

1030 Called Lt Mc Donald about Rotary Brushes. Ordnance has two (2) available, The machines have to be serviced and operative. The sweeping program to be in progress on the 17th or 18th. See a fort zone of the area inside the perimeter.

1040 Remove up and down 7/13.

1110 Contractor to repair E3 for repairs on the strips between the ball and the perimeter. Work to start tomorrow morning.

1230 On duty at castle off St. Haworth J

1245 Wind WSW 10 - Chafing to NW 24. Wind expected to have southerly component.

1400 Inspected airfield. W.T.P. Strip 39

Termasung in progress at 12 end SE/NW end. Workmen filling craters on 30 end of runway. Sgt. Mair is attempting to repair damage to high lighting at intersection of 2/3 & 3/4.

1435 Sgt. Mair informs high lighting now

1520 Sgt. Mair says more high lights were destroyed on runway 11/2 last night than previously reported. Obv is and to be turned on. We saw all contact lights for short time in conjunction with (24) high lights (approx).

1600 signals sent to F.C. ops about see permit being S.

1830 Off St. Casimir - On St. Haworth

1930 Lights on loop 39. Main strip.

X/R and perimeter inspected

2000 Stand up from ops.

WEDNESDAY 17 - JANUARY 1954

ALERT Breakfast 0510 Brief 0610

0715 Briefing of information

SE	0853	0859	0905
TX	0908	0914	0920
To	0918	0924	0930
LTT0	10100		
ETA	1608		

- 367
- 368 711 (41)
- 369 148 (48)
- 473 362 (10)

K.I.U. 24 06 76 24 AAI on 24
Caravan on

Let Down the ...

Ops calls made for 415

Crash - Crew Resp 0800
Medical present Capt Link

- 0830 K/W's and Perimeter
- 1000 First op ...
- 1050 Routine inspection of ... drone area
- 1130 On duty Lt. Carlisle off Capt Peterson
- 1300 Sgt. Merges report of light lightning S.
- 1315 Inspected airfield WIP strip 39. WIP ditch ...
- 1345 Changed RW 23 and WW 16 expected
to increase ... Capt Diehlhoff advised
consulted ... change was made. Dir
Kington & Chelie ... informed
- 1400 ... placed ... RW 30
- 1630 Wind died RW changed to 24 NE-SW
- 1710 547 F last ops ... back.
- 1720 ... speed by ... & ...
Dir ... 100 ... F-N ...
... with ... per
... F-C apt. 1401.
- 1830 ... height ... - 1 alt per
... for 1800 hours
... to ... 4 Pilots 1400
... 10-11 ... 1630 to 1733 for
- 1830 P-51 - 523 Lt. Field landed N.O.N
all concerned notified
- 1845 Inspected ... lightning and ...
ketch along 24 marked P-51 Sent ... 3
... 7 1/2 RW marked

- 367
- 368 711 (41)
- 369 148 (48)
- 413 362 (10)

K.I.U. 24 06 Feb 24 AAI on 24

Caravan on

ring

Left Down

Ops calls made for 41E

Crash - Crew Dep 0800

Medical present - Capt Link

0830 K/W's and Perimeter

1000 Last ops at alt

1040 Resident in position of zone, down area

1130 On duty Lt. Carlisle Off Capt Peterman

1300 Sgt. Maguire reports of light lighting S.

1315 Inspected airfield NIP strip 39. WIP. ditch ^{along}

1345 Changed N/W to 30 and W/W to 16 expected

to increase slip to 100. Capt Diehlhoff advised

consulted by change was made. Bur

Adington & Chelmsford informed

1400 maximum placed as N/W 30

1630 Wind died N/W changed to 24 NE-SW

1700 547 F last ops by back

1730 Ops at 1000 ft. reported by phone & radio

area, but not 1000 ft. W/W 16 N. Melon

2000 ft. above + well placed for ops per

agreement with the ops. 1711

1830 Sharp ops resumes night flying - 1 alt per

opdr. Local. briefing for 1800 hours

also a message to be given to 4 Pilots + 4 CC

in detail for info for 1st Lt. Another, dec

10-11 and one more 1630 to 1733 +

1830 P-51 - 523 Lt. Field landed A.O.N

all concerned notified

1845 Inspected airfield lighting and obstruction

check along 24 marked P-51 Sent Shanghai

1900 2nd Lt. and 7th Lt. 11th marked

18 JANUARY 1945 - THURSDAY

0705 Ops informs CH 7c coming from
GRAFTON UNDERWOOD

0710 GRAFTON UNDERWOOD called 7c No. 016
CLINKER R. HOGUE to arrive very soon

0815 016 landed from Grafton Underwood

0830 Briefing 0545 held

0830 Mission Summary RR filed

Off Watch - 2 1/2 hr on TD Wat Capt Pen

0910 Most sub-Eng 1/2 hr off ops tomorrow

1130 Group says hoping to see to weather

1140 Col. Schmidt suggests to let the squadron try

Haworth
on duty 1455

for a check of their span. is night flying
Col. Chalfant OK Col. Daniels transaction
providing Col. Daniels goes as first pilot

1500 St. Delapue says Col. Chalfant OK
to go to Honington.

1510 Called Honington at 1500 talking to Gp 6
about O.D. going to Honington (1400 hrs) F.O.C.
there says a possibility of a landing
but T/O ~~was~~ ~~was~~ ~~was~~ probably be delayed
till tomorrow. Called said Ops
Honington would accept 028. Div says
to call Honington before a/c takes off.

15:15 Called Honington - they will not
accept any a/c.

1600 GREEN via I B Div

1830 Night flying scrubbed for Dist. Group ops
however late ab. on local IT.

1900 Called Grafton Underwood. Ops
informed re to A.C.T. ops.

2000 Mission Summary
on loop, 34 dispersal & 23 dispersal;
by hazard 3 marked. about 50% of
the perimeter is under water. The
lights between 14 & 15 were visible.

2002 F-11 600 minutes
Crash - crew saved & plane returned
a/c called in.

2030

0705 Ops ENFORMS GH 7c coming FROM GRAFTON UNDERWOOD

0810 GRAFTON UNDERWOOD called 7c No 016 CLINKER R Roger To ARRIVE very soon

0815 016 landed from Grafton Underwood

0830 Briefing 0545 held

0830 Mission Logbook - RR filed

Off Watch - 2. 1st Lt. ... Capt. ...

0910 Made radio Eng. ...

1130 Group Sup hoping ...

1140 Col. Schmidt suggests to WE about the squadron log in for a check if their spec. is right - flying

Flaworth on Duty 1455

Col. Chalfant OK Col. Davies transition providing Col. Davies gets as first pilot

1500 St. Delapair says Col. Chalfant after call - no longer flight to Honington.

1510 Called Honington attempt talking to Capt ... about O28 going to Honington (1400 hrs) ... there says a few minutes ago could land but T/O ~~was~~ won't probably be delayed till tomorrow. Called said Ops Honington would accept 028. Div says to Call Honington before a/c takes off.

15:15 Called Honington - they will not accept any a/c.

1600 GREEN to I B Div

1830 Night flying scrubbed by Dist. group ops however 1 a/c ab. on local 11.

1900 Called Grafton Underwood ... informed us to ...

2000 ... on loop, 39 dispersal & 23 dispersal, by hangar & marked. about 20% of the perimeter is under water. See Post lights however ...

2002 A-11 600 ... crash - crew ... balance relieved all called in.

2030 Obstructions by dispersal 11 marked

2300 Stand down - for group ops.

- 0900 Wx changed to 30 wind WNW 30.
- 0930 Made routine inspection of gen. drive area
- 1230 On duty Lt. Carlisle off Capt. Peterson
- 1400 Inspected airframe
- 1530 Bad snow flurry. Sup. ops. Lt. Lalapour advises weather in transition
- 1700 Night flying in transition
- 1850 Inspected airframe
- 1900 Snow severe flying 153 - Lt. Murphy
- 423 10% snow flying
- 153 10% snow flying
- 2005 Called Capt. Campbell ~~to~~ says to T.O. after they pass. Flare path to tell to they about fly as they have turned off radio and
- 369 - 7c 301 scrubbed by Capt. Cassidy
- 369 - 7c 819 G - could not hear after snow flurry
- 367 - crew but no 7c could not contact anyone
- 423 369 - 028. Spots 9 - no lights on 7c - told pilot to attempt to get lights fixed
- 423 - 153 - Sp. by - flying
- 423 - 674 - B. fuel in engine
- 153 - G. Landing Gearings
- 1530 Weather cleared.

20 JANUARY 1944 SATURDAY

0200 Sp. breakfast.

400 attended briefing data follows

	1st	2nd	3rd
SB	0630	0636	0642
1st	0648	0651	0657
T.O.	0700	0706	0712
E.T.O.	0700		Ground Spares
E.T.A.		361-804-5-25	
GFF		868-203-Y-46 (PFF)	
Let down		368-148-14-48	
Weather Cook-ALBAT		369-198-0-37	
Fennell case		423-012-A-4	
Ref. wt.	22000		

Inform pilots of positioning points A+B.
 0615 Inspected airfield for T.O.
 High light pattern - strength two
 bit at wind 24 plus