

CHAPTER 4

BOMBING EQUIPMENT

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Chapter 4 BOMBING EQUIPMENT

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Safety precautions (bomb doors)

(1) Whenever the bomb doors are open and personnel are working in the bomb bay ensure that the doors safe switch is set to TRIP, the green light being on (Book 1, Sect. 3, Chap. 1, para. 28).

(2) It is important to note that even though the isolator switches are at ISOLATE and the doors safe switch at NORMAL, the doors will operate if the jettison switch is set to JETTISON.

(3) Other than for the alternative stores, except the 10,000 lb M.C., there is no ground bomb release safety circuit on this aircraft.

Introduction

1. The aircraft as delivered to the service is equipped for the standard role with provision for carrying up to a total of 21 × 1,000 lb stores in the bomb bay. Pro-

vision for the carriage of underwing stores was deleted by Mod. 2612, 2645, 2646, 2725 or 2762 according to aircraft type. The total store load carried depends upon fuel load requirements, C.G. limitations and type of store.

2. All aircraft are provided with the fittings necessary for carrying the 10,000 lb M.C. store. In addition B Mk. 1, B/PR Mk. 1, B/K Mk. 1, and B/K/PR Mk. 1 aircraft

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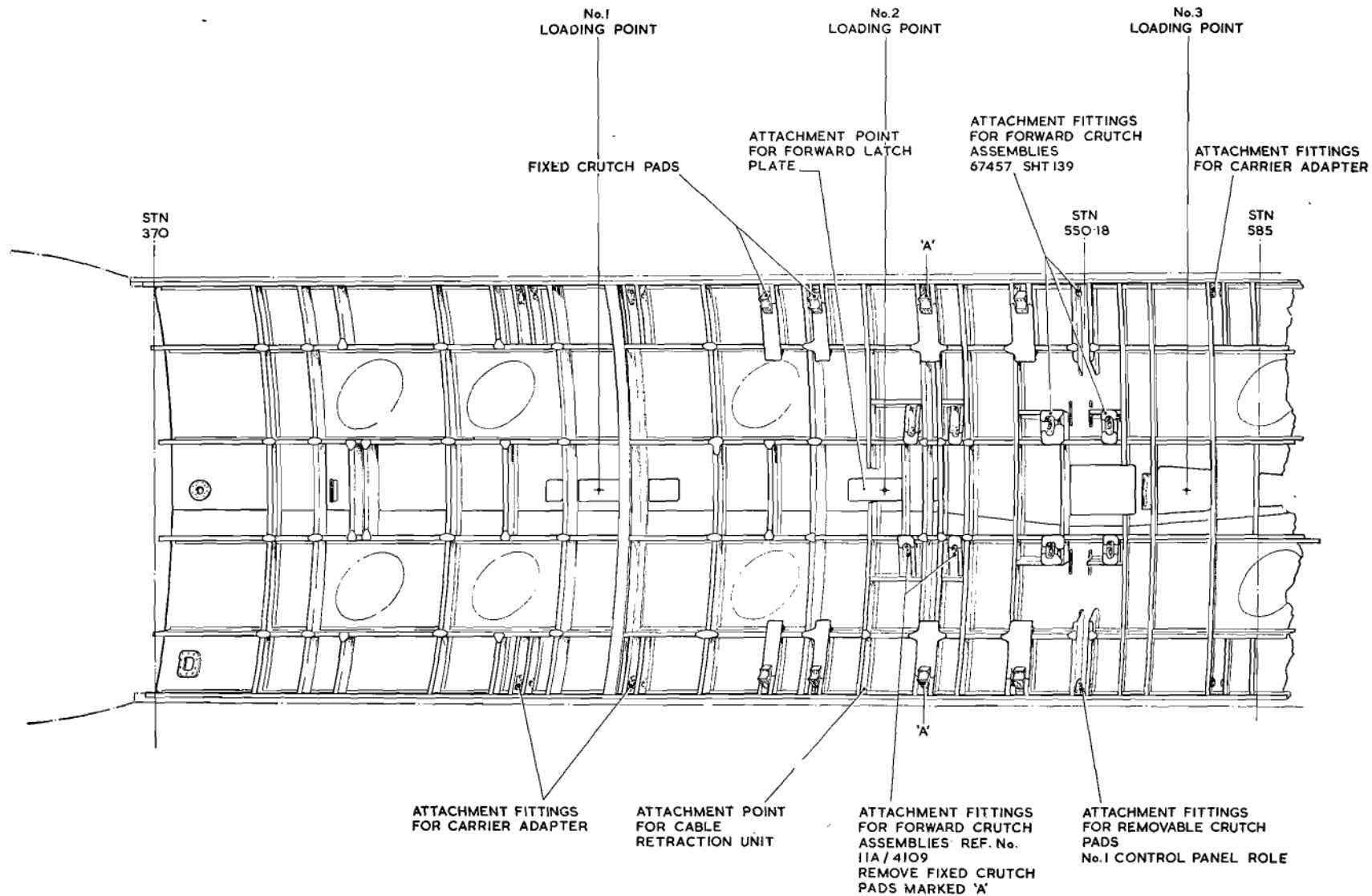


Fig. 1. View of bomb-bay roof (1)

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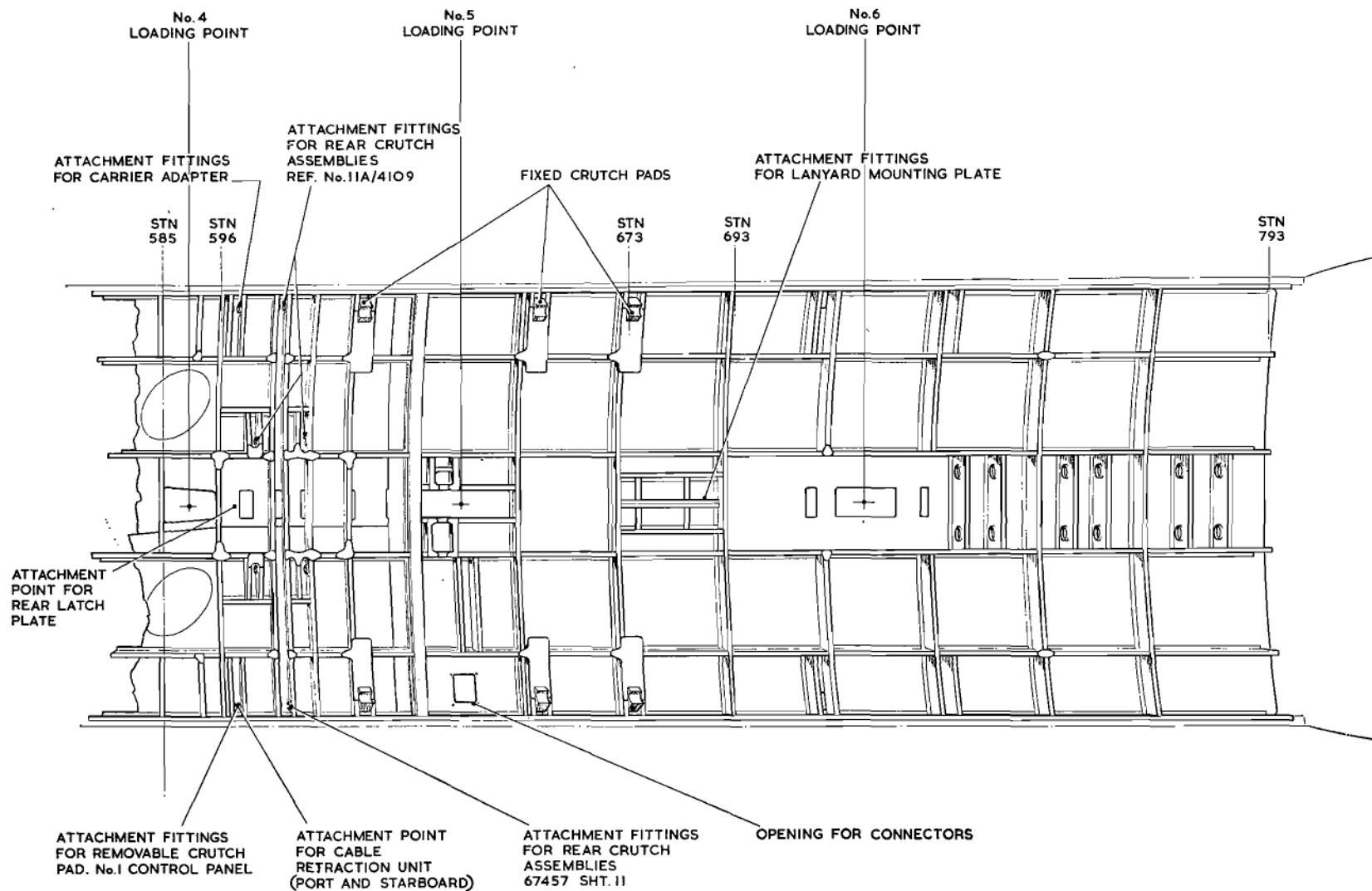


Fig. 1A. View of bomb-bay roof (2)

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incorporating Mod. 2646, 2645, 2612, and 2725 respectively, may carry other alternative stores. On aircraft modified to carry these extra alternative stores provision is made by Mod. 2609, 2610 and 2611 for the fitment to the radio crate of removable bomb control panels.

3. Fixed fittings are provided on the bomb bay roof structure for the attachment of the common removable equipment introduced by Mod. 2613.

4. When the aircraft is loaded with certain stores it is necessary to pre-heat the bomb bay before take-off. In the nose-wheel bay, on the bulkhead at Stn. 370, an adapter is provided for the attachment of a ground conditioning trolley, Ref. No. 4F/2013. When not in use the adapter is closed by a cover plate secured by three Dzus fasteners. A Cannon connector, adjacent to the adapter, provides for the connection of a temperature gauge to the thermocouple.

5. The following paragraphs describe the bomb bay, the location of the fixed fittings and the methods of conversion to the various roles. For details of the electrical circuits and connections refer to Book 2, Sect. 5.

Loading

6. It is essential during loading, in order to prevent the aircraft tilting onto its tail, that the aircraft C.G. is not transmitted aft of the main undercarriage. The order of loading multi-store loads is therefore to be, loading points No. 2, 1, 5, 4, 6. Loading point No. 3 is used for single-store loads.

7. The bomb load is hoisted into the bomb bay by an external source of hydraulic power applied from the top of the aircraft through the rectangular tunnels above the loading points. The loading equipment consists of a loading gantry, a hoisting assembly and a suspension assembly, full details of which are given in A.P.1664D (2nd Edn), Vol. 1, Part 1, Sect. 2.

Note . . .

In current use there are two types of bomb loading gantry with ram pistons of different areas. When calculating the hydraulic gauge pressure required during loading and unloading operations, care must be taken to adopt the correct figure for the type of gantry being used. The two types are:—

(1) *Crane, gantry, bomb hoisting (Ref. No. 16A/1931); piston area 11.08 sq. in.*

(2) *Truck, bomb hoisting (Ref. No. 16A/2303); piston area 14.65 sq. in.*

Bomb bay (fig. 1 and 1A)

8. The bomb bay extends between Stn. 370 and Stn. 793 in the lower fuselage and is closed by two electrically-actuated bomb doors. It is provided with external air spoilers at the forward end and, at the rear, an air deflector to minimize air turbulence when the doors are open. Opening and closing of the doors automatically raises and lowers the deflector, which can also be raised independently to permit examination of the bomb bay without opening the doors. The air spoilers, operated independently, are required for certain stores only.

9. Interspaced along the bomb bay roof fore-and-aft centre line, are loading points numbered 1 to 6 from front to rear. Each point consists of a rectangular tunnel extending vertically upwards from the bomb bay roof to the fuselage top skin where it is closed by a removable panel secured by Dzus fasteners. On PR aircraft only, a seventh loading point is provided at the rear for loading the flash crate.

10. Fixed crutch pads are provided at various points on the roof structure, and fittings are provided for the fitment of removable equipment introduced by Mod. 2613.

11. Eight fixed lamps and one point for a wander lead are provided in the bomb bay for use during loading and unloading operations, power being supplied by an external generator.

Release unit housings

12. At the bottom of the tunnels at loading points No. 2, 3 and 5, and attached to the fuselage centre beam, are release unit housings complete with load-retaining mechanism trunnions. Electrical release and jettison wiring is provided to the heavy store release unit housing at loading point No. 3 where a No. 3, Mk. 3 E.M. release unit may be installed. At loading points No. 1, 4 and 6, the release unit housings and their load-retaining trunnions are suspended by carrier adapters from the bomb bay roof, this arrangement permitting staggered stowage of stores at two different levels.

13. 20-pole and 2-pole butt connectors adjacent to release housings 1, 2, 4, 5 and 6 mate with similar butt connectors on the bomb carriers. At all loading points except No. 3 a dummy release in the form of a bomb slip adapter is fitted for the attachment of a bomb carrier.

Pre-selector units

14. Two pre-selector units are fitted at the bomb bay front end, on the starboard side of the battery compartment. The forward unit (UNIT A) controls selection at the fuselage bomb stations; the rear unit (UNIT B), previously controlling the selection at the wing stations, is no longer used. Release sequences are determined by setting the bomb station numbers in order of release on the pre-selector unit.

Carrier adapters

15. An adapter, Pt. No. 67457-Sht. 83, is fitted at each of the loading points No. 1, 4 and 6 to provide for the installation of the lower tier 1,000 lb bomb carriers (5-store). It consists of two light alloy side plates permanently bolted together to form a complete case. A release unit housing, similar to that fitted at loading points No. 2, 3 and 5, is provided to house the dummy release slip which forms part of the bomb carrier suspension equipment. Two trunnions formed in the upper part of the case provide for the load-retaining mechanism of the suspension equipment.

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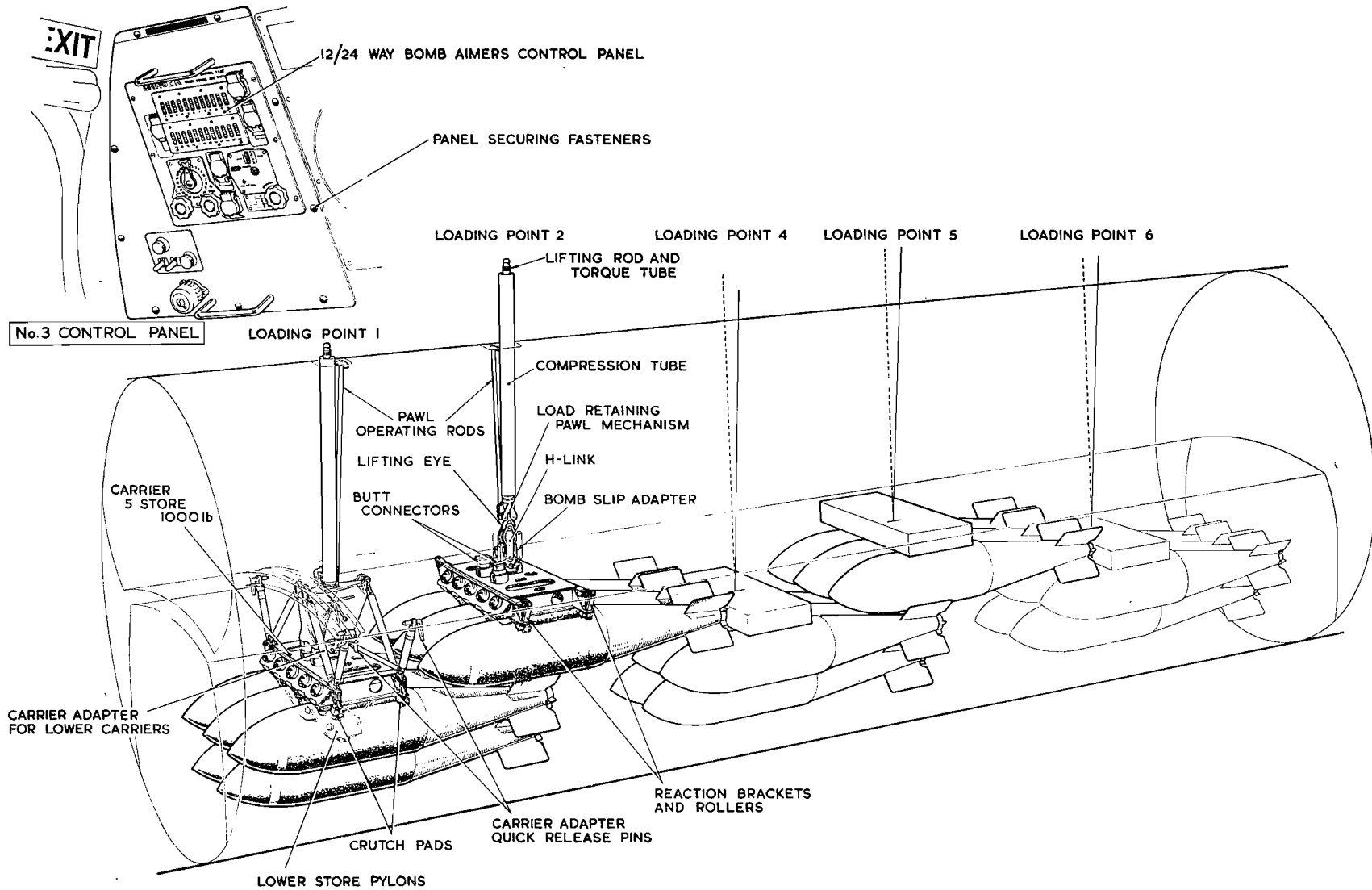


Fig. 2. Twenty-one 1,000 lb bomb installation

16. The adapter is secured to fittings fore and aft of the appropriate loading point by two quick-release pins passing through brackets in the top of the case. Two tubular structures one on each side of the case,

are used to steady the adapter after installation. Fitted to the lower ends of the tubular structures are four crutch pads against which the carrier is crutched when loaded into position. (For further details of the

adapter and method of installation refer to A.P. 1664A, Vol. 1, Sect. 2, Chap. 15).

Aircraft bomb suspension equipment

17. This equipment, fitted to the aircraft

when the carriers are fitted, is used in conjunction with the ground bomb hoisting equipment and gantry to load the carriers into the bomb bay. It is also used to retain the carrier and its load at the loading point. The suspension equipment consists of a load-retaining pawl mechanism, a lifting eye, an H-piece and a dummy slip or E.M. release unit.

18. Each of the six sets of equipment are similar in operation and construction, but those at loading points No. 1, 4 and 6 differ in that they have an extension tube permanently fitted to the load-retaining pawl mechanism, a longer pawl operating rod and a longer lifting eye; this eliminates the need for different lengths of ground bomb hoisting equipment when carrier adapters are fitted in the bomb bay.

Note . . .

Pawl operating rods of different lengths (Table 1) are fitted at the loading points.

Table 1—Pawl operating rods

<i>Loading point No.</i>	<i>Pawl operating rod Ref. No.</i>
1	11A/4381
2	11A/4382
3	11A/4383
4	11A/4384
5	11A/4385
6	11A/4386

19. The load retaining pawl mechanisms are fitted to the release unit housing trunnions by lowering them (by means of the pawl operating rods) down the tunnels above each loading point, through the access holes in the top of the fuselage. After fitting the pawl mechanisms, the operating rods must be adjusted so that when the pawls are closed the handle upper surface bears against the loading tunnel cover plate.

Note . . .

Load retaining pawl mechanisms, fitted with 'pawl closed' indicators (Mod. Arm. 2844), cannot be fitted to loading point No. 4 from

above. At this position only, the pawl mechanism must be fitted to the carrier adapter release unit housing trunnions before the adapter is secured to the bomb-bay roof.

Crutching and pretensioning

20. The multi-store carriers are crutched against fixed crutch pads on each side of the bomb bay roof structure, or on the carrier adapters as appropriate. For the carriage of the 10,000 lb M.C. and other alternative stores, removable crutch pads are fitted to the roof structure as appropriate. To ensure that the load carriers or the store are held firmly in position during flight it is necessary to pretension them against the crutch pads normally at three times the weight of the loaded carrier or store.

Standard role

21. In the standard role the aircraft is equipped to carry twenty-one 1,000 lb stores. Owing to the varying dimensions of different stores however, it is not always possible to carry the maximum number of certain types. A total of twenty-one 1,000 lb Mk. 6, 11 or 12 stores, or No. 38 Mk. 1 clusters may be carried, but with 1,000 lb Mk. 7 star or 1,000 lb T.I. H.A/H.S. stores the maximum that can be carried is fifteen, using only the upper stations of five 1,000 lb carriers (5 store), with the lower pylons removed. Various mixed loads of the above stores may be carried, depending on operational requirements.

22. The stores are carried slung from five 1,000 lb carriers (5 store) Mk. 1 (Ref. No. 11A/3875) Mk. 2 (Ref. No. 11A/4764) or Mk. 3 (Ref. No. 11A/4795), depending on the type of store. For details of carriers and application to various types of stores refer to A.P.1664A, Vol. 1, Sect. 1, Chap. 25.

23. On aircraft post-Mod. 2612, 2645, 2646 or 2725, the No. 3 bomb control panel (Mod. 2611) is fitted to the radio crate and used in conjunction with the 12/24 way control unit. The method of loading the aircraft for the twenty-one 1,000 lb Mk. 6, 11 or 12 stores is described in para. 24 to 28, loading of the other types of stores referred to in para. 21 being similar.

Twenty-one 1,000 lb Mk. 6, 11 or 12 stores (fig. 2)

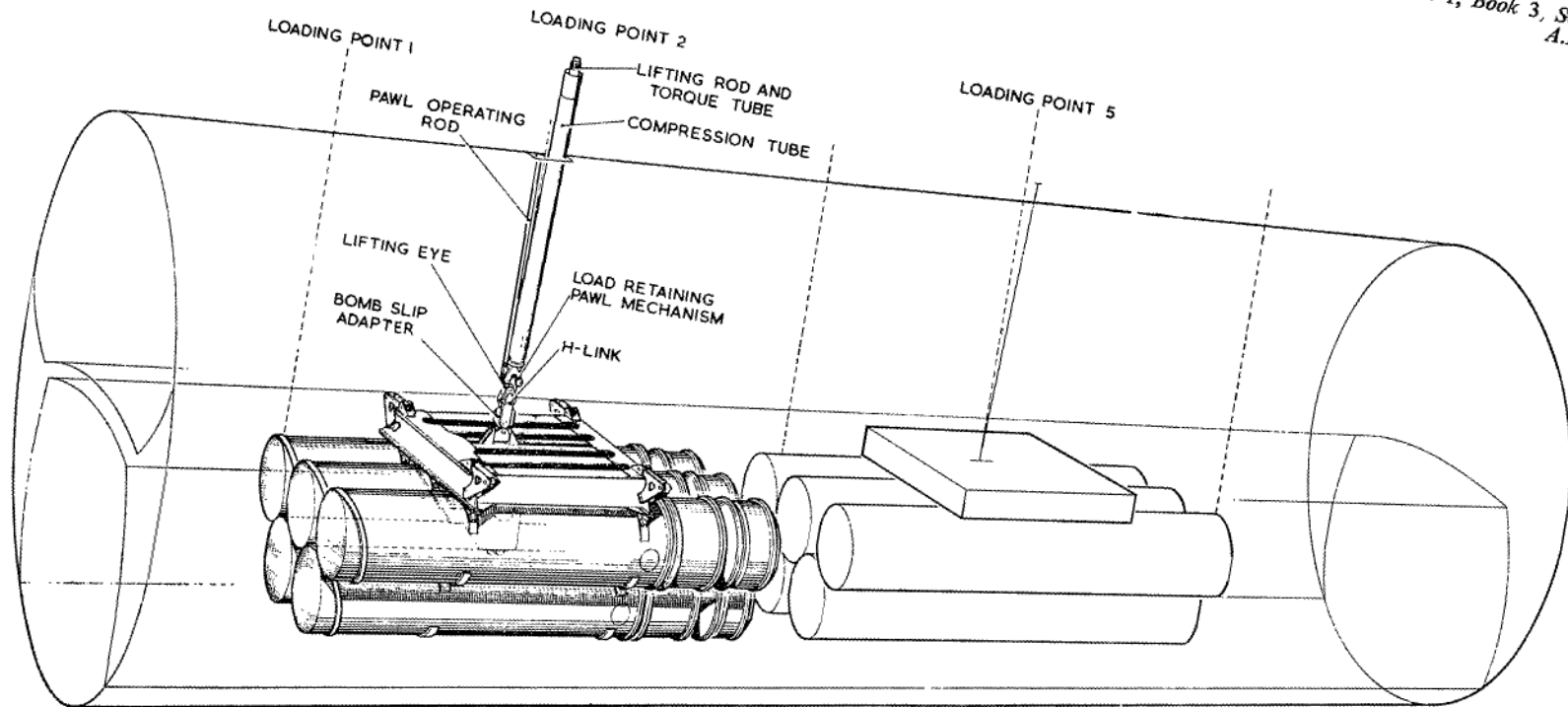
24. The twenty-one stores are loaded on five 1,000 lb. carriers (5 store) Mk. 1, Mk. 2 or Mk. 3, and the carriers are loaded into the bomb bay in a two-tier configuration. The two carriers in the upper tier are each loaded with three stores (the pylons for the lower stores having been removed), these carriers being suspended from loading points No. 2 and 5. The three carriers forming the lower tier, suspended on carrier adapters from loading points No. 1, 4 and 6, each carry five stores.

25. Interlocks are fitted to the carrier circuits so that the bomb slips in the upper tier carriers cannot be energized until the stores on the lower carriers have been released. With only the upper carriers fitted, the interlock circuit is not required. Provision is made for these two conditions by a switch on the pre-selector panel which can be set to UPPER CARRIERS ONLY or UPPER AND LOWER CARRIERS AS REQUIRED.

26. In certain conditions using upper and lower carriers, loading point No. 6 is not used and, in order to override the interlock circuit at this point, a specially wired socket (Mod. 2842) must be fitted to the 18-pin stalk connector at the loading point; when not in use the socket is stowed in a dummy plug mounted to starboard of loading point No. 6.

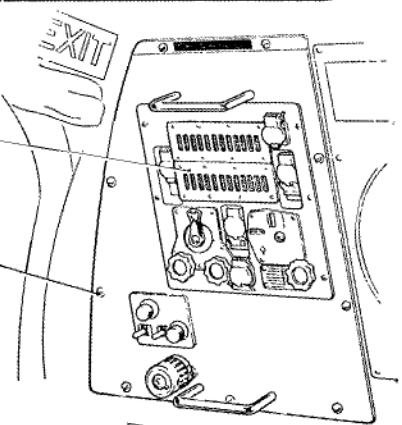
27. The carrier butt connectors at loading points No. 1, 4 and 6 are connected to their respective stalk connectors, using plugs which are mated with the stalk connectors when the carrier adapters are fitted. On the carriers at loading points No. 2 and 5 the butt connectors mate with similar connectors on the bomb bay roof.

28. The five carriers are loaded into the bomb bay in the order specified in para. 6 (see also A.P.2852B, Vol. 1, Sect. 5, Chap. 3). The two carriers in the upper tier are assembled with the four spring-loaded roller brackets fitted, the rollers bearing against fixed crutch pads on the bomb bay roof.



12/24 WAY BOMB AIMER'S CONTROL PANEL

PANEL SECURING FASTENERS



No.3 CONTROL PANEL

Fig. 3. Ten 2,000 lb mine installation

The carriers suspended from the lower tier adapters have the roller brackets removed and the rollers fitted to the bracket mountings on the carrier, the rollers bearing against crutch pads on the lower ends of the carrier adapter steadying struts.

29. The following aircraft suspension equipment, used in conjunction with the ground bomb-hoisting equipment and the bomb-loading gantry, is required for hoisting and retaining the carriers in the bomb bay.

Load-retaining pawl mechanism	....	....	....	....	....	....	....	....	....
Pawl operating rod	....	....	....	....	....	....	....	....	....
Lifting eye	....	....	....	....	....	....	....	....	....
H-piece	....	....	....	....	....	....	....	....	....
Bomb slip adapter	....	....	....	....	....	....	....	....	....

Ten 2,000 lb Type A mines (fig. 3)

30. Ten type A mines may be carried, five on each of two carriers, Ref. No. 11A/4230. After removing the carrier adapters from loading points No. 1, 4 and 6, the carriers are suspended from loading points No. 2 and 5. The forward carrier is crutched against pads on the bomb bay roof structure at Stn. 490·1 and 540·1, and the rear carrier against pads at Stn. 624·54 and 674·54.

31. On aircraft post-Mod. 2612, 2645, 2646 or 2725, fit the 12/24-way control unit to the No. 3 bomb control panel, and fit the control panel to the radio crate. Connect up, using the appropriate connectors from the stowage on top of the radio crate. From the stowage near the rear spar pass the appropriate numbered connectors into the bomb bay through the starboard side gaiter, and run them to the carrier positions. Secure the connectors to the bomb bay roof with the straps provided and close the gaiter, using its zip fastener and strap.

32. The loaded carriers are hoisted (A.P.

2852B, Vol. 1) and retained in position in the bomb bay, using the suspension equipment (para. 29) for loading points No. 2 and 5.

CONVERSION TO No. 1 CONTROL PANEL ROLE (fig. 4)

33. On aircraft post-Mod. 2612, 2645, 2646 or 2725, the conversion to this role entails removing the carrier adapters, and fitting the removable equipment (Mod. 2613), and the No. 1 control panel (Mod. 2609) to the

Loading Points

	No. 1, 4, 6	No. 2, 5
	11A/4139	11A/4100
	(Table 1)	
	11A/4140	11A/4111
	11A/4294	11A/4294
	11A/4134	11A/4134

radio crate. The various items involved in conversion are dealt with in para. 34 to 39.

Forward crutch pads

34. The two forward crutch pads, Pt. No. 70679-Sht.61, should be attached to the bomb bay roof structure at Stn. 550·18 as follows:—

- (1) Offer up the crutch pads, and secure the outboard end of each pad with the special quick-release pins to the mountings at the outer ends of the frame.
- (2) Remove the lower bolt and castellated nut from the roof frame.
- (3) Secure the inboard end of each pad to the frame with the bolt and nut removed in operation (2), this bolt passing through a bearing sleeve, Pt. No. 66027-5571, interposed between the two halves of the frame; tighten the nut and secure with a split pin.

Rear crutch pads

35. The two rear crutch pads, Pt. No. 70679-Sht. 63, should be attached to the

bomb bay roof frame at Stn. 600·18 port and starboard, each pad being secured by two special quick-release pins.

No. 1 bomb control panel

36. Fit No. 1 control panel to the radio crate and connect up, using the appropriate numbered connectors from the stowage on the top of the radio crate. From the stowage near the rear spar remove the appropriate connectors and pass them through the gaiter on the starboard side into the bomb bay. Run them forward to the carrier position, secure to the bomb bay roof by the straps provided, and fasten the gaiter by its zip fastener and strap.

Auxiliary crutch

37. Fit the auxiliary crutch, Ref. No. 11A/4983, in position at loading point No. 5, using the following suspension equipment to hoist and retain it:—

Load-retaining pawl mechanism	11A/4100
Pawl operating rod	.... 11A/4385
H-link	.... 11A/4294
Lifting eye	.... 11A/4111
Bomb slip adapter	.... 11A/4134

Main carrier

38. The main carrier, Ref. No. 11A/4625, and store must be attached to loading point No. 3, using the same suspension equipment as that listed in para. 37, but a different pawl operating rod, viz, Ref. No. 11A/4383.

Electrical connectors

39. After loading, the electrical connectors fed through the bomb bay roof are connected to the carrier junction box, and the jettison connector removed from its stowage on the bomb bay roof port side at Stn. 613·78, and connected to the carrier.

CONVERSION TO No. 2 CONTROL PANEL ROLE (fig. 4)

40. On aircraft post-Mod. 2612, 2645, 2646 or 2725, the conversion to this role entails the removal of the carrier adapters, and the fitting of removable equipment (Mod. 2613) in the bomb bay, and the

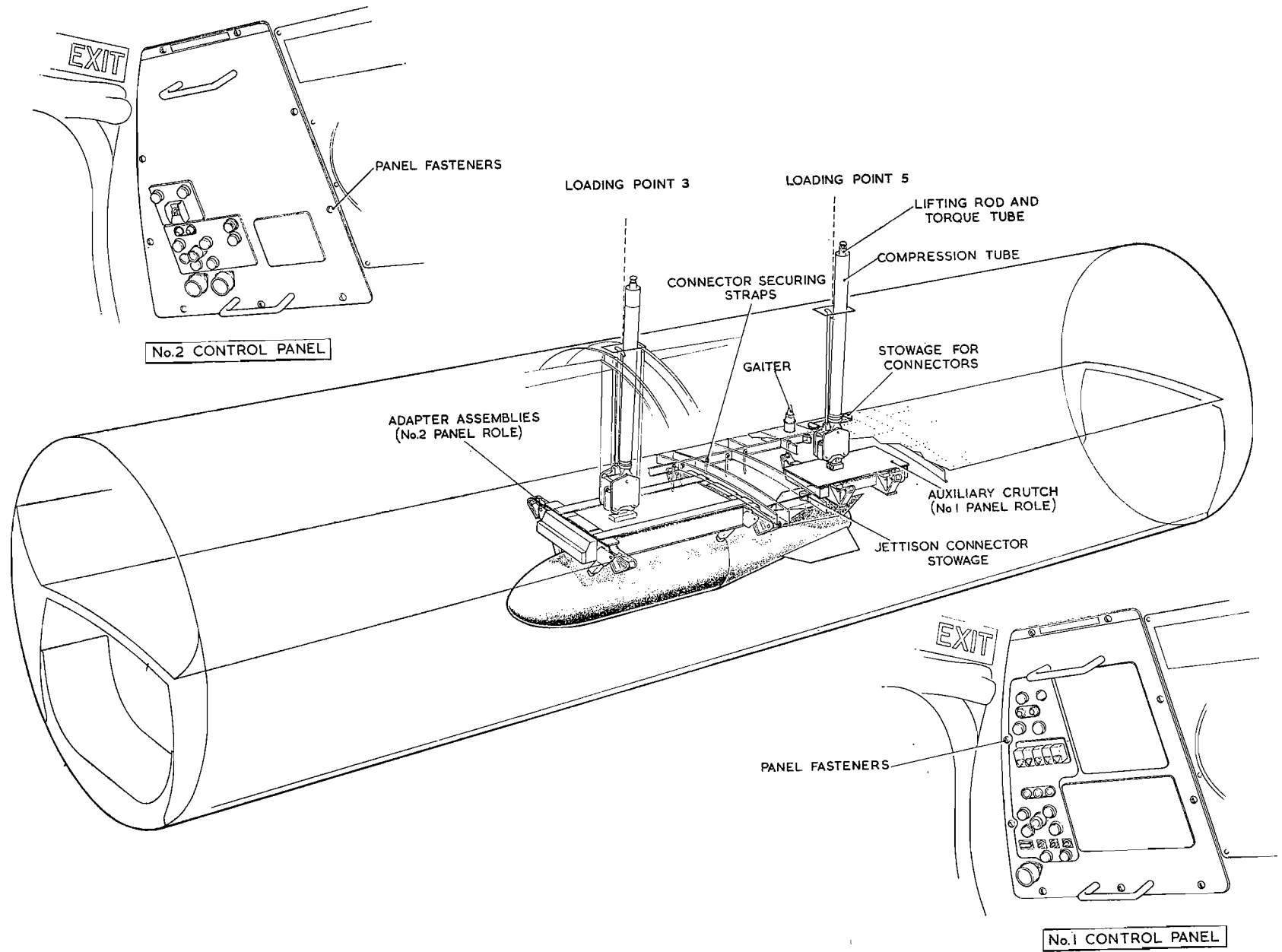


Fig. 4. No. 1 and No. 2 control panel role

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No. 2 control panel to the radio crate. The various items involved in conversion are dealt with in para. 41 to 43.

Crutch pads

41. Fit the two forward crutch pads, Pt. No. 70679-Sht. 61, as detailed in para. 34 and the two rear ones, Pt. No. 70679-Sht. 63, as detailed in para. 35.

Carrier

42. After fitting the four adapter assemblies, Ref. No. 11A/4813, to the carrier, Ref. No. 11A/4759, the carrier and store can be loaded into the bomb bay at No. 3 loading point and pretensioned onto the crutch pads, using the same suspension equipment as that called for in para. 38.

No. 2 bomb control panel

43. Fit No. 2 control panel to the radio crate and connect up, using the appropriate numbered connectors from the stowage on the top of the radio crate. From the stowage near the rear spar remove the appropriate connectors and pass them through the gaiter on the starboard side into the bomb bay. Run them forward to the carrier position, secure to the bomb bay roof by the straps provided, and connect to carrier. Fasten the gaiter with its zip fastener and strap.

CONVERSION TO No. 3 CONTROL PANEL ROLE (10,000 lb M.C.)

(fig. 5)

44. On aircraft post-Mod. 2612, 2645, 2646 or 2725, conversion to this role entails removing the carrier adapters, and the crutch pads on the port and starboard ends of the bomb bay roof frame at Stn. 520·08. The No. 3 bomb control panel is fitted with the B.C.U. Type 1 in place of the 12/24-way control unit and fitted to the radio crate. Detent connector plates, Ref. No. 11A/4399, are fitted to the H-link, Ref. No. 11A/4309, and the following removable equipment (peculiar to role) is fitted in the bomb bay.

Crutch assembly (4 off)....	....	11A/4109
Cable retraction unit (1 off) ....	....	5D/1922
Cable retraction unit (2 off) ....	....	5D/1923
Mounting plate for fuzing unit (1 off) ....	....	11A/4231
Connector plug latch plate (3 off)	5D/1784	
Lanyard plate (1 off) ....	....	11A/4108

For detailed descriptions of the equipment listed above refer to A.P.1664A, Vol. 1, Sect. 4, Chaps. 16, 19 and 20. When the equipment is removed and stored after use, the attaching parts should be assembled in the components removed, for subsequent use.

Crutch pads

45. The four crutch assemblies, Ref. No. 11A/4109, are fitted to the bomb bay roof frames. The forward pair are fitted at Stn. 521·08 after removing the crutch pads at Stn. 520·08, and the rear pair at Stn. 608·18. They are each secured by three quick-release pins, two passing through the inboard arms of the crutch and fittings in the roof structure, and the other through the support strut outboard end and fittings in the roof structure.

Cable retraction units and link plate mountings

46. Fit the three cable retraction units, one (Ref. No. 5D/1922) on the starboard side of the bomb bay at Stn. 509·02 and two (Ref. No. 5D/1923) at Stn. 596 port and starboard. They are each secured to a link plate mounting assembly, Ref. No. 11A/4138, by two $\frac{3}{8}$ in. B.S.F. bolts and stiffnuts, and each link plate is secured to the bomb bay roof structure by a further two $\frac{3}{8}$ in. B.S.F. bolts and stiffnuts. The bolts securing the forward link plate are longer than those at the rear, and bushes are fitted over them between the forward face of the link plate and the roof frame at Stn. 509·12. When the retraction units are fitted they must be connected to the appropriate connectors mounted on brackets at Stn. 510·1 and 596.

Lanyard plate and mounting brackets

47. The lanyard plate, Ref. No. 11A/4108, is fitted vertically on the centre line of the bomb bay roof structure. Two mounting brackets (Ref. No. 11A/4137), are secured to the upper corners of the lanyard plate by six 2 B.A. bolts and stiffnuts, and the brackets are secured by a further eight 2 B.A. bolts and stiffnuts to a roof intercostal member between frames at Stn. 673 and 693.

Connector plug latch plates

48. Three latch plates, Ref. No. 5D/1784, are fitted on two mounting plates attached to prepared points about the bomb bay centre line. The forward mounting plate, Ref. No. 11A/4135, carries one latch plate and is attached by four 2 B.A. bolts and stiffnuts to the roof structure between Stn. 505·01 and 509·12, the two forward bolts also passing through the latch plate base. A further six 2 B.A. bolts and stiffnuts attach the latch plate, with its plunger ring on the port side, to the mounting plate.

49. The rear mounting plate, Ref. No. 11A/4136, is attached to the roof structure between Stn. 596 and 607·08 by eight 2 B.A. bolts and stiffnuts, and the two latch plates (with their plunger rings outboard) are secured to the mounting plate by eight 2 B.A. bolts and stiffnuts.

Note . . .

The mounting bracket for the fuzing unit must be fitted before the forward latch plate.

Mounting bracket for fuzing unit

50. The mounting bracket, Ref. No. 11A/4231, has two fuzing units No. 1, Mk. 1, Ref. No. 5D/1476, secured to it by six 2 B.A. bolts and stiffnuts. It is fitted to loading point No. 2 release unit housing, the spring-loaded plungers at the top of the bracket engaging the release unit housing trunnions. The bracket is correctly fitted when the two cable release rings are close up against the lower end of the short guide tube through which the cables pass.

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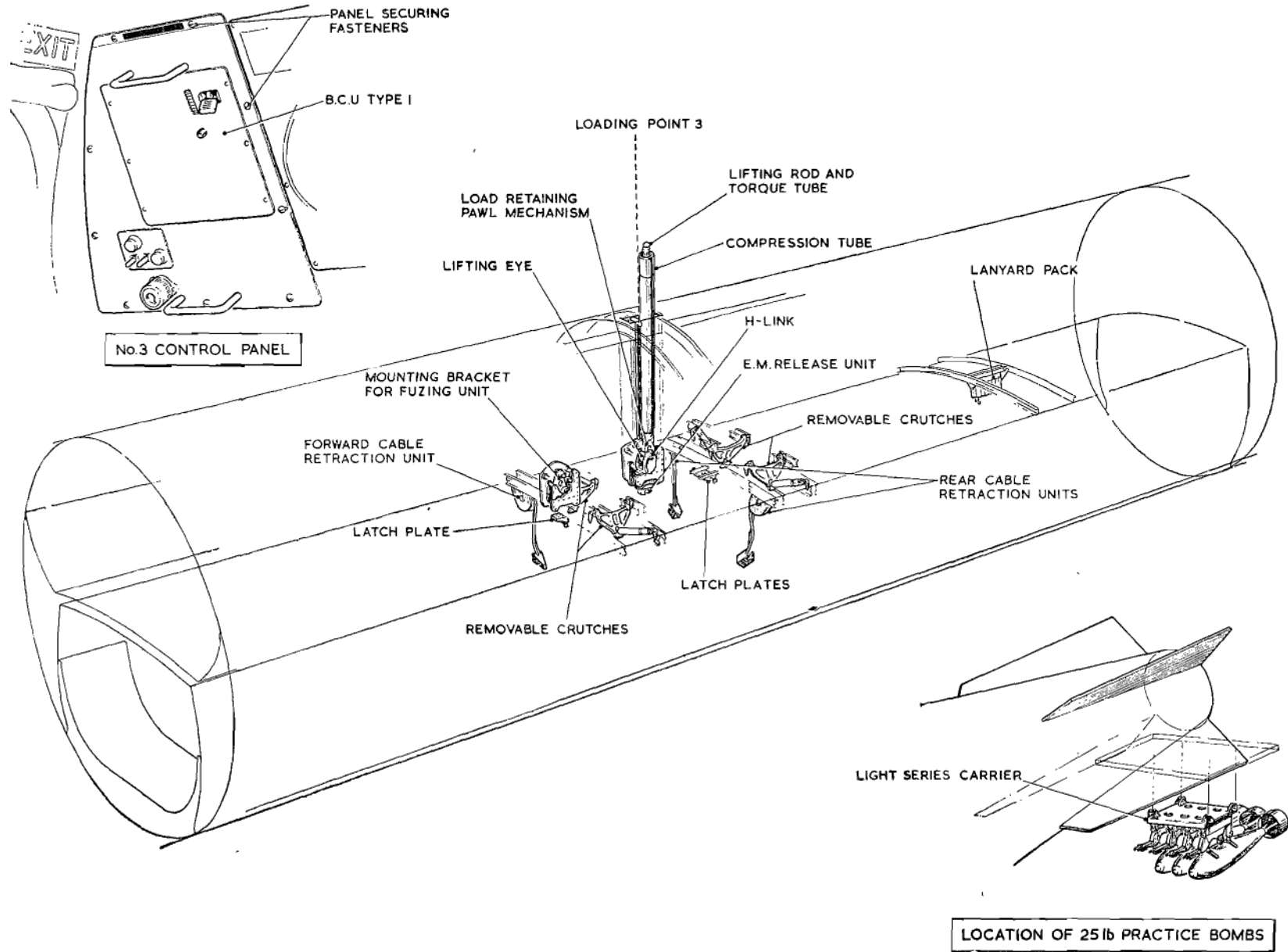


Fig. 5. 10,000 lb M.C.

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No. 3 bomb control panel

51. To the No. 3 control panel fit the B.C.U. Type 1, Ref. No. 5D/1782, in lieu of the 12/24-way control unit, and fit the control panel to the radio crate. Connect the control panel, using the appropriate numbered connectors from the stowage on top of the radio crate. The normal bomb control plugs and sockets are not required and are stowed on the stowage panel.

52. After making the necessary connections to the store, it can be hoisted into position at loading point No. 3, using the following suspension equipment:—

Load-retaining pawl mechanism	11A/4100
Pawl operating rod	.... 11A/4383
Lifting eye	.... 11A/4111
H-link	.... 11A/4294
E.M. Release unit No. 3 Mk. 3....	11A/4185

SPECIAL CONTAINERS A AND B

53. These containers are carried, one in the rear fuselage and one in the bomb bay, when the aircraft is carrying the 10,000 lb M.C., or certain other alternative stores. A fixed mounting and a removable carrier, Pt. No. 70679-Sht. 987, are provided for the stowage of the containers. Each container is held in position by two straps secured by toggle fasteners, which are normally retained in stowages attached to both the fixed mounting and the removable carrier. The fixed mounting, for container A (Mod. 2755), is fitted to the rear fuselage port side between Stn. 1078·7 and Stn. 1115.

54. The removable carrier, for container B (Mod. 2773), is attached to the port side of the bomb bay roof in one of two positions after the bomb carrier adapters, Pt. No. 67457-Sht. 83, have been removed. The container carrier is fitted to port of loading point No. 1 when the 10,000 lb M.C. store is carried, and to port of loading point No. 6 when the other alternative stores are carried. In both positions the carrier is secured to fixed fittings on the bomb bay roof by captive quick-release pins and to the bomb carrier adapter fittings fore and aft of the loading point by hollow bolts, Pt. No. 70679-5809, and special bolts, Pt. No. 70679-5779.

CONVERSION TO 10,000 LB H.C. ROLE (fig. 6)

55. The 10,000 lb H.C. store is carried on the heavy-store position at loading point No. 3. Conversion to this role entails removing the carrier adapters and fitting the removable equipment peculiar to role in the bomb bay; also the No. 3 bomb control panel, fitted with the 12/24-way control unit, must be fitted to the radio crate.

Crutches

56. Four special crutches are fitted, two (Pt. No. 67457-Sht. 139) forward of the loading point and two (Pt. No. 67457-Sht. 11) aft of the loading point. The two forward crutches are secured to fittings on the bomb bay roof structure fore and aft of Stn. 550·18 by captive quick-release pins, the outboard end of the crutch support strut being secured to a fitting at Stn. 550·18 by a

similar pin. The two rear crutch assemblies are fitted in a similar manner at Stn. 608·18.

Lanyard retraction unit and fuzing unit

57. Fit the lanyard retraction unit, Ref. No. 11A/3734, to the bracket aft of Stn. 653, and the fuzing unit to the bracket on the intercostal forward of Stn. 495.5. The fuzing mates with a built-in socket on the mounting plate and is secured by three bolts, the necessary electrical connections being made through the medium of the socket.

58. The suspension equipment required for hoisting and retaining the store in position is the same as that listed in para. 52.

EIGHTEEN 25 LB OR 100 LB PRACTICE BOMBS (fig. 7)

59. On aircraft post-Mod. 2612, 2645, 2646 or 2725, a total of eighteen 25 lb or 100 lb practice bombs may be carried, using the No. 3 bomb control panel in conjunction with the 12/24-way control unit fitted to the radio crate. The practice bombs are carried on nine 25/100 lb internal practice bomb carriers. These are attached to the three upper stations of three 1,000 lb carriers (5 store) from which the lower store pylons have been removed. The 1,000 lb carriers are suspended from carrier adapters at loading points No. 1, 4 and 6, using the suspension equipment listed in para. 29 for these points. For further details of the practice bomb carrier and method of installation refer to A.P.1664A, Vol. 1, Sect. 1, Chap. 23.

RESTRICTED

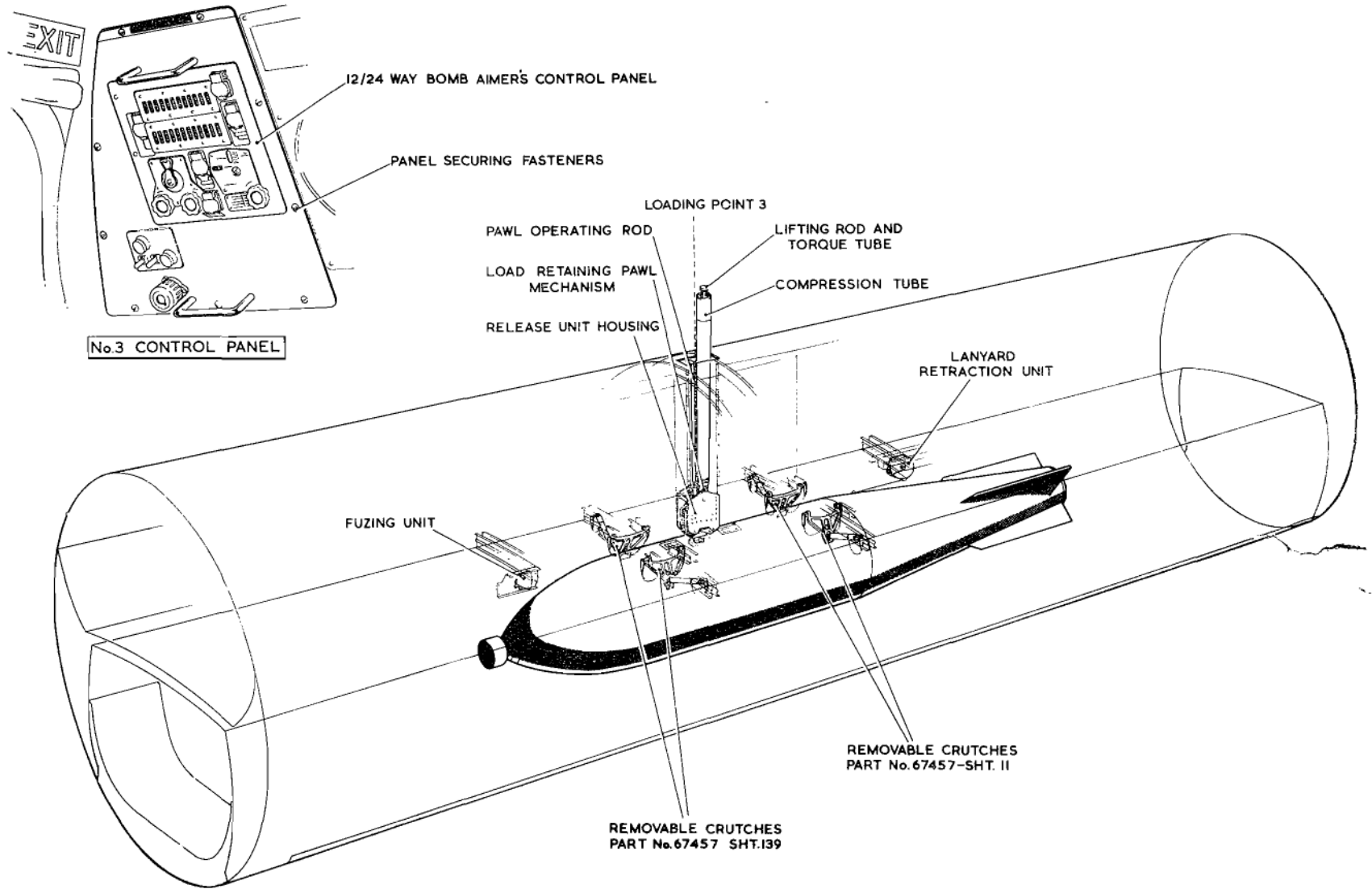


Fig. 6. 10,000 lb H.C.

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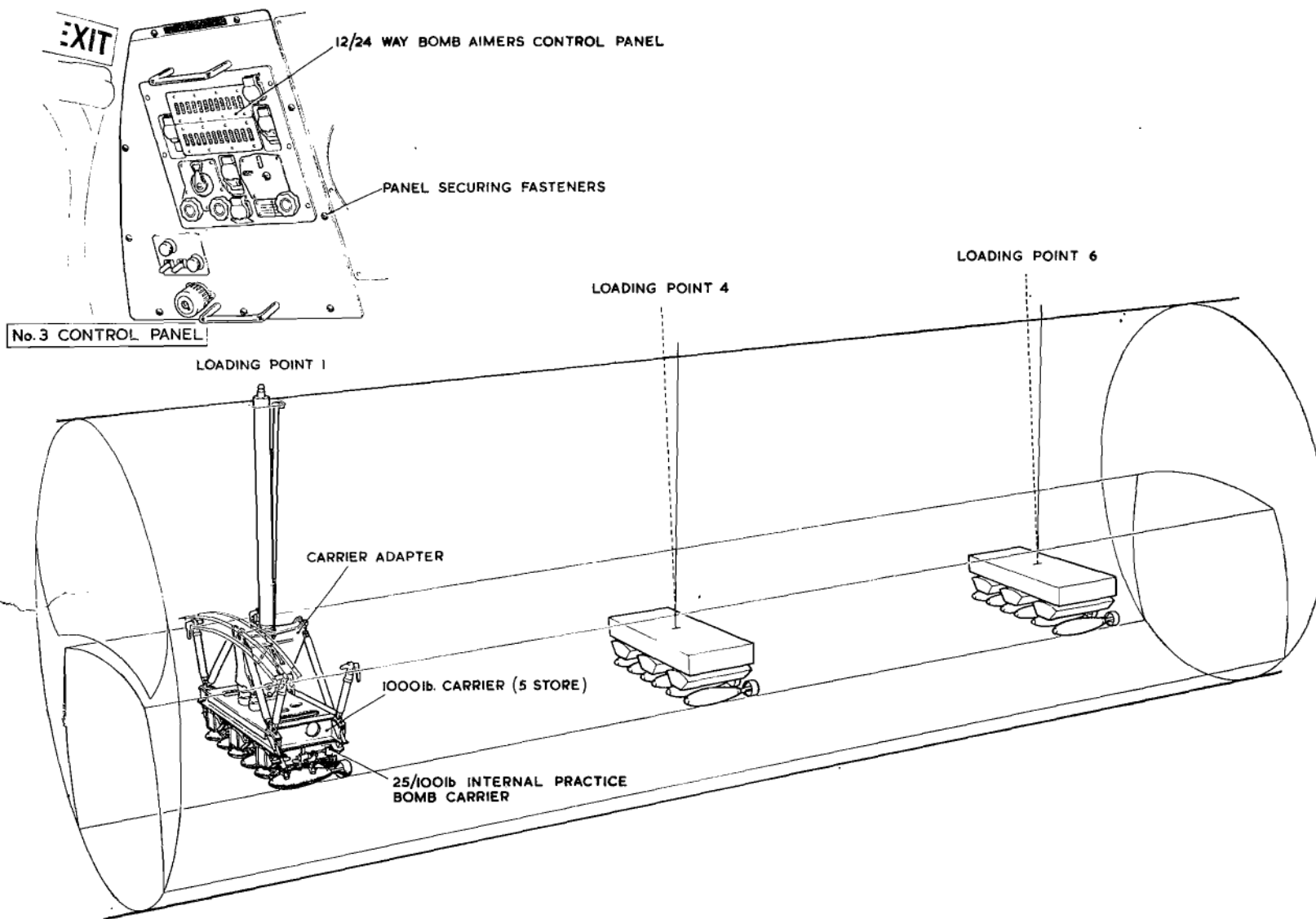


Fig. 7. Eighteen 25 lb or 100 lb practice bombs



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