SECTION 4

CONSTRUCTION

0401. Fig 2 illustrates the main constructional features common to most high explosive bombs.

a. The bomb case usually of metal and varies in thickness with the design of the bomb from a fraction of an inch to over a foot.

b. There is usually a filling hole closed by a screwed filler cap at the tail end of the bomb.

c. The tail unit may be bolted, welded or screwed onto the bomb body and may be constructed of thin sheet steel, plywood or other similar materials. The shape and size of the tail varies with the country of origin, the purpose for which the bomb is designed and the size of the bomb.

d. For suspending the bomb in the place one or more carrying lugs are provided. They may be fitted directly to the side or nose of the bomb or to the rear of the tail unit. On larger bombs they may be attached to carrying bands.

e. The bombs is usually detonated by an exploder system initiated by a fuze.

Common Modifications

0402. Bombs are usually identified by their shape and size, by various fittings and modifications, and by their coloring and markings. Some indications which may assist recognition are:

a. The size, shape and construction of the body and tail (compare the various illustrations in this Chapter and Chapter 5).

b. Parachutes or retarder plates or rings (Fig 4-1) fitted to prevent or decrease penetration of the target.

c. Rocket motors fitted to increase the speed through the air and thus the consequent penetration.

d. The number and positioning of the fuzes (Sec 5, Para 3).

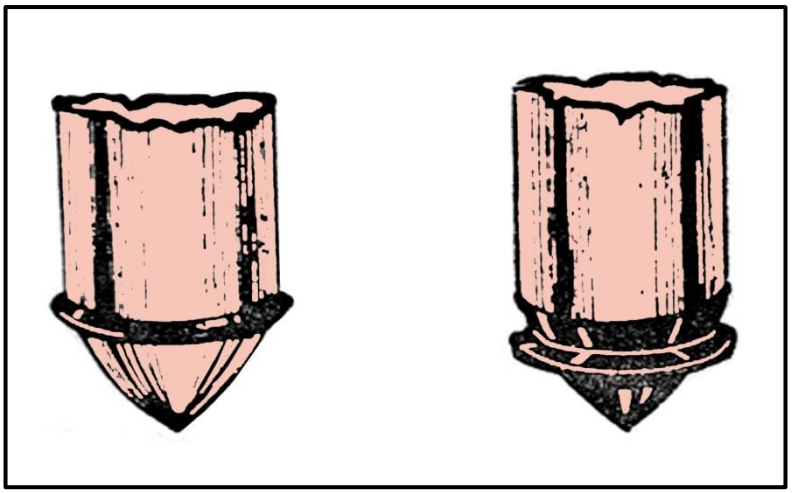

Fig 4-1: Retarder Ring and Plate

Marking and Coloring

0403. The basic coloring usually indicates the nationality of a bomb. Special marking and color codes on the bomb body and tail are frequently used to show the type of filling and the intended function of the bomb.

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