

The most carefully planned bombing mission can be ruined if the bombardier forgets an essential item of equipment or a vital step of procedure. A thorough check of equipment and steps is his only guarantee that he won't forget. This checklist is a valuable safeguard for his memory. It is not a guide to procedures.

## BEFORE LOADING BOMBS

- |  |             |
|--|-------------|
| 1. BOMB RACKS .....                        | PREFLIGHTED |
| 2. BOMBING INTERVALOMETER .....            | PREFLIGHTED |
| 3. SWITCHES IN BOMBARDIER COMPARTMENT..... | CHECKED     |
| 4. SWITCHES IN PILOT COMPARTMENT.....      | CHECKED     |
| 5. EMERGENCY RELEASE SYSTEM .....          | CHECKED     |
| 6. BOMB BAY SWITCHES .....                 | OFF         |
| 7. NOSE COMPARTMENT .....                  | CLEAR       |
| 8. WINDOWS .....                           | CLEAN       |

## BEFORE TAKEOFF

- |   |              |
|---|--------------|
| 1. PERSONAL EQUIPMENT .....                 | COMPLETE     |
| 2. BOMBARDIER'S KIT .....                   | COMPLETE     |
| 3. TARGET FOLDER AND WEATHER DATA.....      | COMPLETE     |
| 4. OXYGEN AND MASK .....                    | CHECKED      |
| 5. PARACHUTE AND LIFE VEST.....             | CHECKED      |
| 6. SPARE ELECTRICAL FUZES .....             | COMPLETE     |
| 7. BOMBS AND FUZES .....                    | CHECKED      |
| 8. PINS (IF INACCESSIBLE IN FLIGHT).....    | PULLED       |
| 9. BOMB BAY TANK SAFETY SWITCHES.....       | OFF          |
| 10. INTERPHONE SYSTEM .....                 | CHECKED      |
| 11. BOMBSIGHT .....                         | PREFLIGHTED  |
| 12. AUTOPILOT .....                         | PREFLIGHTED  |
| 13. GUNS, TURRETS, AND GUNSIGHTS.....       | PREFLIGHTED  |
| 14. CAMERA AND CAMERA INTERVALOMETER.....   | PREFLIGHTED  |
| 15. ALTIMETER PRESSURE SCALE AT 29.92.....  | SET          |
| 16. CLOCK .....                             | SYNCHRONIZED |
| 17. SWITCHES IN BOMBARDIER COMPARTMENT..... | OFF          |



# CHECKLIST

## BEFORE IP

1. SWITCHES IN PILOT COMPARTMENT..... CHECKED
2. SWITCHES IN BOMBARDIER COMPARTMENT..... CHECKED
3. ALL BOMBSIGHT SWITCHES..... ON
4. BOMB BAY SWITCHES..... CHECKED
5. PINS..... PULLED
6. AUTOPILOT..... ADJUSTED
7. BOMBING ALTITUDE..... COMPUTED
8. DISC SPEED AND TRAIL IN BOMBSIGHT..... CHECKED
9. AB COMPUTER COMPLETELY SET UP..... CHECKED
10. BOMBING INTERVALOMETER SETTINGS..... CHECKED
11. CAMERA INTERVALOMETER SETTINGS..... CHECKED
12. CAMERA DOORS..... OPEN

## BEFORE BOMBING RUN

1. BOMB BAY DOORS..... OPEN
2. BOMBSIGHT STABILIZER..... LEVEL
3. PROPER RACK SELECTOR SWITCHES..... ON
4. RELEASE HANDLE (OLD TYPE AIRCRAFT)..... SELECT
5. DRIFT AND DROPPING ANGLE..... PRE-SET

## BEFORE LANDING

1. SWITCHES IN BOMBARDIER COMPARTMENT..... OFF
2. BOMBSIGHT..... POST-FLIGHTED
3. TURRETS AND GUNS..... STOWED
4. GUNS, TURRETS, AND GUNSIGHT SWITCHES..... OFF
5. BOMBING EQUIPMENT MALFUNCTION REPORT..... COMPLETE
6. INTELLIGENCE REPORT..... COMPLETE

It would be more than tragic to subject a bomber and its crew to the hazards of a mission, to consume irreplaceable time reaching the target, and then to discover that a malfunction prevents the successful accomplishment of that mission. You must avoid any such disastrous cancellation of a mission in the air that might have been prevented on the ground. The need for accurate preflighting of equipment, therefore, is only slightly less obvious than the need for accurate bombing procedure.