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DATE 26 July 1945  
TO \_\_\_\_\_  
FROM AH-4  
SUBJECT Kingman Test  
SERIAL NUMBER T-142

Nature of Unit and Test

FM, 3 to 6 hour fly around, test of \_\_\_\_\_ to be used in T-102.

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PUBLICLY RELEASABLE  
LANL Classification Group  
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NOTE: This is a Preliminary Report.

This report is not to be considered final. It is a preliminary report subject to revision pending more complete data.

Project Representatives S. J. Simmons  
T. B. Tanahan

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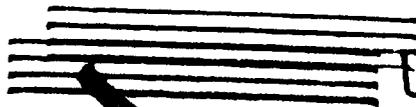
FINAL DETERMINATION  
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L. M. Redman  
OCT 28, 1980

~~RESTRICTED DATA~~

~~This document contains information that is classified as defined in the Atomic Energy Act of 1954. Unauthorized disclosure is prohibited by law and may result in administrative and criminal sanctions.~~

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CONTENTS OF REPORT

I Data Sheet for 1560 Type Unit

- a. Physical Characteristics
- b. Mechanical Components
- c. Sphere
- d. Ellipsoids

Information Obtained by 1st Lt. Edward Zobronski

II X-5 Detonator Equipment.

- a. Equipment and Location of Mounting
- b. Tentative Results.

Information Obtained by 1st Lt. H. G. Ritter

III Loading of Unit 1560 to Plane

Information Obtained by Armand Iain

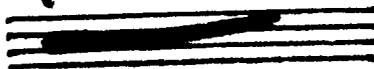
IV Flight Test Data

Information Obtained by Captain Somplo

Captain Grandoy

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DATA SHEET FOR 1560 TYPE UNIT

PHYSICAL CHARACTERISTICS: (Data taken on completed unit.)

- 1. Gross Weight 10,140 Pounds (Scales)
- 2. Center of Gravity 2 1/8 Inches (aft of parting line of ellipsoids.)
- 3. Alignment of Tail to the Longitudinal axis. (Dimensions taken from parting line of ellipsoids to aft edge of tail)
 

Right	<u>79 3/4</u>	Inches.
Left	<u>79 3/4</u>	Inches.
Top	<u>79 3/4</u>	Inches.
Bottom	<u>79 3/4</u>	Inches.
- 4. Lug Location 1 11/16 inches aft of parting line of ellipsoids, measured from the center of lug bearing surface.
- 5. Sealing (Gasket or Stripable film, if sealed.) Not Sealed
- 6. Overall Length 128 Inches.

MECHANICAL COMPONENTS:

- 1. Tail
  - 1.1 Angle of Drag Plates Measured with machinist square and shown on attached drawing.
  - 1.2 Type of Tail Standard: Drawing No. Y-1560-3
  - 1.3 Weight of Tail 510 pounds.
- 2. Sphere
  - 2.1 Detonator Booster Holes 32- two inch holes
  - 2.2 Pit 18 1/2 inch steel
  - 2.3 Spacers between blocks Paper 1/32 inch
  - 2.4 Spacers between Pit and blocks. (Thickness and material between Pit and blocks, and between inner and outer block where applicable.) Felt 1/8 inch

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- 2.5 Blocks, Composition of Mk III Plaster
- 2.6 Suspension Lug Steel with Bronze Insert
- 2.7 Detonators None
- 2.8 Detonator Retainer Type None
- 2.9 Weight of Sphere Not Accomplished
- 3. Ellipsoids
  - 3.1 Impact fuses, type of None used. Plugs were used in fuse sleeves.
  - 3.2 Fuse-train Ass'y None
  - 3.3 Inside diameter of Nose Ellipsoid.  
(Wide End) Vertical Diameter 59 $\frac{1}{4}$ "  
Horizontal Diameter 59 $\frac{1}{4}$ "
  - 3.4 Inside diameter of Tail Ellipsoid.  
(Wide End) Vertical Diameter 59 $\frac{1}{4}$ "  
Horizontal Diameter 59 $\frac{1}{4}$ "

Reported By 1st Lt. Edward Zobronski

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KINGMAN UNIT REPORT  
LOADING DATA

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1. DATE 26 July 1945
2. SHOP NO. 77
3. AIRPLANE NO. 295
4. Preparation of Unit for Loading
  - a. How Delivered from Ordnance Trailer
  - b. How Placed in Pt "A" from Hoist
  - c. Pit Used #2
5. Method of Positioning Airplane  
Cleat-Track backing it over by Tow Bar
6. Loading of Unit into Airplane Hydraulic Lift
7. Time Required
 

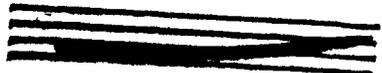
	Begun	Completed
a. Placing in Pit	<u>1500 7/25/45</u>	<u>1530 7/25/45</u>
b. Positioning Airplane	<u>1400 7/25/45</u>	<u>1408 7/25/45</u>
c. Loading Unit	<u>1408 7/25/45</u>	<u>1500 7/25/45</u>
8. Release Operation Checked by Lt. Poterson
9. Difficulties Encountered, Irregularities, Etc.

Loading of unit was delayed somewhat because of a breakdown in the compressor. This was repaired by one of the Armament Crew and loading proceeded as usual.

Project Representative Armand Iaia

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KINGMAN UNIT REPORT  
FLIGHT TEST DATA

1. Date 26 July 1945
2. Unit and Shop # T-142 No. 77
3. Place of Test K
4. Plane No. 295
5. Pilot Captain Keoner
6. Bombardier Lt. Jaynos
7. Altitude of Plane on Flight Test 20,000
8. Condition of Plane O.K.
9. General Flight Characteristics O.K.
10. Time of Flight Test at 20,000 3 Hr.

Reported By Captain Sample  
1st Lt. Ritter

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