



BAILOUT



CRASH LANDING



DITCHING

When emergencies arise in the air you have little time to think out the action you wish to take. You must know beforehand exactly what to do and how to do it so that you react instinctively and without hesitation.

Practice your emergency procedures on the ground regularly.

Drill your crew until the time element for each procedure is reduced to a minimum.

Plan ahead for emergencies even though your engines are purring smoothly and your airplane is functioning normally. There is no substitute for preparation—ask the oldtimers.

Don't keep a secret! Use your interphone when emergency occurs. Notify your crew at once of the procedure to be used.

If there is any indication of an emergency condition arising, it is only fair to warn your crew in advance so they may be well prepared. If possible, keep them informed at frequent intervals of what is going on, and particularly, of impending impact on crash landing and ditching. Conversation, if used in a normal manner, relieves the tenseness of the situation and promotes clear thinking.

BAILOUT

Pilot Procedure

1. Call crew on interphone to "Adjust parachute and stand by." Have each crew member repeat the call to prevent misunderstanding.

2. Switch on emergency IFF radio transmitter (under green cover guard).

3. Gain as much altitude as possible and slow airplane down.

4. Open bomb bay doors and salvo bombs or torpedoes (to clear exit for rear **gunner**).

5. Feather both props (to prevent possible injury to bombardier if he bails out through the nose exit).

6. Trim airplane for level flight or a steady rate of descent.

7. Slide seat back.

8. Call crew to "bail out."

9. Release upper **escape hatch** by pulling emergency handle down hard.

10. Release safety belt. (Hold on firmly as you climb out of seat to prevent wind blast from blowing you out prematurely.)

11. Dive flat (head first) out onto right wing trailing edge. Always bail out in this manner. The downward flow of air passing over the trailing edge of the wing forces you down and under the right horizontal stabilizer, thereby safely clearing the tail section.

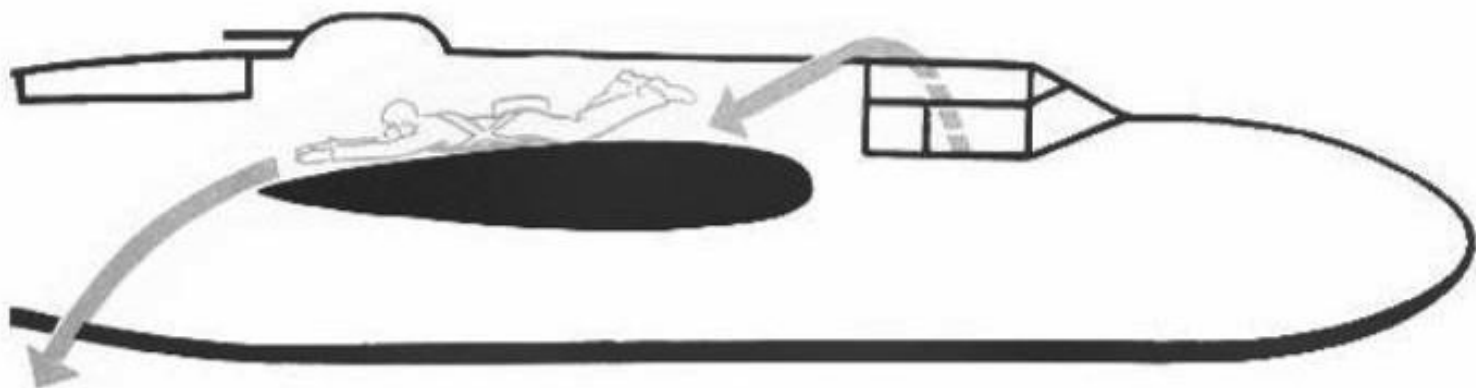
Crew Procedure

Rear Gunner—Bail out through bomb bay opening.

Bombardier—Exit same as, but prior to, pilot.

Alternate—Bail out through lower nose **hatch** exit.

Rehearse and re-rehearse this procedure on the ground.





Escape Hatch