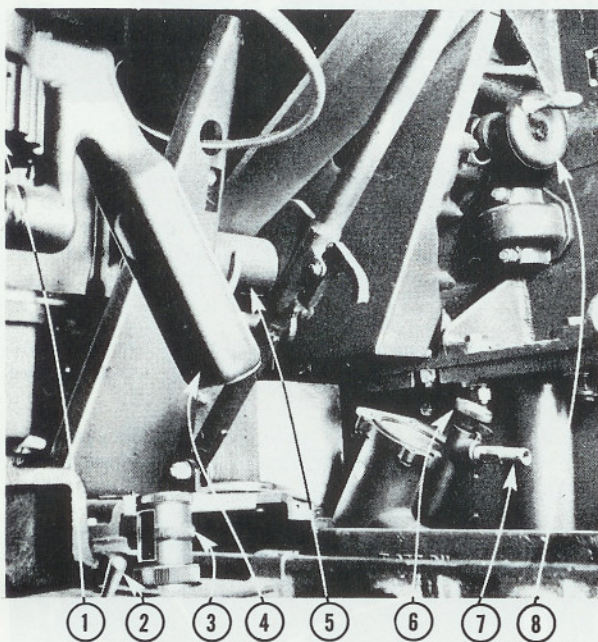


switches are connected in parallel so that either switch can be used to fire the guns. Deadman switches, one on each grip, are connected in parallel so that the gunner can operate the turret when either hand rests on a grip. The deadman switch is provided so that the power circuits of the turret will be opened and all turret motion and firing of guns will be stopped when the gunner's hands are removed from the grips.



KEY TO FIGURE 51

- | | |
|-------------------------|------------------------|
| 1. RANGE KNOB | 5. DEADMAN SWITCH |
| 2. TROUBLE LIGHT SWITCH | 6. OXYGEN FLOW CONTROL |
| 3. TROUBLE LIGHT | 7. OXYGEN MASK FITTING |
| 4. HAND GRIP | 8. ELEVATION HANDCRANK |

Figure 51 - Upper Turret Interior

2. PREFLIGHT CHECK.

- a. Allow hydraulic units and sight to warm up at least 5 minutes before take-off.
- b. Engage power clutches.
- c. See that hand cranks are disengaged. (Do not disengage until after power clutches have been engaged.)
- d. Feed ammunition just up to the guns.
- e. Move main gun switch to "ON" position.

- f. Place sight switch in "ON" position.
- g. Close deadman switches on handgrips.
- h. Check response of azimuth and elevation mechanisms by manipulating the handgrips.
- i. Turn range knob and observe that reticles move in response.
- j. Adjust reticle light to approximately the desired brilliance.

3. TURRET OPERATION.

- a. Charge guns by pulling each handle twice.
- b. Turn on gun selector switches.
- c. When target is sighted, set in target dimension on sight.
- d. Turn hand controls so that reticles frame the target.
- e. Adjust range knob until reticles frame the target.
- f. Press either firing switch.
- g. After ammunition has been used, charge guns at least twice to clear out live shells.
- h. When the turret is not being used, turn it so that the guns point aft and are parallel to the center line of the airplane.

i. In event of power failure, the turret may be controlled by the azimuth and elevation hand cranks. It is not possible to track a target with the hand cranks, but they may be used for approximate positioning of the turret and guns.

- j. To use the hand cranks:

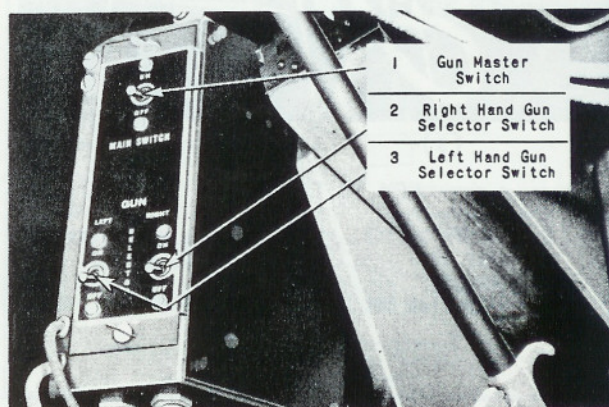


Figure 52 - Upper Turret Switches

- (1) Engage azimuth and elevation hand cranks.
- (2) Disengage power clutches.
- (3) Move turret and guns into desired position.
- (4) When finished, reengage power clutches.

(5) Be sure to disengage hand cranks before operating power motor again.

4. ADJACENT EQUIPMENT.

a. LIGHTING. - A panel light and switch are on the wall of the compartment to the left of the turret. A trouble light and switch are inside of the turret; on the right side looking aft.

b. INTERPHONE. - An interphone jack box is on the wall of the compartment to the left of the turret. Operating instructions are given in section I, paragraph 10.

c. OXYGEN.

(1) An A-12 demand oxygen regulator on the right wall of the compartment is part of the main oxygen system and is operated as instructed in section I, paragraph 9. A continuous flow regulator, type A-9 is inside the turret, on the right side looking aft, and is connected to a separate supply cylinder attached to the turret.

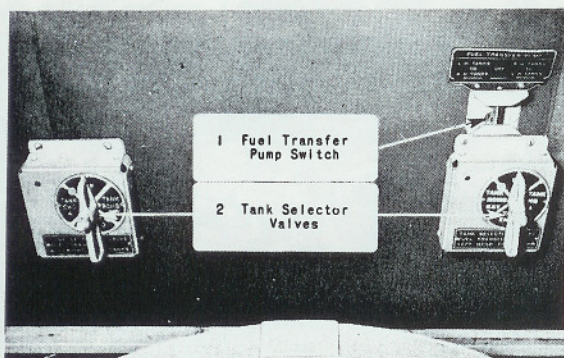


Figure 53 - Fuel Transfer Controls

(2) To use A-9A regulator, attach mask hose to regulator and open the manually operated valve until indicator points to altitude at which airplane is flying. If valve vibrates off setting, tighten packing nut.

(3) The turret supply cylinder can be refilled from the main supply system.

d. FUEL TRANSFER CONTROLS. - Two fuel transfer valves and the transfer pump switch are below the door leading to the bomb bay. Refer to section I, paragraph 4., for operating instructions.

e. HYDRAULIC EQUIPMENT. - The hydraulic pump panel, accumulators, fluid tank, and servicing valves are at the right side of the compartment. Refer to section I, paragraph 3.

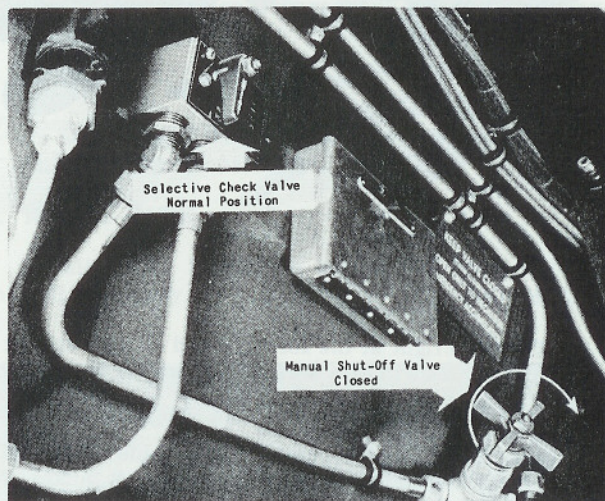


Figure 54 - Hydraulic Servicing Valves

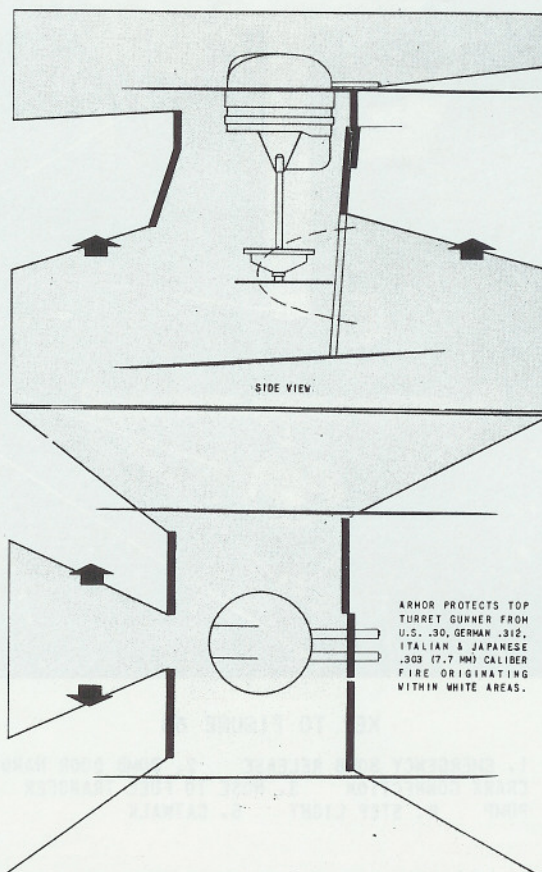
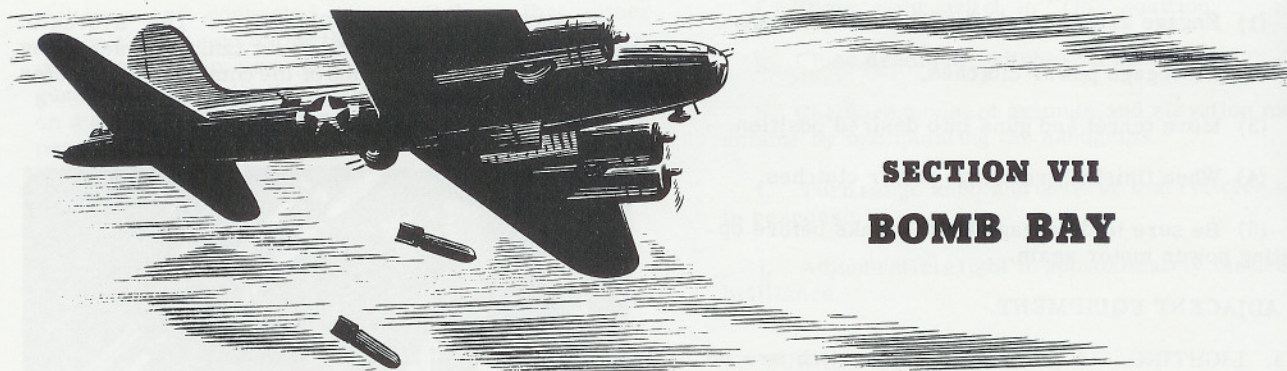


Figure 55 - Top Gunner's Armor Protection

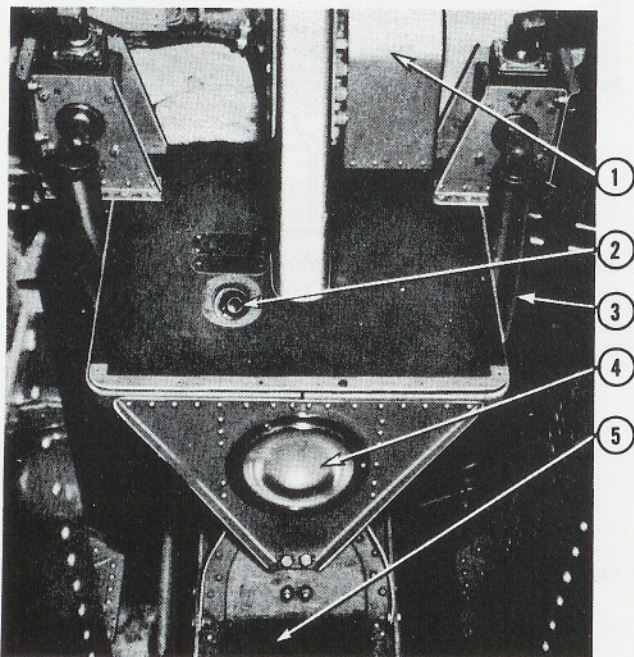


SECTION VII BOMB BAY

1. LIGHTING.

a. The step light at the forward end of the catwalk is operated by a switch on the forward wall of the radio compartment, to the right of the door.

b. Two dome lights, one on either side of aft end of the bay, are operated by switches on the aft bulkhead to the right of the door.



KEY TO FIGURE 56

1. EMERGENCY BOMB RELEASE 2. BOMB DOOR HAND
CRANK CONNECTION 3. HOSE TO FUEL TRANSFER
PUMP 4. STEP LIGHT 5. CATWALK

Figure 56 - Forward End of Catwalk - Bomb Bay

2. OXYGEN.

The oxygen regulator is on the aft wall of the bomb bay to the left of the door.

3. EMERGENCY EQUIPMENT.

a. A hand crank connection for manual operation of each main landing wheel is on the forward wall of the bomb bay.

b. A hand crank connection for manual operation of the bomb bay doors is on the step at the forward end of the catwalk.

c. An emergency bomb release handle is also on the step at the forward end of the catwalk and is protected by a hinged guard.

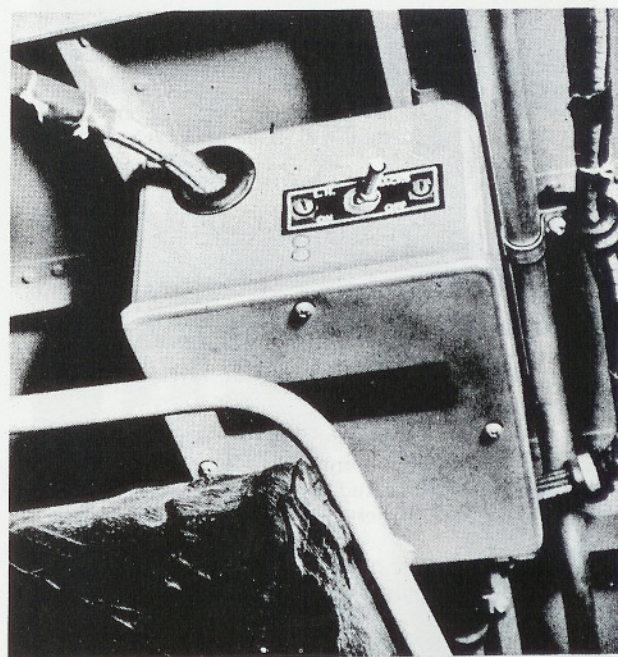


Figure 57 - Bomb Rack Selector Switch - Left Side

d. For use of emergency equipment, refer to section III.

4. BOMB RACK SELECTOR SWITCHES.

Two switches, one on each side of the bomb bay, are used in conjunction with the rack selector switches on the bombardier's control panel. When either switch is "OFF," electrical release of bombs or fuel tanks from that rack is impossible.

5. HAND TRANSFER OR REFUELING PUMP.

A hand pump mounted on the aft bulkhead of the bomb bay may be used to transfer fuel in case of electrical power failure or may be attached to a main landing gear shock strut and used as a refueling pump. (See figure 60.)

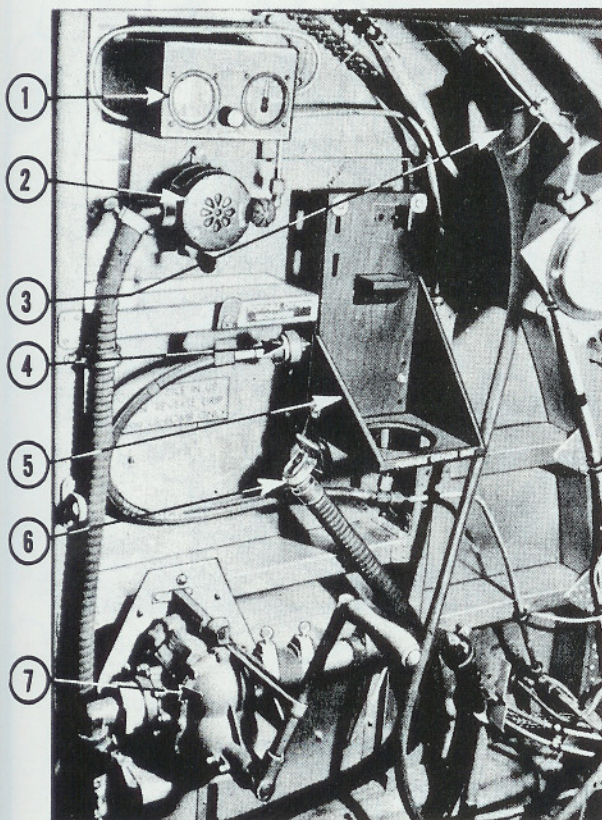


Figure 58 - Bomb Bay - Left Side, Aft

6. AUXILIARY WING FUEL CELL SHUT-OFF VALVES.

Remote control handles, operating shut-off valves in the lines from each group of outer wing fuel cells, are mounted below the door at the aft end of the bomb bay. Refer to section I, paragraph 4., for operating instructions.

NOTE

In some installations these valve controls are in the radio compartment.

7. RELIEF TUBE.

A relief tube is located behind the dome light in the left bomb bay.

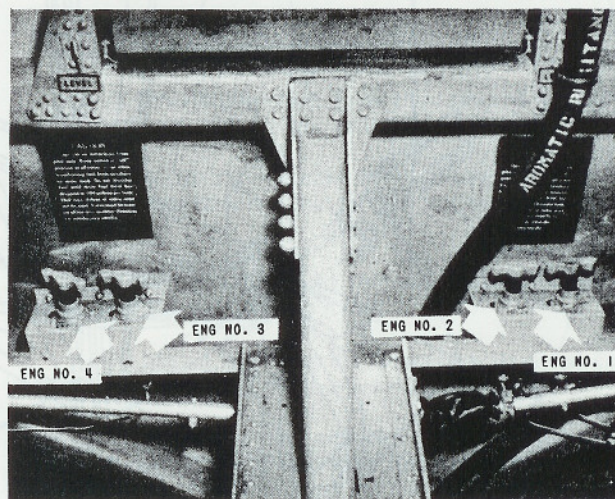


Figure 59 - Auxiliary Fuel Tank Shut-Off Valves

KEY TO FIGURE 58

- | | |
|-----------------------------------|---|
| 1. OXYGEN INDICATOR PANEL | 5. PORTABLE OXYGEN UNIT STORAGE BRACKET |
| 2. OXYGEN REGULATOR | 6. OXYGEN MASK CONNECTION |
| 3. RELIEF TUBE | 7. HAND FUEL PUMP |
| 4. PORTABLE OXYGEN UNIT RECHARGER | |

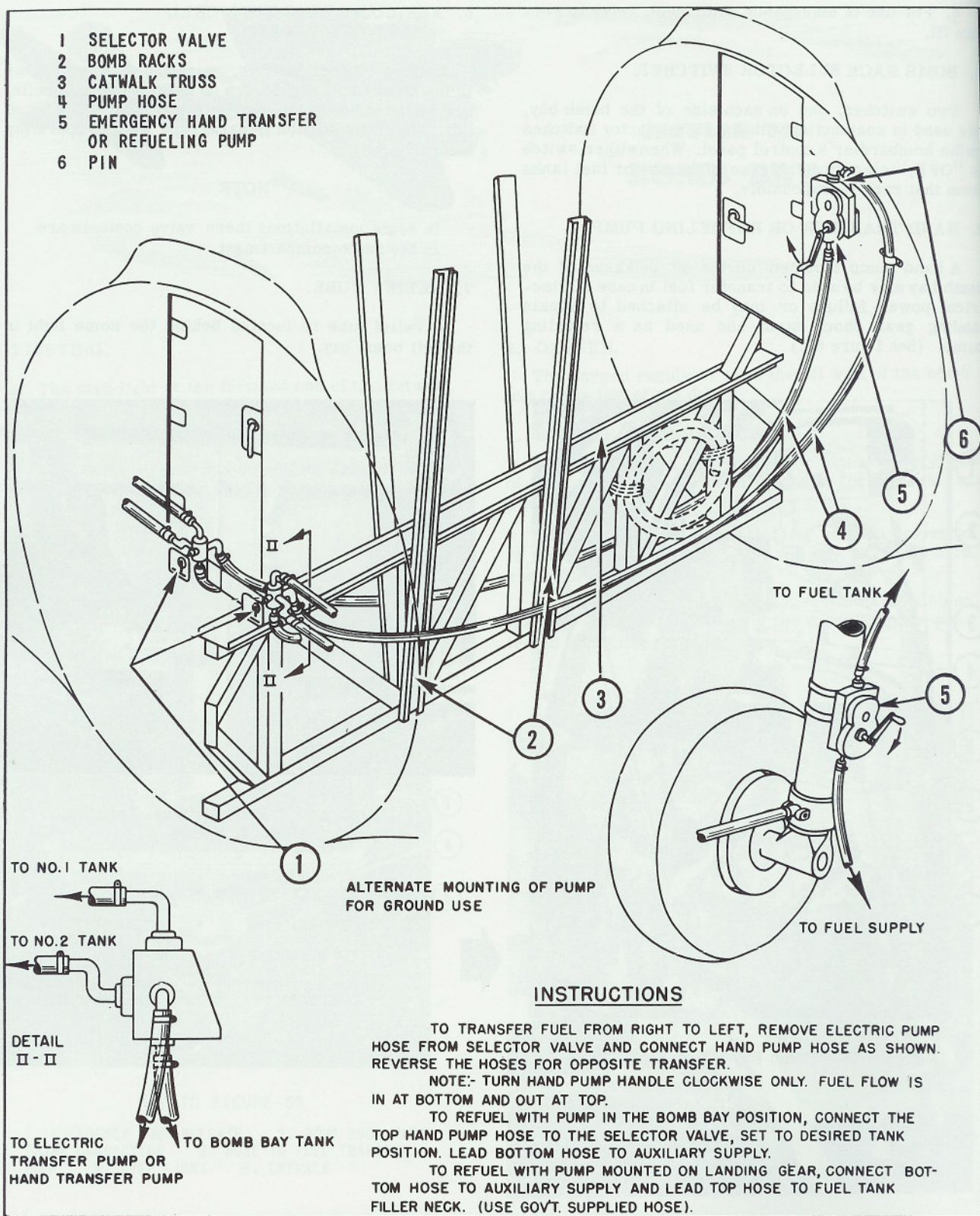
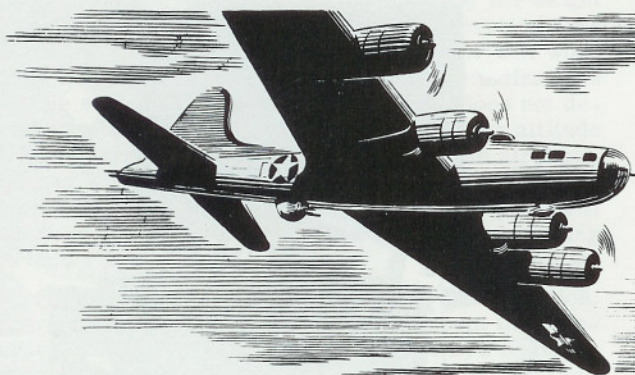
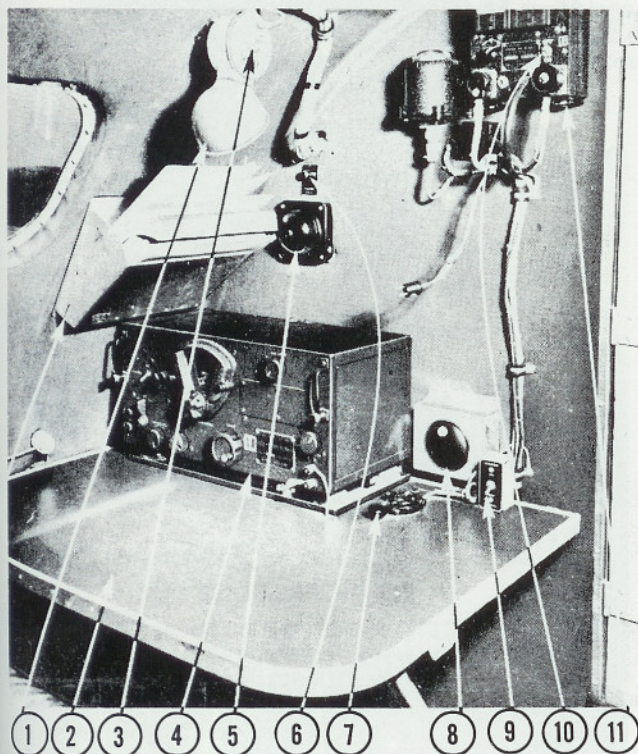


Figure 60 - Hand Fuel Pump Operation



SECTION VIII RADIO COMPARTMENT



KEY TO FIGURE 61

- | | |
|---------------------------|--------------------------------------|
| 1. RADIO OPERATOR'S LIGHT | 8. ASH RECEIVER |
| 2. RADIO OPERATOR'S TABLE | 9. LIAISON TRANSMITTER MASTER SWITCH |
| 3. LIGHT SWITCH | 10. LOCAL "OFF-ON" SWITCH SCR-535 |
| 4. LIAISON SET RECEIVER | 11. RADIO SET SCR-535 CONTROL BOX |
| 5. ALARM BELL | |
| 6. PHONE CALL LAMP | |
| 7. TRANSMITTING KEY | |

Figure 61 - Radio Operator's Table and Controls

1. LIGHTING.

A lamp above the radio operator's table is operated by an adjacent switch. A similar lamp and switch

are in the aft end of the compartment above the liaison transmitter. Another lamp and switch are on the side wall to the left of the radio operator's seat.

2. EMERGENCY EQUIPMENT.

a. A fire extinguisher is on the forward wall of the compartment to the right of the door.

b. Two life raft release handles are on the ceiling of the compartment, just aft of the top hatch on the right side.

c. Four red emergency release handles are located along the edge of the top hatch.

d. An alarm bell is on the forward wall of the compartment above the radio operator's table.

e. Two hand cranks and two crank extensions for manual operation of the wing flaps, bomb bay doors, landing gear, tail gear, and engine starters are clipped to the aft wall of the compartment, above the transmitter tuning units. For use of hand cranks refer to section III.

3. OXYGEN CONTROLS.

Oxygen outlets are provided for the radio operator and for each of the two auxiliary crew members. Refer to section I, paragraph 9., for instructions.

4. HEATING AND VENTILATING INLET.

The inlet is on the floor of the compartment, to the left and aft of the radio operator's seat. Push the knob to close; pull, to open. Selection of hot or cold air is controlled by the pilot.

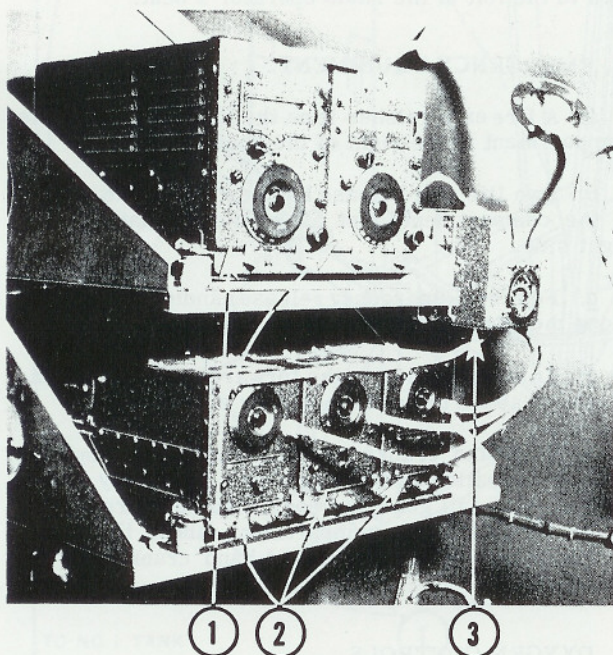
5. INTERPHONE CONTROLS.

The radio operator's interphone jack box is on the left side wall. Two additional jack boxes are provided in the compartment for other crew members. Refer to section I, paragraph 10., for instructions.

6. COMMUNICATIONS EQUIPMENT.

a. The communications equipment consists of the following:

Command set	SCR-274-N
Liaison set	SCR-287-A
Radio compass set	SCR-269-G
Interphone equipment	RC-36
Marker beacon equipment	RC-43
Radio altimeter	SCR-518-A
IFF radio set	SCR-535-A

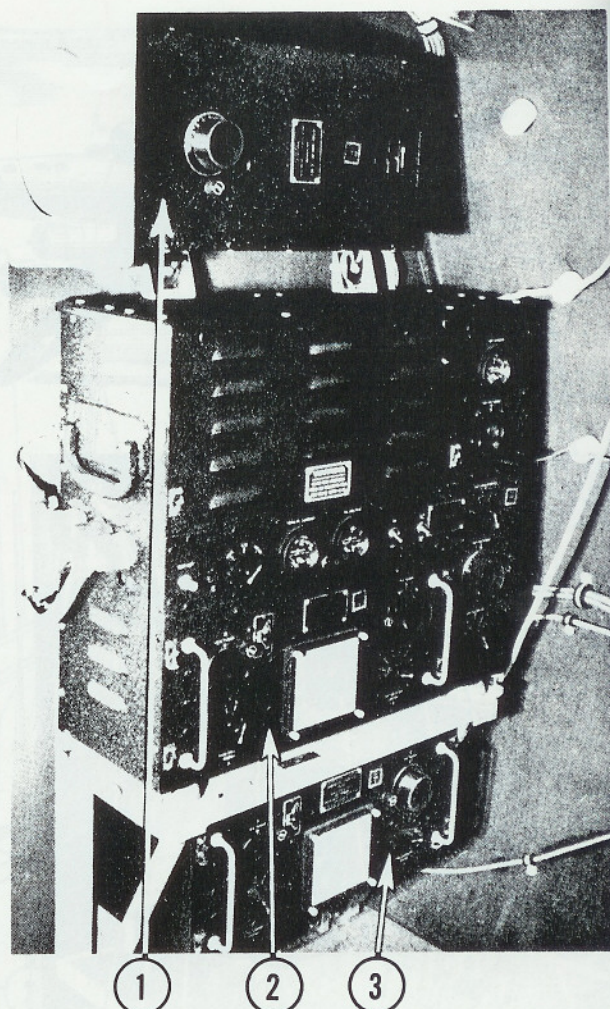


KEY TO FIGURE 62

1. COMMAND TRANSMITTERS
2. COMMAND RECEIVERS
3. ANTENNA RELAY CONTROL BOX

Figure 62 - Command Radio Installation

b. **COMMAND RADIO.** - Two command radio transmitters and three receivers are mounted on the right side of the compartment on the forward bulkhead. They are controlled by remote control units on the ceiling of the pilot's compartment. The transmitters' dynamotor and modulator are on the floor in the forward right corner of the compartment. The receiver's dynamotors are mounted on supports behind the receivers.



KEY TO FIGURE 63

1. LIAISON ANTENNA TUNING UNIT
2. LIAISON TRANSMITTER
3. TRANSMITTER TUNING UNIT

Figure 63 - Liaison Radio Installation

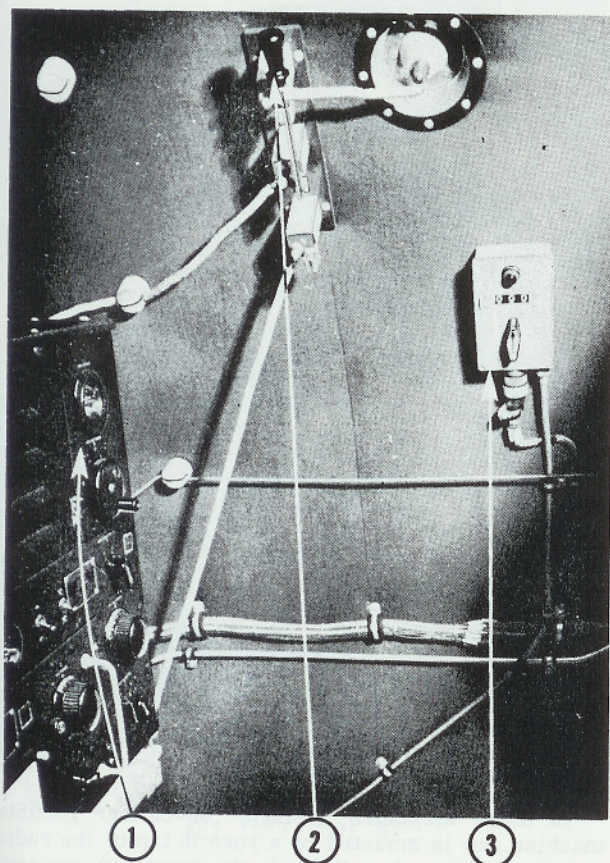
c. **LIAISON RADIO.** - The liaison transmitter is installed on the left side of the aft bulkhead. The receiver is on the radio operator's table. The dynamotor is on the left rear side of the aft bulkhead, in the ball turret compartment. Two antennas are available for use with the liaison set. One employs the skin of the airplane, with the lead-in attached to the change-over switch on the left side wall. The other is the trailing antenna which is also attached to the change-over switch. The trailing antenna reel is operated electrically from a control box to the right of the change-over switch.

d. **RADIO SET, SCR-518-A (HIGH-ALTITUDE ALTIMETER).** - Radio set SCR-518-A consists of a

complete set of apparatus for determining the height of the airplane above the ground. It is operative over an altitude range of 0 to 20,000 feet, and it will work satisfactorily up to 30,000 feet, before the indications become erroneous. Operation of the set does not depend upon barometric pressure. It indicates altitude of the aircraft above the terrain below the airplane, and has no reference to sea level. If the aircraft is flying over broken country, more than one peak will appear on the indicator, the highest one representing the object closest to the airplane.

(1) Place the power switch in the "ON" position. This energizes all parts of the set except the automatic volume control which is controlled by a separate switch. A pilot lamp at the lower center of the control panel should light, indicating that the power is on.

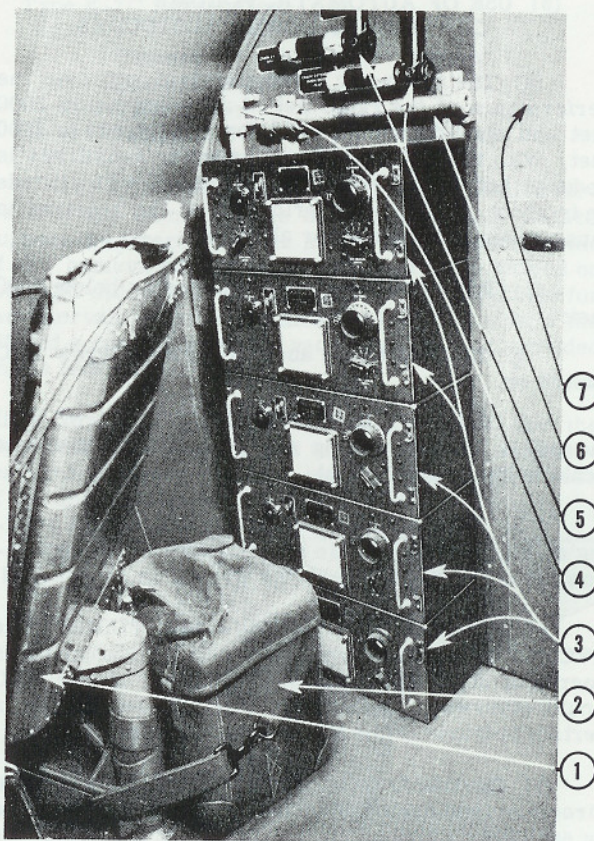
(2) As the tubes reach their operating conditions, the circle traces, and indicating lobes appear on the screen of the indicator. During the first few minutes of operations the indications will be unsteady.



KEY TO FIGURE 64

1. LIAISON TRANSMITTER
2. ANTENNA CHANGE-OVER SWITCH
3. TRAILING ANTENNA REEL CONTROL

Figure 64 - Radio Compartment - Left Side



KEY TO FIGURE 65

1. SEAT FOR AUXILIARY CREW
2. FREQUENCY METER
3. TRANSMITTER TUNING UNITS
4. STARTER CRANK EXTENSION
5. HAND CRANKS
6. CRANK EXTENSION FOR BOMB DOORS AND FLAPS
7. DOOR TO BALL TURRET COMPARTMENT

Figure 65 - Transmitter Tuning Units

(3) Turn the "CIRCLE SIZE" control knob until the two circle traces on the indicator screen are adjusted to the required diameter for readings. The proper size occurs when each circle is just visible as a luminous green ring on the gray background, just beyond the outer circumference of its dark calibrated scale ring.

(4) Turn the "RECEIVER GAIN" control to adjust the lobe readings for clearest legibility on the indicator screen. Maximum receiver sensitivity may be used at the higher altitudes and less than maximum sensitivity may be required at the lower altitudes. The receiver gain control must be adjusted in conjunction with the automatic volume control switch for maximum lobe legibility on the altimeter scale in accordance with the following paragraphs.

(5) USE OF AUTOMATIC VOLUME CONTROL AT LOWER ALTITUDES.

(a) The automatic volume control improves the performance of the radio set at altitudes below 2000 feet and should only be used for reading up to 2000 feet. With the AVC switch on, receiver sensitivity is reduced but is automatically increased with altitude up to about 2000 feet. Overloading of the receiver is thus prevented at the lower altitudes.

(b) For operation when descending below 2000 feet:

1. At any altitude above 1000 feet, throw AVC switch on.

2. Adjust "RECEIVER GAIN" control until the initial lobe appearing at zero on the 2000-foot scale is the proper height.

3. The reception lobe giving the altitude reading on the 2000-foot scale should now remain approximately constant in size as the ground is approached.

(6) USE OF AVC AT HIGHER ALTITUDES. - The AVC switch must be turned off, when the equipment is operating at altitudes above 2000 feet, as the AVC would otherwise impair the receiver sensitivity in certain sections of the higher-altitude ranges.

(7) Starting from zero and reading in a clockwise direction, read the counterclockwise edge of each lobe on each circle trace. (If the lobe is on the top of the dial, read to the left edge, and if it is at the bottom of the dial, read the right edge.) The first lobe (or index lobe) appears at the zero calibration on each scale. The second lobe (reflection lobe) indicates the altitude above terrain.

(a) On each scale (inner and outer), the index lobe will appear at the zero calibration. The second (reflection lobe) on each scale indicates the absolute altitude of the aircraft.

(b) The inner circle is merely a vernier on the outer circle. On the outer circle, it is possible to read to within 250 feet. If greater accuracy is required, the inner scale reading must be taken into consideration, as follows: Read the outer scale to the next lower even thousand (4000, for instance). Read the inner scale. If the reading of the inner scale should be 750 feet, the actual altitude of the aircraft is then obtained by adding the readings of the two scales: 4750 feet. The inner scale can, with practice, be read to within 25 feet.

(c) If the zero lobes have shifted away from zero, correct readings may be obtained by adding the amount of zero shift, if the shift is to the left of zero, and by subtracting the amount of zero shift, if the shift is to the right, from the reading of altitude which was obtained by following the procedure outlined in the preceding paragraph.

7. FREQUENCY METER.

A portable frequency meter for use with any radio is carried in each airplane. No provision is made for stowage, so the unit is usually strapped to the support of the rear auxiliary seat in the radio compartment.

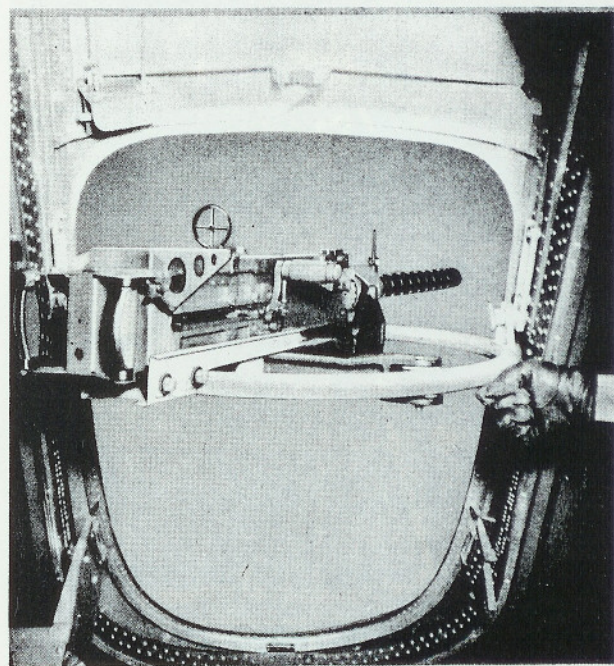
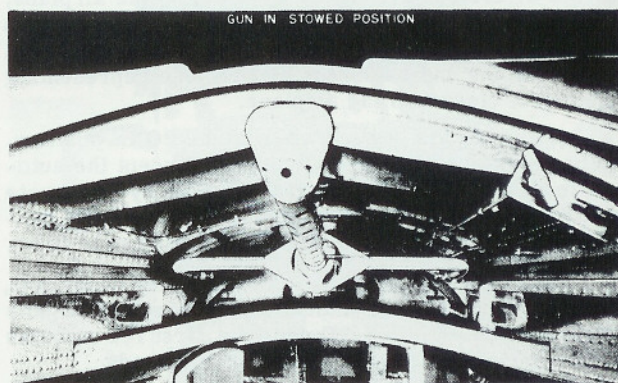


Figure 66 - Radio Compartment Gun

8. RADIO COMPARTMENT GUN.

In some airplanes a single .50-caliber flexible machine gun is mounted on a yoke in top of the radio compartment to fire through the top hatch opening. The yoke slides on rails from stowed to firing position.

9. CAMERA PIT.

a. Camera equipment is installed in the pit under the floor of the radio compartment accessible door.

Provision is made for three alternate installations as follows:

Type T-3A Installation:

Camera	Type T-3A
Camera mount	A-5A
View finder	A-2
Filter	A-3
Shutter induction coil	

Type K-3B Installation:

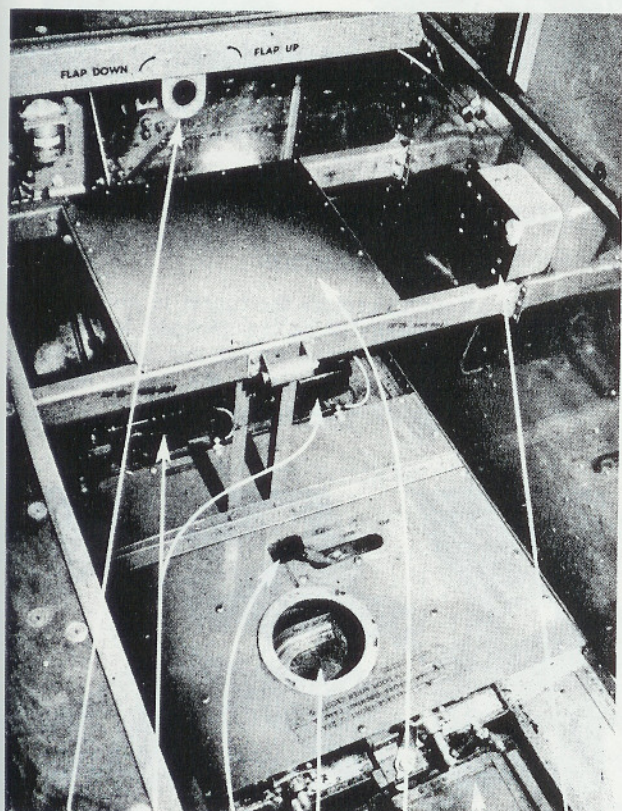
Camera	Type K-3B
Camera mount	A-8
View finder	A-2
Intervalometer	
Magazine	A-1A
Filter	A-2A

Type K-7C Installation:

Camera	Type K-7C
Camera mount	A-8
View finder	A-2
Filter	A-4

b. The type A-2 view finder may be installed forward of the camera. The bracket assembly used to support the intervalometer is stowed on the right side of the camera pit. The intervalometer is stowed on the right side. A direct current power receptacle for the intervalometer is installed on the right side of the pit and a connection to the vacuum system is provided on the left side.

c. The double camera doors (figure 67) and the view finder door are hinged in the bottom of the fuselage and are operated by a lever located on the floor at the operator's seat.



KEY TO FIGURE 67

- | | |
|------------------------------------|-----------------------------------|
| 1. WING FLAP HAND CRANK CONNECTION | 4. VIEWFINDER APERTURE |
| 2. PROPELLER ANTI-ICER PUMPS | 5. CAMERA OPERATOR'S SEAT |
| 3. CAMERA DOOR CONTROL HANDLE | 6. CAMERA DOOR |
| | 7. INTERVALMETER POWER RECEPTACLE |

Figure 67 - Camera Pit

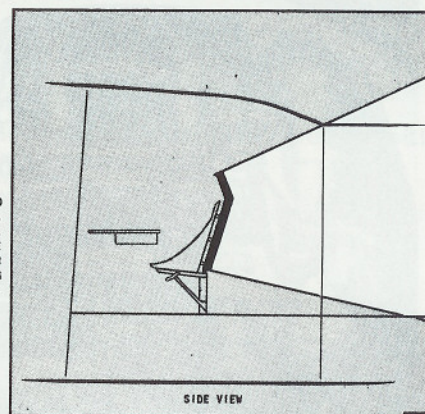


Figure 68 - Radio Operator's Armor Protection

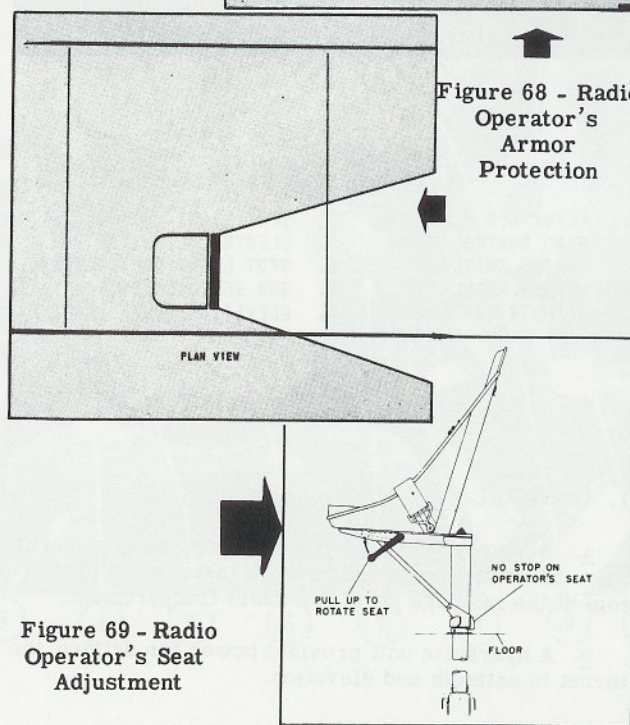
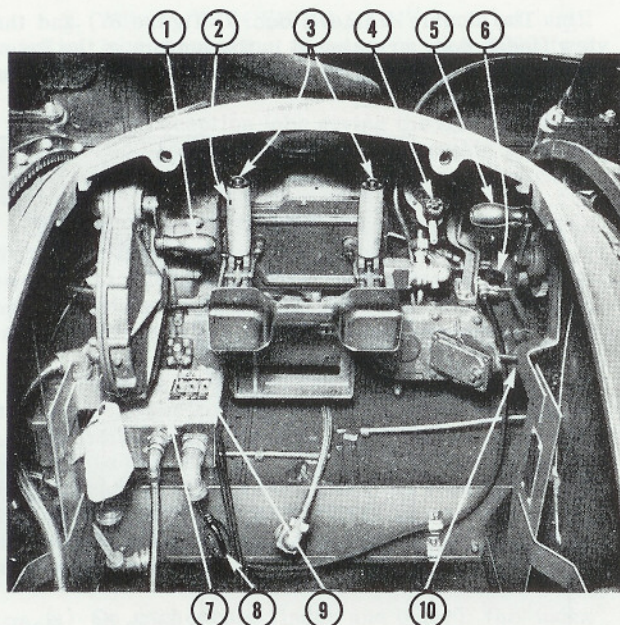
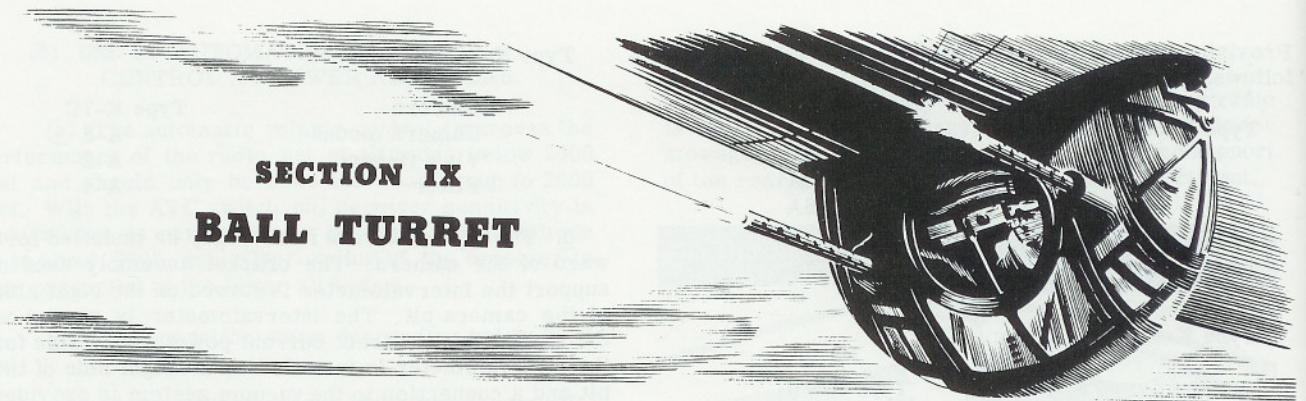


Figure 69 - Radio Operator's Seat Adjustment

SECTION IX BALL TURRET



KEY TO FIGURE 70

- | | |
|------------------------|------------------------------|
| 1. ELEVATION HANDCRANK | 6. SPOT LIGHT |
| 2. HAND CONTROL GRIP | 7. ELECTRICAL SWITCH BOX |
| 3. FIRING SWITCHES | 8. SPOT LIGHT CONTROL SWITCH |
| 4. OXYGEN REGULATOR | 9. GUN SELECTOR SWITCHES |
| 5. AZIMUTH HANDCRANK | 10. ELEVATION POWER CLUTCH |

Figure 70 - Interior of Ball Turret

1. GENERAL.

a. A Sperry ball-type power turret, equipped with twin .50-caliber machine guns, is installed in the bottom of the fuselage aft of the radio compartment.

b. A hydraulic unit provides power for driving the turret in azimuth and elevation.

c. The hand control and limit unit controls the outputs of the azimuth and elevation hydraulic systems. A pair of handgrips controls the motion of the turret in azimuth and elevation. Each handgrip has a firing switch on the top end.

d. The switch box controls distribution of the electric power to the various units in the turret. The terminal block in the top left end of the box has convenient posts for connecting the leads of the gunner's head set and microphone.

2. ENTERING THE TURRET.

CAUTION

Do not attempt to rotate the turret in elevation while the airplane is on the ground. No crew member shall be in the turret during landing or take-off and the guns of the turret shall be in the horizontal position pointing aft.

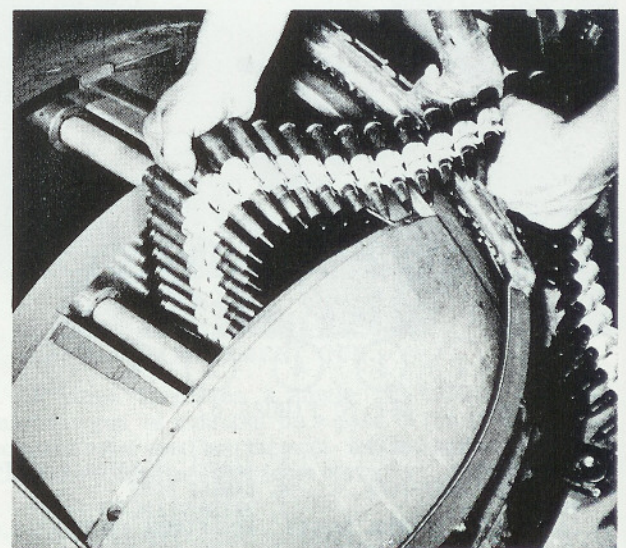
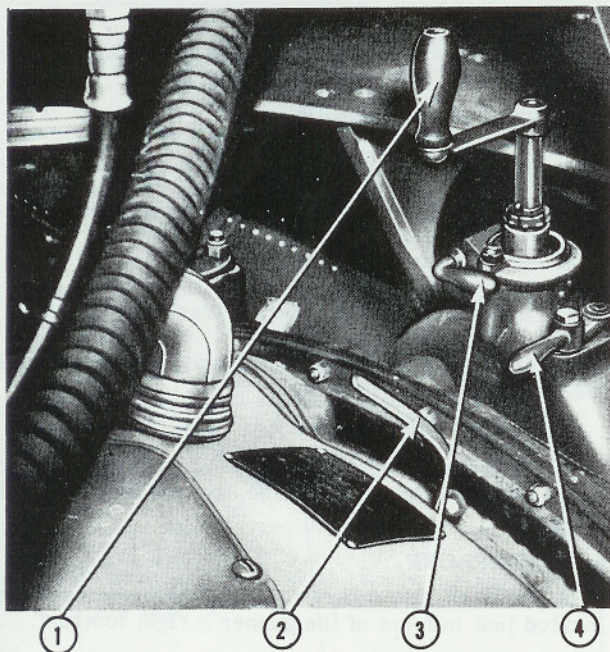


Figure 71 - Loading Ball Turret Ammunition Boxes



KEY TO FIGURE 72

- | | |
|-------------------------|--------------------------|
| 1 - ELEVATION HANDCRANK | 3 - ELEVATION HANDBRAKE |
| 2 - LUG WRENCH | 4 - ELEVATION HANDCLUTCH |

Figure 72 - External Manual Controls

a. Remove ammunition box cover and load. Push ammunition down to the guns.

b. Remove elevation hand crank from its clip and attach it to shaft. Be sure that the hand brake (figure 72) is locked.

c. Move elevation hand clutch to "IN" position. It may be necessary to loosen hand brake and rock hand crank back and forth before hand clutch can be moved to "IN" position.

d. Move elevation power clutch to "OUT" position using clutch handle; then, replace handle in its clip.

e. Loosen elevation brake slowly while holding elevation hand crank firmly.

f. Turn elevation hand crank in down direction until turret revolves to low limit of elevation (-90 degrees).

g. While holding elevation hand crank, open turret door, reach inside, and move elevation power clutch to "IN" position.

h. Move elevation hand clutch to "OUT" position, remove hand crank, and replace it in its clip.

i. Enter turret. Close door securely. Be sure door handles are pushed all the way up and that the

KEY TO FIGURE 73

1. ELECTRICAL SWITCH BOX
2. SPOT LIGHT SWITCH
3. GUNNER'S SEAT
4. RANGE FOOT PEDAL
5. HEADSET AND MICROPHONE LEADS
6. TURRET FRONT WINDOW
7. FOOT REST
8. CHARGING HANDLE
9. TURRET HAND CONTROL AND LIMIT UNIT
10. ELEVATOR POWER CLUTCH

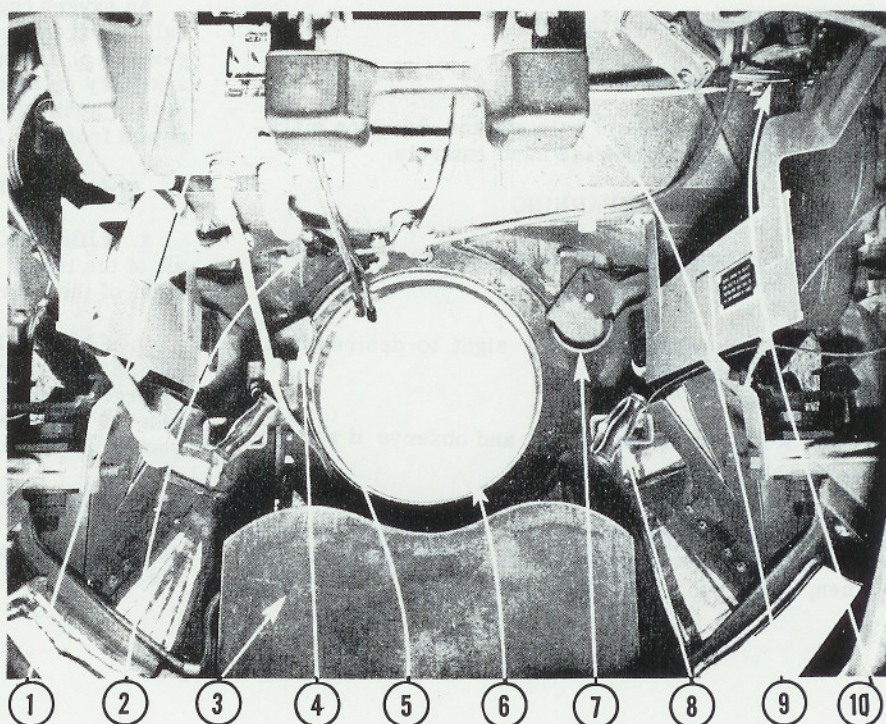


Figure 73
Ball Turret, Top View



Figure 74 - Inside Ball Turret

turret door is locked before turning main power and sight switches "ON."

3. PREFLIGHT CHECK.

- a. Turn power switch "ON."
- b. Turn sight switch "ON."
- c. Check response of azimuth and elevation mechanisms by manipulating the hand controls.

WARNING

Be sure that the guns are not driven down into the ground.

- d. Adjust reticle light on sight to desired brilliance (approximately).
- e. Work range foot pedal and observe if reticles move in response.
- f. Lift each gun cover plate and pull ammunition down, feeding first shell by hand into magazine of gun; then, close gun cover plates.

4. OPERATION.

- a. Load ammunition boxes. (See figure 71.) Enter turret.
- b. Turn on power switch.
- c. Turn on sight switch.
- d. Charge guns by pulling charging handles twice.
- e. Turn on fire selector switches.
- f. By means of hand controls track the target.
- g. Operate range foot pedal until reticles frame the target.
- h. Close either firing key.
- i. When ammunition is used up, charge guns at least twice to be sure that no live shells are left in the guns.

5. INTERPHONE.

A press-to-talk switch for inter-communication is located just in front of the gunner's right footrest.

6. SUIT HEATER.

A rheostat control is provided for use with the gunner's heated suit. It is located on the underneath side of the seat and is adjusted to obtain the desired temperature in the suit.

7. OXYGEN.

An oxygen regulator is provided on the inside of the ball turret on the right side. Refer to section VI, paragraph 4.c., for operation. Oxygen is supplied from the auxiliary cylinder above the turret. When the supply of this auxiliary cylinder is exhausted, it can be renewed from the airplane's main supply system.

8. ADJACENT EQUIPMENT.

- a. LIGHTING. - A dome light in the ceiling just aft of the turret support is operated by a switch to the right of the door to the radio compartment.
- b. EMERGENCY RADIO - SCR 578. - Some airplanes are provided with a completely independent emergency radio which is carried on the right rear side of bulkhead 6 beside the ball turret. Refer to section III, paragraph 14., for further instructions.
- c. FIRST-AID KIT. - A first-aid kit is clipped to the aft side of the bulkhead between the ball turret compartment and the radio compartment to the left of the door.

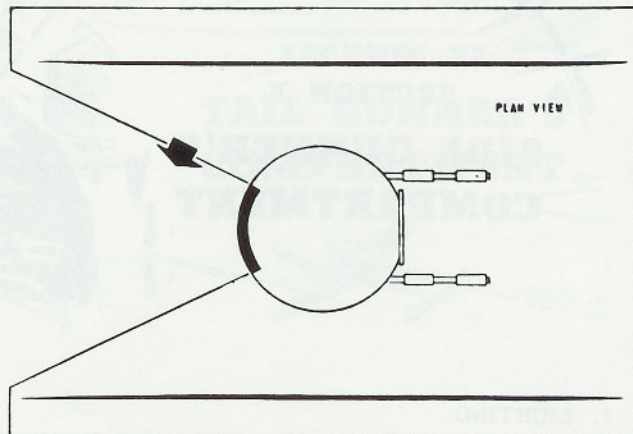
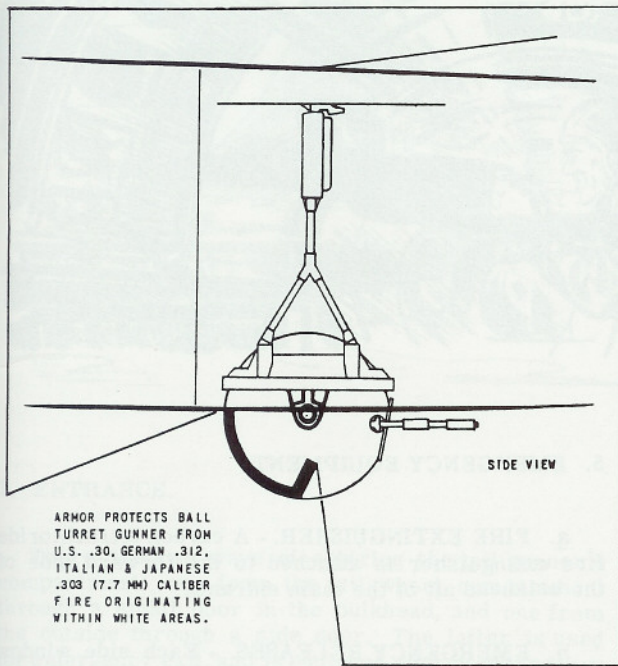


Figure 75
Ball Turret Gunner's
Armor Protection

SECTION X SIDE GUNNER'S COMPARTMENT



1. LIGHTING.

The dome light switch is aft of the entrance door.

2. INTERPHONE CONTROLS.

Interphone jack boxes are provided for both gunners. Refer to section I, paragraph 10., for operation.

3. SUIT HEATER OUTLET.

Rheostats control the temperature of the gunners' heated suits. They are adjusted to obtain the desired temperature in the suits.

4. OXYGEN.

Oxygen regulators and portable oxygen units are provided for each side gunner. Refer to section I, paragraph 9., for instructions.

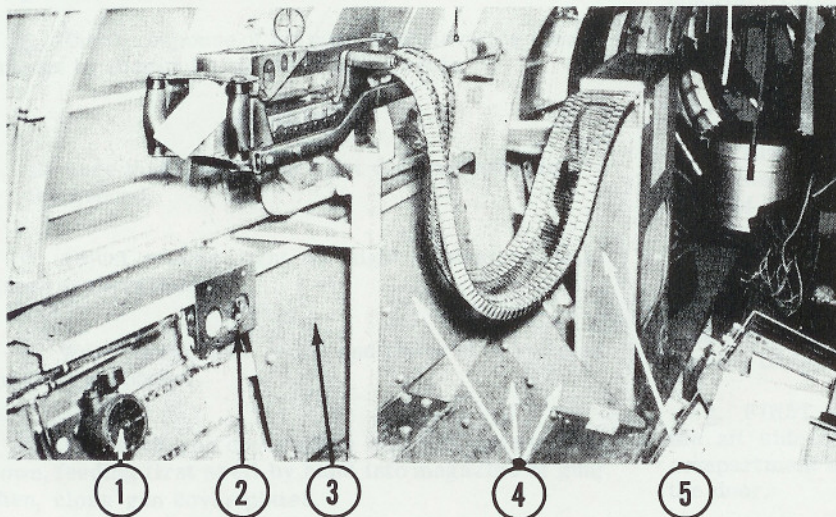
5. EMERGENCY EQUIPMENT.

a. FIRE EXTINGUISHER. - A carbon tetrachloride fire extinguisher is attached to the forward side of the bulkhead aft of the main entrance.

b. EMERGENCY RELEASES. - Each side window has an emergency release bar on the forward side of each window. To open the window, jerk the bar forward. There are no catches to be released. The main entrance door also has an emergency release handle.

6. GUN OPERATION.

To prepare the machine guns for action, remove the straps (figures 76 and 77) and swing the guns into position.



KEY TO FIGURE 76

1. PORTABLE OXYGEN UNIT 2. OXYGEN INDICATOR PANEL 3. MACHINE GUN, STOWED
4. ARMOR PLATE 5. AMMUNITION BOX

Figure 76 - Right Side Gun Stowed

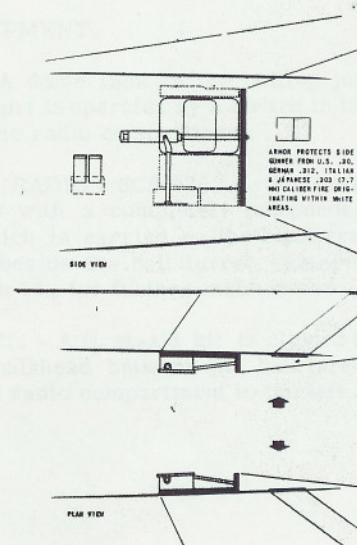
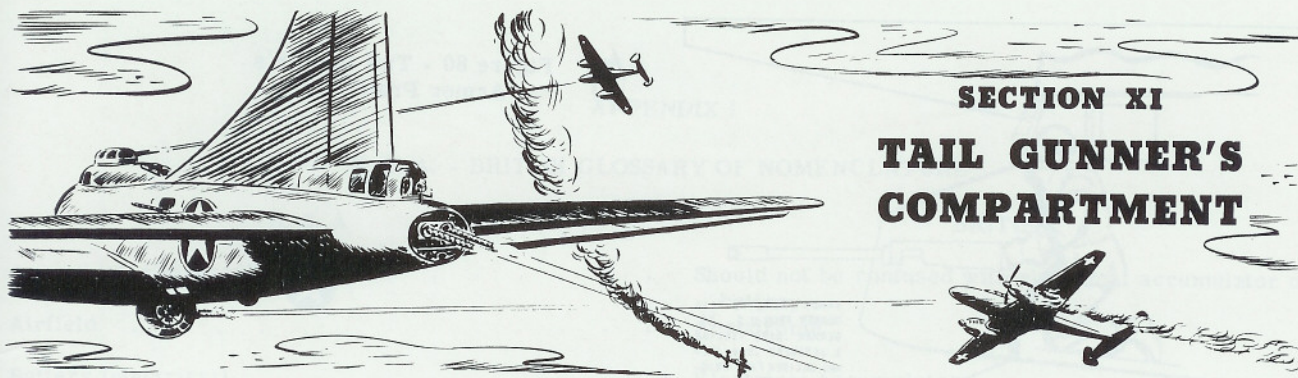


Figure 77 - Side Gunner's
Armor Protection



SECTION XI TAIL GUNNER'S COMPARTMENT

1. ENTRANCE.

There are two ways of entering the tail gunner's compartment: one from the tail wheel compartment through a small door in the bulkhead, and one from the outside through a side door. The latter is used for emergency exit, and is equipped with an emergency release handle.

2. LIGHTING.

A dome light and switch are located above the gun handles behind the armor plate.

3. INTERPHONE.

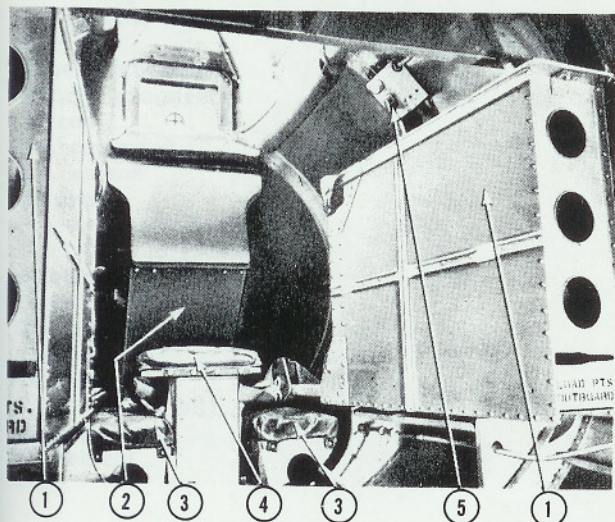
The jack box is on the right side of the compartment looking aft above the aft end of the ammunition box. Refer to section I, paragraph 10.

4. OXYGEN.

Two oxygen regulators are provided, one on each side wall. Refer to section I, paragraph 9.

5. SUIT HEATER OUTLET.

A rheostat control, provided for use with the gunner's heated suit is adjusted to obtain the desired temperature in the suit.



KEY TO FIGURE 78

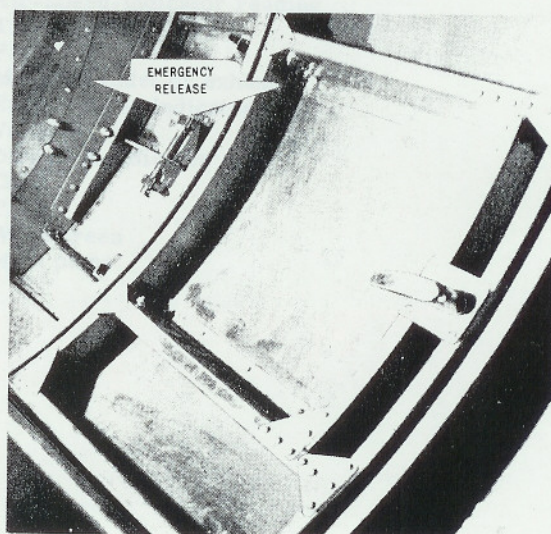
- | | |
|-----------------------|-----------------------|
| 1. AMMUNITION BOXES | 2. ARMOR PLATE |
| 3. KNEE PADS | 4. TAIL GUNNER'S SEAT |
| 5. INTERPHONE JACKBOX | |



Figure 78 - Tail Gunner's
Compartment



Figure 79 - Tail Gunner's
Compartment Door



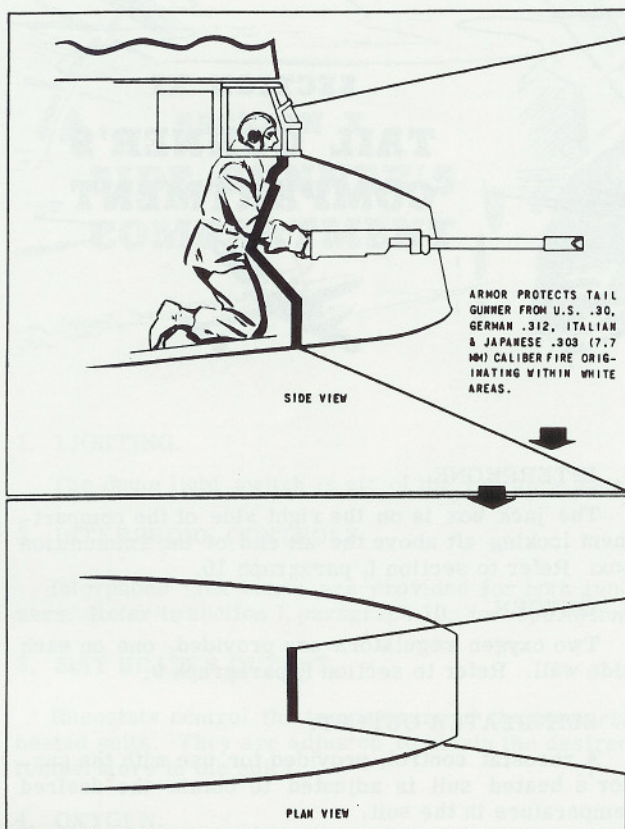
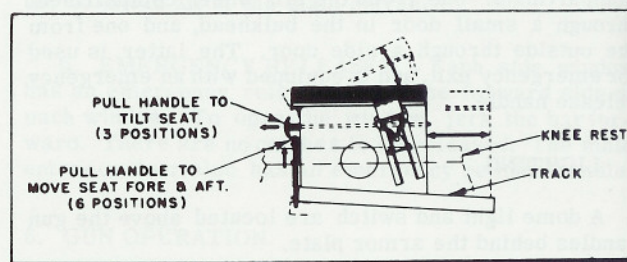


Figure 80 - Tail Gunner's
Armor Protection

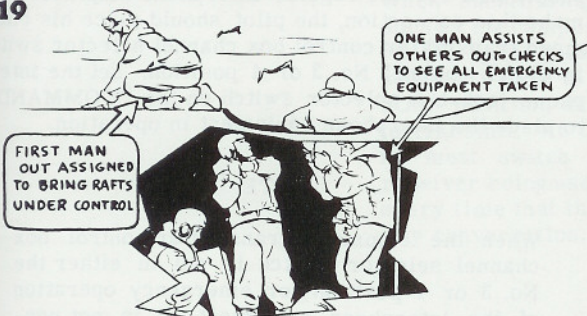


Figure 81 - Tail Gunner's
Seat Adjustment



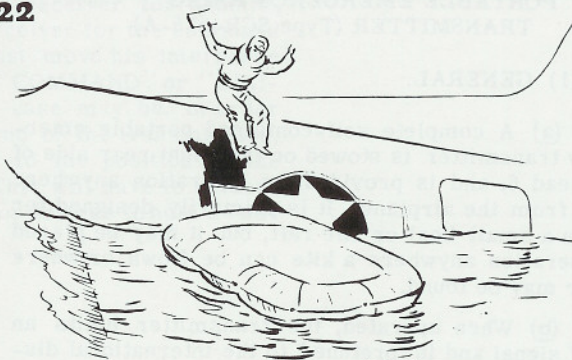
FORCED DESCENT AT SEA

19



During preflight drill, men should be assigned to evacuation duties. Each man should be familiar with these so that in case of accident alternate men can carry on. Each man should know his order.

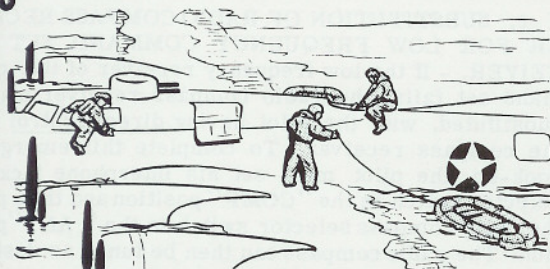
22



WARNING!

Do not jump on an inverted raft, as this will expel the air trapped under it and righting becomes more difficult.

20

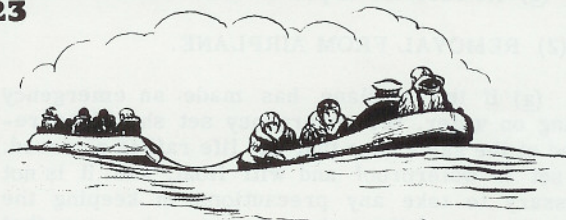


Pilot and copilot will exit through their side windows or through the radio compartment hatch. Decide which before flight.

CAUTION!

No crew member should inflate his life vest until he has emerged from the airplane.

23



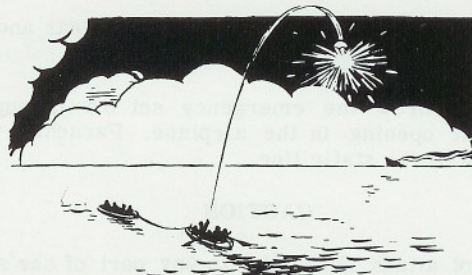
The rafts should be fastened together so they will not drift apart. Once aboard the rafts a check should be made to locate leaks. Repair them with the kit provided in the raft. Keep away from the airplane, if it floats but stay in the vicinity if possible. Do not remove wet clothing. Do not talk more than necessary; it dries the mouth. Do not move more than necessary; it takes energy.

21



If the life raft is inflated upside down, one man should jump into the water and right it. If there are handling patches on bottom of raft, grasp them with both hands, and with knees on buoyancy chamber, lean back and prepare to be submerged for a moment. Even the largest raft will turn over.

24



A signal kit containing a pistol and flares is in a waterproof sealed pocket of the life raft. It may be advisable to leave the kit sealed in the pocket until a ship or a plane is sighted so as to have dry signal equipment.