



AIRSHIP COMMANDER.

The airship commander is responsible for the airship and the accomplishment of the mission. He directs the preparation of the watch list and assures that each crew member is properly informed and carries out his assigned duties. He checks the airworthiness of the airship by consulting the airship post-flight servicing inspection sheet and noting the weigh-off data. An exterior "walk-around" inspection of the airship is executed following weather and mission briefing of the flight crew. The airship commander normally rotates watches as pilot, copilot, and navigator with the other two aviators in the flight crew.

PILOT.

The pilot is responsible for flying the airship. The final checks on the condition of the airship for flight are the interior inspection made by the pilot immediately after boarding the airship and the system ground check, which is executed after the engines are operating. The pilot is responsible for submitting a completed airship pre-flight inspection sheet to the command pilot prior to take-off. The normal duties of the pilot are outlined in section II and his emergency duties are listed in section III.

He must obtain reports from each crew member that all necessary checks have been completed before he executes any operation such as take-off or landing. The pilot assigns any crew duties not covered by specific checks as the need arises. The functions of command pilot and pilot usually are combined unless an extra pilot is assigned to the flight crew.

COPILOT.

The copilot assists the pilot in flying the airship. He is also required to make the checks in the following paragraphs in addition to those outlined and discussed in sections II and III.

ON ENTERING CAR.

- | | |
|----------------------------------|----------------------------------|
| a. Correction Cards | In Holders |
| b. Radio and ICS Controls | OFF |
| c. Binoculars | Properly stowed |
| d. Rip Cord | Properly coiled and stowed |
| e. IFF Controls | OFF |
| f. Pilot's Circuit Breaker Panel | Required circuit breakers closed |

BEFORE TAKE-OFF.

- | | |
|--|----------|
| a. Radio and ICS | Operable |
| b. Pilot's Compartment Interior Lights | Operable |
| c. Altimeter | Set |
| d. Clock | Set |

BEFORE APPROACH.

- | | |
|-----------------|-----|
| a. IFF Controls | OFF |
|-----------------|-----|

NAVIGATOR.

In addition to his primary navigation duties, the navigator is responsible for operation and control of the armament equipment. He also serves as refueling officer and reballasting officer during flight refueling and reballasting operations. The checks which the navigator is required to make at specific times are included in the following paragraphs.

ON ENTERING CAR.

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|--|--|
| a. Navigation Equipment and Supplies | Available |
| b. Armament Control Switches | OFF |
| c. Correction Cards | In holders |
| d. All Navigation and Tactical Electronic Equipment Power Switches | OFF |
| e. Sonobuoys | Properly stowed (Record serial and channel numbers.) |
| f. Night Drift Signals | Properly stowed |
| g. Fluorescent Dye Markers | Properly stowed |

- h. Slick Markers Properly stowed
i. Bomb Bay Door Handcrank Positioned properly

BEFORE TAKE-OFF.

- a. Electronic Equipment Operable
b. Armament System Checked
c. Lights Operable
d. Altimeter Set
e. Clocks Checked against navigator's chronometer
f. Heater Cabinstat Control Set (if heating system required)

BEFORE APPROACH.

- a. Electronic Equipment Power Switches OFF
b. Armament Control Switches OFF

RADAR OPERATOR.

In addition to his primary responsibility, which is to check out the radar equipment before flight and operate the equipment during flight, the radar operator must check and operate the a-c power controls. In flight the radar operator is responsible for checking the a-c instruments and indicator lights to assure that the a-c system is functioning properly.

The checks which the radar operator is required to make at specific times, other than those outlined and discussed in sections II and III, are as follows:

ON ENTERING CAR.

- a. Radar Equipment OFF
b. A-C Circuit Breaker Panel Required circuit breakers closed.
c. Spare Tubes and Lamps Properly stowed

BEFORE TAKE-OFF.

- a. ICS Operable
b. Lights Operable
c. Clock Set
d. Radome Extended
e. Radar Equipment Checked
f. Radome Retracted

BEFORE APPROACH.

- a. Radar Equipment OFF
b. Radome Retracted

BEFORE LEAVING AIRSHIP.

- a. A-C Electrical System Secured

ECM OPERATOR.

The ECM operator is responsible for operation of the equipment at the ECM station. Before take-off he checks all equipment at the station to assure that the equipment is operable. Before landing he makes certain that all equipment is secured.

When the ECM equipment is not being used the operator may be required to alternate watches with either the radio operator or the radar operator. The checks which the ECM operator is required to make are the following:

ON ENTERING CAR.

- a. First Aid Kit Properly stowed

- b. Outrigger Safety Harness Properly stowed
c. Port Engine Access Door Secured
d. Cooking Facilities Available and Properly stowed
e. Air System Control Panel Hood lowered
f. Portable Fire Extinguisher Checked and Properly stowed
g. Electronic Equipment OFF

BEFORE TAKE-OFF.

- a. Lights Operable
b. ICS Operable
c. Clock Set
d. Electronic Equipment Operable

BEFORE APPROACH.

- a. Electronic Equipment OFF

RADIO OPERATOR.

In addition to his primary responsibility, which is to check out the radio equipment prior to flight and operate the equipment during flight, the radio operator must operate and check the d-c power controls. In flight the radio operator is responsible for checking the d-c instruments and indicator lights to assure that the d-c system is functioning properly. The checks which the radio operator is required to make at specific times, other than those outlined and discussed in sections II and III, are as follows:

ON ENTERING CAR.

- a. Electronic Equipment OFF
b. D-C Circuit Breaker Panel Required circuit breakers closed
c. Current Limiters Check and replace if necessary

BEFORE TAKE-OFF.

- a. Lights Operable
b. Radio and ICS Operable
c. Electronic Equipment Operable
d. Clock Set

BEFORE APPROACH.

- a. Electronic Equipment OFF

BEFORE LEAVING AIRSHIP.

- a. D-C Electrical System Secured
b. Overspeed Control Circuit Breaker Open

WINCH OPERATOR (MECHANIC).

The winch operator is responsible for the operation of the equipment in the stern compartment. This includes the winch and associated equipment, in-flight refueling equipment, and the water ballast equipment. The winch operator also is responsible for any emergency repairs to engines or other mechanical equipment.

The checks which the winch operator is required to make at specific times are listed below.

ON ENTERING CAR.

- a. Sanitary Facilities Available and Properly stowed

- b. Emergency Equipment Container Properly stowed
- c. Mark 4 Life Rafts Properly stowed
- d. Ballast Pick-Up Bag Properly stowed
- e. Refueling Phone Properly stowed
- f. Winch Remote Control Handle Properly stowed
- g. Aft Portable Fire Extinguisher Checked and Properly stowed
- h. Refueling Doors Closed
- i. Refueling Doors Safety Bar In place
- j. Cargo Door Closed
- k. Cargo Door Safety Bar In place
- l. Scupper Hose Properly stowed
- m. Winch Hydraulic Reservoir Full
- n. Pressurization Bottle Shut-Off Valve Open
- o. Pyrotechnic Pistol and Ammunition Properly stowed
- p. Fish Clamps Hand Crank Positioned properly
- q. Swivel Pulley and Follower Pulley Hand Cranks Properly stowed
- r. Winch Operators Circuit Breaker Panel Required circuit breakers closed
- s. Engine Tools Available
- t. Spare Hydraulic Fluid Properly stowed
- u. Drag Rope Properly stowed
- v. Flight Refueling Shut Off Valve Closed
- w. Flight Refueling Hydraulic Reservoir Full

BEFORE TAKE OFF.

- a. Lights Operable
- b. ICS Operable
- c. Heating System Operable
- d. Register Adjustment Key Properly stowed
- e. Entrance Ladder Removed
- f. Entrance Door Closed
- g. Entrance Door Safety Bar In place

SONAR OPERATOR.

The sonar operator is responsible for operation of the electronic equipment at the sonar operator's station. Before take-off he checks all equipment at the station to assure that it is operable. Before landing he makes certain that all equipment is secured. The sonar operator is also responsible for any emergency rigging, such as repairs to fabric, cable system, or car structure. When neither sonar nor sonobuoy equipment is being used the operator may be required to alternate watches with either the radio operator or the radar operator. The checks which the sonar operator is required to make at specific times are the following.

ON ENTERING CAR.

- a. Main A-C Power Breakers Closed
- b. Utility Compartment ICS Controls OFF
- c. Anti-Icing Fluid Tank Full
- d. Starboard Engine Access Door Secured
- e. Drinking Cup Dispenser Full
- f. Fresh Water Tank Full
- g. Spare Manometer Fluid Properly stowed
- h. Landing Gear Emergency Hand Crank Properly stowed
- i. Life Jackets Properly stowed
- j. Circuit Breaker Panel Required circuit breakers closed
- k. Electronic Equipment OFF

BEFORE TAKE-OFF.

- a. Lights Operable
- b. Clock Set
- c. ICS Operable
- d. Electronic Equipment Operable

BEFORE APPROACH.

- a. Electronic Equipment OFF