PROPERTY OF
ROBERT A. LEWIS

MAJOR U.S.A.F.
A 0668015

15 HARING DR
OLD TAPPAN
NEW JERSEY

Bombing of Hiroshima

By Robert A. Lewis
CAPT - U.S.A.A.F.

Aug 6 - 1945

Ship # 44-27292
"ENOLA GAY"

Radio Code
Dimples '12'

Hold for Top Secret Clearance
Capt Parsons

CREW - P.W. Tibbets - Col -
R.A. LEWIS - CAPT -
T. VAN KIRK - CAPT
T. FEREBEE - MAJ
R. NELSON - PVT
J. STIBORIK - SGT
W. DIZENBURY - SGT
G. CARON - SGT
R. SHUMARD - SGT

Specialists
W. PARSONS CAPT. (NAVY)
J. BESER LT -
M. JEPPSON LT -

Pages 1-8
IN-FLIGHT.

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THE REST OF MATERIAL IS A BRIEF HISTORY OF THE 509 BOMB. GROUP

Aug 8-1945

This log was a last minute request of William Laurence -(Science editor) N.Y. Times. He had ~~Expected~~ been ordered to be aboard, but ~~This was~~ Request arrived in Tinian too late. ~~was not permitted~~. He asked me to keep some notes of the mission.

A great deal of the notes were ~~done~~ written in almost complete darkness half way through I ran out of ink.-

Capt Robert H. Lewis

Pencil corrections were made by Mr. William Laurence.
Attested as true
William L Laurence

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Little Boy Mission #1
First Atomic Bomb.

Target Hit

Little Boy Mission #1 Target Hit

First Atomic Bomb.

August 6th 1945

By Capt Robert A. Lewis
Pilot aboard Ship.

Briefing at 2300
Eating at 0030
Dear Mom & Dad -
We started engines at 0227 and taxied out to take off at 0235 When we got off the ground at exactly 0245 Everything went well on take off nothing unusual was encountered, at the last minute before take off our cruising altitude had been changed from 9000 to 4000 pressure altitude which meant possibly a ~~[illegible]~~ rougher trip.

At 0313 we encountered a ~~little~~ trouble with our interphone system as we were receiving both interphone & U.H.F. transmission on the interphone Jack box position. At 0320 Items 1-11 were completed satisf. by Capt Parsons. At the same time we lost contact with Ed Dahl.

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LINE OF POSITION
BY H.O. 214
WAR DEPARTMENT
A. A. F. Form No. 21 K
Approved Oct. 17, 1938

From time to time we are encountering small ~~cumbles~~ build up which when you can't see make you wonder how big they are.

Conversations between Capt Van Kirk & Sgt Stiborick, the nav. & radar operator respectively, are continuing for they are shooting bearings on the northern marianas and making radar windruns. The fact is at 45 minutes out of our base everyone is at work. Col Tibbets has been hard at work with the usual tasks that ~~are~~ belong to the pilot of a B-29

At the end of one hr. 0345 everything is going along smoothly. The engineer Sgt Duzenberg and blister gunner sgt Shumard are busy parallelling generators. And at the same time PFC. Nelson the R.O. is doubles checking the nav's Loran set which is a necessary part of the nav. equipement

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At 0420 ~~the~~ Dutch Van Kirk sent me up an E.T.A. for Two Jima of 0552 so we'll just check on him. The colonel better known as the "Old Bull" shows signs of a tough day, with all he had to do to help get this mission off he is deserving of a few winks. So I'll have a bite to eat and look after (~~george~~) the auto Pilot and prev. At 0430 we started to see signs of a ~~x~~ late moon in the east. I think everyone will feel relieved when we have left our bomb with the Japs and get half way home. Or better still all the way home.

Well the first ~~[illegible]~~ signs of dawn came to us at 0500 and that also is a nice sight after having spent the previous 30 minutes dodging large cosmolus clouds. It looks at this time, 0515 that we will have clear sailing for a long spell. Our bombardier Mary Tom Terebee has been very quiet and me thinks he is mentally back in mid-west part of the old U.S.

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By 0552 it is real light outside and we are only a few miles from Iwo Jima. We are finishing a second climb which is to 9000 ft. We'll stay here until we are about 1 hr away from the Empire.

(out of Ink)

After leaving Iwo we began to pick up some low stratus and before very long we were flying on top of an undercast. At 0710 the undercast began to break up just a little bit, Outside of a high thin circus and the low stuff its a very beautiful day. We are now about 2 hrs from Bombs away, which reminds me that at 0715 the colonel had to go. you know where

At 0730 we are loaded, the bomb is now alive and its a funny feeling knowing its right in back of you. Knock wood.

We started our climb to 30,000 FT at 0740 well folks its not long now.

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At 18500 ft I set the C-1 Auto Pilot up for the last time until after Bombs away.

I checked with crew at 20000 ft and all stations report in satisfactory.

We reached our altitude and a 08:30 nelson recieved a report that our primary is the best target, so with everything going well so far we will make a bomb run a Hiroshima. Right now we are 25 miles from the Empire and everyone has a big hopeful look on his face.

Landfall was 8.50 and it won't be very long now

As we are approaching our IP ~~the~~ Ferebee, Kvan Kirk & STIBODIK are coming into their own, while the col & I are standing by and are giving the boys what they want.

There'll be a short intermission while we bomb our target

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a brief blow by blow discription of the bomb run.

We turned off our IP and had about a 4 minutes run on a perfectly open target Tom Derebee sycronized on his briefed A.P. and let go; ~~for~~ for the next minute no one knew what ~~[illegible]~~ to Expect, the bombardier and the right seat jockey or Pilot both forgot to put on their dark glasses and therefore witnessed the flash, which was terrific ~~[illegible]~~ Then in about 15 seconds after the flash, there were two very distinct ~~[illegible]~~ slaps on the ship then that was all the physical effects we felt. We then turned the ship so we could observe results, and there in front of our eyes was with out a doubt the greatest explosion man has ever witnessed

The city was 9/10 covered with smoke of a barley [illegible] and a large Column of white cloud which in less than 3 [illegible] which seemed to indicate [illegible] reached 30,000 ft and then went to at least 50,000 ft.

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6.

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I am certain the entire crew felt this experience was ~~too~~ more than anyone human had ever thought possible. It just seems impossible to comprehend.

I just know many Japs did we kill? I honestly have the feeling ~~the~~ of groping for words to explain this or I might say My God what have we done.

If I live a hundred years I'll never quite get these few minutes out of my mind.

Looking at Capt Parsons, why he is as confounded as the rest and he was supposed to have known everything and expected this much to happen.

After a few last looks I honestly feel the Japs really give up before we land at Tinian. They certainly don't care to have us drop any more bombs ~~of the~~ of atomic energy like this.

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A.A.F. Form No. 21 E
Approved Oct. 17, 1938
LINE OF POSITION
BY H.O. 214
SEXTANT
H_s

A. A. DEPARTMENT
AT. Form No. 21 K
Approved Oct. 17, 1938
LINE OF POSITION
BY H.O. 214

Bob Caron our tail gunner got excellent pictures and everyone on the ship is actually dumbstruct, even though we had expected something fierce, it was the actual sight that we saw that caused the crew to feel that they were a part of Buck Rodgers 25 century warriors.

This essay on the bombing results could go on indifinitely by telling how huge it grew, even after an hour and half 400 miles from the target, then the billow of smoke reached 55000 ft and contained very weird colors. But perhaps the Japs Nature left can save me the trouble and let us know.

We then headed home on 150° and our ship sure had a happy but puzzled crew. Mission home was as briefed weather the same everyone got a few cat naps.

Love to all "Bud" R A Lewis
STOP

(8)

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WAR DEPARTMENT
A. A. F. Form No. 26 B
Approved May 14, 1942

LINE OF POSITION
BY H. O. 214

A. A. F. FORM NO. 26 B

(REVISED MAY 14, 1942)

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