

# **Daily Activity Reports**

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

**2 February – 31 July 1945**

4

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.<sup>1</sup>

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.<sup>2</sup>

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 393<sup>rd</sup> Bombardment Squadron was detached from its parent group (the 504<sup>th</sup> 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 216<sup>th</sup> Army Air Force Base Unit (Special) was created at Wendover to support the ballistic test program and support the 393<sup>rd</sup> Squadron. On 17 December 1944, the 393<sup>rd</sup> became part of the newly activated 509<sup>th</sup> Composite Group.<sup>3</sup>

216<sup>th</sup>

Like other Army Force Air Base Units in the Army Air Forces, the 216<sup>th</sup> 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 216<sup>th</sup> 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 509<sup>th</sup> bomber crews.

There were two aspects of the 216<sup>th</sup> 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.



<sup>1</sup> Groves, Leslie R., *Now It Can Be Told*, 253-54.

<sup>2</sup> Groves, 256-57.

<sup>3</sup> See *Return of the Enola Gay* by Paul W. Tibbets.

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

Pratt  
Muroc

Major Clyde S. Shields was chief of the flight test section of the 216<sup>th</sup> 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.<sup>4</sup>

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

B-29 Tail Numbers Used by 216<sup>th</sup> 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 509<sup>th</sup>. However, most missions used 216<sup>th</sup> aircraft.

217	B-29-10-MO-42-65217	Assigned to the 509 <sup>th</sup> from Oct 44 to Mar 45
— 234	B-29-15-MO-42-65234	Assigned to the 216 <sup>th</sup> from Nov 44 to Feb 46
235	B-29-15-MO-42-65235	Assigned to the 216 <sup>th</sup> 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 <sup>th</sup> from Nov 44 to Feb 45 and to the 216 <sup>th</sup> from Feb 45 to May 45
237	B-29-20-MO-42-65237	Assigned to the 509 <sup>th</sup> from Nov 44 to May 45
238	B-29-20-MO-42-65238	Assigned to the 509 <sup>th</sup> from Nov 44 to May 45
239	B-29-20-MO-42-65239	Assigned to the 509 <sup>th</sup> from Nov 44 to May 45
— 258	B-29-20-MO-42-65258	Assigned to the 216 <sup>th</sup> from Dec 44 to Oct 45
259	B-29-20-MO-42-65259	Assigned to the 509 <sup>th</sup> from Dec 44 to Feb 45 and to the 216 <sup>th</sup> from Feb 45 to May 45
260	B-29-20-MO-42-65260	Assigned to the 509 <sup>th</sup> from Dec 44 to Feb 45 and to the 216 <sup>th</sup> from Feb 45 to Jul 45
261	B-29-20-MO-42-65261	Assigned to the 509 <sup>th</sup> from Dec 44 to Mar 45
262	B-29-20-MO-42-65262	Assigned to the 509 <sup>th</sup> from Dec 44 to Feb 45 and to the 216 <sup>th</sup> from Feb 45 to Apr 45
— 384	B-29-30-MO-42-65384	Assigned to the 216 <sup>th</sup> from Apr 45 to Feb 46
— 385	B-29-30-MO-42-65385	Assigned to the 216 <sup>th</sup> from Apr 45 to Oct 45
— 386	B-29-30-MO-42-65386	Assigned to the 216 <sup>th</sup> from Apr 45 to Oct 45
— 387	B-29-30-MO-42-65387	Assigned to the 216 <sup>th</sup> from Apr 45 to Jan 46
— 295	B-29-36-MO-44-27295	Assigned to the 216 <sup>th</sup> from Apr 45 to Nov 45

Note: B-29s with tail numbers 236, 259, 260, and 262 were originally assigned to the 509<sup>th</sup> Composite Group at Wendover but were reassigned to the Flight Test Section of the 216<sup>th</sup> 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 216<sup>th</sup> 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 <sup>th</sup>	Bombardier
Ashworth	Cmndr Frederick Ashworth	Los Alamos	Lab
Banning	Lt. Banning	216 <sup>th</sup>	Bombardier
Bean	Lt. Col. Gerald E. Bean	509 <sup>th</sup>	HQ
Beggs	Captain Charles F. H. Beggs	509 <sup>th</sup>	1 <sup>st</sup> 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 <sup>th</sup>	Pilot
Casey	Captain John J. Casey	509 <sup>th</sup>	320 <sup>th</sup> TCS
Chapman	Captain Bobby J. Chapman	509 <sup>th</sup>	Bombardier
Classen	Lt. Col. Thomas J. Classen	509 <sup>th</sup>	Pilot
Cobb	Lt. Cobb	216 <sup>th</sup>	Bombardier
Costello	Captain Edward M. Costello	509 <sup>th</sup>	Pilot
Darby	Major G. C. Darby	509 <sup>th</sup>	HQ
Davis	Captain Davis	216 <sup>th</sup>	Pilot
Dike	Sheldon Dike	Los Alamos	Lab
Doll	Edward B. Doll	Los Alamos	Lab
Downing	Lt. John L. Downey	509 <sup>th</sup>	Bombardier
Farabee	Major Thomas W. Ferebee	509 <sup>th</sup>	Bombardier
Ferina	Lt. Myron Faryna	509 <sup>th</sup>	Bombardier
Hartshorn	Lt. William Hartshorn	216 <sup>th</sup>	Pilot
Hayward	Commander Hayward	China Lake	Liaison
Heflin	Col. Heflin	216 <sup>th</sup>	C.O.
Henderson	Lt. Arthur D. Henderson	509 <sup>th</sup>	320 <sup>th</sup> TCS
Hopkins	Major James I. Hopkins, Jr.	509 <sup>th</sup>	Pilot
Jaynes	Lt. Jaynes	216 <sup>th</sup>	Bombardier

Jeppson Lt. Morris R. Jeppson 509<sup>th</sup> 1<sup>st</sup> Ord Sqdn

-2-

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

Tibbets Paul W. Tibbets 509<sup>th</sup> C.O.  
-3-

Von Grafen	Lt. Von Grafen	216 <sup>th</sup>	Bombardier
Waldman	Bernard Waldman	Los Alamos	Lab
Warner	Roger Warner	Los Alamos	Lab
Westover	Lt. Joseph E. Westover	509 <sup>th</sup>	Pilot
Williams	Lt. Stewart W. Williams	509 <sup>th</sup>	Bombardier
Wilson	Captain John A. Wilson	509 <sup>th</sup>	Pilot
Wright	Lt. Wright	216 <sup>th</sup>	Armament
Zahn	Captain Herman S. Zahn	509 <sup>th</sup>	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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PER DOC REVIEW JAN. 1973

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.

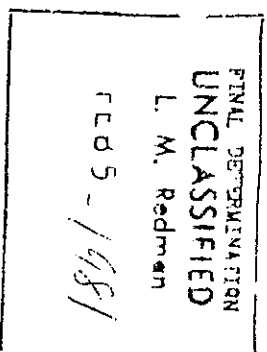
f. Airplane No. 234 was unloaded and equipment returned to the ordnance area.

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

h. Airplane B-29-25~~8~~<sup>6</sup> 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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PER DOC REVIEW JAN. 1973

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 CG 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 <sup>PER DOC REVIEW Jan. 1973</sup> 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. ZIMPFER, 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 MALHEMSON. 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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PER DOC REVIEW Jan. 1973

2nd Air Force trip

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

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PER DOC REVIEW JAN. 1973  
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.

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:

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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.

**CLASSIFICATION CANCELLED**  
**PER DOC REVIEW JAN. 1973**

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. MONTGOMERY.

(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.

/Subj: Daily Diary on 2 Feb 45 to  
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".

**CLASSIFICATION CANCELLED**

**SPARKER/DODG REVIEW JAN 1973**

f. Conference held with Capt. SPARKER and Capt. DODG regarding 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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PER DOC REVIEW JAN. 1973**

- (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 "Y" 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. DOLLIS radar installation.

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

d. Talked with Security officers on the set-up at "Y" and it was agreed that all aircraft should clear direct to that station. Lt. COL CLIFNAHAN stated that they planned sending a security officer to "Y" 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 LUFCKE intend to go to "Y" on thur. to poke around a bit and look the set-up over.

f. The first (H.E.) drop at "Y" is intended for the 14th or 15th "Arch. It is thought 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.

**CLASSIFICATION CANCELLED**  
**PER DOC REVIEW PLAN 1973**

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. LUETCKE, and Capt. BERGSS 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.

**CLASSIFICATION CANCELLED**  
**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.

**CLASSIFICATION CANCELLED**  
**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

**CLASSIFICATION CANCELLED**  
PER DOC REVIEW JAN. 1973

(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.

**CLASSIFICATION CANCELLED**  
**PER DOC REVIEW JAN. 1973**

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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 #338 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 air-  
plane #258, pilot Maj. SHIELDS, scheduled for 0930 and 1000 respect-  
ively on 18 March 1945.

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

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PER COMNAVJAG NEW JAN. 1973

UNCLASSIFIED

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

3. 18 March 1945.

CLASSIFICATION CANCELLED  
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 Kewick 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. Kewick, 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. Kewick, Lt. SEMPLE and Maj. SHIELDS regarding ordnance training for Handover personnel on Cal. Tech. Units at "M". Problem regarding housing has arisen. Mr. Brode is going to contact Col. FIBBINS when he is available.

11/22/88  
194

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

J. Airplanes #280, #263, 359, and #234 in commission. Air-  
plane #258 out for inspection.

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

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS 2ND DIVE BRIG  
Flight Test Section  
Hendover, Utah

15 Feb

1/22/55  
B

JO March 1945

SUBJECT: Daily Story for March 19, 1945.

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

1. Aircraft #252 Capt Maj. SHIVERS, Bomberdier Lt. took off at 1145 for test mission at CB. Prop was made from 18,000 feet, below layer of cirrus clouds. Ballistic coefficient of 1.0 was used. Bomb was a 1580 and it hit approximately 2600 feet short. Red rotation and moderate wobble. Aircraft #253 then proceeded to 174 and dropped off power cables for landing and picked up Lt. HERRINGTON and Sgt. MOORE.
2. Aircraft #259 Pilot Lt. Col. GIBBS, Bomberdier Capt. CRADOCK, took off at 1130 for test mission at H. Prop was made from 29,000 feet. Unit was a 1401 and it was 800 feet short. Fall was good.
3. Discussion was held on the necessity of a 14-ton officer at H. Plans are under way to accomplish this at the earliest possible date. Judging from present and past performance due test problem at H is snafu and some one had better get a few answers soon.
4. Aircraft 260 scheduled for mission at 1030 tomorrow. Lt. HERRINGTON Pilot. Lt. HERRINGTON Bomberdier. Unit 1580.
5. Aircraft #260, #254, #254 in communication. Aircraft #253 out for prop governor. Aircraft #253 out for 100 hour inspection.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

1/4/ CRADOCK, SHIVERS,  
1/5/ Major, Lt.,  
Commanding Officer.

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973



SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

11/23/75  
0

SUBJECT: Daily Diary for 20 March 1945.  
TO : Commanding Officer, 509th Composite Group,  
Wendover Field, Utah.

21 March 1945  
FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

1. Aircraft #260 took off at 1140, pilot Lt. HARTSHORN, bombardier Lt. SIMPLE, for test drop at S.B., unit 1560. Altitude 31,000 feet above target, C.F. 200 right, 600 long. Good flight, ballistic coefficient 1.0.
2. Major SHIELDS stayed at base today to catch up on routine matters.
3. Col. HEPLIN inspected the Flight Test Section and seemed satisfied with its administration. He agreed to try to get some action on additional personnel to fill out the seven plane T.O.
4. Talk with Lt. ZIPPER furnished information that our 3 flight crews have been requested and should show up soon. Lt. HARTSHORN is doing a satisfactory job and will probably be carried as executive officer.
5. Airplane #259 scheduled for take-off at 1000, 21 March 1945, pilot Major SHIELDS, bombardier Lt. SIMPLE, unit 1491, to drop at S.B.
6. Conversation held with Lt. Commander APPLETON at 11<sup>th</sup>. He requested additional switches for power landing cables. Made arrangements to send them down tomorrow. Also made arrangements to send Navy chutes back to 11<sup>th</sup>.
7. Lt. SIMPLE's recommendation for promotion was submitted for Col. HEPLIN's approval.
8. Aircraft #234, #259, #260, and #262 in commission. Airplane #258 out for inspection.

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UNCLASSIFIED

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

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/ebc

22 March 1945

SUBJECT: Daily Diary for 21 March 1945.

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

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FCB 5 - 1881

*Roger Warner  
FM Assembly  
Team Leader*

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1. All arrangements were made to fly airplane #259 to 3B for drop, but flight was called for weather. Arrangements were then made to fly airplane #259 on 22 March 1945, takeoff 0900, pilot Dr. BAY, bombardier Lt. PERINA, unit S-33, 1491. Aircraft #260, pilot Major SHIELDS, bombardier Lt. SENFLE, takeoff at 1030, unit S-34 1560. Both drops at 3B.

2. Considerable consternation caused in these quarters over the activities of one Mr. WARNER whose identity and capacity as far as this section is concerned is somewhat of a mystery. It is thought that personnel whose activities affect the operation of this section be identified. At present it is apparent that far too many people have their fingers in the collective pie, resulting in considerable conflict and confusion. It is realized that this section constitutes a definite threat to security due to its activities and that personnel involved, but at the same time it is necessary to know enough about conditions that directly affect us so that we can plan ahead and function in some degree of efficiency.

3. Some of the information that has "leaked out" points toward changes in schedule (i.e.) loading operations must be accomplished behind screens due to labor at work on the new landing pit, transportation of the units must be accomplished before 0800 in the morning or after 1630 in the evening. The necessity of this is realized and this section will cooperate to the fullest extent. However, when the fourteen (14) day period is mentioned our collective tongue is in our cheek. The responsibility for these screening operations rests with Security. When the equipment is available the Armament Section will use it to the best of their ability.

4. Aircraft #258, #262 and #264 out for modification of bomb bays. Aircraft #259 and #260 in commission.

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

UNCLASSIFIED

CLYDE S. SHIELDS,  
Major, AO.,  
Commanding Officer

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/wb

1/22/88  
J

23 March 1945

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FLB 5 - 198 /

SUBJECT: Daily Diary for 22 March 1945.

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

1. Aircraft #259 loaded with a 1491 and aircraft #260 loaded with 1560 took off on schedule for test drop at SB. Airplane #259, pilot Lt. RAY, arrived over the target approximately one hour ahead of #260, piloted by Major SHIELDS. Due to cloud conditions Lt. RAY made several approaches to the target, during which time Maj. SHIELDS was flying in zero zero weather at 20,000 and receiving radio reports of conditions over the target. Major SHIELDS decided to return to base rather than continue to the target and not be able to complete the mission. Lt. RAY, having found an opening which would allow him to make the live run, turned on the downwind leg and just before arriving over the IP the bombardier turned on the rack selector, master, intervalometer and then the arming switch at which time there was a premature release of the unit. The approximate position at release was marked but the cloud cover did not allow sighting the fall or place of impact. Lt. RAY returned to base and was interrogated by Major SHIELDS and Lt. KOTENBEAN concerning the mission and reason for the premature release. No definite decision as to the cause could be found from this interrogation. A preliminary check of the carrying and release mechanism disclosed no definite cause for the release. All circuits are being tested and also a series of drop tests are being conducted to assure that the mechanism is not faulty and that the electrical circuits are clear.

2. Airplane #234, undergoing carrier change to 1560, is about 50% completed.
3. Airplane #262, undergoing carrier change to 1491, is about 50% completed.
4. Aircraft #260, #234, #259 are in commission. Aircraft #256 is out for 100 hour inspection. Airplane #262 is out for modification of bomb racks.

UNCLASSIFIED

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

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973



UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CS3/sb

24 March 1945

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman

FEB 5 1981

SUBJECT: Daily Diary for 23 March 1945.

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

1. Mission scheduled for today cancelled because of bad weather. Plans made for aircraft #280, pilot Lt. HARTSHORN, bombardier Lt. SEIPLE, to take off at 0930, 24 March 1945 for drop at SB, unit 1560. Airplane #262 should complete modification to 1491 tomorrow.

2. Maj. SHIELDS spent most of the day making up functional chart of the Operations and Training Section. His activities now include president of the Standardization Board and Director of Operations and Training, in addition to being Commanding Officer of Flight Tent. It is hoped that this will have little or no effect on Flight Test Operations, as the purpose of these additional duties is to facilitate test operations.

3. Three (3) permanent test crews will be available for the April Test Phase and are expected to arrive at this base within seven days. It is planned to begin their training at once and to use them in test work as soon as it is possible.

4. DON MASTICK and Lt. SEIPLE spent most of the day investigating the premature release of the last 1491. Results were as follows:

a. Lt. WRIGHT drop tested airplane #259 today; Lt. SEIPLE and DON MASTICK observing, with the unit hooked with the G mechanism and the master switch on. When the latch switch was placed in "ON" position it operated the emergency solenoid, releasing the bomb. Three facts were apparent:

- (1) The electrical circuit was improperly connected.
- (2) Had the circuit been properly checked and a drop test made prior to drop, the malfunction would not have occurred.

- (3) The crew was not at fault. Lt. SEIPLE stated he would have lost the unit also, but probably at the 15 second spot on the live run.

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PER DOC REVIEW JAN. 1973

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Subj: Daily Diary for 23 Mar 45 (cont'd).

b. Decisions reached:

- (1) All aircraft will be drop tested prior to each landing. Lt. SWAFFIN is working out check list for all activities from transportation of loading up to flyway condition.
  - (2) Evidence points to poor armament maintenance and failure to take necessary precautions during loading operations. Some provision must be made to correct this deficiency immediately. Further discussion along this line will be undertaken in the near future.
5. Talked with Commander APRILSON at Indycorn and that phase is still flat on its face. An additional crew will not be necessary until April 1.
6. Airplanes #262 and #234 out for modification. Airplane #288 out for maintenance. Airplane #289 out for armament repair. Airplane #260 in commission.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/vb

25 March 1945

132/188  
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SUBJECT: Daily Diary for 24 March 1945.

TO : Commanding Officer, 809th Composite Group,  
Wendover Field, Utah.

1. Aircraft #260 took off at 1000--pilot, Lt. HARTSHORN, bombardier, Lt. SEMPLER--for test drop at SB. Altitude was 30,000 feet above target, unit was S-34 1560. Conditions over the target were very bad. The air was unusually rough and there was 220 of drift on the run. Wind was over 100 mph at that altitude. Lt. HARTSHORN encountered turbo surge of 10" M.P. on all engines while trying to reduce IAS to bombing requirements. Surge was uneven and caused ship to yaw badly. Lt. SEMPLER said he should have made another. His bomb was 2000 feet short and about the same left on deflection. However, all data was obtained from ground set up, but ballistic data is nil.

2. Aircraft #260 scheduled for take-off at 0930--pilot, Maj. SHIELDS, Bombardier, Lt. SEMPLER, unit, S-35 1560--for test drop at SB, on 25 March 1945.

3. Aircraft #263 scheduled for 1130 take-off--pilot, Capt. WILSON, bombardier, Lt. BOWLING, unit, 1491 S-36, on 25 March 1945.

4. Considerable discussion held on armament situation.

5. Maj. SHIELDS inspected the H.H. Assembly Building with Lt. MACHREHNER.

6. Aircraft #234 out for modification, #269 out for armament maintenance. Aircraft #260, #263, and #259 in commission.

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

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

053:vb

28 March 1945

1/22/88  
3

SUBJECT: Daily Diary for 26 March 1945.

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

1. Aircraft #262 took off at 1000 for test drop at SB--pilot, Lt. RAY; bombardier, Lt. FERRINA. Drop was made from 29,200 feet, CE 700 feet, unit was a 1491 S-35. Tone cut off, switch malfunctioned and no ballistic data was obtained.
2. Aircraft #268 took off at 1230 for test drop at SB--pilot, Lt. HANSEN; bombardier, Lt. SIMPLE. Drop was made from 28,000 feet, CE 1000, coefficient of 1, unit 1560 S-37. 30,000 feet could not be obtained because of #1 and #2 engines overheating. Still think this unit is screwy. Constantly good runs fail to produce good hits.
3. Maj. SHIELDS spent the day handling administrative details for both Flight Test and Operations and Training.
4. Airplane #268 loaded late with 1560 for mission tomorrow, Maj. SHIELDS, pilot; Lt. SIMPLE, bombardier, take off scheduled for 1100 for test drop at SB.  
Airplane #266 came up from 1st--Capt. COSTELLO, pilot. No damn excuse for it. Additional time on engines simply means the ship will be out for inspection that much sooner.
5. Aircraft #266, #280, #262, #234, and #269 in commission.

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

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSB/sbc

26 March 1945

SUBJECT: Daily Diary for 25 March 1945.

TO: Commanding Officer, 505th Composite Group,  
Wendover, Utah.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

1. Aircraft #260 took off at 1130, pilot Major SHIELDS, bombardier Lt. SHIPLE, for test drop at 5B. Unit 1560 B-36. Drop was made from 30,000 feet. Range 0, deflection 3,000 right. Error due to bombsight malfunction. PDI inoperative.

2. Dr. DIKE came in from modification center at Omaha with an armload of photographs and blueprints along with information that the Flight Test Section will get the first five (5) new airplanes off the assembly line. These airplanes will be modified for combat use, will have fuel injection engines and Curtiss Electric Synthesized Props. Sounds like a good deal. The possibility of attaining 30,000 foot bombing becomes a reality, while present airplanes are hardly up to it. Mustang per cent of our drops in this phase have been at least 30,000 feet over target which is considerable better than we had been able to accomplish previously. A talk between Col. FIBBERG and Major SHIELDS indicates that, tactically speaking, they do not figure on operating above 30,000 feet.

3. Conversation held between Major SHIELDS, Capt. JONES, Lt. BARTON, Dr. DIKE and DON JUSTICE concerning armament and personnel involved. No definite decision reached.

4. Aircraft #263 scheduled for drop but armament (24 conventional cancellation. 0 mechanism would not stay locked with weight of the load on it.

5. Aircraft #288 loaded for take off at 1200, 26 Mar 45, pilot Lt. HARTSHORN, bombardier Lt. SHIPLE for test drop at 5B, with 24 conventional.

6. Aircraft #263 loaded for take off at 1000, 26 Mar 45, pilot Lt. HAY, bombardier Lt. FERRIS, for test drop at 5B, with 24 conventional.

7. Aircraft #262, #288 and #284 in commission. Aircraft #280 out for maintenance. Aircraft #289 out for armament.

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

UNCLASSIFIED

CLYDE E. STEWART  
Major, AFSC  
Commanding Officer



UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

28 March 1945

1/32/88  
D

SUBJECT: Daily Diary for 27 March 1945.

TO: Commanding Officer, 508th Composite Group,  
Wendover Field, Utah.

1. Aircraft #238 took off at 1100 for test drop at SB—pilot, Maj. SHIELDS; bombardier, Lt. SEMPLI. Drop was made from 30,000 feet, at 600 feet at 1200 o'clock. Some heating trouble with engines. Unit was R 1560 S-39.
2. Aircraft #234 was loaded for a test drop at SB. Take off scheduled for 1030, 28 March 1945—pilot, Maj. SWENNY; bombardier, Maj. FERREN; unit, 1560 S-39.
3. Lt. BOSTER said 1491 unit was not ready to fly tomorrow on temperature test, so mission was cancelled until 28 March 1945—Lt. WESTOVER, pilot; Lt. ALLEN, bombardier; take off at 0400. Drop after simulated combat mission to be made on hard surface target here.
4. High explosive drop scheduled for Friday the 30th on HE target here—pilot, Maj. SHIELDS; bombardier, Lt. SEMPLI; take off at 0830. Drop to be made from 30,000 feet. Mr. KRISTOWSKI, Commander ASHMORE, and Commander BRADBERRY arrived to witness this drop.
5. Routine personnel matter discussed.
6. Airplanes #234, #288, #289, #290 and #292 in commission.

FINAL DETERMINATION  
UNCLASSIFIED  
L. W. Redman  
FEB 5 - 1981

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

UNCLASSIFIED  
CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/ebc

SUBJECT: Daily Diary for 28 Mar 45.

28 March 1945

FO:

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

1/22/85  
B

1. Aircraft #234 took off at 1100 for test drop at SB, pilot CI was approximately 500 feet left. Drop was from 32,500 feet for Wright field by Mr. MILLERS of Honeywell, Minneapolis, Minn. Unit was a 1560 G-39.

2. Aircraft #259 loaded with 1491 unit K-44 for long range temperature test and drop here on hard surface target. Scheduled for take off at 0400, 29 Mar 45, pilot Lt. WESTOVER, bombardier Lt. ALLEN. Approximate time of drop 1100.

3. Perhaps at this time it would be advisable to amplify certain points of consternation concerning our test drops and what we are trying to do. It has come to our attention that people, totally unfamiliar with the requirements of our job have drawn conclusions from bombing forms indicative of something less than desirable C.F. To begin with we are not trying to impress anyone with how well we can bomb. We are commonly known as "spotting" we could make our G.E. look better. By a practice drop four (4) of a certain type of unit and they are consistently short, say 500 feet, and then another crew drops the same unit and it is 100 feet short we know that the bombardier is not interested in procuring data but is interested in making a good C.F. We have done everything possible to eliminate the variables from our end of the equation so that the data gained by the ballistic cameras and associated equipment will be a true reading of the flight characteristics of the bomb. We have never been more than one (1) mile per hour off in airspeed, 20 feet in altitude (tolerance of SBPFLR has never spotted his cross hairs. If they are not centered on the target we either don't drop or we make a notation on the bombing record showing that variation. In short we are interested in getting ANSWERS

UNCLASSIFIED

Final Determination

UNCLASSIFIED

Subj: Daily Diary, dd 29 Mar 45 (cont'd).

not in boosting our own personal stature. It is with this thought in mind that we are going to continue to accomplish this test work. We want it known that this is our policy. C.E. does not mean a damn thing. What counts is the integrity of our data. As long as we are turning the test work it will remain that way.

4. Aircraft #258, #234, #280, #262 and #259 in commission.

CLYDE S. SHIELDS,  
Major, AO.,  
Commanding Officer

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover Field, Utah

033:wb

30 March 1945

SUBJECT: Daily Diary for 29 March 1945.

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

1. Aircraft #239 took off at 0430—pilot, Lt. WENDOVER; bombardier, Lt. ALLEN—for 1500 mile temperature test and drop on hard surface target at Wendover. Unit was K-44 1491. Mr. JENSON went along as technical observer. Considerable difficulty was encountered because of clouds, but drop was finally made through a break. Altitude was 30,000 above terrain, DE 4700 feet over and left. Lt. ALLEN said bomb hung for approximately five (5) seconds after release.
2. Aircraft #234 was loaded with K-45 1560 high explosive for take-off at 0900, 30 March 1945—pilot Major SHIELDS; bombardier, Lt. SHAPIR—for local mission with drop on HE target East and North of Wendover. Mr. KISTIKOWSKI will ride as observer. This drop will be watched with interest by everyone. Lt. SHAPIR rigged up a new arming set-up.
3. Arrangements were made to transfer airplane #260 back to the 395th for use at 41<sup>st</sup>, in lieu of the new airplanes.
4. Conversation with Capt. TAYLOR and Sgt. JENKINS by long distance to settle some differences of opinion that existed.
5. Four (4) radio operators and two (2) bombardiers showed up for our test crews. Had them briefed preparatory to using them.
6. Aircraft #259, #260, #258, #234, and #262 in commission.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

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

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FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

HEADQUARTERS HENDOVER FIELD  
Flight Test Section  
Hendover, Utah

oss/ebc

31 March 1945

SUBJECT: Daily Diary for 30 Mar 45.

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

1. Aircraft #234 took off at 0920, pilot Major SHIELDS, bombardier Lt. SHERFLE, local drop on H.E. target, with 1580 K-45 high explosive. Drop was made from 52,000 feet above sea level, C.E. was 520 feet at 0830. Explosion was low order. Mr. KISHIKOWSKI thinks CPT's stuff for fueling was bad. Crater was about 10 feet deep and about 25 feet across. Drop was witnessed by most of the key boys out of the 509th Composite Group, including Col FIBBERS and Col. HELLIN of the Base.
2. Arrangements were made to transfer airplane #260 and #258 back to the 393rd Bomb Sqdn. for use at #1. Airplane #239 was made available for transfer. Airplanes #260, #258, #262, #259 and #234 will be used at #1 and the aircraft now marked for use there will be transferred as soon as available.
3. Long distance telephone conversation held with Commander HAWARD at #1 on Project matters.
4. A Capt. transport left today with parts and personnel for #1. Lt. WHIGHT, Capt. SPANGLER and Capt. ALBERTSON went down to straggle them out their Sections down there. Lt. STAFFIS went down the bombing instructions for 15,000 through 19000 feet and requested Lt. WHIGHT to bring back bombing records.
5. All but a few of the Project personnel left for #1 today.
6. The daily diary will be made up every few days instead of every day until the next test phase about 15 April 1945.
7. All aircraft in commission.

UNCLASSIFIED

CLYDE S. SHIELDS,  
Major, AG-1,  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN 1973

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UNCLASSIFIED

HEADQUARTERS VANDOVER FIELD  
Flight Test Section  
Vandover, Utah

CAS/abc

19 April 1946

SUBJECT: Daily Diary, 1 Apr 46 - 17 Apr 46.

TO: Commanding Officer, 809th Composite Group,  
Vandover Field, Utah.

1. The Test Section has been occupied during this period with the following considerations:

a. Modification of old test aircraft, #234, #288, #289, #280 and #282.

b. Acceptance inspections and drop test of new aircraft, #384, #385, #386, #387 and #395.

c. Preparation of aircraft #386 for group performance tests.

d. Procurement of Flight and Armament personnel.

e. Bomb tables for #1 furnished 899th Bomb. Sq. personnel.

f. Project trip made by Lt. EBERLIN and Maj. SHIELDS to Wright Field, Ohio to gather data on bombights, #17's and general airplane performance. Also checked against available personnel. Procurement of Flight and Armament personnel.

g. Training of Flight Section crews.

h. Moved office to Hangar #7.

1. Dismissed various personnel matters and operational program.

J. Prepared for coming test phase.

2. All aircraft in commission.

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FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

OLIVER S. SHIELDS,  
Major, AG-1  
Commanding Officer

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/abx

19 April 1945

SUBJECT: Daily Diary, 17 Apr 45.

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

1. Aircraft #384 took off at 1115, pilot - Lt. HARTSCHORN, Bombardier - Lt. SERPIL, and #R-7 1560, same altitude 33,000, C.R. 700 ft. at 0900. Radio communication was bad and remainder of test was called. Difficulty was encountered because camera crew could not see to track small units at that altitude.
2. Aircraft #334 loaded with 1560 HE #R-11 for take off at 0930 and drop at "1". Pilot - Major SHIELDS, bombardier - Lt. SERPIL.
3. New aircraft being drop tested and inspected for test use in the near future.
4. Major DABBY assigned to Flight Test Section. He will be worked in as Executive Officer.
5. Major SHIELDS returned from Air Force conference on turbo surge, fuel valves, and Flight Test rated personnel.
6. Conversations held with Project personnel on Project matters.
7. Conversation held with Lt. ZIEFFER on personnel matters.
8. All aircraft in commission.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FEB 5 - 1981

HEADQUARTERS VENDORER FIELD  
Flight Test Section  
Vendorer, Utah

CSB/obe

19 APR 11 1945

SUBJECT: Daily Diary, 18 Apr 45.

TO: Commanding Officer, 809th Composite Group,  
Vendorer Field, Utah.

1. Aircraft #385 took off at 1000, pilot - Lt. HARTSHORN, bombardier - Lt. DON GRAYB, units #7-8-9-10. Altitude 21,000 ft. Average C.I. 650 ft. Deflection errors mostly.
2. Aircraft #234 took off at 1000, pilot Maj. SHIELDS, bombardier Lt. SHAPIR, unit 1B50 H.I. #8-11. Radio failure after take off. Ship landed and took off again at 1100. Drop was made at 71' from 20,000 ft. Indicated C.I. was about 550 ft. Radio communication was very unsatisfactory. Too many people on that frequency (6430 Kq). After a three (3) hour varying 71' failed to get ready for our drop. Target was closed, cameramen were not ready and they could not time us in on ground although they could on liaison. All in all 71's handling of the ground operations was SHAW. No ballistic photos on mission due to aircraft standing. They failed to call no run when they were not ready. The 1st cylinder heads prevented any altitude above 20,000 ft. Indicated.
3. Aircraft #385 took off at 1145, level drop, pilot Maj. SHIELDS, bombardier Capt. SHAPIR. Six blast tubes. 7-1, 7-2, 7-3, 7-4, 7-5, and 7-6 were dropped from 5,000 and 20,000 ft. All four dummy wells dropped and dunes opened on the live runs (two dummies and two live from 20,000 ft.). The static lines broke and the dunes failed to open. Transmitters worked satisfactorily.
4. Aircraft #386, new ship arrived today and acceptance check was begun at once.
5. Aircraft #385 was loaded with 1560 unit, 5-14 for take off at 0900, pilot Lt. HARTSHORN, bombardier Lt. DON GRAYB. Drop to be made at 21.
6. Routine personnel matters discussed with 2nd and 4th Lt. SHAW.
7. Aircraft #386, #384, #234, #388 and #387 in commission. #385 out for acceptance check.

CLASSIFICATION CANCELLED  
PER DOC RENEW JAN. 1978

UNCLASSIFIED

CLIVE S. SHIELDS,  
Major, AG  
Commanding Officer

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

GS8/abc

23 April 1945

1/23/88

SUBJECT: Daily Diary, 19 Apr-45 to 22 Apr 45.

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

FIELD INVESTIGATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

1. 19 April 1945.

a. No test activity. Project personnel could not furnish units to drop.

b. Routine matters pertaining to operations and personnel were carried out.

c. Aircraft #388 and #387 were loaded with 1500 and 1401 units for mission, 20 Apr 45.

d. All aircraft in commission except #395 out for emergency check.

2. 20 April 1945.

a. Aircraft #386, pilot - Lt. HARRISON, mechanic - Lt. VOX GRAYNE, took off for drop at 03, with 1500 Y-14. Drop was made from 35,000 ft, above target, G.R. 1500 at 1100. Two bombs and control fuses very heavy due to stiffness of airplane at that altitude. Bomb failed to release on first run; switches were not completely engaged. Second run was effected by turbo surge which should be completely eliminated by proper operation.

b. Aircraft #387 did not get off because of main failure. Base Communications handles our work and so far it has been highly unsatisfactory. Major SHIELDS and Lt. SHUPIN were scheduled to fly this mission.

c. The Flight Test Section is gradually acquiring adequate personnel to carry out its scheduled missions.

d. Aircraft #384 and #387 out for communications and modification; #334 out for bomb track change. Aircraft #385 in commission. Aircraft #359 out for acceptance check.

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

Subj. Daily Diary, Flight Test Section (Cont'd).  
22 Apr 45.

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3. 21 April 1945.

a. Aircraft #387 took off at 1030 for test drop at 3B, pilot - Major SHIELDS, bombardier - Lt. SEMPLER, unit 1491 T-3. Drop was made at 32,000 ft, above target, C.E. 800 ft. at 1400. Bubbles on sight not centered properly. Trim tabs were frozen making run difficult. Run was perfect on level, airspeed and altitude.

b. Aircraft #384 took off at 1130 for test drop at 3B, pilot - Capt. BISHOP, bombardier - Lt. VON GRAFEN, unit 1491 T-16, C.E. 500 ft. short. Drop was made from 32,000 ft, above target.

c. Aircraft #387 was loaded with a 1792 on its return from the mission.

d. Aircraft #387, #388, #385, and #384 in commission. Aircraft #385 out for rework on fuel injection, #384 out for bomb rack change.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

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PER DDC REVIEW JAN. 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

24 April 1945

158  
1945

SUBJECT: Daily Diary for 22 April 1945.

FOI Commanding Officer, 509th Composite Group,  
Wendover Field, Utah.

1. Aircraft No. 387 took off for test drop at SB; pilot, Lt. HARRISHORN; bombardier, Lt. VON GRAFEN; unit 1491 T-17. Ship ran into excessive vibration and thunderhead activity in vicinity of target and pilot sat down at Victorville, Calif. Ship will take-off at 0930 tomorrow to complete mission.

2. No other test activity.

3. Conversation held with Dr. Dike and Commander WERTHORN. Also with Capt. BOARK at Wright Field, and available information was gathered on T/Sgt HERRILL and T/Sgt BENDER pending steps to have them transferred to this armament section.

4. Routine personnel matters discussed.

5. Routine operations carried on.

6. Aircraft No's. 387, 385, 384, 234, and 386 in commission. Aircraft No. 395 out for inspection and engine rework.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

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

UNCLASSIFIED

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS VANDOVER FIELD  
Flight Test Section  
Vandover, Utah

CS31vb

24 April 1946

SUBJECT: Daily Diary for 23 April 1946.

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

1. Aircraft No. 387 took off from Victorville at 0950--pilot,  
Lt. HARRISHOWE; bombardier, Lt. VON GRAPPEM; unit 1491 F-17. Drop  
was made from 29,000 feet above target due to excessive aircraft  
vibration, cause as yet undetermined. O.H. 850 short and right at  
0630.

2. Routine operational work accomplished.

3. Aircraft No. 385 loaded with 1660 F-13, and No. 384 loaded  
with 1791 F-13. Aircraft No. 385 scheduled for take-off at 1000,  
24 April 1946--pilot, Maj. SHIELDS; bombardier, Lt. SHIPLE--for drop  
at SB. Aircraft No. 384 scheduled for take-off at 1100, 24 April  
1946, for drop at SB--pilot, Capt. BYSTROM; bombardier, Lt. VON GRAPPEM.  
3. Aircraft No's. 387, 386, 388, 384, and 284 in commission.  
Aircraft No. 288 out of commission for dead cylinder.

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

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

FINAL AUTHORITY  
UNCLASSIFIED  
L. M. Redmon  
FEB 5 - 1981

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/abc

26 April 1945

SUBJECT: Daily Diary, 24 Apr 45.

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

1. No test mission because of bad icing conditions on target route and the uncertainty of good enough weather at the target to complete the missions.

3. Meeting was held in Col. HEFLIN's office at 1115.

a. The following personnel was present:

Col. HEFLIN - Base  
Col. FIBBERS - Group  
Lt. Col. CLASSEN - 393rd Bomb. Sqdn.  
Lt. Col. LOFTOCK - Group  
Major SHIELDS - Test Section  
Commander ASHWORTH - Project Lamson  
Capt. PARBONS - Project.  
Capt. SIMPLE - Test Section  
Dr. RUSBY - Project  
Mr. MASTON - Project

b. The following subjects were discussed and the following decisions were made:

(1) Test Aircraft.

a. That a standby ship would be furnished by the 393rd Bomb. Sqdn., equipped with a 1560 set-up, to replace aircraft #386 which is to be used by the Group to get fuel consumption and cruise control data.

(2) 393rd Tactical Training.

a. The pumpkin program, H.E. loaded 1560's, will fill the 393rd requirements for handling tactical ordnance and eliminate the necessity of trying to work them into the test program.

*High in position*

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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Subj. Daily Diary      Apr 1945 (Cont'd).  
26 Apr 45.

(3) Test Program at "I".

a. Due to the past unsuccessful operations at "I" the Flight Test Section will take over that program. A Liaison officer will be sent to "I" to coordinate test activities at that station. The actual flight test will be made with flight section aircraft from this base. Past conditions and the smallness of that test program makes it ill advised to try and base test aircraft there. The majority of their work load has been cancelled.

3. Two (2) missions scheduled for tomorrow, aircraft #385, unit 1660 T-13 and aircraft #384, unit 1791 G-33.

4. Aircraft #385, #386, #384, and #234 in commission. Aircraft #387 and #295 out for fuel system.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

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PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CBS/ebc

26 April 1945

1/22/86  
B

SUBJECT: Daily Diary, 26 Apr 45.

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

1. Aircraft #386 took off at 1000 for test drop at SB. Capt. PARSONS and Dr. HANSHY went along to observe. Pilot - Maj. SHIELDS, bombardier - Capt. SEMPLA, unit 1560 T-13. Drop was made from 23,000 feet above terrain, GS was 500 ft. right. Bubbles in arimuth not centered. However, Dr. HANSHY and Capt. PARSONS seemed very pleased with results. Major SHIELDS shortly after take off the tower called the information that Lt. SEMPLA is now Capt. SEMPLA. #386 dropped Capt. PARSONS and Dr. HANSHY off at 'A'.

2. Aircraft #384 took off at 1030 for test drop at SB (Land Target). Pilot - Capt. HYERON, bombardier - Lt. VON GAUER, unit 1702 F-42. Drop was made from 32,000 feet above target, GS 1,000 feet left. Gross height 300 ft. left and drifting at release, 700 ft. at impact. 1st left drift.

3. Both ships had to return on instruments.

4. Aircraft #387 flown on engineering boy's house.

5. Aircraft #385, #384, #384, and #386 in conclusion. Aircraft #387 and #386 out for fuel system.

CLYDE H. SHIELDS,  
Major, AD-3,  
Commanding Officer

FINAL DETERMINATION  
UNCLASSIFIED  
L. A. Redman  
FEB 5 - 1981

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

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1/22/98  
B

SUBJECT: Daily Diary for 26 April 1945.  
TO: Commanding Officer, 509th Composite Group,  
Wendover Field, Utah.

27 APR 1945 INFORMATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

1. Aircraft No. 385 took off at 1000 for test mission at SB--  
pilot, Lt. HARTSHORN; bombardier, Lt. VON GRAFFEN; unit 1B60 2-13 No.  
16. Drop was made from 32,000 feet above terrain, OM 600 feet at  
0900. Gano's gang was at lunch when ship arrived over target and  
they had to fly around for one hour before test crew on ground was  
ready to go. Damn poor set-up. Previous coordination has been good,  
no excuse for this flub on timing.

2. Aircraft No. 384 took off at 1200 for test mission at SB--  
pilot, Capt. BYSTROM; bombardier, Capt. SEMPLI; unit 1791, 2-19 No. 5.  
Drop was made from 32,000 above terrain, OM 2000 feet over. Ground  
station requested this placement to get on hard ground for recovery.  
Aliming point was 1500 feet over (approximately). Prop trouble delayed  
take-off.

3. Aircraft No. 234 took off at 1034 for local practice bomb-  
ing. Lt. JAMES and Lt. COHE bombed. Spotting charges failed to  
function, but good practice and bombing procedure were obtained.  
Three spotting charges worked and all three were inside of 200 feet  
from 20,000 feet. Aircraft C-45 4731 took off at 1035 for Salt Lake--  
pilot, Major SKINDS. Picked up Lt. Oel. LOCKHINDS and brought him  
back.

4. Aircraft C-45 4731 took off at 1545 for local Dirty Doodle  
Mission was completed in 45 minutes, Maj. DABBY was pilot.

5. Aircraft No. 384 was loaded with 1791, 2-30 #7 for take off  
at 0930, 27 April 1945; pilot, Capt. BYSTROM, bombardier, Lt. VON  
GRAFFEN, for test drop at SB.

6. Aircraft Nos. 384, 395, 386, and 234 in commission. Air-  
craft No. 395 and No. 387 out for fuel system.

UNCLASSIFIED

OLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CS517B

28 April 1945

11/22/88  
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SUBJECT: Daily Diary for 27 April 1945.

TO: Commanding Officer, 809th Composite Group,  
Wendover Field, Utah.

1. Aircraft No. 384 took off at 0950 for test drop at SB--pilot,  
Capt. BYSTROM; bombardier, Lt. VON GRAFEN; unit 1791, B-24 Co. 1.  
Drop was made from 32,000 feet; CE was 1,000 feet at 1450. Ground  
station requested bomb be dropped 1,000 feet over.

2. Aircraft No. 385 took off for test drop at SB at 1216--pilot,  
Major SHIELDS; bombardier, Capt. SHEDDEN; unit 1560, S-1B Co. 1.  
Drop was made from 32,000 feet; CE 900 feet at 1600. Ordnance loaded  
the unit on two-by-four, making it impossible to pull aircraft over  
it. Unit had to be taken out of pit and then reloaded. Delay of  
about one hour and a half because of this error.

3. Aircraft No. 234 took off at 1300 for local test drop on turbo-  
surge and practice bombing--pilot, Maj. DANNY and Lt. WENLIE; bombardier,  
Lt. COBB and Lt. JAMES, Nr. WILKINS from Honeywell Regulator  
Co. came along to get turbo data which was obtained. Too rough and  
overcast weather prevented bombing.

4. Aircraft G-45 No. 451--pilot, Lt. KIRKOFF--took off at  
for local Dipsy Doodle Test.

5. Aircraft No. 387 loaded with unit 1791, B-24 Co. 1  
tomorrow--pilot, Major SHIELDS, bombardier, Lt. VON GRAFEN.

6. Aircraft Nos. 384, 385, 387, and 234 in commsubject.  
No. 235 out for fuel system.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

GLYNN S. SMITH  
Major, Air Force  
Commanding Officer

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PER DOC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

OSS:wb

28 April 1945

112-1135

SUBJECT: Daily Diary for 28 April 1945.

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

1. Aircraft No. 387 took off at 0850 for test drop at SB--pilot, Major DABBY; bombardier, Lt. VON GRAFFEN; unit 1791, F-21 Co. 8. Drop was made from 32,000 feet above terrain; CE 2000 feet at 1130. Ground station requested bomb be dropped 2000 feet over on solid ground, for recovery purposes. Major SHIELDS went along as check pilot for procedure.
2. Aircraft No. 385 loaded with unit 1560, F-26 Co. 18, for vibration test flight today.
3. Aircraft No. 385 took off at 1100 for six hour flight for vibration test--pilots, Lt. HARTSHORN and Capt. DAVIS; bombardiers, Lt. JAYNES and Lt. COBB; observers, Paulsen HENKOLDS, Mr. ANDERSON, and Mr. HARNIS; unit 1560, F-26 Co. 18. Practice bomb runs to be made at SB at 32,000 feet. Unit is to be unloaded tonight and checked.
4. Aircraft No. 295 took off at 0919 for local engineering inspection, Capt. HYSTROM.
5. Aircraft No. 7451, Co. 45, took off at 0850 for local Wipey Doodle Mission--pilot, Lt. KIRBON. Mission completed 1105 hours.
6. Aircraft No. 234 loaded with 1560, F-51 Co. 20, for test drop at SB on 29 April 1945--pilot, Maj. DABBY; bombardier, Capt. SEMPLE.
7. Aircraft Nos. 284, 385, 387, and 234 in commission. Aircraft No. 295 out for fuel system.

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FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Anderson  
FEB 5 - 1981

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

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS/abc

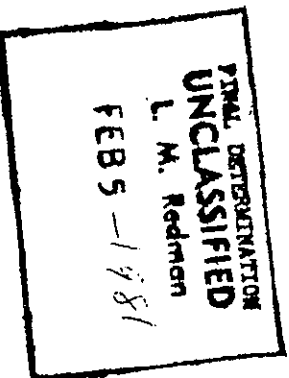
30 April 1945

SUBJECT: Daily Diary, 29 April 1945.

TO: Commanding Officer, 500th Composite Group,  
Wendover Field, Utah.

1. Aircraft #234 took off at 0935 for test drop at SB. Unit 1560 T-31 #30. Pilot - Major DABBY, Bombardier - Capt. SEMPLE. Drop was made from 32,000 ft., CF. 600 ft. at 1500. This aircraft is one of the old test aircraft and it was necessary to hold rated power to bomb at 185 I.A.S.
2. No other test activity today.
3. Aircraft #385 loaded with 1560 T-26 #18 for 0900 take off on 30 April 1945. Pilot - Lt. HARTSCHORN, bombardier - Lt. VON GRAFEN. Drop at SB. Final test drop in this test phase.
4. Aircraft #384, #385, #387, and #234 in commission. Aircraft #295 out for vibration check.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer



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PER DOC REVIEW JAN. 1973

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FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

OSS/ebe

1 May 1945

SUBJECT: Daily Diary, 30 Apr 45.

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

1. Aircraft #385 took off at 1325 for test drop at SB. Pilot - Lt. HAINSHORN, bombardier - Lt. VON GRABER, unit 1560 T-26 #18. Drop was made from 32,000 ft. above terrain, C.B. 600 ft. at 1400. Take off was delayed because batteries in unit had to be charged. Take off was scheduled for 0930.
2. Aircraft G-45, #431 flew from 1025 until 1140 on display dooodle mission. Lt. MIBSON pilot.
3. Aircraft G-45, #431 flew from 1345 until 1625 on display dooodle mission. Lt. MIBSON pilot.
4. Personnel not engaged in flying participated in various ground training studies.
5. Commander HAYWARD called from "I" highly late at the turn in events and gave us a picture of twenty five (25) drops scheduled for May. This does not jibe with our conference earlier this month. Commander AHNORTH was in on the call and made arrangements to contact Capt. PARSONS at once. Later in the day he said to proceed with the operations as planned. That is, operate from this Base.
6. Arrangements were made for Major SHIELDS and Major BARRY to proceed to "I" on 2 May 1945 to discuss this situation with Commander HAYWARD. It looks like a double shuffle to this office. Coordination seems to have been lacking entirely.
7. Aircraft #384, #385, #387, and #234 in commission. Aircraft #288 out for excessive vibration.

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

UNCLASSIFIED

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover Field, Utah

CSS/abc

8 May 1945

SUBJECT: Daily Diary for Period 1 May to 8 May 1945.

FOI Lt. McClensahan, Project Security Office,  
Wendover Field, Utah.

1. General routine matters concerning aircraft, personnel and operations carried out.

2. On 2 May 1945, Maj. SHIELDS, Maj. DABBY, and Capt. SAMPLE attended meeting at "I" with Commander HATWARD AND Col. HERTIN. Discussed necessity of coordination and arranged for meeting on 3 May 1945. Col. HERTIN left. On 3rd of May Commander HATWARD, Dr. MILLIS, and other CIV personnel met with Maj. SHIELDS, Maj. DABBY and Capt. SAMPLE. The following information was gathered and decisions made:

a. The 393rd Bomb Squadron's bombing was not satisfactory; their records were not tabulated correctly, and the data gained was not reliable. Four (4) bombs had an approximate twenty (20) mil error in them, but the majority were good. The average error was sixty (60) mils. Crew discipline was bad and Commander HATWARD remarked that the degree of proficiency of bombing crews was low.

b. Delays in the past were due entirely to unreliability of parts and poor coordination.

c. Arrangements were made to leave Maj. DABBY at "I" to coordinate test activities there. He is to have contact with all people concerned with assembly, loading, flight, and technical work on this project.

d. Two (2) aircraft would be sent to "I" to drop the units now on back log there and they will remain there as long as they are needed. Aircraft #385 Lt. HARTSHORN, pilot; Lt. VON SHAFER, bombardier. Aircraft # 384 was changed over to 1860 unit--Maj. DABBY, pilot; Lt. JAYNES, bombardier. Aircraft #385 left at 1000, 6 May 1945 and #384 at 1500, 7 May 1945.

e. Commander HATWARD and Dr. MILLIS were both pleased and satisfied with the stipulations made at the meeting and expressed the belief that everyone concerned would profit by this arrangement.

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN 1973

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Daily Diary from 1 May to 8 May 1945,  
dated 8 May 1945, cont'd.

3. Aircraft #387--pilot Maj. SHIELDS; bombardier Capt. SEMPLE--  
went to "A" on 5 May 1945 to conduct tests for HERNIE WALDMEN. Four (4)  
flights were made. Two (2) during daylight hours on the 5th of May and  
6th of May. Two (2) blast tubes on ditches were dropped on the 6th.  
Meeting was held with people concerned and details for runs, timings,  
signals, etc. were worked out. Take-off was made at 0300, 6 May 1945 for  
practice mission. Results were satisfactory. Live run was made on 7 May.  
Drop was made and unit fired about 0445. Results were very satisfactory  
and everyone seemed pleased. Shock wave on aircraft was barely noticeable  
at 15,000 feet above terrain. At firing, aircraft was 26 seconds beyond  
target, or approximately 2 3/4 miles away from directly overhead. The  
glow was beautiful. FLY HUFFLIN was heard to remark shortly afterwards  
something about "that's too goddam bad, it's all over now." Someone must  
have forgotten a switch. Aircraft #387 returned to Wendover Field on  
7 May 1945 at 1400.
4. Conversations held with personnel concerned regarding aircraft  
and crews necessary to carry on both programs at "1" and at Wendover Field.
5. No decision reached on when we can take over the transports.
6. Aircraft #387, #385, #384 and #395 in commission. Aircraft  
#384 out for inspection.

GLYDE S. SHIELDS,  
Major, AG-1  
Commanding Officer

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CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FEB 5 - 1981

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

OSS/shc

17 May 1945

SUBJECT: Daily Diary, 17 May 1945.

FOI Lt. McClenshen, Project Security Office,  
Wendover Field, Utah.

1. Since the mission at "A", routine flight test operations have been carried out. The aircraft at "A" have been flying test missions as scheduled with satisfactory results. A separate diary and test phase record will be turned in covering the work at "A". It was necessary to trade aircraft #334 and #260 for #385 and #384. It is impossible to use the old aircraft at this base due to insufficient test rigging. Aircraft #386 returned from Eglin Field, Fla. eight (8) hours overdue for a thirty (30) hour inspection. Our crews are now running that inspection.

2. Aircraft #388 took off at 1120. 16 May 45 for test drop at "A". Pilot - Capt. BISHOP, bombardier - Capt. SMITH. Daily 1792 RND 49 for recovery. Drop was made from 30,000 ft. above target, 4.5, 500 ft. at 1100. Ground said 480 ft. at 1100. No one seems to know for sure. Test phase record will give measured distance.

3. Aircraft #397, unit 2 GI #10, scheduled for takeoff at 1000. Mission was cancelled because of tail trouble.

4. Considerable aircraft have been reconstructed in shortening landing operations. Ordnance cannot seem to meet their schedule on getting the units to the air. They give half a dozen B-24's and run up actually delivering the units even five (5) hours after it was scheduled to land. Consequently the operations concerning aircraft, flight crews, etc. is thrown out of gear. It is impossible to meet any proposed schedule with this little head in existence.

5. Due to the suspension of the test program both here and at "A" it is impossible to operate with present force. For comparison with Second Air Force, Maj. KAHN, this date, the following additional personnel are being prepared to supplement our present force. Three (3) pilots, three (3) additional bombardiers plus one flight engineer. One additional crew chief is prepared also.

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW/JAN. 1973

Flight Test Section, Subj. Daily Diary, 17 May 45. (cont'd).

6. Flight Test took over transport operations on Monday 14 May 1945. The necessary crews were procured through 2nd Air Force. Capt. KRIPPENDORF was set up as Operations Officer, with Lt. MIBSON as assistant. The usual difficulties were and are being encountered in organization. It is hoped that most of the abuses prevalent in the past, in reference to transport use, will be eliminated. Scheduled runs will be used when possible. Only through unusual circumstances will transports be scheduled for special trips and then ONLY if pay load warrants it. Indications at the moment look as if the present schedule is not properly timed. No provision made for time for loading, clearances, etc. In order to maintain the present schedule we would have to have jet-propelled transports. We are working out a new schedule based on actual time required to make these flights. Arrangements have been made to take care of necessary parades and associated equipment to take care of both Flight Test and transport flights. Operations at Inyokern for transports and Flight Test will both base at China Lake rather than Harvey Field. Maj. DABBY is at present handling Flight test operations at 11<sup>th</sup>. He is being lost to the 509th Group. His rank entitles him to an opportunity for promotion, but to date he is the only man it has been possible to depend on to be of any concrete assistance in running this test program at 11<sup>th</sup>.
7. Aircraft #295 loaded with unit T-63 #1 1792 for test drop at SB. Pilot Maj. SHIELDS, Bombardier Capt. SHIPLE.
8. Aircraft #387 loaded with T-61 #10 1792 for test drop at SB. Pilot Capt. BYSTROM, bombardier Lt. COBB.
9. Aircraft #295, #260, #387, and #384 in commission. Aircraft #396 out for fifty (50) hour inspection. Aircraft #234, #386 in commission and on DS at 11<sup>th</sup>.

CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973



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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CRS:wgjb

15 June 1945

SUBJECT: Daily Diary, 2 June to 15 June 1945.

TO: Captain William Uanna, Project Security Office,  
Wendover Field, Utah.

1. 2 June 1945.

- a. No test activity.
- b. Spent day making up monthly reports for Dr. Ramsey.
- c. Capt. SHAPIRO worked on twelve C's to compile bombing records.
- d. Plans were made to go to #1# Wednesday, then to #1# and hence home on Friday. Planned to discuss:
  - (1) At #1#.
  - (a) Hanger and storage facilities at #1#.
  - (b) Personnel problems.
  - (2) At #2#.
  - (a) Coming #2# Test must be discussed in detail.
  - (b) Capt. SHAPIRO wants to discuss ballistic with SHAPIRO and picture records requested by this office two weeks ago.
  - (c) Should like to see compiled photographic record of the #2# Test Phase.
  - (d) Discuss transportation problems with Col. LOCKRIDGE.

2. 3 June to 6 June 1945.

- a. Two (2) missions scheduled for today, 3 June. Weather cancelled them. The #1# transport trip was cancelled also.
- b. No test activity the rest of this period because of bad weather.
- c. 6 June 1945.

a. Aircraft No. 395 took off at 0915 for test drop at #3--  
pilot, Lt. MORLAN; bombardier, Lt. MURRAY; Unit 1860, T-95 #45. Drop

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PER DDC REVIEW 10/17/83

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Subj: Daily Diary, 2-15 June 45,  
ad 15 June 45, cont'd.

was made from 32,000 ft. above terrain. C.E. 1000 ft. at 1000. B.O.  
Altitude 40 ft. high at release. This unit had 20<sup>th</sup> drag plates.

b. Aircraft No. 386 took off at 0940 for test drop at SB--  
pilot, Capt. DAVIS; bombardier, Capt. SHIPLE; unit 1560, T-45 #45. Drop  
was made from 32,000 ft. above terrain using A.G.L.D. Sight and full  
automatic pilot. C.E. 500 ft. at 0700. B.O. This unit had 20<sup>th</sup>  
drag plates.

c. Maj. SHIELDS took off at 0900 for inspection tour of "Y"  
and will proceed to "Y" for conference. No further test activity until  
9 June 1945.

4. 7 June 1945.

d. No test activity. Maj. SHIELDS, Capt. SHIPLE, and Capt.  
BEWSON attended various conferences at "Y" in relation to transportation  
and phases of coming test work.

5. 8 June 1945.

a. Aircraft No. 385 took off at 0900 for test drop at "Y"--  
pilot, Capt. ZAHRI; bombardier, T/O OSKOW; unit 1560, T-45 # . E.I.  
drop was made from 32,000 ft. above terrain. C.E. 600 ft. at 1200. No  
P.D.Y. brush was staking and consequently run was not too accurate.  
This test was scheduled for the 9th, but was set up to the 8th at the  
request of the "Y" ground people so they could "secure" crew the week-end.

b. Maj. SHIELDS returned from "Y" with a load of freight, and  
Capt. SHIPLE remained behind to finish up business Maj. SHIELDS was unable  
to do.

6. 9 June 1945.

c. Routine matters pertaining to operations and personnel.  
Capt. HANSHORN returned from "Y" and Capt. HIBBON went down. HANSHORN  
brought aircraft #384 back for inspection and HIBBON took #385 down to  
replace them.

7. 10 June 1945.

a. Routine matters pertaining to operations and personnel.  
Flight Test is receiving additional personnel on the basis of five (5)  
test crews and six (6) transport crews. Two (2) C-46 type aircraft were  
requested to replace two of our C-47's. Our payload is not large enough  
to handle all the freight and passengers it is necessary to move.

8. 11 June 1945.

a. Col. DUNT, Col. STANLEY, Maj. DART, Mr. ROY, and Dr. L. of  
O.I.T. were up on an inspection tour, apparently to check against available

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PER DDC REVIEW JAN. 1973

Subj: Daily Diary 2-15 June 45,  
dd 15 June 1945, cont'd.

space for possible project expansion at this base.

9. 12 June 1945.

a. Routine matters pertaining to operations and personnel carried out. A new functional chart was made up and presented to the draftsmen for completion.

b. Conversation held with Col. HEWLIN, Maj. JOSEPH, and Lt. SMITH on transport maintenance. We want control of it.

c. Conversation held with 2nd Air Force on procurement of engine mounted collector rings and fuel injection engines. Got an O.K. on both. Fuel injection needed for old airplanes to assure 32,000 feet test operations.

10. 13 June 1945.

a. Routine matters concerning operations and personnel carried out.

b. Aircraft No. 260 returned from 1st-Dept. SYSTEM, pilot. They will take #234 back tomorrow.

c. Parachute and Personal Equipment are working on procurement of additional equipment and making modifications in the Parachute Room.

11. 14 June 1945.

a. Meeting held with the Transport Crew to amplify the policies, schedules, security, etc. concerning transport operations. Believed Lt. MIBROW from Operations for reasons of rank only. He had done a fine job, but his authority is questioned due to his rank. Capt. Krippendorf and Lt. Barnes appointed operations and assistant respectively.

b. Narrowly averted a crash today when Capt. HARRSHAW took a ship off on a practice mission with elevator trim tabs reversed. No damage to aircraft or crew.

c. Aircraft No. 295 loaded with Unit 1792, 7-125 #18 for local test drop at Klugman. Take-off scheduled for 0900.

d. Aircraft No. 387 loaded with Unit 1792, 7-126 #19 for local test drop at Klugman. Take-off scheduled for 0830.

e. Aircraft Nos. 295, 387, 388, 385, 384, and 234 in completion. No. 260 out for inspection. Nos. 384, 385, and 234 on DG at 11.

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Subj: Daily Diary 2-15 June 45,  
24 15 June 45, cont'd.

f. June Test Phase at Kingman starts officially tomorrow.

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer  
Flight Test Section

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

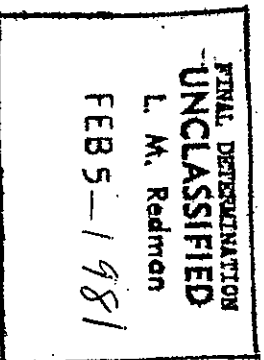
CS31WBb

17 June 1945

SUBJECT: Daily Diary, 16 June 1945.

TO: Captain William Danna, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 took off at 0800 for local test drop. Pilot, Capt. HARRSHORN; bombardier, Lt. BANNING; Unit 1792, T-137 #20. Drop was made from 38,000 ft. above target. C.E. 200 ft. at 1200. B.C. 6.67 & 0.15. Full automatic pilot run. This bombardier is undoubtedly making arbitrary corrections. Steps are being made to explain the value of delta.
2. Aircraft No. 387 took off at 1110 for local test drop. Pilot, Lt. O'HARA; bombardier, Lt. MURRAY; Unit 1850, T-132 #3. Drop was made from 38,100 ft. above target. C.E. 400 ft. at 1100. B.C. 6.67 & 0.15. Full automatic pilot run. Drop delayed because Unit was not ready.
3. Aircraft No. 387 was loaded with Unit 1850, T-133 #4 for local test drop on 17 June 1945. Scheduled time off 0900.
4. Aircraft No. 295 was loaded with Unit 1850, T-134 #5 for local fly around (5 hours), and test drop. Scheduled time off 0800, 6-17-45.
5. Capt. LABSON was conducted on an inspection tour of Flight Test by Maj. SHIELDS.
6. Aircraft Nos. 384, 385, 386, 387, 295, and 224 in commission. No. 280 out for cylinder change. Nos. 384, 385 and 234 on DS at "1".



CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

18 June 1945

SUBJECT: Daily Diary, 17 June 1945.

TO: Captain William Hanna, Project Security Officer,  
Wendover Field, Utah.

1. Aircraft No. 295 took off at 0810 for local test drop. Pilot, Capt. HARTSHORN; bombardier, Capt. SMPLIN; Unit 1850, F-134 #5. Unit flown at 30,000 ft. Indicated altitude for 1:50 hours and then descended to 10,000 ft. Unit dived and then alighted back to 35,000 ft. above terrain. Dropped on recovery target here. G.H. 300 ft. at 0900. B. O. 5.67 @ 0.15. Auto-pilot used for run.
2. Aircraft No. 387 scheduled for 0900 take-off on local test drop. Pilot, Maj. SHIELDS; bombardier, Lt. WIRRAI; Unit 1850, F-133 #4. Mission cancelled due to fuel pressure gauges being out. Rescheduled for 0900 take-off 18 June 1945.
3. Aircraft Nos. 384, 385, 386, 387, 384, and 295 in consultation. No. 295 out for cylinder change. Nos. 384, 385, and 324 on DG at 9:15.

OLIVER S. SHIELDS  
Major, Air Corps  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

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18 June 1945

SUBJECT: Dally Diary, 18 June 1945.

FOI Captain William Vanna, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 386 took off at 0645 for three (3) day DS at 'A' pilot, Maj. SHIELDS bombardier, Capt. SINGLES.
2. Aircraft No. 387 took off at 0800 for Level test drop. Pilot, Capt. DAVIS bombardier, Lt. ROHWAY Tail LHO, T-125 #4. Drop was made from 28,000 ft. above terrain. O.K. 1000 ft. at 1100 o'clock. B.O. 6.67 @ 0.15. Turbo surge encountered on #1 engine on 11ve run, but did not affect the mission.
3. No test activity scheduled until 25 June 1945.
4. Aircraft Nos. 284, 285, 286, 288, and 294 in consideration. Nos. 284, 285, and 294 on DS at #1. No. 287 out for repair of #1 cylinder ring and No. 280 out for cylinder change.

Clyde S. SHIELDS  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION  
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L. M. Redman  
FEB 5 - 1981

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

21 June 1945

SUBJECT: Daily Diary, 19 June 1945.

TO: Lt. J. M. Hill, Project Security Office,  
Wendover Field, Utah.

1. Nothing scheduled for 19 June 1945. Armament was sent out to Pit to load Aircraft 363 for 393rd. One loading scheduled for 393rd on 20 June 1945.
2. Mr. BOLSTEAD examining all releases in test aircraft to ascertain cause and to find remedy to eliminate burning out of heater units in all Type F/G releases. Numerous failures of this heater unit have occurred on recent test drops due to the release Flywheel causing short circuits which burn out heater units.
3. On recent test flight a removable out-walk, which can readily be put in place across rear of banking for purpose of making emergency repairs and delaying arming operations on the Little Bay in flight, was tested by Commander BURKE and Capt. HERPIN and was found to be very satisfactory. Weight of out-walk approximately 10 lbs.
4. Aircraft No. 204 landed at 1500. Coming from #1 for 100 hour inspection. Aircraft No. 280 completed with 25 hour inspection; scheduled for 0900 take-off 20 June 1945--Capt. KIMMER, Pilot.
5. Aircraft in commission #288, #285, #286, and #284. #285 and #284 DS at #1. Aircraft out of commission #394, 100 hour inspection; #387, collector ring change.

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CLYDE S. SETHEAD  
Major, Air Corps  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

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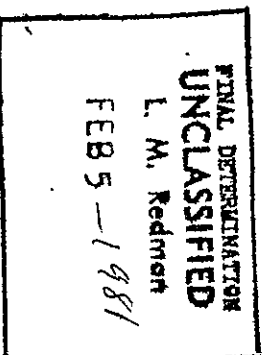
21 June 1945

SUBJECT: Daily Diary, 20 June 1945.

TO: Lt. J. M. Hull, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 292 was loaded at 1345 for 393rd.
2. Aircraft No. 280 taxied out for 1300 take-off to "I". No. 3 engine caught on fire and ship returned to ramp. No missions scheduled for test section on 20 June 1945.
3. Aircraft No. 386 landed at 1630, returning from "A". Pilot, Maj. SHIELDS. Ship out of commission for No. 2 carburetor change.
4. Aircraft in commission: #385 and #234. #385 and #234 DS at "I". Aircraft out of commission: #295 and #387, collector ring changed; #280, inspection of #3 engine.

GUYD S. SHIELDS  
Major, Air Corps  
Commanding Officer



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PER DOC REVIEW JAN. 1973

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L. M. Redman

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

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25 June 1945

SUBJECT: Daily Diary, 21 June 45 to 25 June 45.

FOI Lt. John W. Hull, Project Security Office,  
Wendover Field, Utah.

1. Routine matters pertaining to personnel and operations carried out during the period.
2. Several routine flights to check test installations.
3. Engineering used this period to run extensive inspection of aircraft and to replace aircraft at "1". Engine mounted front collector rings were installed when possible. Acceptance inspection run on aircraft #358, to replace aircraft #260 at "1". Aircraft #395 will return 26 June 45 for one hundred (100) hour inspection. It is to remain at this station.
4. Personnel was brought up to date on both test and transport crews with the exception of radio operators, HOS 2756.
5. Conference held with Transport Sqds. to supply policies, schedules, etc., and put it on a paying basis.
6. Conference held with Test Section on future operations and policies.
7. Conference held with Engineering and changes made in organization to assure satisfactory maintenance.
8. Aircraft #387 flew local test mission on 24 June 45. Pilot - Capt. HARRISON, bombardier Lt. THOMAS. Drop was from 28,090 ft. above terrain, on 175 ft. at 1100. B.C. 6.67. Unit T-141 #1, on 1850, weight 10,315. Full auto pilot run altitude 90 ft. high at release. No cameras or data, visual observation only.
9. Aircraft #395 loaded on 24 June 45 with unit 1560 T-123 #57 for SB test drop on 25 June 45.
10. Aircraft #387 loaded on 24 June 45 with unit 1560 T-56 #47 for SB test drop on 25 June 45.

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Subj: Daily Diary.  
Ad 25 June 45.

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11. Some consideration given to the forming of a Flight Test Squadron and T.O.'s and functions and responsibilities drawn up for presentation for Col. HEFLIN'S consideration.

12. Aircraft #260 out for fire damage, #258 out for acceptance inspection, #262 out for Tech Order compliance. Aircraft #386, #387, #295, #385 and #234 in commission. Aircraft #785 and #234 on DS at "I". Aircraft #384 out for one hundred (100) hour inspection.

GLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

29 June 1945

SUBJECT: Daily Diary, 25 June to 29 June 1945.  
TO: 1st Lt. J. M. Hull, Project Security Office,  
Wendover Field, Utah.

FINAL DETERMINATION  
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1985-1981

1. 25 June 1945.

a. Routine matters pertaining to Test and Transport Operations and Training.

b. Aircraft No. 295 took off at 0900 for test drop at SB. Pilot, Lt. THOMPSON; bombardier, Lt. HANNING; Unit 1560, T-123 #57; weight, 10905. Drop was made from 32,000 ft. Q.E. 1100 ft. at 1100. B.C. 1.3793. This pilot's first run, manual and was not good. Poor coordination between bombardier and pilot.

c. Aircraft No. 387 loaded with Unit 1560, T-66 #47, weight 9345, for SB test flight on 26 June 1945.

d. Aircraft No. 295 loaded with Unit T-144 #48, weight 9364, for SB test drop, low altitude, on 26 June 1945.

2. 26 June 1945.

a. Routine matters pertaining to operations and personnel.  
b. Aircraft No. 295 took off at 0900 for test drop at SB. Pilot, Maj. SHIELDS; bombardier, Capt. SIMP. Drop was made from 150 ft. above the water. No bombight was used. Drop was satisfactory--directly in front of the camera. Unit T-144 #48.

c. Aircraft No. 287 took off at 1500 for test drop at SB. Pilot, Capt. KERRI; bombardier, Lt. BARRING; Unit 1560, T-66 #49. Drop was made from 27,500 ft, 700 ft. below intended altitude and 4,000 ft. below instructed altitude. Q.E. 2500 ft. at 1500. B.C. 1.3793. Dam poor showing. Steps are being taken to jank this crew up.

d. Aircraft No. 295 loaded with Unit 1560, T-144 #65 for test drop at SB on 27 June 1945.

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Subj: Daily Diary, 25-29 June 45,  
dd 29 June 45, cont'd.

e. Aircraft No. 386 set up for 41<sup>st</sup> Test. Pilot, Maj. SHIELDS;  
bombardier, Capt. SIMPLE. Take off scheduled for 0630, 27 June 1945.

3. 27 June 1945.

a. Aircraft No. 386 took off for "A" at 0700 and arrived at 0900.  
Local flight made from 1300 until 1530. Four (4) blast gauges were dropped;  
one (1) at 25,000 ft., and three (3) at 35,000. All releases functioned  
normally. All chutes fell well and radar data on rate of descent was gained.

b. Aircraft No. 295 took off at 0900 for test drop at SB. Pilot,  
Capt. HARTSHORN; bombardier, Lt. BANNING; Unit 1560, T-149 #65; weight,  
9364. Drop was made from 32,000 ft. above target. C.E. 500 ft. at 1000.  
B.C. 1.3793

c. Aircraft No. 387 loaded with Unit 1860, T-149 #66 for test  
drop at SB. Take off scheduled for 0900 on 28 June 1945.

4. 28 June 1945.

a. Routine matters pertaining to operations and personnel.

b. Aircraft No. 367 took off at 0915 for test drop at SB. Pilot,  
Capt. KENNEDY; bombardier, Lt. MORRAT; Unit 1560, T-149 #64. Drop was made  
from 32,000 ft. above terrain. C.E. 1200 ft. at 1130. B.E. 1.3295; weight  
on Unit, 19,500 lbs. Lost engine for exhaust on return. Normal run.

c. Aircraft Nos. 384, 386, 387, 295, 360, and 334 in commission.  
Aircraft Nos. 385, 262, and 268 out of commission for inspections. Air-  
craft Nos. 260 and 234 on D.S. at 4<sup>th</sup>.

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding.

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

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L. M. Redman

FEB 5 - 1981

30 June 1945

SUBJECT: Daily Diary, 29 and 30 June 1945.

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PER DOC REVIEW JAN. 1973

TO: Lt. John N. Hill, Project Security  
Wendover Field, Utah.

1. 29 June 1945.

a. Aircraft No. 384 took off at 1000 for test drop at SB. Pilot, Capt. DAVIS; bombardier, Lt. MURRAY; Unit 1560, T-35 #69; weight, 10265 lbs. Drop was made from 38,015 ft. C.E. 600 ft. at 1100. B.C. 1.3795. Altitude 15 feet high at release. Run was full automatic pilot.

b. Aircraft No. 295 loaded with Unit 1560, T-151 #68 for test drop at SB on 30 June 1945. Take-off scheduled for 0800.

c. Aircraft No. 384 loaded with Unit 1560, T-150 #67 for test drop at SB on 30 June 1945. Scheduled for 0950 take-off.

d. Routine matters regarding personnel and operations discussed. e. Conversation held with Col. HERTIN regarding cooling demands on this base for both personnel and aircraft. Col. HERTIN says he will not tolerate continued expansion without proper authority from higher headquarters. Personnel and equipment will remain status quo until some proof can be given for further expansion.

f. Aircraft Nos. 384, 387, 234, 260, and 295 in commission. No. 385 out for inspection and manifold change; #258 out for correction of inspection discrepancies; #386 out for master fuel pump, #2 engine; #268 still at Supply and Maintenance for compliance with T.O.'s. Aircraft Nos. 234 and 260 on D.S. at "1".

2. 30 June 1945.

a. Aircraft No. 295 took off at 0815 for test drop at SB. Pilot, Capt. HARTSHORN; bombardier, Lt. JAYNES; Unit 1560, T-150 #67; weight, 10225 lbs. Drop was made from 28,030 above target because of ball conditions. C.E. 600 ft. at 0700. Altitude 30 feet high at release. Fore and aft bubbles slightly off. Run was full automatic pilot. B.C. used 1.3795.

b. Aircraft No. 384 took off at 0930 for test drop at SB. Pilot, Capt. DAVIS; bombardier, Lt. VON GRAFEN; Unit 1560, T-150 #67. Drop was made from 28,000 ft. above target. C.E. 50 ft. at 1500. B.C. 1.3795.

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Subj: Daily Diary, 29 and 30 June 45,  
dd 30 June 1945, cont'd.

Run was full automatic pilot. Project requested 28,000 ft. because of  
bad base conditions.

e. Aircraft No. 295 loaded with Unit 1560 T-36 #48 for test drop  
at SB. Take-off scheduled for 0930 on 1 July 1945.

d. Aircraft No. 384 loaded with Unit 1560, T-37 #71 for test  
drop at SB. Take-off scheduled for 0900 on 1 July 1945.

e. This completes the June Kingman Schedule.

f. Aircraft Nos. 384, 387, 295, 260, and 234 in commission.

#385 out for inspection and collector ring change; #386 out for fuel system;  
#258 out for inspection. Aircraft Nos. 234 and 260 on D.S. at "I".

GLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

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PER DOC REVIEW JAN. 1973

Return to Ramsey's Office

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FLIGHT TEST SECTION  
Kingman

CSS:wb

1 July 1945

SUBJECT: Record of June Test Phase and Daily Diary.

TO: Dr. NORMAN F. RAMSEY.

1. Enclosed herewith copy of Kingman June Test Record and Daily Diary, 16 to 30 June 1945, Incls.

*Charles S. Shields*  
CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

2 Incls:  
1 Kingman June Test Record  
2 Daily Diary, 16 to 30 June 45.

*Note - Radiation attention is called to the wide variance in weight of suits. No accurate check made on 1st ten suits - but last ten were weighed.*

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

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PER DOC REVIEW JAN. 1980

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## KINGMAN JUCE TEST RECORD

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 PER DOC REVIEW JAN. 1973

DATE	AIRCRAFT	PILOT	BOMBARDIER	PERIOD	NO.	WEIGHT	ALTITUDE TARGET	ALTITUDE S.L.	TRUE AIRSPEED	B. C.	DRIFT	ESTIMATED ERROR CIRCULAR	TARGET	
6/1	258	LEWIS	WILLIAMS	1560	94	43	9400	26000	30300	303	1.25	2R	2000' ● 1200	K (HARD)
	FACTORS AFFECTING MISSION: 20° drag plates for observation only. Flight excellent. No yaw; no rotation.													
6/1	387	BYSTROM	MURRAY	1850	74	2	8500	28000	32300	300	6.67	6°L	600' ● 1330	K (HARD)
	FACTORS AFFECTING MISSION: Clouds obscuring target until 15 seconds away. Full manual run.													
6/1	295	SHIELDS	BANNING	1850	73	1	8500	28000	32300	320	6.67	5°L	500' ● 1500	K (HARD)
	FACTORS AFFECTING MISSION: Clouds obscuring target until 15 seconds away, Full manual run.													
6/1	386	DAVIS	SEMPLE	1560	45	25	9300	31880	32125	300	1.33	3°L	800' ● 1100	SB (WATER)
	FACTORS AFFECTING MISSION: Full auto pilot run. <u>AGLD</u> M9B sight.													
6/6	385	MORLAN	MURRAY	1560	95	44	9300	32050	31805	306	1.6	6°L	1000' ● 1100	SB (WATER)
	FACTORS AFFECTING MISSION: Lateral bubbles slightly off to right. 20° drag plates.													
6/6	386	DAVIS	SEMPLE	1560	96	45	9300	32000	31755	300	1.539	6°L	500' ● 0730	SB (WATER)
	FACTORS AFFECTING MISSION: Full auto pilot run. Aiming point 500 short. <u>AGLD</u> M9B sight. 20° drag plates.													
6/8	385	ZAEN	ORMOND	1560	48	29	9400	32000	34203	341	1.4	8°R	900' ● 1330	I
	FACTORS AFFECTING MISSION; Full manual run. (393rd Crew)													
6/15	387	SHIELDS	SEMPLE	1792	136	19	8500	27950	32250	305	6.67	5°L	500' ● 0700	K (HARD)
	FACTORS AFFECTING MISSION: Full auto pilot run. Had to level again. Lateral bubble off 8 mils right.													
6/15	295	HARTSHORN	BANNING	1792	135	18	8500	28020	32320	305	6.67	9°L	100' ● 0700	K (HARD)
	FACTORS AFFECTING MISSION: Full manual run.													
6/16	295	HARTSHORN	BANNING	1792	137	20	8500	28000	32300	317	6.67	11°L	200' ● 1200	K (HARD)
	FACTORS AFFECTING MISSION: Full automatic pilot run.													
6/16	387	O'HARA	MURRAY	1850	132	3	8500	28100	32400	320	6.67	5°L	400' ● 1100	K (HARD)
	FACTORS AFFECTING MISSION: Full auto pilot run.													
6/17	295	HARTSHORN	SEMPLE	1850	134	5	8460	28000	32300	310	6.67	7°L	400' ● 0830	K (HARD)
	FACTORS AFFECTING MISSION: Full automatic pilot run.													
6/18	387	DAVIS	MURRAY	1850	133	4	8460	28040	32340	315	6.67	5°L	1000' ● 1130	K (HARD)
	FACTORS AFFECTING MISSION: Manual run. Temp error. Synchronization on rate off.													
6/18	386	SHIELDS	SEMPLE	Blas:	auges.	1	dropped from 35,000 f.	- chute failed.	1 other not dropped					T

FINNMAN JUNE TEST RECORD (Cont'd). CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

DATE	AIRCRAFT	PILOT	BOMBARDIER	UNIT	T	NO.	WEIGHT	ALTITUDE TARGET	ALTITUDE S. L.	TRUE AIRSPEED	B. G.	DRIFT	ESTIMATED ERROR CIRCULAR	TARGET	
✓ 6/24	387	HARTSORN	THOMAS	1850	141	1	10315	28090	32390	305	6.67	1°R	175' @ 1100	K (HARD)	
	FACTORS AFFECTING MISSION: Full auto pilot run.														
✓ 6/25	295	THOMPSON	BANNING	1560	123	57	10315	32000	31455	318	1.3793	12°R	1100' @ 1100	SB(WATER)	
	FACTORS AFFECTING MISSION: Poor coordination between pilot and bombardier. Manual run.														
✓ 6/26	295	SHIELDS	SEMPL	1560	144	49	9364	150	-95	185	Ind. Water drop. No sight. Good results.			SB	
✓ 6/26	387	KEENER	BANNING	1560	56	47	9345	27500	27055	289	1.3793	5°L	2500' @ 1500	SB(WATER)	
	FACTORS AFFECTING MISSION: Lousy run, lousy bombing, synchronized on boat - No excuse.														
✓ 6/27	295	HARTSORN	BANNING	1560	148	65	9364	32000	31755	327	1.3793	11°R	500' @ 1000	SB(WATER)	
	FACTORS AFFECTING MISSION: Full auto pilot run.														
✓ 6/27	386	SHIELDS	SEMPL	Blast Gauges. 1 dropped from 25,000; 3 dropped at 25,000. All drops good.											T
✓ 6/28	387	KEENER	MURRAY	1560	149	66	10500	32000	31755	310	1.3793	7°L	1300' @ 1100	SB(WATER)	
	FACTORS AFFECTING MISSION. Full manual run.														
✓ 6/29	384	DAVIS	MURRAY	1560	55	69	10265	32015	31770	314	1.3793	15°L	600' @ 1100	SB(WATER)	
	FACTORS AFFECTING MISSION: 15 ft. high in altitude. Full automatic pilot.														
✓ 6/30	384	DAVIS	VON GRAFEN	1560	150	67	10080	28000	28625	294	1.3793	4°L	50' @ 1500	SB(WATER)	
	FACTORS AFFECTING MISSION: Haze. Full automatic pilot run.														
6/30	295	HARTSORN	JAYNES	1560	151	68	10080	28050	27795	294	1.3793	2°L	600' @ 0700	SB(WATER)	
	FACTORS AFFECTING MISSION: Full auto pilot run. Bubbles slightly off--fore and aft.														

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

UNCLASSIFIED

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

GSS:wb

3 July 1945

SUBJECT: Daily Diary, 1 July 1945.

TO: Lt. John M. Hall, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 384 took off at 0910 for test drop at SB. Pilot, Capt. KENNETH bombardier, Lt. JAMES; Unit 15601 T-36 #481 weight 93601 B. O. 1,60. Drop was made from 32,000 ft. above terrain. C.E. 150 ft. at 0600. Fall rate pilot run except elevators. Experimental fell with fifteen (15) inch cut out. Flight was excellent from all observation.
2. Aircraft No. 295 took off for test drop at SB at 0950. Prep failure caused mission to be cancelled. Unit transferred to Aircraft No. 388. After run-up, flaps were found in oil screen and ship was put out of commission for engine change. Unit was unloaded and mission was cancelled for later drop.
3. Aircraft No. 387 loaded with Unit 1850, T-154 #8 for local test drop on 2 July 1945. Take-off scheduled for 0900.
4. Aircraft No. 384 loaded with Unit 1850, T-36 #70 for local test drop on 2 July 1945. Take-off scheduled for 1100.
5. Routine matters concerning personnel and operations carried out.
6. Aircraft Nos. 384 and 295 in commission. Aircraft No. 388 out for engine change; #385 out for 100 hour inspection; #387 out for inspection; #298 out for T.O. compliance. Aircraft Nos. 280 and 284 on D.S. at 41<sup>st</sup>.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

GLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

2 July 1945

SUBJECT: Daily Diary, 2 July 1945.

TO: Lt. John N. Hull, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 387 took off at 0910 for local test drop. Pilot, Capt. DAVIS; bombardier, Lt. MURRAY; Unit 1880, F-154 #41 weight 8460; B. O. 6.25. Drop was made from 28,050 feet. O.H. 450 ft. at 1230; airspeed 2 MPH fast; altitude 50 feet high at release. Run was automatic pilot except for elevators.
2. Aircraft No. 384 took off at 1045 for local test drop. Pilot, Capt. HARTSMOHI; bombardier, Lt. VON GRUBEN; Unit 1860, F-38 #701 weight 9150; B. O. 1.75. Drop was made from 38,050 feet above terrain. O.H. 350 ft. at 0800. Automatic pilot except for elevators. Synchronization slightly fast.
3. Routine matters pertaining to personnel and operations carried out.
4. Aircraft No. 387 landed with Unit 1880, F-156 #2 for local test drop. Take-off scheduled for 0930, 2 July 1945.
5. Aircraft No. 384 loaded with Unit 1880, F-156 #7 for local test drop. Take-off scheduled for 0830, 2 July 1945. Had to be changed from a 1500 to a 1000 carrier.
6. Aircraft Nos. 387 and 384 in commission. Aircraft Nos. 388 and 385 out for inspection; #388 out for engine change. Aircraft Nos. 384 and 380 on D.S. at 8:15.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

085140

5 July 1945

SUBJECT: Daily Diary, 3 July 1945.

TO: 1st Lt. John H. Hall, Project Security Office,  
Wendover Field, Utah.

1. Col. HEFLIN, Col. FIBBERS, and Maj. SHIELDS took off at 0800 for FYM to discuss certain problems with Project people there.

2. Aircraft No. 387 took off at 1015 for local test drop. Pilot, Capt. DAVIS; bombardier, Lt. KERRARI; Unit 1850, 5-155 PW weight, 8470. Drop was made from 28,000 ft. above terrain. G.I. 200 ft at 1000. B. C. 6.25. Automatic pilot used except elevators.

3. Aircraft No. 384 took off at 1345 for local test drop. Pilot, Capt. KENNERY; bombardier, Lt. JAMES; Unit 1850, 5-155 PW weight, 8480. Drop was made from 28,000 ft. above terrain. G.I. 200 ft. at 1000. Bomb-run was manual and wrong target was used. All camera data test. Steps are being taken to correct this discrepancy.

4. Aircraft No. 387 loaded with Unit 1850, 5-155 PW, for local test drop on 4 July 45. Weight, 8480; take-off, 0800.

5. Aircraft No. 384 loaded with Unit 1850, 5-155 PW, weight 8480, for local test drop on 4 July 1945. Take-off scheduled for 0800.

6. Routine matters pertaining to operations and personnel carried out.

7. Aircraft Nos. 384, 387, and 285 in completion. Aircraft No. 386 out for engine change; 385 out for inspection, 4808 out for acceptance. Aircraft Nos. 384 and 280 on D.S. at 97°.

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FEB 5 - 1981

CUTLER S. SHIELDS  
Major, Air Corps  
Commanding Officer

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

038140

8 July 1945

SUBJECT: Daily Diary, 4 July 1945.

TO: 1st Lt. John N. Hall, Project Security Officer,  
Wendover Field, Utah.

1. Aircraft No. 387 took off at 0830 for local, low altitude test drop. Pilot, Capt. DAVIS; bombardier, Capt. SMITH; Unit 1880, F-152 #24; weight, 8480; B.C., 5.71. Drop was made from 650 feet. C. I. satisfactory—in front of cameras. Manual run. For recovery.
2. Aircraft No. 384 took off at 1005 for local test drop. Pilot, Capt. KIMBER; bombardier, Lt. JAMES; Unit 1880, F-157 #21; weight, 8600. Mission was cancelled because of injector failure. Unit returned to Ordinance.
3. Aircraft No. 387 loaded with 1880, F-156 #21 for test drop at Lima. Aircraft took off at 1435. Pilot, Capt. HARRISON; bombardier, Lt. von GRAFEN. Drop was made from 38,000 ft. above terrain. C.I. 800 ft. at 0800. B. C. 6.28; weight of Unit, 8665. Automatic pilot run except for elevators. Altitude 30 ft. high at release. Airspeed, one (1) mile per hour fast.
4. Aircraft No. 387 loaded with Unit 1880, F-158 #3 for local test drop on 5 July 1945.
5. Routine matters pertaining to personnel and operations carried out.
6. Aircraft Nos. 387, 384 and 295 in commission. Aircraft Nos. 385 out for engine change; 385 and 289 out for inspection. Aircraft Nos. 234 and 260 on D.S. at 71°.

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman  
FEB 5 - 1981

UNCLASSIFIED

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

OSS:wb

5 July 1945

SUBJECT: Daily Diary, 5 July 1945.

TO: 1st Lt. John N. Hull, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 387 took off at 1030 for local test drop. Pilot, Capt. DAVIS; bombardier, Lt. MORRIS; Unit 1850, T-158 #2. Drop was made from 28,000 ft. above terrain. G.I. 690 ft. at 0700. B.G. 6.251 weight, 8900 lbs. Automatic pilot ran except elevators. Take-off delayed by O-5.

2. Mission on 384, Unit 1850 T-157 #2 cancelled. Bomb bay compressor burned out and collector ring failed.

3. Aircraft No. 387 loaded with Unit 1850, T-159 #4; weight, 8875. Took off at 1305 for local test drop. Pilot, Capt. KANTSHORN; bombardier, Lt. VON GRATEN. Drop was made from 28,000 ft. above terrain. G.I. 30 ft. at 1300. B.G. 6.36. Altitude 90 ft. high at release. Mission was automatic pilot except for elevators.

4. Aircraft No. 395 loaded with Unit 1850, T-124 #50 for local test drop after fly around for one hour previous to drop. Recovery.

5. Aircraft No. 387 loaded with Unit 1850, T-139 #22 for local test drop. Recovery.

6. Routine matters pertaining to operations and personnel carried out.

7. Aircraft Nos. 387 and 395 in commission. Aircraft No. 384 out for bomb bay motor and collector ring; #386 out for engine change; #385 and #258 out for inspection. Aircraft Nos. 284 and 260 on D. S. at 11<sup>th</sup>.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman

FEB 5 - 1981

UNCLASSIFIED

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973.

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CLASSIFIED

8 July 1945

SUBJECT: Daily Diary, 6 July 1945.

TO: 1st Lt. John H. Hall, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 took off at 1150 for local test drop. Pilot, Capt. HARTSHORN; bombardier, Lt. VON GRABEN; Unit 1560, F-134 #80; weight, 9435; B.C. 1.379. Drop was made from 28,000 ft. above terrain. O.K. 1200 ft. at 0600. B.O. was sea level for 1100 lbs. Manual bomb run.
2. Aircraft No. 384 took off for local test drop at 1240. Pilot, Capt. KREMER; bombardier, Lt. JAYNES; Unit 1860, F-157 #81 weight, 8855; B.C. 6.25. Drop was made from 28000 ft. above terrain. O.K. 90 ft. at 0800. Automatic pilot run except for elevator. Altitude 20 ft. low at release.
3. General WILLIAMS watched both these drops and was very favorably impressed.
4. Aircraft No. 387 took off at 1600 for test drop at Alam. Pilot, Capt. HARTSHORN; bombardier, Lt. VON GRABEN; Unit 1860, F-159 #221 weight, 8395; B.C. 6.25. Drop was made from 28000 ft. above terrain. O.K. 800 ft. at 0600. Automatic pilot run except for elevator. Unit wobbled badly in flight.
5. Routine matters pertaining to operations and personnel carried out.
6. Aircraft Nos. 284, 295, and 387 in commission. Aircraft Nos. 288 and 385 out for inspection. Aircraft Nos. 284 and 260 on DS at 71%. No. 386 out for engine change.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman

HEB 5-1981

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CITIE S. SHIELDS  
Major, Air Corps  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DDC PERMIA 1103



SECRET

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HEADQUARTERS VANDOVER FIELD  
Flight Test Section  
Vandover, Utah

OSB:wb

12 July 1946

SUBJECT: Daily Diary, 7 July 1946.

FOI 1st Lt. John H. Hall, Project Security Office,  
Vandover Field, Utah.

1. Aircraft No. 295 took off at 1050 for local test drop. Pilot, Capt. DAVIS; bombardier, Lt. KURRAY; Unit 1560, F-125 #51; weight, 10400; B.C. 1.377. Drop was made from 28,000 ft. above terrain. O.H. 700 ft. at 0300. B.C. was for sea level for 10,400 lbs. Automatic pilot run except for elevators.
2. Routine matters pertaining to operations and personnel carried out.
3. Aircraft Nos. 295, 297, 294, 293, and 292 in commission. Aircraft No. 298 out for engine change. Aircraft Nos. 234 and 262 on D.F. at Ft.

CLYDE B. SHREVE  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
FEB 5 - 1981

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

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UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

OSR 145

13 July 1945

SUBJECT: Daily Diary, 8 and 9 July 1945.

TO: 1st Lt. John K. Hull, Project Security Office,  
Wendover Field, Utah.

1. 8 July 1945.

a. Aircraft No. 285 took off at 1030 for a local test drop. Pilot, Lt. O'HARA; bombardier, Lt. HARRING; Unit 1860, S-126 (WT) weight 19,100 lbs; B.G. 1.5792. Drop was made from 28,050 ft, above terrain. G.I. 480 ft. at 1200 o'clock. Automatic pilot ran except for elevators. Take-off was delayed because of faulty prop. governor.

b. Aircraft No. 288 was scheduled for a test drop. Pilot, Capt. DAVIS. Mission was cancelled. Aircraft will not be ready for flight for some time. Engineers forwarded a list of discrepancies to Maj. BRIDGES.

c. Aircraft No. 286 was flown one (1) hour plus fifteen (15) minutes slow time on No. two engine. Pilot, Lt. THORPSON.

d. Routine matters pertaining to operations and personnel carried out.

e. Aircraft Nos. 284, 285, 287, 288, and 289 in commission. No. 288 out for engine change. Aircraft Nos. 284 and 289 on DA at 17.

2. 9 July 1945.

a. Aircraft No. 288 took off for local test drop at 1000. Pilot, Capt. KERRI; bombardier, Lt. JAMES; Unit 1860, S-126 (WT) weight, 19,000 lbs; B.G. 1.5795. Drop was made from 28,000 ft, above terrain. G.I. 300 ft. at 7 o'clock. Drop was made by automatic pilot except for elevators. Aircraft landed in commission.

b. Routine matters pertaining to operations and personnel carried out.

c. Aircraft No. 288 out for engine change.

d. Aircraft No. 280 returned from 17 for a ~~CLASSIFICATION~~ CANCELLED inspection.

PER DOC REVIEW JAN. 1973

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GUYTON S. SWINSON  
Major, Air Corps  
Commanding Officer

SECRET

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

12 July 1945

SUBJECT: Daily Diary, 10 July 1945.

TO: 1st Lt. JOHN N. HULL, Project Security Officer,  
Wendover Field, Utah.

1. Aircraft No. 295 was scheduled to fly on a local test drop. Mission was cancelled due to generator failure of the ground equipment used by the personnel at the target.
2. Aircraft Nos. 384 and 385 took off on D5 at "A", Pilots, Maj. SHIELDS, and Capt. HANSHORN; bombardiers, Capt. SIMPSON, and 1st. VOM GRATEN.
3. Aircraft Nos. 384, 385, 386, 387, 388, and 395 in commission. Aircraft No. 388 out for engine change. Aircraft No. 234 on D.5. at "F".

CLYDE B. SHIELDS  
Major, Air Corps  
Commanding Officer

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

13 July 1945

SUBJECT: Daily Diary, 11 July 1945.

TO: 1st Lt. John N. Hull, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 387 took off at 1100 for local test drop. Pilot, Capt. ZAHN; bombardier, F/O ORMOND (393rd personnel); Unit 1580, F-129 #72; weight 10,400 lbs; B.C. 1.3793. Drop was made from 28,000 ft. above terrain, O.M. 1500 ft. at 0600. B. O. was that for sea level for 11,000 lbs. Manual bomb run. Bombardier computed true airspeed incorrectly; consequently, arriving at the wrong trail setting and incorrect dropping angle. The following information is permitted:

<u>Data Used by Bombardier</u>		<u>Correct Data</u>	
1. True airspeed	260 MPH	True airspeed	316 MPH
2. Trail angle	137 MILs.	Trail angle	166 MILs
3. Tangent of Drooping Angle	.563 MILs.	Tangent of Drooping Angle	.607 MIL

2. Aircraft No. 295 took off at 1040 for local test drop. Pilot, Lt. MORLAN; bombardier, Lt. BAUNING; Unit 1560, F-128 #51; weight 9835 lbs; B.C. 1.3793. Drop was made from 28,000 feet above terrain. O.M. 1300 @ 0920. B.C. was that for sea level for 1100 lbs. Manual bomb run. P.B.I. was 28 in. at release. Pilot must have allowed ship to deviate from course just before bombs away. Altitude was 120 feet. Bombight gyro processed excessively on 3400 heading but was no faster. Maintenance was notified, and corrective measures taken.

3. Routine matters pertaining to operations and personnel carried out.  
4. Aircraft No. 386 took off for 'A' to carry a special unit back to 'A'.

5. Aircraft Nos. 297, 295, and 280 in commission. No. 298 out for engine change. Aircraft Nos. 384 and 385 on DS at 'A'. Nos. 254 on DS at 'B'.

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FEB 5 -1981

UNCLASSIFIED

CLYDE S. SHIMUS  
Major, Air Corps  
Commanding Officer

CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 19/3

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:WB

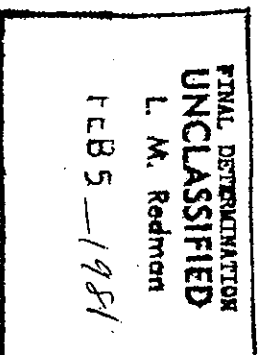
13 July 1945

SUBJECT: Daily Diary, 12 July 1945.

TO: 1st Lt. John W. HULL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 took off at 1010 for local test drop. Pilot, Capt. BYRONOMI bombardier, Lt. Banning Unit 1560, F-130 W781 weight 10200; H.O. 1,3793. Drop was made from 28,000 ft. above terrain at 190 H.P.H. Indicated airspeed, C.H. 800 ft. at 0800 o'clock. Run was accomplished by automatic pilot except for elevators.
2. Routine matters pertaining to operations and personnel carried out.
3. Aircraft Nos. 284 and 285 on DS at "A". No. 288 returned from "A" mission completed. No. 234 on DS at "B". Aircraft Nos. 292, 297, 280, and 386 in commission. No. 288 out for engine change.

CYRIL S. SHIELDS  
Major, Air Corps  
Commanding Officer



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CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

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HEADQUARTERS FENDOVER FIELD  
Flight Test Section  
Fendover, Utah

14 JULY 1945

SUBJECT: Daily Diary, 13 July 1945.

TO: 1st Lt. John N. Hull, Project Security Office,  
Fendover Field, Utah.

1. Aircraft No. 387 took off for a local test drop, Pilot, Lt. MOHAWI; bombardier, Lt. BANNING; Unit 1860, T-121 #741 weight 9837. Mission was cancelled after being airborne 40 minutes. Special equipment checked as not operating correctly. Unit was removed from aircraft for inspection.
2. Unit 1860, T-140 #23 was scheduled to be dropped from aircraft No. 386. Mission was cancelled because the battery of the unit was not charged sufficiently to complete the mission successfully.
3. Routine matters pertaining to operations and personnel carried out.
4. Aircraft No. 388 out for engine change. Aircraft Nos. 384 and 385 on DS at 14<sup>th</sup>. No. 384 on DS at 8<sup>th</sup>. Aircraft Nos. 380, 388, 387, and 385 in commission.

CLYDE S. SHENKES  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATOR  
UNCLASSIFIED  
L. M. Redman

PCB5 -1981

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CLASSIFICATION CANCELLED  
PER DDC REVIEW JAN. 1973

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

16 July 1945

SUBJECT: Daily Diary, 14 July 1945.

TO: 1st Lt. JOHN H. HULL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 took off for a local test drop. Pilot, Capt. BYERON; bombardier, Lt. BANNING; Unit 1B60, F-161 #75. The carry test was completed successfully. However, the unit was not dropped; clouds obscured the target.

2. Aircraft No. 386 took off for a local test drop. Pilot, Capt. KENNETH; bombardier, Lt. JAYNES; Unit 1992, F-140 #231 weight 8415 lbs; B.G. Drop was made from 8000 ft. above terrain. Airspeed 190 MPH indicated. O.S. 135 ft. at 0600 o'clock. Mission was flown manually.

3. Aircraft Nos. 384 and 385 on DS at 7A; No. 234 on DS at 7P. Aircraft Nos. 387 and 295 in commission. #238 out for engine change; #260 awaiting a fly-away inspection; #396 out for 100 hour inspection.

4. Routine matters pertaining to operations and personnel carried out.

CLETON B. SHIELDS  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1975

~~SECRET~~

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

16 July 1945

SUBJECT: Daily Diary, 15 July 1945.

TO: 1st Lt. JOHN W. HULL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 scheduled for a local test drop, 0800. Mission cancelled because of overcast over target.

2. Aircraft No. 387 scheduled for 1100 o'clock take-off on a local test drop. 1100 o'clock take-off delayed because of a broken expander tube. O-5 men were not at the aircraft for the second scheduled take-off. They (O-3) were under the impression that the mission would not be able to drop the unit because of cloud coverage. They chose not to go along to complete only the "carry test" as they had nothing to do with it. The remainder of the crew did not desire to fly without "O-5" men aboard for two (2) reasons: one, they did not understand O-5 equipment and how it would react to the "carry test"; two, the pilot did not want to take-off without a complete crew because the weather appeared good enough to complete the mission successfully. When a complete crew was finally gathered together, the mission was cancelled because of bad weather.

3. Aircraft No. 388 took off at 1618 for a local test hop. Aircraft landed at 1835 with No. 1 engine feathered. Aircraft is out for a No. 16 from cylinder change.

4. Routine matters pertaining to operations and personnel carried out.

5. Aircraft Nos. 384 and 385 on DS at "A". No. 295 and No. 387 in commission. Aircraft No. 353 out for cylinder change (No.18) on #1 engine. No. 360 out for fly-away inspection; #234 and #386 out for 50 and 100 hour inspection.

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FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

UNCLASSIFIED

CYDRESS S. SHIELDS  
Major, Air Corps  
Commanding Officer

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EXEMPT FROM GDS  
DATE 02-07-1973



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CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CS3:wb

17 July 1945

SUBJECT: Daily Diary, 16 July 1945.

FOI 1st Lt. JOHN K. HULL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 295 took off for a local test drop at 0815. Pilot, Capt. HYTHROW; bombardier, Lt. BARNING; Unit 1560, T-161 (75) weight 10,000 lbs; G. I. 3798. Drop was made from 27970 feet above terrain. G.M. 500 feet at 08130 o'clock. Automatic pilot became inoperative two (2) minutes out from drop. Run was completed manually. Airspeed 190 MPH indicated.
2. Aircraft No. 287 took off at 1135 for a local test drop. Pilot, Capt. KENNEDY; bombardier, Lt. JAMES. The "fly around" tests were completed, but the unit was not dropped because the batteries in the unit were too low to serve their purpose.
3. Aircraft No. 384 returned from D.S. at 1415. Pilot, Maj. SHIELDS; bombardier, Capt. SMITH.
4. Routine matters pertaining to operations and personnel carried out.
5. Aircraft No. 285 D.S. at 1415. Aircraft No. 224 out for 50 hour inspection; No. 386 out for 100 hour inspection; No. 260 out for fly away inspection; No. 284 out for fly cylinder change on #1 engine. Aircraft Nos. 384, 295 and 287 in commission.

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

FEB 5 - 1991

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

UNCLASSIFIED

CLASSIFICATION CANCELLED  
PER DOC REVIEW JAN. 1973

Return to Ramsey's Office

Bradbury  
Farkner

UNCLASSIFIED

HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSS:wb

7/26 ORZ

18 July 1945

SUBJECT: Daily Diary, July 1st through July 15th.

TO: Dr. NORMAN F. RAMSEY.

1. Enclosed please find copies of the Flight Test Daily Diary for the 1st half of July.
2. It is hoped that you will take time to read these, so that you may have a better understanding of problems concerned with the Flight Test of this equipment.
3. The recent <sup>WMS</sup> test is, in my opinion, a good example of Project Personnel's inability to understand aircraft operations and their apparent disinterest. We are trying to cooperate with Project Personnel to the best of our ability, but cooperation requires effort on both sides.

*Trinity*

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer  
Flight Test Section

1 Incl:  
Flt Test Daily Diary(1st half July)

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
FEB 5 - 1981

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HEADQUARTERS WENDOVER FIELD  
Flt. & Test Section  
Wendover, Utah

CS3/ebc

22 JULY 1945

MEMORANDUM: Daily Diary, 21 July 45.

701 1st Lt. JOHN H. HILL, Project Security Officer,  
Wendover Field, Utah.

1. Aircraft #295 took off at 0640 for local test drop. Pilot - Capt. KIRKSH, bombardier - Lt. JATINS, unit 1560 T-163 #26, weight - 9,825 lbs., B.C. - 1,3793. Drop was made from 25,000 ft. above target because of clouds. CE 700' at 1000. Clouds obscured the target periodically during run. Automatic pilot except elevators. Length of flight 2100 hrs.
2. Aircraft #387 took off at 0800 for three (3) hour flyaround and drop at SB. Pilot - Capt. HART, bombardier - Lt. THOMAS, unit - 1560 T-164 #80, weight - 9,885 lbs., B.C. - 1,379. Drop was made from 30,000 above terrain. CE 200' at 1500. Mission was full automatic pilot. Clouds made 32,000 ft. impossible. Length of flight - 6125 hrs.
3. Aircraft #384 took off at 1000 for three (3) hour flyaround and test drop at SB. Pilot - Capt. HYSTON, bombardier - Lt. BARNIER, unit - 1560 T-163 #79, weight - 9,600 lbs. Drop was made from 32,000 ft. above terrain. CE 800' at 0800, run was manual. Internal bubble 20 miles right, altitude 20 ft. low at release.
4. Aircraft #295 loaded with unit 1560 T-165 #91 for drop at SB on 22 July 45.
5. Aircraft #384 loaded with unit 1560 T-166 #82 for drop at SB on 23 July 1945.
6. Aircraft #260 up for transfer; undergoing T.O. compliance and inspection. Aircraft #262 just received from Test Section C has to have a supercharger change. Aircraft #234 out for fuel injection engine installation. Aircraft # 386 took off for special mission at 1020. Aircraft #384, #385, #387 and #295 in commission. Aircraft #253 on DS at "I".

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L. M. Redman

FEB 5 - 1981

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CLYDE S. SHIELDS,  
Major, AC,  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

FINAL DETERMINANT  
UNCLASSIFIED  
L. M. Redmond  
FEB 5 1981  
22 JULY 1945

SUBJECT: Daily Diary, 16 July 1945 through 20 July 1945.

TO: 1st Lt. JOHN H. HULL, Project Security Officer,  
Wendover Field, Utah.

1. This report covers a period of time during which O-5 was having difficulties and Flight Test had engineering and weather difficulties. The decision to make fat man drops locally has been changed due to prevalent high overcasts.

2. Weather prevented any flights on 17 July 45.

3. On 18 and 19 July 45 unit B-162 #76 was flown a total of six hours but could not be dropped because of weather.

7  
MINUTY → 4. Arrangements were made to send Capt. HARRISON's crew on proposed trip to "Y" with aircraft #286 after considerable trouble getting ship in commission.

5. Decision was reached on 19 July 45 to send Doc Seale's crew to 2B and Major SHIELDS took them down on 20 July 45. Gross weight 2800 lbs. over maximum allowable gross weight.

6. Discussion held on priority of program and arrangements made to send aircraft to "A" on 24 July 45 to handle Brenda Williams test. Report prepared on "Y" test to be submitted to "Y".

7. Maintenance difficulties arose with trying to maintain nine (9) aircraft with less than seven (7) full maintenance crews. Arrangements were made to get four (4) more maintenance crews and one (1) more test aircraft. The demands of the Project, as far as aircraft and test crews are concerned, has grown to amazing proportions. It is impossible for us to send a crew overseas, have two (2) crews at "Y", furnish crews to "A" for Williams study and still continue to perform efficiently here without crews to fly them or maintain them. Aircraft's present something of a problem also. They are not like a car - you just can't stop on the starter and go charging off into the wild blue yonder without taking into consideration of a few other small items such as weather, availability of fuel, etc. compliances, test equipment, 80 and 100 hr. routine inspections, plus normal fatality rate on completed

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Subj. Daily Start, 16 July 45 thru 20 July 45 (cont'd).  
dd 23 July 75.

flying machines. However, we shall endeavor to meet the requirements of the Project to the best of our ability, but please reserve us a padded cell or two - we can use them.

8. On the 23rd of July Major SHIELDS is going fishing for four (4) days and confidentially he doesn't care if the joint burns down while he's gone.

9. Also four (4) of the 1st pilots in the organization are expecting sons or daughters in the near future (including Major SHIELDS) which also is not conducive to peace of mind.

10. Aircraft 268 on DS at "I". Aircraft #234 out for 4 engine changes. Aircraft #260 out for transfer inspection, stripping of special equipment, etc. Aircraft #396 inspected and put in shape to make special project trip. Aircraft #334, #335, #337 and #295 in commission. Aircraft #262 undergoing inspection for use, #2 supercharger must be changed.

GUYTON S. SHIELDS,  
Major, AC-119  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

0331WB

24 July 1945

SUBJECT: Daily Harry, 22 July 1945.

TO: 1st Lt. JOHN W. HILL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 394 was scheduled for take-off on a test drop at SB. Mission was cancelled because of a short in the bombing circuit.
2. Aircraft No. 385 was scheduled for a test drop at SB. The mission was cancelled because of technical difficulty with Unit T-165 #81 and mechanical difficulty with aircraft No. 295.
3. Aircraft No. 260 up for fly away inspection; #224 out for fuel injection installation; #287 out for 100 hour inspection. Aircraft No. 262 in commission for DB at 71<sup>st</sup>. Aircraft Nos. 385, 394, and 295 in commission for scheduled flight 23 July 1945. Aircraft No. 298 on DB at 71<sup>st</sup>.

CLYDE B. SHIELDS  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION
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L. M. Redman
FEB 5 - 1981

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HEADQUARTERS VANDOVER FIELD  
Flight Test Section  
Vandover, Utah

CGS:mb

24 July 1945

REPORT: Daily Diary, 23 July 1945.

TO: 1st Lt. JOHN N. HILL, Project Security Office,  
Vandover Field, Utah.

1. Aircraft No. 384 took off for a test drop at SB. Pilot, Lt. THOMAS; bombardier, Lt. THOMAS; Unit 1560, T-166 #821 weight, 9650 lbs.; R.O. 1.37935. Drop was made from 32,040 feet above terrain. IAS, 185 MPH. C.E. 700 feet at 6 o'clock. Automatic pilot used, except elevators. Broken clouds obscured all but the last two (2) minutes of run. Length of flight 15 hours and 40 minutes.
2. Aircraft No. 295 was scheduled for 0830 take-off. However, the mission was cancelled because of mechanical difficulty with the aircraft.
3. Aircraft No. 258 is out of commission at "1" for a #2 engine change. Fire and engine failure on #2 engine occurred on take-off. Aircraft was landed with no additional damage to aircraft.

CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION  
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L. M. Redman  
FEBS-1981

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330ADJUTANT GENERAL FOR AIRCRAFT  
311th Base Section  
Hendover, Utah

2 JUL 45

27 July 1945

SUBJECT: Daily Diary, 24, 25, and 26 July 1945.

NO: 1st Lt. JOHN W. HULL, Project Security Office,  
Hendover Field, Utah.

1. 24 July 1945.

a. Aircraft No. 295 took off at 0930 for drop at SB. Capt. KENNETH, Pilot; Lt. JAMES, bombardier; Unit No. 81, F-149. No. 3 engine began running rough about one hour out and aircraft returned to base for repairs.

2. 25 July 1945.

a. Aircraft No. 295 loaded with Unit No. 81, F-149 took off at 10:25 for fly around and local drop which was accomplished at 1430 from an altitude of 25,000 feet. No. 4 engine was losing power and the desired altitude could not be reached.

b. Aircraft No. 295 is the only aircraft in commission. Aircraft No. 384 is out for engine change, #4; No. 387 is out for 100 hour inspection; No. 234 is out for installation of 4 new engines. Aircraft Nos. 385, 386, 258, and 262 on DS.

3. 26 July 1945.

a. Aircraft No. 295 loaded with Unit No. 83, F-149 took off at 0850 for fly around and drop at Kingman which was accomplished at 1235. Altitude, 28,000 feet above target. O.T., 260 feet at 0930; all data obtained. Pilot, Capt. KENNETH; bombardier, Lt. JAMES.

b. Aircraft No. 295 loaded with Unit No. 77, F-142 took off at 1835 for 3 hour fly around which was completed at 1900 hours. Pilot, Lt. HINDRACHER.

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L. M. Redman

FEB 5 - 1981

CYRUS S. STEINIS  
Major, Air Corps  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

CSG/ebc

30 July 1945

SUBJECT: Daily Diary, 27 July 45.

TO: 1st Lt. John W. Hull, Project Security Officer,  
Wendover Field, Utah.

1. Aircraft #395 took off for a "fly around" with T-143 #39. Pilot - Capt. KEEFER, bombardier - Lt. JAYNES. Took off at 1415, landed at 1650. Total time - 2 hrs. 35 min. Mission was successfully accomplished.
2. Aircraft #295 in commission. Aircraft #384 out for engine change (#4 eng), #387 out for 100 hr. inspection, #234 out for installation of fuel injection on all four engines, #395, #386, #256 and #263 on DS.
3. Aircraft #382 arrived from the Omaha Martin Plant 26 July 45 and is out for acceptance check.
4. Aircraft #384 arrived from the Omaha Martin Plant 27 July 45 and is out awaiting acceptance check.

OLYDE S. SHIELDS,  
Major, AC,  
Commanding Officer

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman  
FEB 5 - 1981

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HEAD QUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

ccr/abc

30 July 1945

SUBJECT: Daily Diary, 28 & 29 July 1945.

TO: 1st Lt. John H. Hill, Project Security Officer,  
Wendover Field, Utah.

1. 28 July 1945.

a. Aircraft #295 was unloaded at the pit after the "fly around" was completed with T-143 #89. Aircraft #295 was called out of commission for 100 hr. inspection.

b. With the exception of aircraft #295 being out for 100 hr. inspection the status of the aircraft remains the same as 27 July 45.

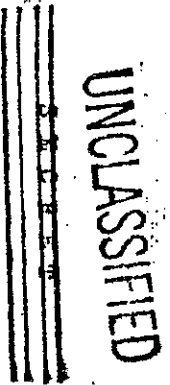
2. 29 July 1945.

a. T-168 #84 was not loaded into aircraft #387 until 1600 because armament was waiting for #387 to be cleared from the 100 hr. inspection.

b. Aircraft #387 is the only aircraft in commission. #385, #386, #258, and #262 on DS. Aircraft #295 out for 100 hrs. inspection, #384 out for engine change, #234 out for fuel injection installation, #382 and #384 out for acceptance check.

CITTY S. SHIELDS,  
Major, AC.,  
Commanding Officer

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

1 August 1945

SUBJECT: Daily Diary, 30 July 1945.

201 1st Lt. JOHN H HILL, Project Security Office,  
Wendover Field, Utah.

1. Aircraft No. 387 took off for a three (3) hour "fly around" and drop at 80, water tower, Pilot, Capt. HENRIK bombarder, Lt. THOMAS; Unit 1860, 2-168 4941 weight, 10430 lbs; DG, 1.5778. Drop was made from 33,000 feet above terrain; indicated Air speed, 190 MPH. Levels were good and bubbles were level at time of drop. Run was accomplished by C-1, except elevators. G.F. 1500 feet at 0600 e'clock.

2. Routine matters pertaining to operations and personnel carried out.

3. Aircraft Nos. 6382, 6383, and 6384 out for acceptance check #234 out for fuel injection installation #280 out for Glymev inspection #384 and #285 out for 80 and 100 hour inspection respectively. Aircraft Nos. 286, 287, 385, 386, and 387 on IS.

GUYTON S. SHIELDS  
Major, Air Corps  
Commanding Officer

FINAL DETERMINATION  
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FEB 5 1981

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HEADQUARTERS VANDOVER FIELD  
Flight Test Section  
Vandover, Utah

1 August 1945

SUBJECT: Daily Diary, 31 July 1945.

FOI 1st Lt. JOHN H. HULL, Project Security Officer,  
Vandover Field, Utah.

1. Aircraft No. 595 returned from 'A', successfully completing their DS at that station. Pilots, Capt. HAYN and Lt. NORLIE; bombardier, Lt. BARNING. Nine hours and ten minutes flying time accomplished while on DS at 'A'. Aircraft and crew were late in returning from 'A' because of #2 engine failure (two cylinder changes on #2 engine).

2. Aircraft No. 597 was scheduled to test drop 5000 foot bomb over, at the time of which 'Out' equipment did not check out operating correctly, so mission was cancelled. The unit was undocked and delayed back to Ordnance for a re-check.

3. Routine matters pertaining to operations and personnel carried out.

4. Aircraft status remains the same as per 30 July 1945, except four returned from 'A' in condition and four in condition after a 100 hour acceptance check.

CLYDE S. BRIDGES  
Major, Air Corps  
Commanding Officer

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L. M. Redman

FEB 5 - 1981

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Return to Ramsey's Office

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HEADQUARTERS WENDOVER FIELD  
Flight Test Section  
Wendover, Utah

5/4 ORZ

2 August 1945

SUBJECT: Test Phase Record and Diary for July.

TO: Mr. GLEN POWELL.

*MPW*

1. Enclosed please find copies of the Flight Test Diary from 16th July to 31st July, inclusives, and the Test Phase Record for July. A later letter will include the "I" Test Phase Record.

2. Your attention is directed to altitude variances at release, particularly on drops at "K". The ground slants upward from release point to target, and only an approximation (plus or minus 50 feet) can be reached. Altitude will vary with drops depending on airspeed, B.C., etc. Variance in altitude has increased with automatic pilot runs because the pilot loses the feel of the aircraft. However, altitude errors are minor as long as they are a known factor.

3. It is believed that with a standard 1560 Unit, consistent in weight, C.G., etc., we can get inside of 300 feet from 32,000 90% of the time. With the 1B or 1792 we should be able to promise inside of 200 feet.

*CE 5/14/45*  
*6 Unit?*  
*CE 5/14/45*  
CLYDE S. SHIELDS  
Major, Air Corps  
Commanding Officer

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L. M. Redman  
FEB 5 1981

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## KINGMAN JULY T RECORD

DATE	AIRCRAFT	PILOT	BOMBARDIER	UNIT	T	NO.	WEIGHT	ALTITUDE AT TARGET	DE S.L.	TRUE AIRSPEED	B. C.	DRIFT	ESTIMATED ERROR CIRCULAR	TARGET
✓ 7/1	384	KEENER	JAYNES	1560	37	71	9360	32,000	31755	311	1.60	1R	150' @ 0600	SB
FACTORS EFFECTING MISSION: 15" cut out on drag plates. Automatic pilot run, except elevators.														
✓ 7/2	387	THOMPSON	MURRAY	1850	154	6	8460	28050	32387	312	6.25	2½L	450' @ 1230	K
FACTORS EFFECTING MISSION: Full automatic pilot run. 50' at release. Airspeed 2 M.P.H. fast.														
✓ 7/2	384	HARTSHORN	VON GRAFEN	1560	38	70	9180	28000	32337	313	1.3793	3.5L	350' @ 1715	K
FACTORS EFFECTING MISSION: Automatic pilot run except elevators. Synchronized slightly fast.														
✓ 7/3	384	HINDERAKER	JAYNES	1850	155	7	8460	28000	32337	312	6.25	6L	350' @ 1000	K
FACTORS EFFECTING MISSION: Full manual run, range bubble slightly off.														
✓ 7/3	387	DAVIS	MURRAY	1850	156	8	8470	28080	32417	314	6.25	6L	500' @ 1030	K
FACTORS EFFECTING MISSION: Automatic pilot run except elevators. 80' high at release.														
✓ 7/4	387	DAVIS	SEMPLE	1792	152	24	8480	650	4950	220	No Sight -		Correct Displacement 100'	K
FACTORS EFFECTING MISSION: Manual Run.														
✓ 7/4	387	HARTSHORN	VON GRAFEN	1850	138	21	8365	28020	31960	310	6.25	2L	500' @ 0500	Llama
FACTORS EFFECTING MISSION: Auto pilot except elevators. For and aft bubble slightly off. Cross hair 100' right. Alt. 20' high at release.														
✓ 7/5	387	DAVIS	MURRAY	1852	158	3	8900	28000	32337	312	6.25	8L	500' @ 0700	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators. For and aft bubbles off 6 mils forward.														
✓ 7/5	387	HARTSHORN	VON GRAFEN	1852	159	4	8875	28090	32427	319	6.25	7L	30' @ 1200	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators. Alt. 90' high at release.														
✓ 7/6	295	HARTSHORN	VON GRAFEN	1560	124	50	9435	28060	32397	310	1.3793	6L	1200' @ 0600	K
FACTORS EFFECTING MISSION: Manual run. B.C. same as for 11000 lbs. at sea level. 60' high at release.														
✓ 7/6	384	KEENER	JAYNES	1852	157	2	8835	28080	32427	312	6.25	3L	90' @ 0830	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators.														
✓ 7/6	387	HARTSHORN	VON GRAFEN	1792	139	22	8395	28050	31930	314	6.25	2R	800' @ 0730	Llama
FACTORS EFFECTING MISSION: Automatic pilot except elevators. 50' high at release. Bomb wobble badly.														
✓ 7/7	295	THOMPSON	MURRAY	1560	125	51	10400	28000	32337	307	1.37	7L	700' @ 0300	K
FACTORS EFFECTING MISSION: Full automatic pilot run. Deflection error not explained.														

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## KINGMAN JULY I RECORD (Cont'd)

DATE	AIRCRAFT	PILOT	BOMBARDIER	UNIT	T	NO.	WEIGHT	ALTITUDE	ALTITUDE	TRUE	B. C.	DRIFT	ESTIMATED ERROR	TARGET
								TARGET	S.L.	AIRSPED			CIRCULAR	
✓ 7/8	295	O'HARA	BANNING	1560	126	49	10100	28050	32,387	316	1.3793	0	400' @ 1200	K
FACTORS EFFECTING MISSION: Fore and aft bubble slightly off. Full automatic pilot run. Alt. 50' high at release.														
✓ 7/9	295	KEENER	JAYNES	1560	127	54	10200	27960	32297	314	1.3793	4L	300' @ 0800	K
FACTORS EFFECTING MISSION: Range bubble 18 mils forward. Alt. 40' low. Automatic pilot except elevators.														
✓ 7/11	295	MORLAN	BANNING	1560	128	55	9835	28120	32457	316	1.3793	5R	1200' @ 1930	K
FACTORS EFFECTING MISSION: Full manual run. Slight wobble in flight.														
✓ 7/11	387	ZAHN	ORMOND	1560	129	72	10400	28000	32337	316	1.25	1L	1500' @ 0600	K
FACTORS EFFECTING MISSION: Mission 393rd crew. Manual run. Used wrong trail. Mis-computed I.A.S.														
✓ 7/12	295	BYSTROM	BANNING	1560	130	73	10200	28000	32337	316	1.3793	1L	800' @ 0300	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators. Lateral bubble 7 mils left.														
✓ 7/14	386	KEENER	JAYNES	1850	140	23	8450	5000	9337	227	6.6	3L	125' @ 0600	K
FACTORS EFFECTING MISSION: None														
✓ 7/16	295	BYSTROM	BANNING	1560	161	75	10100	28000	32307	315	1.3793	1L	500' @ 0530	K
FACTORS EFFECTING MISSION: Manual run.														
✓ 7/17	346	ZAHN	ORMOND	1560	C-38		9780	26100	31700	316	1.25	1L	600' @ 0100	I
FACTORS EFFECTING MISSION: 393rd crew - Pumpkin drop. Manual run, T.A.S not computed correctly, 320 M.P.H.														
✓ 7/18	347	COSTELLO	DOWNNEY	1560	C-31		9800	26000	31600	327	1.25	5L	3000' @ 0300	I
FACTORS EFFECTING MISSION: 393rd crew. Pumpkin drop. Automatic pilot run. Both clutches engaged. Didn't get his corrections out. Computed T.A.S. 17 M.P.H. too fast, used 10 mils too much trail.														
✓ 7/21	295	KEENER	JAYNES	1560	162	76	9825	28000	32337	300	1.3793	5R	700' @ 0930	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators, lateral bubbles 27 mils right. Clouds obscuring target on run.														
✓ 7/21	387	MANN	THOMAS	1560	164	80	9895	30000	29755	302	1.3793	6R	200' @ 0300	SB
FACTORS EFFECTING MISSION: Automatic pilot run.														
✓ 7/21	384	BYSTROM	BANNING	1560	163	79	9600	32000	31755	313	1.3793	5R	800' @ 0845	SB
FACTORS EFFECTING MISSION: Manual run. Bubble (lateral 26 mils right)														
7/23	384	MORLAN	THOMAS	1560	166	82	9650	32040	31795	308	1.3793	2R	700' @ 0600	SB
FACTORS EFFECTING MISSION: Full automatic pilot. Alt. 40' high at release. Target obscured at -10".														

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## KINGMAN JULY TEST RECORD (Cont'd)

DATE	AIRCRAFT	PILOT	BOMBARDIER	UNIT	T	NO.	WEIGHT	ALTITUDE TARGET	ALTITUDE S.L.	TRUE AIRSPEED	B. C.	DRIFT	ESTIMATED ERROR CIRCULAR	TARGET
✓ 7/24	384	BYSTROM	THOMAS	1560	131	74	10130	27980	32317	308	1.3793	1½L	500' @ 1300	K
FACTORS EFFECTING MISSION: Full automatic pilot run. Alt. 20' low at release. A.G.L.D. sight used.														
✓ 7/25	295	KEENER	JAYNES	1560	165	81	10070	25025	29362	300	1.3793	2L	200' @ 0245	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators. Alt 25' high at release. Clouds prevented bombing higher														
✓ 7/26	295	KEENER	JAYNES	1560	167	83	9980	28000	32,337	315	1.3793	2L	250 @ 0910	K
FACTORS EFFECTING MISSION: Automatic pilot except elevators.														
✓ 7/30	387	BYSTROM	THOMAS	1560	168	84	10420	32000	31755	310	1.3793	1R	1500 @ 0600	SB
FACTORS EFFECTING MISSION: Automatic pilot except elevators. No explanation available for this short bomb. All data looked good.														

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PER DOC REVIEW JAN. 1973

*Clyde S. Shields*  
CLYDE S. SHIELDS,  
Major, AC.,  
Commanding Officer,  
Flight Test Section