, the Navy terminated the A-6G conversion program due to budgetary considerations. The subsequent cancellation of the A-12 and A/F-X planned replacements for the A-6 brought about an increase in the number of A-6s that would be rewinged to 294 aircraft. However, in September 1993 the Navy canceled all outstanding re-wing contracts in the wake of the decision to retire all A-6Es by 1998.

## Variants

A-6A. Initial version. First flew in April 1960. Total of 482 produced.

EA-6A/B. See separate report.

A-6B. Converted A-6A. Provides Standard ARM capability. Total of 19 A-6As were modified to the B standard.

A-6C. Converted A-6A. Features an underfuselage turret carrying FLIR sensors and a low light level television camera to provide additional night attack capability. Total of 12 As were modified to this configuration.

KA-6D. Tanker version. First flew in May 1966. Total of 78 A-6As and seven A-6Es modified to KA-6D standard.

A-6E. Advanced version of A-6A featuring new avionics such as Norden APQ-148 multi-mode radar.

A-6E/TRAM. Target recognition attack multisensor (TRAM) version featuring a turreted electro-optical sensor package containing FLIR and laser detection equipment. Delivery of fully provisioned TRAM aircraft began in December 1978. All older A-6Es have been converted to TRAM configuration.

A-6F. Proposed new A-6 version. Canceled by Congress. A-6G. Proposed A-6E digital upgrade. Terminated by the Navy in 1989.

## Funding

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The US Navy had maintained a line item in its procurement budget for A-6 modifications, but has sought no funds since FY94.

## Milestones

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Dec	1957	Grumman won Navy design competition
Apr	1960	Initial flight of A-6A
Nov	1970	First flight of A-6E
Sep	1972	Initial squadron deployment of A-6E
Oct	1974	First flight of A-6E/TRAM
May	1980	First A-6E/TRAM carrier deployment completed
	1991	Final A-6E delivery
Sep	1993	Composite wing contract canceled
	1998	Planned retirement of last A-6Es

## Worldwide Distribution

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Variant	Operators's Country	Operator	Total	Ave.Age (Yrs)
A-6E	USA	Navy	125	10
KA-6D	USA	Navy	8	20

## Opportunities

As the US Navy continues to retire its remaining A-6Es, and with no modifications funding sought since FY94, there are no remaining retrofit/modernization opportunities for this aircraft. We are including this abbreviated program review strictly for informational purposes.

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