

Bombing From Wing Plane

Bombing from wing position in the A-26 means a dual job for the pilot. You must fly a good formation, and also release the bombs.

Memorize the position of all the bombing switches so you can operate each one as you hold your position in formation. Set the intervalometer before takeoff.

You must accomplish the following in formation:

1. Open bomb bay doors at the same time the lead ship's doors open.
2. Set racks (either SELECT or TRAIN position).
3. Arming selector in ARM position.
4. Type bomb switch either FRAG or DEMOL.
5. NOSE AND TAIL switch set as desired.

Then concentrate on lead plane so that you can drop bombs instantaneously with it. Be ready to operate bomb bay doors at the same time as the leader to make formation position easier to maintain.

Skip Bombing

Successful skip bombing depends on flying skill and knowledge of setting the dropping

angle in the N-6A gunsight. This angle is set according to airspeed and altitude, computed on a chart used with the N-6A sight. Skip bombing is usually done at altitudes from 50 to 300 feet. Contrary to popular belief, skip bombs should be dropped for direct hits, preferably the base of the target—for example, the waterline of a ship. Remember: Unlike synchronous bombing, altitude is a more important factor than airspeed in skip bombing.

Line up with the target and go in extremely low, with evasive action if necessary. About 5 seconds before releasing the bomb, bring the plane to proper altitude and hold on straight and level course (check needle-ball). It is necessary to keep the airplane in this position for only a few seconds before bomb release. Looking through the sight the circle and dot pass over the surface and over the target. Anticipate actual pressing of the bomb release button to reduce the personal lag error. A large error results if the plane is diving or climbing at instant of release. Always lead a moving target slightly or make arbitrary corrections for a crosswind.

Here are examples of the importance of altitude in skip bombing. The sight is set for 250 mph and 100 feet altitude.

Example 1.	Airspeed 150 mph	Altitude 100 feet	
	Airspeed (Correct)	Altitude 135 feet (35 feet too high)	Error 115 feet short of target
Example 2.	Airspeed 260 mph (10 mph too high)	Altitude correct (100 feet)	Error 25 feet beyond target

