

Daily Activity Reports

**Prepared by Major Clyde S. Shields
Chief, Flight Test Section
216th Base Unit
Wendover Army Air Field, Utah**

2 February – 31 July 1945

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Understanding the Daily Activity Reports of Major Clyde S. Shields

Major General Leslie R. Groves, director of the Manhattan Project, met with General Henry H. Arnold, Commanding General of the U.S. Army Air Forces, in the spring of 1944 to brief him on progress being made in the development of the atomic bomb. In this meeting, Arnold and Groves agreed that the Army Air Forces would have three major responsibilities. First, it would provide the planes to carry the bombs; second, it must organize, equip, and train a tactical unit by the time the first bomb was available; and third, the bomb must be delivered without fail on the target. In addition, the Army Air Forces would provide assistance in the ballistic tests of the bombs and would provide special air transportation to move Manhattan Project materials and equipment.¹

In August 1944, General Groves advised the Army Air Forces liaison officer, Colonel Roscoe C. Wilson, that the time had come to organize and begin training the Air Forces unit that would drop the bombs and to select a base for their training and for the ballistic tests of the bombs.²

In September 1944, Lt. Col. Paul W. Tibbets was selected to be the commanding officer of the tactical unit, Wendover Army Air Field was selected as the training and ballistic test base, and the 393rd Bombardment Squadron was detached from its parent group (the 504th Bombardment Group at Fairmont Army Air Field) and sent to Wendover. At the same time, the P-47 training program at Wendover was removed to another base and the 216th Army Air Force Base Unit (Special) was created at Wendover to support the ballistic test program and support the 393rd Squadron. On 17 December 1944, the 393rd became part of the newly activated 509th Composite Group.³

216th

Like other Army Force Air Base Units in the Army Air Forces, the 216th Base Unit was responsible for the housekeeping services at the base to which it was assigned. Support provided by the unit included housing, food service, security, transportation, and administration. What made the 216th special at Wendover was its mission to conduct the bomb drop test program for the Los Alamos laboratory of the Manhattan Project and to support the training of 509th bomber crews.

There were two aspects of the 216th support of the Los Alamos test program. First, a special ordnance detachment assembled and prepared for use bomb test units and loaded them into the B-29s that would make the drop tests. Second, a flight test section planned and carried out the drop test flights and reported the results to Los Alamos. The objectives of the drop tests were to determine the ballistic characteristics of the bomb shapes, evaluate the operation of bomb arming and firing components, identify improvements needed in the airplanes to carry and drop the bombs, and develop procedures for loading and dropping the bombs.



¹ Groves, Leslie R., *Now It Can Be Told*, 253-54.

² Groves, 256-57.

³ See *Return of the Enola Gay* by Paul W. Tibbets.

Crews of the 509th were sometimes used to carry out the drop test missions. In this way, the 216th contributed to the training program of the 509th.

Pratt
Muroc

Major Clyde S. Shields was chief of the flight test section of the 216th Base Unit at Wendover. Captain David Semple was the lead bombardier for the test program. Both men were key figures involved in the drop tests conducted with the prototype Silverplate B-29 (42-6259) at Muroc Field earlier in 1944. As the person responsible for carrying out the drop test program at Wendover, Major Shields wrote daily activity reports to record test activities. Copies of these reports, obtained from the archives at Los Alamos National Laboratory, follow this introduction. To better understand the content of the activity reports, explanations of the aircraft tail numbers, crew names, and bomb designations are provided in the following pages.⁴

⁴ For more complete descriptions of the Silverplate B-29s and 509th crew members used in the test program, see *The Silverplate Bombers* by Richard H. Campbell.

B-29 Tail Numbers Used by 216th Base Unit in Wendover Test Program

Major Shields used the last three digits of the B-29 serial numbers throughout the reports. The full serial numbers and parent organizations of the B-29s used in the test program are shown below. It is interesting to note that a few drop test missions were flown using B-29s assigned to the 509th. However, most missions used 216th aircraft.

217	B-29-10-MO-42-65217	Assigned to the 509 th from Oct 44 to Mar 45
— 234	B-29-15-MO-42-65234	Assigned to the 216 th from Nov 44 to Feb 46
235	B-29-15-MO-42-65235	Assigned to the 216 th from Nov 44 to Jan 46 (this aircraft was heavily damaged by fire after an emergency landing on 21 February 1945 and was never used again in the test program)
236	B-29-20-MO-42-65236	Assigned to the 509 th from Nov 44 to Feb 45 and to the 216 th from Feb 45 to May 45
237	B-29-20-MO-42-65237	Assigned to the 509 th from Nov 44 to May 45
238	B-29-20-MO-42-65238	Assigned to the 509 th from Nov 44 to May 45
239	B-29-20-MO-42-65239	Assigned to the 509 th from Nov 44 to May 45
— 258	B-29-20-MO-42-65258	Assigned to the 216 th from Dec 44 to Oct 45
259	B-29-20-MO-42-65259	Assigned to the 509 th from Dec 44 to Feb 45 and to the 216 th from Feb 45 to May 45
260	B-29-20-MO-42-65260	Assigned to the 509 th from Dec 44 to Feb 45 and to the 216 th from Feb 45 to Jul 45
261	B-29-20-MO-42-65261	Assigned to the 509 th from Dec 44 to Mar 45
262	B-29-20-MO-42-65262	Assigned to the 509 th from Dec 44 to Feb 45 and to the 216 th from Feb 45 to Apr 45
— 384	B-29-30-MO-42-65384	Assigned to the 216 th from Apr 45 to Feb 46
— 385	B-29-30-MO-42-65385	Assigned to the 216 th from Apr 45 to Oct 45
— 386	B-29-30-MO-42-65386	Assigned to the 216 th from Apr 45 to Oct 45
— 387	B-29-30-MO-42-65387	Assigned to the 216 th from Apr 45 to Jan 46
— 295	B-29-36-MO-44-27295	Assigned to the 216 th from Apr 45 to Nov 45

Note: B-29s with tail numbers 236, 259, 260, and 262 were originally assigned to the 509th Composite Group at Wendover but were reassigned to the Flight Test Section of the 216th Base Unit in February 1945 because of the greatly increased schedule of drop tests.

Bomb Numbers

Various types of test items (bombs) were dropped during the drop test program carried out by the 216th Base Unit at Wendover during 1945. The model numbers cited by Major Clyde S. Shields in his daily activity reports were as follows:

1418 Little Boy without gun and breach block
1491 Little Boy with gun and breach block
1791 Little Boy modification of 1491
1792 Little Boy modification of 1791
1560 Fat Man
1850 Little Boy modification of 1792
1852 Little Boy modification of 1850
M-26 Instrument canister

Designators for Operations and Target Locations

Code designators were used in the daily activity reports of Major Clyde S. Shields to denote certain locations, as follows:

A	Albuquerque (Kirland Army Air Field)
DS	Detached Service (location other than Wendover)
DWV	Unknown acronym
H.E. Target	Bombing range near Wendover
I	Inyokern (China Lake)
K	Wendover
Kingman	Wendover
Llana	Unknown
Local	Wendover bombing range
SB	Sandy Beach (Salton Sea target complex)
Y	Los Alamos

Personnel Names in Wendover Daily Activity Reports by Major Clyde S. Shields

<u>Acty Rpt Name</u>	<u>Full Name (Where Known)</u>	<u>Organization</u>	<u>Function or Unit</u>
Allen	Lt. Louis B. Allen	509 th	Bombardier
Ashworth	Cmndr Frederick Ashworth	Los Alamos	Lab
Banning	Lt. Banning	216 th	Bombardier
Bean	Lt. Col. Gerald E. Bean	509 th	HQ
Beggs	Captain Charles F. H. Beggs	509 th	1 st Ord Sqdn
Bradbury	Norris E. Bradbury	Los Alamos	Lab
Brode	Robert Brode	Los Alamos	Lab
B'urch	Commander Francis A. Birch	Los Alamos	Lab
Bystrom	Captain Bystrom	216 th	Pilot
Casey	Captain John J. Casey	509 th	320 th TCS
Chapman	Captain Bobby J. Chapman	509 th	Bombardier
Classen	Lt. Col. Thomas J. Classen	509 th	Pilot
Cobb	Lt. Cobb	216 th	Bombardier
Costello	Captain Edward M. Costello	509 th	Pilot
Darby	Major G. C. Darby	509 th	HQ
Davis	Captain Davis	216 th	Pilot
Dike	Sheldon Dike	Los Alamos	Lab
Doll	Edward B. Doll	Los Alamos	Lab
Downing	Lt. John L. Downey	509 th	Bombardier
Farabee	Major Thomas W. Ferebee	509 th	Bombardier
Ferina	Lt. Myron Faryna	509 th	Bombardier
Hartshorn	Lt. William Hartshorn	216 th	Pilot
Hayward	Commander Hayward	China Lake	Liaison
Heflin	Col. Heflin	216 th	C.O.
Henderson	Lt. Arthur D. Henderson	509 th	320 th TCS
Hopkins	Major James I. Hopkins, Jr.	509 th	Pilot
Jaynes	Lt. Jaynes	216 th	Bombardier

Jeppson Lt. Morris R. Jeppson 509th 1st Ord Sqdn

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Keener	Captain Keener	216 th	Pilot
Kirkpatrick	Colonel Elmer Kirkpatrick	Los Alamos	Lab
Kistiakowski	George B. Kistiakowski	Los Alamos	Lab
Krippendorf	Captain Krippendorf	216 th	Unknown
Lewis	Captain Robert A. Lewis	509 th	Pilot
Lockridge	Lt. Col. R. W. Lockridge	Los Alamos	Lab
Luetcke	Lt. Col. Luetcke	509 th	Dep C.O.
Mann	Captain Mann	216 th	Pilot
Marquardt	Captain George W. Marquardt	509 th	Pilot
Mastick	Donald Mastick	Los Alamos	Lab
Mathenson	W/O Mathenson	216 th	Engineering
McKnight	Lt. Charles F. McKnight	509 th	Pilot
Mirgon	Lt. Curtis L. Mirgon	216 th	Pilot
Morlan	Lt. Morlan	216 th	Pilot
Murray	Lt. Murray	216 th	Bombardier
O'Hara	Lt. O'Hara	216 th	Pilot
Ormond	F/O Francis R. Ormond	509 th	Bombardier
Parsons	Captain William S. Parsons	Los Alamos	Lab
Porter	Major John W. Porter	509 th	390 th Svc Gp
Price	Captain James N. Price, Jr.	509 th	Pilot
Ramsey	Norman F. Ramsey	Los Alamos	Lab
Ray	Lt. Norman W. Ray	509 th	Pilot
Semple	Capt. David Semple	216 th	Bombardier
Shields	Major Clyde S. Shields	216 th	Pilot
Smith	Lt. Elbert B. Smith	509 th	Pilot
Spangler	Captain Spangler	216 th	Supply
Sweeney	Major Charles W. Sweeney	509 th	Pilot
Thomas	Lt. Thomas	216 th	Bombardier
Thompson	Lt. Thompson	216 th	Pilot

Tibbets Paul W. Tibbets 509th C.O.
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Von Grafen	Lt. Von Grafen	216 th	Bombardier
Waldman	Bernard Waldman	Los Alamos	Lab
Warner	Roger Warner	Los Alamos	Lab
Westover	Lt. Joseph E. Westover	509 th	Pilot
Williams	Lt. Stewart W. Williams	509 th	Bombardier
Wilson	Captain John A. Wilson	509 th	Pilot
Wright	Lt. Wright	216 th	Armament
Zahn	Captain Herman S. Zahn	509 th	Pilot

HEADQUARTERS WENDOVER FIELD
Flight Test Section
Wendover Field, Utah

15 March 1945

SUBJECT: Daily Diary For Flight Test Section from 2 February 1945,
to 15 March 1945.

TO : Commanding Officer, 509th Composite Squadron,
Wendover Field, Utah.

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1. 2 February 1945.

a. 1 February 1945 was spent planning T.O. and functional chart. COL. LUTKIE was contacted and also Col. TIBBETTS in reference to procuring necessary personnel through 2nd AF.

b. Several attempts were made to contact Col. HERTLIN for his comments on proposed operations.

c. Per conversation with Col. LUTKIE personnel of other organizations now on detached service with the Test Section will continue in that capacity until further notice.

d. Conversation held with Commander ASHWORTH and Mr. D. in connection with future operations and proposed modification of test airplanes. Test operations suspended until tentative date of 15 February 1945.

e. Conversation held with 509th Supply, Maintenance and with W/O MAULINSON in relation to maintenance problems, personnel and anticipated operations, and organization of the Test Section.

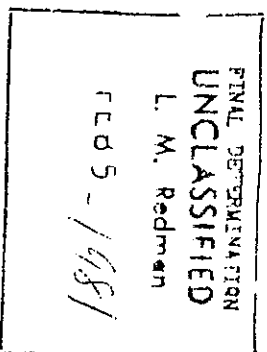
f. Airplane No. 234 was unloaded and equipment returned to the ordnance area.

g. Meeting of Engineering Section scheduled for 0845
2 February 1945.

h. Airplane B-29-25~~8~~⁶ grounded for modification.
Airplane B-29-235 awaiting test hop on carberation. Airplane B-29-234 in commission ready to fly--re-marked for project mission 6 February 1945.

i. Conversation held with Lt. WRIGHT concerning his armament section and arrangements made to hold meeting of his section at 0930 2 February 1945.

j. Building No. 116 was cleaned, mopped and office designated for project personnel. Arrangements were made for parachute racks and status board to be used in this office.



Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd).

2. Saturday, 3 February 1945.

a. A general discussion was carried on at Group Headquarters concerning the forming of a Test Unit and the procurement of personnel to be assigned. Those present were:

Col. TIBBETS
Col. HEFLIN
Lt. Col. LUETKE
Lt. Col. BEAN
Maj. SHIELDS

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b. The result of this discussion was that the staff officers present would proceed to 2nd Air Force Headquarters Tuesday to present the problems concerned to the G2 and to obtain authority for forming the Special Test Section of this station. Major SHIELDS was to furnish a proposed TO and Manning Table showing the requirement of this unit.

c. After discussing the requirements for engineering with the engineering officer now assigned, a proposed TO was drawn up and it will be submitted at the 2nd Air Force conference.

d. Arrangements were made whereby several men now working with the Test Section were to be reclassified and assigned permanently to the Test Unit.

e. Arrangements were made with the ordnance to furnish a test unit to be loaded into airplane #234 for the purpose of conducting temperature test.

f. Discussions were held with both Lt. WRIGHT and Warrant Officer MATHEWSON regarding their sections, personnel and problems concerned with their respective jobs.

g. Airplanes #234, #235 and #258 in commission.

3. Sunday, 4 February 1945.

a. Airplane #234 was loaded with a test unit and all personnel were ready to take off at 1000 but were delayed until 1400 when the mission was started. A total of 2,000 miles were flown in 8 hours and data was taken by Mr. Stroud in connection with temperature test. This flight was considered highly successful and data was obtained that was not recorded on two previous tests.

b. Airplanes #234, #235 and #258 in commission. #258 grounded for armament modification.

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

4. Monday 5 February 1945.

a. Final arrangements were made for ^{PER DOC REVIEW Jan. 1973} 2nd Air Force trip on 6 February 1945. Final draft of TO, was drawn up with modifications recommended by the personnel of the various sections.

b. Several conversations were held with Col. BEAN, Col. HEWLIN, Capt. SISKY and Lt. ZIMMER, regarding transfers and reclassification of personnel

c. Airplanes #234, #235 and #258 in commission. #258 grounded for armament modification.

5. Tuesday, 6 February 1945.

a. 2nd Air Force mission took off for Colorado Springs. Prior to take off Capt. MOON showed up, evidently sent as replacement for Warrant Officer MATHEWSON. Short conversation was held to square him away until Maj. SHIELDS return.

b. Test Section personnel at 2nd Air Force engaged in conversations with Col. LIGHT, Col. NEELY, Col. VAN ORBEN and Capt. PUFFER on problems of personnel and maintenance with good results.

c. Airplanes #234 and #235 out for carburetor. #258 in.

6. Wednesday, 7 February 1945.

a. Conferences continued at 2nd Air Force with successful results in authorization for and procurement of personnel needed and arrangements made with 2nd Air Force Supply and Maintenance for close liaison on maintenance problems, particularly those effecting high altitude operation. Long discussion held on turbo surge that is being encountered at 33,000 and above. Read reports on previous examples. Got permission to draw new carburetors and spark plugs from ATSC and authorization to discontinue use of reconditioned plugs and carburetors. Made arrangements for procurement of new armament officer to replace Lt. WRIGHT.

b. Capt. CASEY flew airplane #235 on local engineering hop for cooling test on #1 engine.

c. Airplane #234, #258 in commission. #235 out for carburetor.

7. Thursday, 8 February 1945.

a. Major SHIELDS returned from conference at 2nd Air Force at 1205.

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2nd Air Force trip

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

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and taken to Sub-depot

- b. Modified Manning Table was corrected and taken to Sub-depot drafting department for copies.
- c. Conversations held with Col. BEAN, Col. HEFLIN and Warrant Officer MATHEWSON on personnel matters.
- d. Letter drafted to Project S-2 on organization of Test Section.
- e. Capt. MOON, new engineering officer, interviewed and arrangements made to call 2nd Air Force on his disposition as he is frozen for overseas duty.
- f. Discussion held with Warrant Officer MATHEWSON and Project personnel regarding modification of test aircraft to meet test requirements. Parts taken to Sub-depot machine shop to be made.
- g. Conference held with Honeywell representative on turbo surge and auto pilot maintenance. Arrangements were made for him to train available 685's on such maintenance.
- h. Conference held with Boeing representative on new cruise control for B-29B. Also talked on turbo surge and the possibility of getting a set of new B-29 cowling soon to go into production for one test ship to determine suitability and possibility of better cooling.
 1. B-29 Aircraft #235 out for carburetor. B-29 aircraft #234 and #258 in commission.
8. Friday, 9 February 1945.
 - a. Airplanes #234 and #258 in commission. Airplane #235 out - overheating of #1 engine.
9. Saturday, 10 February 1945.
 - a. Airplane #235 was flight tested for approximately two hours for the purpose of determining whether or not the condition of overheating of #1 engine had been overcome. This engine has been thoroughly checked for ignition and valve timing, baffle alignment, air screens, cowling and carburetor change.
 - b. The results of this flight were fairly satisfactory as the engine temperature could be controlled within approximately ten (10) degrees high. As a further check the wiring is now being tested and a new instrument will be installed.
 - c. The carburetor removed was reported on a U.P. as having a faulty mixture control valve.

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

d. Airplanes #234, #235 and #258 in commission.

10. 11 February 1945.

a. Airplanes #234, #235 and #258 in commission.

11. 12 February 1945.

a. Engineering is installing special equipment in forward bombay door of airplanes #235 and #258. Airplane #234 installation completed.

b. Special bombing equipment now installed in airplane #258 and will be ready for drop test and armament inspection 13 February 1945.

c. Airplanes #234, #235 and #258 in commission.

12. 13 February 1945.

a. Airplane #258 fully equipped for test work and was taken to the loading area where the required number of drop tests were accomplished and armament inspection requirements were completed.

b. Airplane #234 required a minor armament change which was completed today.

c. Airplanes #234, #235 and #258 in commission.

13. 14 February 1945.

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a. Airplane #258 test flown for assurance of its in commission status because of being assigned to several test missions this week. #1 prop governor was out after a short flight. A new governor was installed and the airplane was OK for flight.

b. Airplanes #235 and #258 in commission.

14. 15 February 1945.

a. Airplane #258 ready for take off at 0800 and #2 prop governor out requiring take off to be delayed approximately two hours while new governor was installed.

b. Airplane #258 flown to NIM by Lt. E. B. SMITH, leaving the following enlisted men to maintain this airplane while there:

Subj: Daily Diary on 2 Feb 45 to
15 Mar 45 (cont'd)

T/Sgt. Borchers, Roger F.	75Q	216 AAF BU
S/Sgt. Karmon, Fred	911	603rd Eng. Sq.
Pfc. Martin, Dennis	747	216th AAF BU

c. Airplane #258 ferry crew returned by transport. Lt.
J. E. WESTOVER pilot.

d. Airplanes #234, #235 and #258 in commission.

15. 16 February 1945.

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a. Airplanes #234 and #235 loaded and ready for test drop.

b. Airplanes #234 and #235 in commission.

16. 17 February 1945.

a. Airplane #235 off at 1030 for test drop. Pilot -
Major CHARLES W. SWEENEY.

b. Airplane #234 off at 1100 for test drop. Pilot -
Major CLYDE S. SHIELDS.

c. Airplane #235 returned to Wendover Field at 1730.

d. Airplane #234 landed at Las Vegas, Nevada due to
bad weather at endover Field.

e. Airplanes #234 and #235 in commission.

f. Drops made were successful and highly satisfactory.

17. 18 February 1945.

a. Airplane #235 loaded with test unit with modification
completed.

b. Airplane #234, pilot Maj. SHIELDS, grounded at Las Vegas,
Nevada because of bad weather at Wendover Field.

c. Airplane #258 standing by at "I".

d. Airplanes #234, #235 and #258 in commission.

18. 19 February 1945.

a. Airplane #234, pilot Major SHIELDS, landed at 1100
and airplane out for 25 hour inspection.

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Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

c. Discussions were held to determine needs for the extended test program both here and at "I".

d. Arrangements were made to drop four (4) M-26 flares on 23 February 1945 and the 1491 on 24 February 1945. The 1491 requires a cooling test five (5) hours long prior to **CLASSIFICATION CANCELLED**

PER DOC REVIEW JAN 1973

e. New armament officers, Capt. SPANGLER and Lt. PETERSON,

arrived from 2nd Air Force and a new engineering officer, Capt. ALEXANDER. All were briefed slightly on what we are trying to do and sent to Project Security for further security briefing.

f. The ball was started rolling on procurement of additional aircraft to meet the needs of the Test Section. Call planned to 2nd Air Force in relation to such procurement.

g. Don Mastick, Civilian Technician and Lt. SEMPLE worked on monthly test report to be submitted in the near future.

h. Discussion held with 2nd Air Force investigation personnel on probable cause of accident of airplane #235. No definite decision reached. Steps taken to help eliminate such fires in the future. No guarantee forwarded.

i. Throughout the day the inadequacy of present facilities, aircraft and personnel became increasingly evident. Unless some positive action is taken in the very near future the possibility of completing the planned test programs both here and at "I" becomes more remote.

j. Airplanes #234 and #258 in commission. Airplane #235 out.

22. 23 February 1945.

a. Arrangements made with Major HOPKINS through 2nd Air Force to stall aircraft #261 and #217, 393rd Bomb. Sqdn. ships up for transfer and divert them to test work.

b. Airplane #258 took off at 1330, Major SHIELDS pilot and encountered identical condition that happened in airplane #235. Ship was brought in at reduced power, no materiel damage to aircraft. The answers to airplane #235 were apparent in airplane #258. Exhaust nuckle to lead on #12 cylinder broke loose from front collector ring. Result: immediate fire hazard, mission was called. Planned for missions 24 February 1945. The 1491 with Major SHIELDS as pilot and the M-26's with Major HOPKINS as pilot. Airplanes #234 and #261.

c. Call made to 2nd Air Force informing them of results of investigation on airplane #258. Necessary photographs and data drawn up for immediate UR to 2nd Air Force.

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Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

b. Airplane #235, pilot Major SWEENEY, took off at 1300
for test drop at "SB" and returned after completing mission. ✓

c. Airplane #234 out for 25 hour inspection. Airplane
#235 in commission. Airplane #258 on DS at "I".
19. 20 February 1945. **CLASSIFICATION CANCELLED**
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a. Airplane #235, pilot Captain MARQUARDT, completed a
test mission to "SB" and returned.

b. Airplane #234, pilot Major SHIELDS, flew test mission
to "SB" which was completed on 3 engines as #3 engine went out at
26,000 feet, approximately ten minutes before reaching the target.
A landing was made at San Bernardino Air Depot for repair. ✓

c. Airplane #235 in commission. Airplane #234 out. Air-
plane #258 on DS at "I".

20. 21 February 1945.

a. Airplane #234 repaired at San Bernardino. Cause of
failure was linkage in throttle and mixture controls. Engine quit at
24,000 feet. Complete failure to draw manifold pressure at that
altitude necessitated feathering. Departed San Bernardino at 0830,
arrived at Wendover Field at 1130.

b. Airplane #235, capt. MARQUARDT, Capt. PRICE and Maj.
FARABEE, Unit S-24 #8 1418. Drop at "SB" successful, 700 feet short.

c. Airplane #235 made an emergency landing at Wendover Field,
#1 engine on fire. Ship abandoned and burned on runway. #1 engine
and left outboard wing demolished. Ship Class 26.

d. Airplane #234 landed at 1945 - ship OK.

e. Looked over #235 and made plans not to count on it in
future operations.

f. Made plans for M-26 drops and 1491 on 23 February 1945
and following week.

g. Airplane #258 returned from DS at "I". Ship OK.

h. Airplanes #234 and #258 in commission.

21. 22 February 1945.

a. Today was a day of leisure. No test activity.

b. Arrangements were made for the crew of airplane #235 to
meet the Accident Board this afternoon.

Subj: Daily Diary ,m 2 Feb 45 to
15 Mar 45 (cont'd)

d. Commander BURCH and Mr. Olmstead arrived to observe 1491 results and reclamation. Discussion held in reference to immediate test demands.

e. Worked on enlarged F.O. for Test Section taking into consideration the proposed test programs both here and at "I".

f. All aircraft grounded for exhaust collector ring inspection prior to additional flight.

23. 24 February 1945.

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a. No test flights made today - Weather prohibitive.

b. Conversation held with Col. TIBBENS concerning future operations of Test Section. The following understandings were reached:

- (1) That the Test Section would have its choice of the 393rd Bomb. Sqdn. airplanes returning from Batista to fill out its TO of five permanently assigned airplanes.
 - (2) That approval had been given for the original five (5) maintenance crews, two (2) loading crews, staff and the original two (2) flight crews plus one (1) additional.
 - (3) That four of the 393rd Bomb. Sqdn. aircraft (in addition to those chosen for permanent ships) would be available to us for test work.
 - (4) That the flying personnel of the 393rd Bomb. Sqdn. would be available to the Test Section for use as needed.
 - (5) That the Test Section would be responsible for the aircraft and flying personnel on DS at "I". It is understood we will furnish the aircraft, flight crew and an advisory maintenance skeleton crew of five (5) men for each of the two ships. That we will be directly responsible for the flying end of the test work at "I".
- c. Conversation held with Col. BEAN on personnel matters.
- d. Conversation held with Lt. ZIMMER on personnel matters.
- e. Arrangements made for same flight schedule to take place tomorrow as proposed for today.
- f. Conversation held with Commander BURCH on matters relating to the future development of test program.
- g. Airplane #258 substituted for #261. Airplane #261 returned to squadron.

Subj: Daily Diary m 2 Feb 45 to
15 Mar 45 (cont'd)

h. Arrangements made for transfer of the 718 unit now installed in airplane #235 to airplane #258.

1. Airplanes #234 and #258 in commission.

24. 25 February 1945.

a. Aircraft #234, Major SHIELDS pilot, took off at 0930 loaded with a 1491 unit equipped with thermal couples for cooling test. Commander BURCH came along to take the necessary readings. Drop was made 4:45 hours after take off. Majority of flight made at 20,000 feet indicated, temperatures stabilized out and ascent was made to 31,000 feet indicated. One hour later drop was made, 0° deflection, 700' short Ballistics short.

b. Aircraft #258, Major HOPKINS pilot, took off at 1415 carrying four (4) M-26 flares. All were dropped at 30,000 feet. Results very unsatisfactory. Chutes ripped, M-26 flares spun badly and wobbled. Bill Stroud has gone into seclusion to find another answer.

c. Aircraft #258 set up for four (4) more M-26 flare drops on 26 February 1945, Major HOPKINS pilot.

d. Manning Table worked on for enlarged Test Section.

e. Arrangement made to ground all 393rd Bomb. Sqdn. ships for inspection and modification on return from Cuba.

f. Airplanes # 258 and #234 in ~~commission~~ **CLASSIFICATION CANCELLED**
PER DOC REVIEW JAN. 1973
25. 26 February 1945.

a. Arrangements were made to modify airplane #236 for DS to "I" and airplanes #260 and #262 for local test work.

b. Submitted new TO for drafting. Completed new Manning Table on basis of seven (7) aircraft. (counting replacement crews).

c. B-29 airplane #258 took off at 1330 to drop three (3) M-26 flares from 30,000 feet. Results of these drops were very unsatisfactory. The chutes broke their shroud lines and spun. Airplane remained at 30,000 feet from 1356 until 1526. The past few flights on both #234 and #258 have been very satisfactory. Improved maintenance allows us to now attain 30,000 feet and remain there for periods exceeding one and one half hours.

d. Routine personnel problems were discussed with persons concerned.

e. Meeting was held with Col. SEELIN, Col. TIBBETS, Lt. Col. LITWACK, Major SHIELDS and Lt. SEMPLE on proposed test program at "I" and the following decisions were reached:

(1) One airplane #236, Lt. FAY's crew would go to "I" on 1 March 1945.

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

(2) That the aircraft on DS at "I" would be maintained by the 393rd Bomb Sqn. on the basis of five (5) men per airplane.

(3) That the Flight Test Section would establish a parts pool at "I" and supply an inspector to supervise the maintenance personnel and work there.

(4) That on the 17th March 1945 two additional aircraft would go to "I". Flight Crews would be Capt. WILSON and Lt. MONTICHT.

(5) That the crews would remain there until they had accomplished five (5) drops per crew. The crews will then be rotated with crews of the 393rd. That will be training at DRY.

(6) That the Flight Test Section would furnish loading crews of four 911's to supervise loading operations at "I".

f. Additional decisions reached:

(1) That the Test Section could go ahead on modification of airplanes #42-65260 and #42-65259 for use at DRY on test work although authorization for their transfer had not been procured.

(2) That Col. TIBBETS would proceed to Washington, D. C. to procure such authorization.

(3) That the Test Section would continue to train and use all 393rd personnel and equipment to the advantage of the test program.

g. All test work completed with drops today.

h. First two test units 1491 and 1791 as listed in March schedule will be substituted with two (2) 1418's as per Don Westicks instructions.

i. Airplane #234 out - 100 hr. inspection. #258 in commission.

26. 27 February 1945.

CLASSIFICATION CANCELLED
PER DOC REVIEW JAN. 1973

a. No test work scheduled.

b. Routine matters pertaining to personnel and transportation.

c. Lt. WRIGHT and Capt. SPANGLER were consulted on modification of test airplanes and work progressed satisfactorily.

d. Engineering Section worked on completion of 100 hour inspection on airplane #234 and began inspection on airplanes #236, #260 and #262 preparing them for test work.

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15 March 45 (cont'd)

e. Major SHIELDS attended two meetings, one with Flying Safety and one with the Accident Board at Base Operations. UR's were submitted for evidence as to the cause of the fire and pictures were furnished to establish these UR's. Copies of the UR's were given and photographs of the engines on both #235 and #258 to the Flying Safety Board.

f. Lt. HARDTSORN was interviewed and decision reached to assign him to the Flight Test Section.

g. Airplane #258 in commission. Airplane #234 out - 100 hr. Insp.
27. 28 February 1945.

a. Routine personnel matters discussed at length with Maj. CHIDO, Maj. FOGLE, Col HEBLIN, Lt. ZIMPFER and Capt. ALEXANDER, Numerous problems have arisen from the re-organization of the Supply & Maintenance Section, that directly affect the operation of the Flight Test Section. Meeting called for 1330 1 March 1945 to discuss these matters. Base Supply and Maintenance, Maj. FOGLE of Base Headquarters and Maj. SHIELDS and Lt. SEMPLE of the Flight Test Section.

b. The maintenance, armament, and flight crews to go to "I" on temporary duty were interviewed and orders were cut on them.

c. Capt. CASEY was contacted in the 320th Troop Carrier Sqdn, and final details on airplane (C-47) and crew to take part s to "I" were discussed.

e. Maj. PORTER was contacted in reference to the procurement and loading of the B-29 parts pool for "I".

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f. Conference held with Capt. SPARKER and Capt. PORTER on modification of test airplanes to be used in the next test phase. Personnel matters pertaining to their Section were also discussed.

g. Conversation held with Capt. BEGGS and arrangements were made to have the 1560 cradle and tail assembly loaded for shipment to "I" on 1 March 1945 at 0800.

h. Decision made for trip to "I" by Col. HEBLIN, Maj. SHIELDS and Capt. BEGGS on or about 2 March 1945 to discuss project matters and arrange for closer liaison between the two Bases.

i. Lt. HARTSHORN released for flight to Salt Lake City, Utah while awaiting transfer to this unit.

j. Work is progressing satisfactorily on all airplanes destined for test work either here or at "I". Airplane #236 ready for "I", #262 almost completed from maintenance standpoint, #260 still undergoing 100 hour insp. Airplane #259 and #238 have not returned this station.

Subj: Daily Diary f 1 2 Feb 45 to
15 March 45 (cont'd)

k. Capt. BEGGS contacted and it was requested that Lt. TIBBON check wiring diagrams (AB-200) against test panels and wiring on all aircraft to be used at this station in the next test phase.

l. Lt. GARDNER contacted and Lt. ENGLE on procurement of 718 Radar Altimeter Sets for installation in test airplanes. Aircraft checked for degree of modification necessary.

m. Lt. WRIGHT's section is working on bringing armament modifications up to date.

n. Airplane #234 out for completion of inspection. Airplane #258 in commission.

28. 1 March 1945.

CLASSIFICATION CANCELLED
PER DOC REVIEW JAN. 1973

a. Airplane B-29, #236 was loaded with the 1560 cradle and 3-29 spare parts, crew was processed by Mr. Baxter and airplane departed this station at 1234 PWT, Lt. RAY pilot. Maintenance crew of the 393rd Bomb. Sqdn. went along. Destination "I".

b. Airplane C-47, #134, Lt. HENDERSON pilot, was loaded with the 1560 tail unit and B-29 maintenance equipment and departed this station at 1530 PWT, destination "I2. Loading crew of four men accompanied them.

c. Conference held with Lt. Col. FOWLER, Maj. CHIDO, Maj. FOGLE, Maj. SHIELDS and Capt. ALEXANDER on matters concerning maintenance personnel and equipment needed by the Flight Test Section. Results were very satisfactory not only on the basis of the original TO, but also as to future operations and enlarged TO. Plans were made for the use of the large hangar as soon as construction is completed.

d. Discussion held with Lt. GARDNER and Lt. ENGLE and arrangements made to procure necessary 718 Radio Altimeters from Oklahoma City as soon as possible and for their installation in test aircraft at the earliest possible date.

e. Armament modification proceeding satisfactorily.

f. Aircraft B-29, #262 and #260 now ready for inspection and transfer to this Unit for test work.

g. Conversation held with Col. HEFLIN regarding proposed trip to "I" on 2 March 1945.

h. Conversation (long distance phone) held with Don Mastick regarding Project matters. Mr. Mastick expressed approval of Dr. Ramsey on our enlarged TO and stated it was waiting approval of Capt. PARSONS. He recommended immediate application for approval from Gen. WILLIAMS at 2nd AF.

1. B-29 aircraft #234 has completed 100 hr. inspection, will be in commission 2 Mar. 1945. Aircraft B-29 #258 in commission

Subj: Daily Diary from 2 Feb 45 to
15 March 45. (cont'd)

29. 2 March 1945.

a. Routine personnel matter discussed with persons concerned.
b. Continued expediting concerning procurement of 718 sets for test aircraft.

c. Talked with Don Mastick long distance and the schedule changes noted as follows:

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- (1) First drop on 10 March 1945.
- (2) 1560 drop (H.F.) scheduled for 9 March 1945 deleted from schedule.
- (3) First two 1491's scheduled for 12 March 1945 and following day substituted by two 1418.
- (4) Most Project personnel will arrive this station about 6 March 1945.
- (5) Commander ASHCROTH will return around 14 March 1945.

d. Discussed plans for transporting a 1560 unit to Omaha about 6 March 1945. Lt. WRIGHT wanted to use airplane #258 but this office vetoed it and Lt. WRIGHT is now preparing airplane #239 to do that job. Major HOPKINS is flying that ship down.

e. Work progressed satisfactorily on all ships both as to modification and main enance.

f. Airplanes #234, #260 and #258 in commission.

30. 3, 4, and 5 March 1945.

a. Routine matters were discussed and action carried out concerning personnel, equipment and Test schedules.

b. Progress was made toward the proper allotment of maintenance personnel necessary to carry out the coming test phase. Maj. CHIDO and Lt. Col. FOWLER were contacted in reference to transferring the necessary personnel as they are over on the people we need. Lt. ZIMPHER was contacted on the necessity of co-ordination between Supply and Maintenance and the Flight Test Section.

c. Arrangements were made for a flight from Troop Carrier to Saline, Kansas to pick up the 718 Radio Altimeters that are available at that station for us.

d. Aircraft C-47 #134 was loaded and Maj. SHIELDS and Lt. SEAPLE made a trip to "In" on March 4th. Discussion was held with COMMANDER HAYWARD and other project personnel concerned on the Test work being done at that station. It was not deemed necessary to keep a Liaison officer at "In" as all the necessary arrangements have been made to expedite that program. COMMANDER HAYWARD was very co-operative and seemed to have the

Subj: Daily Diary from 2 Feb 45 to
15 March 1945. (cont. d)

situation "well in hand". Maj. SHIELDS and Lt. SMITH witnessed a drop and the results were satisfactory. The test set-up was inspected and found to be very satisfactory. Weather and maintenance on the airplane have retarded the Test program to some extent. But the lack of fuel assemblies for the units was the deciding factor in the progress of the test. It would expedite matters considerably if this deficiency could be corrected. The proposed operations for "M" as outlined by this section met with Commander HAYWARD'S approval and he expressed the thought that three airplanes would fill their needs. He definitely intends to make two drops a day after "Arch 15th, 1945.

e. Satisfactory progress in being made toward the next Test Phase. Modification of all Test Aircraft is almost complete.

f. Aircraft B-29 #258, 260, 234, 262 in commission and #249 out for acceptance check.

31. 6 March 1945.

CLASSIFICATION CANCELLED
PER DOC REVIEW JAN. 1973

a. Worked on final allotment of maintenance personnel now assigned to this section.

b. Checked with Lt. JEFFSON on degree of modification of test aircraft. Talked with Capt. ALEXANDER on completion of the required modification of the front pressure door the take MR. DOLL'S radar installation.

c. Project personnel returned from "M" for the coming Test Phase.

d. Talked with Security officers on the set-up at "M" and it was agreed that all aircraft should clear direct to that station. Lt. COL CLIFMAN started that they planned sending a security officer to "M" to keep his fingers on things in general and to act as contact man between there and this office.

e. COL HEFLIN and LT. COL LUECKE intend to go to "M" on thur. to poke around a bit and look the set-up over.

f. The first (H.E.) drop at "M" is intended for the 14th or 15th "Arch. It is though that we will make an effort to witness that it is possible.

g. B-29 Aircraft #234, 260 and 259 in commission, #'s 262 and 258 out for maintenance and modification.

32. 7 March 1945.

a. Received memorandum from Don Mastick written by E. Di Sebastino concerning procedure during bombing mission. This procedure if followed will eliminate the loss of data and will decrease the number of dry runs over the target before the actual release. The air crew will follow this procedure

Subj: Daily Diary from 2 Feb 45 to
15 March 1945 (cont)

b. Lt. W. R. JESSUP checked all aircraft with the exception of #259 for special test wiring in accordance with wiring diagram A-200 and his report shows that airplanes #254 and #258 are complete and ready to use and have the provision in forward pressure bulkhead door for special antenna. Airplanes #260, #262 and #259 are in process for this installation. All aircraft will be completed with this attachment by the time they are required for test work.

c. The type 718 altimeter equipment on order from Salina, Kansas arrived and installation can now be made in airplanes #259, #260, and #262.

d. After discussion with Project personnel it is considered that all sections will be in position and ready to start this phase on 10 March 1945 and continue in accordance with the proposed schedule.

33. 8 March 1945.

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a. Radar Department started work on installation of altimeter in airplanes #259, #260 and #262.

b. It was thought that there would be some delay in loading on 9 March 1945 as the cradle for the 1560 was loaned to "I" and has to be flown back the morning of 9 March 1945. The lack of sufficient numbers of this equipment to supply all installations may cause and unnecessary delay in operations. With two (2) cradles on hand we can work here and at Omaha, but the crew at "I" will have to standby until another cradle is manufactured or the hydraulic lift is put into operation.

c. All B-29 aircraft are grounded on red cross tech order which requires a stop to be installed on control surface hinge pins which will no allow the pin to work out in flight and cause a portion of the surface to be carried away or the loss of the entire surface.

34. 9 March 1945.

a. Col HEFLIN, Lt. Col. LUETTCKE, and Capt. BERGGS returned from "I" but failed to bring back the 1560 cradle needed for loading today. After considerable discussion the schedule was changed and a 1418 unit was substituted. Ordnance began construction on a 1560 cradle and finished it late today.

b. Although Maj. SHIELDS was satisfied with the Flight Section set-up at "I" Col. HEFLIN did not seem favorably impressed.

c. Plans were formed to send three (3) aircraft to "I" on 13 March 1945 and three (3) crews. Col. CLASSEN, Capt. WILSON and Lt. MONTGOMERY. Lt. RAY and his crew will bring airplane #236 back at that time. He will have completed his drops by that time.

d. Installation of 718 sets on airplanes #259 and 260 will be completed 10 March 1945.

e. Modification of front pressure doors for Doll's radar installation on all ships completed today.

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Subj: Daily Diary m 2 Feb 45 to
15 Mar 45 (cont'd)

f. Airplane #234 scheduled for drop at SB - take off time -
1000 10 March 1945, pilot - Major SHIELDS, bombardier - Lt. SEMPLE,
unit 1418.

g. Airplane #258 scheduled for drop at SB - take off time -
1000 11 March 1945, pilot - Major SHIELDS, bombardier - Lt. SEMPLE,
unit 1560.

h. Aircraft B-29, #234 and #258 in commission. Airplanes
#259, #260, and #262 out for modification.

35. 10 March 1945, and 11 March 1945.

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PER DOC REVIEW JAN. 1973

a. Aircraft B-29, #234 loaded 9 March 1945. Took off at 1145.
Major SHIELDS pilot, Lt. SEMPLE bombardier, destination SB, unit 1418.
Malfunction of aircraft - Smoking in wiring on pilot's pedestal caused
abortion. We returned to Wendover without completing drop. Time of
flight 3:15 hours. Lt. Col. CLASSEN's crew rode as observers. Take off
was scheduled for 1000 but some of Doll's equipment malfunctioned and
take off was delayed.

b. Various personnel problems were discussed.

c. Arrangements were made to change schedule. Lt. Col. CLASSEN
expressed the desire to forego the "in deal and make his drops from
Wendover. The schedule was changed to read - Crews for "in"
13 March 1945, Capt. ZAHN, Capt. WILSON and Lt. MCKNIGHT.

d. Aircraft B-29, #258 loaded 10 March 1945 took off at 1030,
pilot Major SHIELDS, bombardier Lt. SEMPLE, destination SB, unit 1560,
Lt. Col. CLASSEN's crew rode along to observe. Drop was made from
28,000 feet above target with #1 prop governor out and right mag out.
Bomb was over 1,000 feet. Lt. SEMPLE called it on the dry run as "on
the beach" and it was. Coefficient was 1.1. We have formerly used
1.25. The Test Section has a bet with Mr. Polish that next drop will
be in the same place using 1.1.

e. Airplanes B-29, #234, #260, #262, and #259 in commission.
Airplane #258 out for #1 engine and airplane.

f. Aircraft B-29, #234 scheduled for drop at SB, 1418 unit,
take off at 1000, pilot Major SHIELDS, bombardier Lt. SEMPLE, Capt.
ZAHN's crew observing.

36. 12 March 1945.

a. Aircraft B-29, #234 took off at 1040, destination SB, pilot
Major SHIELDS, bombardier Lt. SEMPLE, observing crew Capt. COSTELLO,
unit 1418, bombing altitude 30,000 feet CE 250 feet. Don Mastick
forked over \$1.00 for a hit inside of 300 feet.

Subj: Daily Diary from 2 Feb 45 to
15 March 45 (cont'd).

b. Aircraft B-29, #258 scheduled for drop at SB 13 March 1945, 1560 unit, pilot SHIELDS, bombardier Lt. SEMPLE, observing crew Capt. ZAHN.

c. Arrangements were made to send Capt. COSTELLO to "I" with aircraft #260 at 0800, 13 March 1945. Aircraft #237, #238 and #239 being drop tested for DS at "I" on 14 March 1945. Modification was incomplete so aircraft could not depart on 13 March 1945.

d. Routine personnel matters discussed.

e. Arrangements made to modify #259 to take a 1491 unit.

f. Aircraft #260 flown by Capt. CASEY for engineering purposes. ✓

g. Aircraft #262 flown by Major SWEENEY and Major LUDWIG for engineering purposes. ✓

h. Aircraft B-29, #234, #259, #258 and #260 in commission Aircraft #262 out for carburetor.

37. 13 March 1945.

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PER DOC REVIEW JAN. 1973

a. Weather held up test operations. The crew was taxiing out when word was received that the weather was prohibitive at the target areas. Col. KIRKPATRICK was due to ride as observer.

b. Routine personnel matters were discussed.

c. Work proceeded satisfactorily on drop test in aircraft. They will be finished tomorrow.

d. Lt. RAY returned from "I" after Major SHIELDS had called "I" and told them when to expect the airplanes at "I". Per conversation with Lt. RAY they have made two (2) drops to date at "I". They have not been able to schedule any more than that. Lt. RAY said he did not believe it was probable that "I" could start two (2) drops a day for some time. Plans were made to contact "I" tomorrow to find their answer and when the airplanes will be needed. From the looks of the situation Test Section may be quoted as saying that the shoe is now on the other foot. We are prepared to drop more units than the project can supply.

e. Plans are for two (2) drops tomorrow. Airplane #258, 1560 unit, pilot Major SHIELDS, bombardier, Lt. SEMPLE. Airplane #234, pilot Lt. Col. GLASSER, bombardier Capt. CHAPMAN.

f. Airplanes #259, #234 and #235 in commission. Airplane #260 on DS at "I". Airplane #262 out for carburetor.

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

38. 14 March 1945.

a. Airplanes #234 and #258 were scheduled for mission today but weather at target made it impossible.

b. Per long distance conversation with Commander HAYWARD at "I" the following change in operations were made:

(1) Starting today "I" will make one drop a day until 20 March 1945.

(2) No drops on 21 & 22 March 1945

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(3) Two (2) drops a day starting 23 March 1945.

(4) Lt. MCKNIGHT will take aircraft #237 down to "I" 15 or 16 March 1945. That will leave three (3) airplanes and two (2) crews. Airplane #236 now undergoing engine change will stay at "I".

(5) Major SHIELDS will take airplane #238 to "I" and bring airplane #260 back as it is needed here.

(6) On or about 22 March 1945 another crew will go to "I" to act as a spare crew for the 3rd airplane. On the basis of two (2) drops a day a minimum of three (3) crews will be necessary.

(7) All other details are satisfactory. Commander ASHWORTH and DON MASTICK plan to make the trip to "I" to get airplane #260 so they can look the set up over.

0 c. Plans were made to fly airplanes #234 and #258 to complete drops scheduled for today. Col. KIRKPATRICK is leaving and it will not be possible for him to ride as observer as this trip.

9 d. Lt. SEMPLE briefed Capt. CHAPMAN on the mission planned for tomorrow.

3 e. Modification of airplane #259 is progressing for use of the 1491 unit. Airplane #234 will be next as the use of 1418 units is being discontinued.

3 f. Drop testing of aircraft #237, #236 and #239 completed today.

2 g. Routine personnel matters discussed. Conversation held with Col. FIBBERTS and Col. HERRIN on matters pertaining to the operation of the Flight Test Section. Both expressed satisfaction as to past performance and left further performance up to us, with the request that we ask them for help whenever we need it. Col. HERRIN stated that the test crews be assigned to the Test Section will be sent to us without our opportunity to check them for proficiency. Comment: "If they can't produce - back they go to 2nd AF."

Subj: Daily Diary from 2 Feb 45 to
15 Mar 45 (cont'd)

h: Aircraft #260 DS at "I". Airplane #262 out for carrier.
Airplanes #234 and #258 in commission and scheduled for mission tomorrow.
Airplane #259 in commission.

Capt. S. Shields
CLYDE S. SHIELDS,
Major, Air Corps,
Commanding Officer.

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD
Flight Test Section
Wendover, Utah

19 March 1945

SUBJECT: Daily Diary for March 16th, 17th, and 18th 1945

FINAL DETERMINATION
UNCLASSIFIED

L. M. Redman

FEB 5 - 1981

TO : Commanding Officer, 509th Composite Group,
Wendover Field, Utah.

1. 16 March 1945.

a. Airplane #234, pilot Lt. Col. CLASPER and #258, pilot Maj. SHIELDS, flew to SB on routine test mission, but could not drop the units as the weather closed in just as the dry-run was completed. Both aircraft returned and are being prepared for a flight on the 17th.

b. Installation of awy bracing for 1491 unit in airplane #259 approximately 50% completed.

c. Airplanes #274, #258, #259, and #262 are in commission. Airplane #260 on cross-country.

2. 17 March 1945.

a. Maj. SHIELDS and Commander ASHWORTH flew to "Y" to ferry Aircraft #238 there to replace #260. Routine matters were discussed with Commander HAYWARD concerning test operations at that station. Weather has affected their work down there also. Commander ASHWORTH attended meeting for discussion on moving the whole test set-up to "Y". Maj. SHIELDS expressed the belief that when 2nd Air Force had gone to all the trouble to allocate a base of 1600 men to facilitate our test work at this base, it is highly improbable that any such move will be tolerated. Maj. SHIELDS brought airplane #260 back to Wendover.

b. Work still progressing on Airplane #259 for modification to carry 1491 unit. Airplanes #234, #258, and #260 still standing by to fly mission when weather permits.

c. Take-off on airplane #234, pilot Lt. F. STOVER, and airplane #258, pilot Maj. SHIELDS, scheduled for 0930 and 1000 respectively on 18 March 1945.

d. Aircraft #234, #258, #260, and #262 in commission. Aircraft #259 grounded for modification.

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Subj: Daily Diary for 16, 17, 18
March 1945, cont'd.

3. 18 March 1945.

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PER DOC REVIEW JAN. 1973

a. Aircraft #204, pilot Lt. WENDEVER, bombardier ALLEN took off at 0930 for test drop at SB. Bomb was dropped at 29,000 above target, 1418 unit, CE approximately 100 feet short. Very good bomb.

b. Aircraft #258, pilot Maj. SHIELDS, bombardier Lt. SEMPLE took off at 1030 for test drop at SB. Bomb was dropped at 30,000 above target, 1560 unit, CE, approximately 1,000 feet short. Ballistic coefficient of 1.25 was used in lieu of 1.1 which gave us 1,000 feet over on last drop. Apparently that 1st unit was a bastard child as the rear diameter was approximately 3" oversize after this last drop. POLISH AND SEMPLE decided to try 1. BQ for next 1560 drop. Deflection has been 00 on this unit, but range has been B40. The 1418 series seems to be set on B.C. providing the CE or external shape is not changed.

c. Aircraft #362 scheduled for take-off at 1100, 19 March 1945, 1560 unit, pilot Maj. SHIELDS, bombardier Lt. SEMPLE, for drop at SB.

d. Aircraft #259 scheduled for 1200 take-off 20 March 1945, 1491 unit, pilot Lt. Col. GLASSER, bombardier CHAPMAN for test drop at SB.

e. Aircraft #234 was loaded per decision of Don Kautick and Lt. WRIGHT with a 1491 Unit although it was not properly modified. During loading the rear antennas were sheared off, ruining the informer. Mr. Brode, Mr. Kautick, Lt. WRIGHT, and Maj. SHIELDS are all ~~xxxx~~ unhappy. Steps have been taken to see that such a ~~xxx~~ does not occur again.

f. Aircraft #234 was replaced by #259, which is fully modified for the 1491 Unit, and landing will be accomplished by 1100 19 March 1945.

g. Arrangements were made to take two compressors to "M" by C-47 tomorrow and to pick up Sgt. Moore and return him to this station.

h. Lt. HARTSHORN flew the C-45 on a project flight to look over target areas.

i. Discussion held with Mr. Brode, Mr. Polish, Mr. Kautick, Lt. SEMPLE and Maj. SHIELDS regarding ordnance training for Wendover personnel on Cal. Tech. Units at "M". Problem regarding housing has arisen. Mr. Brode is going to contact Col. FIBBENS when he is available.

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Subj: Kelly Mary for March 16, 17,
and 18, 1945, cont'd.

J. Airplanes #280, #283, 359, and #234 in commission. Air-
plane #258 out for inspection.

CYRUS S. SHIELDS,
Major, Air Corps,
Commanding Officer.

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