

Tuesday 21 November 1944

02:00 Breakfast 03:30 Briefing 04:30 51A/c  
R/w 24 will be used for T.O.

05:00 Briefed 51 crews for T.O. on R/w 24.  
There will be two forces; Screening & main  
Screening Force main Force.

S.E. 07:06 ✓

S.E. 07:21 ✓

TAXI.. 07:21 ✓

TAXI. 07:36 ✓

T.O. 07:31 ✓

T.O. 07:46 ✓

Both: L.T.T.O. 08:45 Spare A/c 367-099

E.T.R. 15:48 368-155

Q.F.F. 29:40 369-574 P.F.F.

05:25 Ops calls made for 07:00

07:00 Inspected airdrome for T.O. Taxi track  
in very poor condition (lights). They are dirty  
& missing. Suggest immediate work to get  
them in good shape, due to necessary use  
every mission. Flare path needs resetting  
~~for~~ due to asphaltting. Rest of Drem system  
seems to be serviceable. Contract strip also  
given to division & ops.

03:30 A/c #143 369<sup>th</sup> was being towed by cle-  
track from hanger #2 to dispersal 34 when  
it was struck on the left rear stabilizer  
by an ordinance truck. All A/c lights were  
on. Cle-track driver said truck driver was  
blinded by cle-track lights.

08:00 Maj Witt says it will be O.K. to work on  
main R/w. Short R/w's to be used for all  
local flying. Possibly use main to land  
mission dependant upon wind.

07:47 368<sup>th</sup> #203 "Y" Lt. Schoenbacker lost control  
on T.O. and ran off R/w. He struck one  
high-light on east side of R/w near N/S  
R/w intersection. (about 2nd light from intersec)

08:50 Flight plan for 423 D #549 is scrubbed.

NOTE: Flare path for R/w 18 lights very dim  
when #24 is on.

0855 British Farmachem given OK to work on 24.  
Whitely notified.

- 1045 Lt. McDonnell requested that we contact either Jones or Branfield for a Purdie's maintenance man. Our Purdie's having trouble with the electrical system.
- 1050 Jones has contacted and says they will send an electrician up early this afternoon. He will report to control Jones.  
Lt. McDonnell advised of above.
- 1055 British Grounds people now in process of installing handstands for Caravan. Work now going on on top of 24. 06 - will be next.
- 1155 All accidents - regardless of whether Flight Control is directly or indirectly concerned with ~~accidents~~ accidents will be called into Division in the form of a flash report if all or most details are not available at the time.
- 1300 Cpl. Haward (RAF) reported to tower from Longford about Beacon. Cpl. Spencer took men to Beacon. Unable to contact Lt. McDonnell will try later.

1445 EASTING "E" LANSIE W/THOUT BREAMS  
WENT OFF RWZ W/TH CONCRETE P/I  
BOX. ARE REPAIRABLE - NO DAMAGE INJURED.

1325 9c all calling in E.T.O.'S 369. E-1350  
3676 1405. A lot of our 9c are working  
HF/D/F - Made calls for 1345.

1330 181 landed on 30 with flat tire 9c blocked  
P/W. Pilot reported Col. Sutton had reported  
he might ditch gave following position of 181  
which was 5 mi north of Col. Sutton 5223 N-  
0335 E. Div. notified

1418 076 U Col. Sutton landed with #1 + #3  
engines out. Div. notified.

1420 HF/D/F reports 9c Liftbay H. reports  
P-38 on fire flying at 4500 ft. 9 mi  
north of Watford escorted by one P-47  
1<sup>st</sup> Div. notified

1640 HF/D/F say they can hear 368-9da. "X" on W/T  
but unable to get response from him.

1655 HF/D/F now say they have no contact with  
368 9da. X-XRAY. Minimon called and notified  
will check. Grump ops. + 5pm opo

1710 Dulan X (368 9da) low side D/K. - all concerned  
notified.

1725 Night flying scrubbed.

- 1715 In the future any air returning sans breaks  
will be directed to Woodbridge immediately  
after hotlying ground ops. per order may with.
- 17:30 R/W changed to 24 for duration of night.
- 18:00 Crash crew + A.F.C. dismissed.
- 1905 Made routine inspection of general dome area. Return Pole  
on left at bottom of R/W 24 4/5.
- 1950 Alert crew chief checked in - at 90.
- 2245 Stand Down.