

- A. Jettison bombs, ammunition, guns and all loose equipment and secure that equipment which might cause injury. Close bomb bay doors and lower hatches. If insufficient time to release bombs, depth charges, place them on safe. Retain enough fuel to make a power landing.
- B. These tips will help you determine wind direction and speed:
 - (a) Waves in open sea move downwind.
 - (b) Direction of spray indicates wind direction...
 - (c) Wind lanes--a series of lines or alternate strips of light and shade--also show direction...
 - (d) Approach on waves should be made into wind at right angles to them.
 - (e) Approach on swells should be made along top, parallel to swell and may be executed in winds not over 10 m.p.h.
- C. HOW TO DETERMINE WIND SPEED:
 - (a) A few white crests.....10 to 20 m.p.h.
 - (b) Many white crests.....20 to 30 m.p.h.
 - (c) Foam streaks on water.....30 to 40 m.p.h.
- D. Each crewman's duty is briefly and clearly indicated below. These duties should be studied, altered if necessary to agree with any modifications, memorized, and practiced until each member of the crew performs them mechanically. Drill is the responsibility of the pilot.
- E. The pilot's warning to "prepare for ditching" should be acknowledged by crew in the order given here--copilot, navigator, bombardier, flight engineer, radio operator, right waist gunner, left waist gunner, tunnel gunner, tail gunner, i.e., "copilot ditching", "navigator ditching", "bombardier ditching" etc...
- F. Upon acknowledgment, crew members remove parachutes, loosen shirt collars and remove tie and oxygen masks unless above 12,000 feet, in which case main oxygen supply or emergency oxygen bottle is used until notification by the pilot. All crew members wearing winter flying boots should remove them. No other clothing should be removed.
- G. Releases on dinghies should not be pulled until the plane comes to rest.
- H. Beware of puncturing rafts on wing and horizontal surfaces after launching. The dinghies should be tied together as soon as possible.
- I. Injured personnel should get first consideration and assistance when abandoning the aircraft.
- J. Life vests should not be inflated inside the plane unless the crewman is certain that the escape hatch through which he will exit is large enough to accommodate both him and the vest.
- K. When personnel are in dinghy, stock of rations and equipment should be taken by the captain (pilot or copilot). Strict rationing must be maintained. Flares should be used sparingly and only if there is a reasonable chance that they will be seen by ships or aircraft. Don't forget the Very pistol.
- L. If a source of rescue is within reasonable distance, it is recommended that crew personnel when possible, utilize a parachute with a one man life raft and abandon the airplane in air.

KNOW YOUR DITCHING DUTIES! PRACTICE THEM! DRILL IS IMPORTANT!

PILOT:

1. Warns "prepare for ditching" over intercomm, giving altitude; rings signal bell (5 or 6 short rings).
2. Fastens safety harness, assists co-pilot with his harness.
3. Orders R/O to ditching post, gives order to crew to "brace for ditching" 5 seconds before impact, long signal on bell.
4. Approaches, prepares to alight, tail well down--into wind if strong, along swell top if wind is light.
5. Releases safety harness, parachute straps when plane comes to rest.
6. Exits last from F.D. hatch; inflates vest, boards left dinghy last, takes command.

CO-PILOT:

1. Assists pilot to fasten safety harness, fastens own.
2. Releases safety harness, parachute straps when plane comes to rest.
3. Exits next to last from F.D. hatch, inflates vest, boards right dinghy last, takes command.

NAVIGATOR:

1. Calculates course, position, speed, giving info. to R/O; destroys secret papers, gathers maps, compass, celestial equipment, goes to flight deck.
2. Takes ditching post.
3. Exits first from F.D. hatch, inflates vest, receives emergency radio from bombardier (if stored in radio compartment), goes to left dinghy.

BOMBARDIER:

1. Jettisons bombs, closes bomb doors, destroys bomb sight, goes to flight deck, fixes emergency radio set rope to arm (if stored in radio compartment).
2. Takes ditching post.
3. Hands radio to navigator, exits second from F.D. hatch, inflates vest, goes to left dinghy.

ENGINEER:

1. Turns guns aft, throws loose equipment into bomb bay after bombs jettisoned.
2. Opens, fastens down top F.D. hatch, closes lower hatch and rear door to F.D. after bombardier, navigator arrive, affixes rope on emergency ration box to arm.
3. Takes ditching position.
4. Operates dinghy releases after plane comes to rest.
5. Exits third from F.D. hatch, inflates vest, receives ration box from R/O, goes to right dinghy.

RADIO OPERATOR:

1. Turns IFF to distress, switches on liaison transmitter tuned to MFDF, sends SOS position, calls signal continuously.
2. Continues SOS, obtains MFDF fix, remains on intercomm.
3. On Pilots order, clamps down key, hinges up radio table, takes ditching post, repeats pilots warning to brace for ditching!!
4. Hands emergency ration box to the Flight Engineer and exits fourth from the flight deck hatch, inflating life vest, and going to right dinghy.

R. WAIST GUNNER:

1. Jettisons guns, ammunition, r. waist gun window, secures emergency radio to arm (if stored in rear compartment), attaches ditching belt, remains on intercomm, inflates vest.
2. As plane halts throws radio out, keeping rope to arm.
3. Exits first from r. waist window to right dinghy, holds radio rope firmly.

L. WAIST GUNNER:

1. Jettisons gun, ammunition, window, remains on intercomm.
2. Attaches emergency ration box rope to arm, inflates vest.
3. Remains on intercomm, repeating "brace for ditching" warning.
4. When plane halts, throws ration box out left window holding rope.
5. Exits first from left window to left dinghy, holding to ration box rope.

TUNNEL GUNNER:

1. Jettisons gun, ammunition, tests tunnel gun hatch to see if it is tightly closed.
2. Takes ditching post, vest inflated.
3. Exits second from right window to right dinghy.

TAIL GUNNER:

1. Turns tail gun aft, helps side gunners jettison equipment.
2. Takes ditching post.
3. Exits second from left waist window to left dinghy.

NOTE: On water two impacts will be felt, the first a mild jolt when the tail strikes, the second a severe shock when the nose strikes the water. Positions should be maintained until the aircraft comes to rest. Emergency equipment for use in the dinghy should be carried to crash positions. Any equipment carried free must be held securely during ditching. Parachute pads, seat cushions, etc., should be used to protect the face, head, and back. Don't forget the thermo bottles. A parachute makes a good cover against exposure and may be used for sail. Normally, Navigator, Bombardier, Radio Operator and Engineer take ditching positions on flight deck.