

made to operate the autopilot or can be observed visually on the steering meter, and a time-to-go signal which is presented on the steering meter and can be used to inform the pilot and navigator of the approach of the destination in LONG RANGE NAV. function.

The optical portion of this system permits a two-to-one magnified telescopic line-of-sight view. The crosshairs on both the indicator and the optical telescope are maintained on the same aimpoint by information from the computer, and both are subject to the same manual tracking corrections, after the optical telescope switch is placed in the ON position. After crosshairs have been placed in coincidence with a target echo, the crosshairs remain synchronized if correct automatic and manual input information is fed into the computer.

The position mark generator components provide facilities for obtaining an automatic photographic record of pertinent data concerning the bomb run and drop.

The control panels for operating the K-5 and its associated equipment are located at the navigator's station (*figures 4-10 through 4-15*). For more detailed theoretical information, see T.O. 11-B1-K5-1.

K-5 System Optic Door and Control Switch.

An external (faired) K-5 optic door is provided for the protection of the K-5 system optic. A 115-volt a-c, electrically operated motor actuates the door mechanism, which opens or closes the door, as required. Operation of the doors is controlled by a switch (3, *figure 4-15*) located at the navigator's station.

Operation of K-5 Radar and Optical Bombing and Navigation System.

Before putting the K-5 in operation, check the d-c and 3-phase a-c power sources, make certain that the circuit breakers at the navigator's station are IN, then proceed as outlined in Section VIII.



Cooled air must be supplied to the K-5 radar system, to prevent damage from overheating. Ground operation, other than the STDBY position, utilizing the aircraft inflight cooling system should be avoided when possible, as adequate cooling air is not provided under these conditions. The maximum temperature for the K-5 compartment during operation of equipment is 80°F. Refer to Ground Air Conditioning System, Section VII. When engines are operating, the cockpit pressure switch must be placed in the NORMAL or COMBAT position before K-5 equipment may be operated.

BOMBS.

The bomb bay, by installation of the proper bomb racks, will accommodate any of the following configuration of bombs.

DESIGN BOMB LOAD (BASIC)

Size	Type	Number	Total Actual Bomb Weight*
5000 lb	Semi-armor piercing	2	10,024 lb

ALTERNATE BOMB LOAD

Size	Type	Number	Total Actual Bomb Weight*
5000 lb	Semi-armor piercing	3	15,036 lb
3000 lb	T-55E5, Demolition	4	12,068 lb
750 lb	E-53, Cluster	14	13,440 lb
750 lb	T54E2, Demolition	14	10,850 lb
100 lb	T-36, Cluster (3 unit)	14	10,500 lb
200 lb			

*The total actual bomb weight does not include bomb racks, shackles and the necessary hardware for mounting the bombs. The total actual bomb weight does include fuses, arming wires, etc., which accounts for the weight differential between the bomb size and the total actual bomb weight.

BOMB RACKS.

Bomb racks (38, *figure 1-1*) are constructed as a unit independent of the aircraft structure. The bomb racks are attached to the bomb bay structure and are detachable.

Note

On AF54-548 and subsequent, the bomb racks are designed to prevent disengaging when subject to negative loads.



A notation should be made in the Form 781 whenever any of the following conditions are encountered with more than 1000 pounds suspended from type S-2, S-2A, MA-4, MA-4A bomb racks, or 2000 pounds suspended from S-3 bomb racks.

1. When the aircraft exceeds 4.5 G's.
2. When any unusual incident occurs in flight or during ground operation which could cause damage to any part of the racks, such as rough taxiing or hard landings.

BOMB CONTROLS — AUTOMATIC.

All control components are integrated with the bomb sight system of the K-5 system.