

2170 7476 grounded 13-17-476 JM repair.
Piddington to come over and examine. 2/3 in
morning.

JUNE 25, 1945 - MONDAY

- 0510 Wx a/c airborne
- 0530 Inspected airdrome - 5
- 0600 There was a taxi accident in afternoon
24-June 1945 in 367th clover leaf dispersal.
no information has as yet been passed to
div. or anyone concerned. Time of accident
approximately 1400 hrs.
- 0620 RW being changed to 24 wind-NW-3
- 0647 First Casey Jones a/c off
- 0711 Last Casey Jones a/c off
- 0800 Off duty Lt. Carlisle a/c Lt. Arpin
- 0900 Made airdrome inspection - main RW OK. w. 2
on pumped track by dispersal 194 70.
- 1140 Lt. B. Div (a Tech. Sq) notified & given full details
of taxi accident over which occurred probably 400 hrs.
involving ships 868 & 197 (257th Sq)
- 1230 Off Watch Lt. Blair On Watch ~~Carlisle~~ Arpin
- 1300 Airdrome Inspected. WIP. South Perimeter.
- 1830 Off duty Lt. Arpin - a/c Lt. Blair
- 1900 Made airdrome inspection - main RW & perimeter
clear of all obstructions & serviceable.

TUESDAY 26 JUNE 1945

- 0507 w/x ship off.
- 0652 First Casey Jones a/c off.
- 0800 Off Watch Lt. Blair, On Watch ~~Carlisle~~ Arpin.
- 1000 Lt. Halloway requests that he be contacted before any
accidents are reported to Lt. Division
- 1200 On Lt. Carlisle off Lt. Arpin
- 1230 Inspected airdrome - W.I.P. perimeter, in tower area.
- 1345 Col. Mustel requests only 1 clearance for
three ship formation to Y-17. two clearances made
out for a/c.
- 1445 Capt. Davis 368, called about accident
to 727- 423 Sgt. Sunday night. No information
on subject.

- 1500 B-17 - 48866 pilot HANN, J. Jr. was making a running T.O. on R/W 24 when right undercarriage collapsed. Gc slid clear of R/W. All concerned notified and preliminary report sent to div by phone. Gc hit high light. ^{Vis. 4 mi - 9100 ft} Wind West 6-10
- 1530 Col. Hphana orders no more short field T.O. and landings. any Gc making steep T.O. will be reported to them. Gc told they may continue transition and warned to make normal T.O. and not steep T.O.
- 1615 Lt. Galloway O.M.13 weather's suggestion that we have all seen Gc return to field area. HF/DF informed of above
- 1815 Off Watch Lt. Carlisle, On Watch Aoplin.
- 1930 Airfield Inspected. Parked a/c on 34.

WEDNESDAY JUNE 27

- 0800 Off Watch Aoplin. On Watch Lt. Carlisle
- 0830 Inspected airfield - WEP permitted by cut-off north end of R-S P/W, blocked by crashed a/c
- 0830 R/W changed to 30 SE to NW.
- 1000 Gc 541 - B-17 cleared to Y-17 from here on 26-6-45 landed at 2-50. #2 & 4 Engines out. Grafton underwood modified Y-17 as it was their a/c
- 1030 Off duty Lt. Carlisle - on Lt. Blair
- 1300 Small airfield inspection - 9/1030 or permit clear of obs. N-S P/W still obs. #12 866. (also gear cutting machine parked here)
- 1630 A-26 #513 shot Lt. Frank Howell, was in base from Y-17 at 0800 2 times. Ship has not arrived so on duty action was taken through F. C. Ops. 44021000. Lt B. D.W. J. B. m
- 1705 Lt B. D.W. informed re A-26 #513 landed at airbase and returned to Y-17.
- 1810 On Lt. Carlisle - off Lt. Blair.
- 1845 Inspected airfield - R-S P/W blocked by B-17
- 2055 C-64 landed & ground leaped to Right.
- 2200 C-46 left ²⁻³⁹ 2000 Z ETA 2400 Z