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Hoporable Henry M. Jackson Chairman, Subcommittee on Military Applications Joint Committee on Atomic Energy Congress of the United States

Dear Senator Jackson:

During General Starbird's appearance before the Subcommittee on Hilitary Applications of the Joint Committee on January 23, 1956, a discussion took place relative to the testing of live nuclear verheads in the Ding Dong rocket and the Bike B. As requested at the hearing, the following elaboration of testimony is provided relative to the need for the testing of the complete weapons to include nuclear warheads.

In producing a nuclear warhead for a missile, as for a bomb, it is necessary to follow a procedure whereby the vespon is tested in various stages of development so as to insure that it will operate reliably upon completion and be capable of being stockpiled even without a true proof test of the complete warhead-missile system. The procedure followed makes use of extensive laboratory tests and of flight tests to achieve this reliability.

Pre-production test programs can be divided into three phases. In the first phase a laboratory nuclear device is produced and fired to test experimentally the new design principles incorporated. The resulting nuclear system design is usually sufficiently close to the laboratory device design to insure a reliably predicted behavior for the stockpile weapon. In the second phase the non-nuclear components developed for the stockpile version are tested individually in the laboratory. Here, by means of test cells, cold-chambers, vibrators and other environment simulating equipment, the resistance and functioning of these components are examined under conditions more extreme than expected in actual employment. In the third phase all components are assembled and tested as a complete system with the exception that durmy nuclear material and usually dummy high explosives are substituted for the live material. The arming, fusing and firing systems are all sequentially proven in this stage, in

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part through laboratory tests and in part in flying models. Due to the ability of the laboratories to create and test under environmental conditions more extreme than those of controlled flight, the number of flight tests can be held to a minimum.

The warhead for the

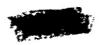


was conducted this fell in Mevada. The firing gave no measurable nuclear reaction. This was, of course, a test to determine the safety of the design to withstand fire or concussion without producing nuclear, yield. laboratory tests of the assembled components are underway and a flight test program of the complete system using simulated HE and nuclear components is scheduled for the near future.

in REDWISO is a roof test in which The firing the data requirements are more stringent than heretofore. As you can appreciate, it is essential that we know as accurately as possible the yield of the stockpile model. The attacking sircraft must be eble to approach the target as closely as possible if accuracy is to be insured. At the case time, if the yield is greater than expected, it could destroy our attacker as well as the target aircraft. In view of these factors, a prototype of the stockgile verbead accesed in a vehicle to permit detailed instrumentation will be fired at . DOE ARCHIVES REDWING.

Hike B is, of course, on a later time scale than the Bing Dong, but its developmental testing is expected to follow a pattern similar to that of the Ding Dong vertead. We are planning a proof test shot for this werhead in Neveda in 1957.

Decision as to the shots in support of weapon development, including the Ding Bong and Nike B programs, to be included in the Spring of 1957 and later tests will be based on the results of REDWING and other developments between now and the time of the tests concerned. We shall coordinate with the Department of Defence after REDWING as to the necessity for a later firing of a complete version of the Ding Long and the Hike B



I hope that the above information may be sufficient for your needs. Should it not, please call upon us for any additional information you may require.

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Sincerely yours,

E SA ALD

K. E. Fields General Manager