

- 1000 T.O. 0930 Pilot Holmes #711 D E.T.A. 1345 route pass  
 as given by grp. ops.
- 0940 I inspected airbase - W.I.P. off perimeter by  
 hand w/s R/W - R/W's are all S - Perimeter - S  
 all workers to be clear of perimeter & R/W by 10:00
- 0950 Called Capt. Janow 367<sup>th</sup> Eng. about status  
 of work repairing #18 disposal. He does not  
 want 18 to be repaired until 26 is finished  
 Capt. Cuffley informed
- 1025 Capt Cuffley now wants disp. 50. He will  
 call 368 Eng.
- 1140 197-N aborted on R/W - Taxied off to disp.  
 512-A had flat l.o. tire at start of R/W 74
- 1230 Off Lt. Cullis - on Lt. Blair
- 1200 Made airbase inspection - W.I.P. on north  
 of field just to side of perimeter track. all S  
 & perimeter S.
- 1625 Sgt. Mangus informed me man & fox found  
 R/W 14 of F.E.D. New cables cut by "living" work
- 1830 Off Duty Lt. Blair - on Lt. Cullis
- 1835 Made airbase inspection - main row & p  
 track S - a sign of all obstructions.
- 1932 575-X 368 Sqa last ops 9/2 down
- 2210 NIGHT Flying END 711-D last 9/2 down

MARCH 15, 1945 - Thursday

- 0215 Div. called asking us to assist Lancia  
 turned on outer circle & identify letters
- 0300 Cranfield called concerning a Lancaster  
 did not know call sign. If we could contact  
 he we were to send it to Crofton Underwood
- 0330 Cranfield called Lancaster over pathfinder  
 and presumed O.K.
- 0315 Field closed in informed div. we would  
 not be able to launch 9/2 as Vis was 133 yds.  
 0300 hrs. Vis was 1700 yds.
- 0615 Attended briefing later as follows.

SE	0839	0845	0851
TAXY	0854	0900	0906
T.O.	0904	0910	0916

L.T.T.O. 0930 E.T.A. 1748

0615 Briefing Cont'd

WX Code TIVAB

Let down Mt. Farm 0320 T

Ground Spares

367 - 840-14-Y R/W 24 for T.O.

PFF - 676-24-S Prov Vis procedure set

368 - 928-43-L up.

369 - 287-36-V Fox Hole BRANK

423 - 397-9-0

0650 WX 70 cleared through dir.

70 671-W Pilot Buic T.O. 0730

route as given by ops - Red x R/W 24 also  
to dir.

0732 WX 70 airborne

0800 Off duty - Lt. Carille On duty - Lt. Blaise

0820 1500 hour plus 30 minutes. J. Op.

Start engines 0909 - taxi 0924 - T/O 0934  
E.T.R. - 1818

0940 1/2 hr. delay. (total 1 hr.) E.T.R. - 1848

0937 Start engines - 0954 taxi - 1004 T/O

1020 all ops. A/C off.

1230 ON DUTY - LT. BASS OFF - LT. BRADSHAW

1245 Inspected airfield - OK.

1645 Night flying tonight - 2 A/C per  
squadron (1 local, 1 short x country)

1800 Off Duty Lt. Goss - on Lt. Blaise

1921 35 ops. A/C down - (1) one outstanding A/C 54  
42 ops - pilot Paisley.

1955 A/C 444 Y pilot Gibson made normal approach  
on RW 24. As they were low, steps missing  
touch & go landings all available lighting  
was on. From the tower I observed that  
A/C bounced once then pilot applied throttle  
going around. Late pilot called in that  
start on wheels were broken. Maj. Witt  
was then informed of situation. Maj. Witt  
instructed pilot to land on RW 24 with wheels  
extended in present position.

2015 A/C 444 then made normal approach for land

WX Code TIVAB  
Let down Mt. Farm 0320 T

Ground Spares

- 367 - 840-14-Y R/W 24 for T.O.
- PFF - 676-24-5 Proc Vis procedure set up.
- 368 - 928-43-L
- 369 - 287-36-V Fox Hole. BANK
- 423 - 397-9-0

0650 WX 7/8 cleared through div.  
7/8 671-W Pilot Buic T.O. 0730  
route as given by ops - Red x R/W 24 also to div.

0732 WX 7/8 airborne  
0800 Off duty - Lt. Baskie On duty - Lt. Blair.

0820 2000 foot plus 30 minutes. J. Op.  
Start engines 0909 - taxi 0924 - T/O 0934  
E.T.R. - 7818

0920 1/2 hr. delay. (total 1 hr.) E.T.R. - 1848  
0937 Start engines - 0954 taxi - 0904 T/O

1020 all ops. A/C off.  
1230 ON DUTY - Lt. BASS OFF - Lt. BHAISE

1245 Suspected airfield - OK.  
1615 Night flying tonight - 2 A/C per squadron (1 local 1 short x country)

1800 Off Duty Lt. Goss - on Lt. Blair  
1921 35 ops. A/C down - None outstanding A/C 549  
423 ops - pilot Paisley.

1955 A/C 444 Y pilot Gibson made normal approach on RW 24. As they were low, steps moving touch & go landings all available - lighting was on. From the tower I observed that A/C banded one the pilot applied throttle going around. The pilot called in that start on wheels were broken. Maj. Carr was the informant of situation. May with. withheld pilot to land on RW 24 with wheels extended in present position.

2015 A/C 444 the main normal approach for landing back end of area emblem standing by.  
As A/C touched down I seemed to banded with. At this time wheels were still

supporting ship. About half way down the  
 & appeared from tower that which were  
 slowly collapsing. Now indication the  
 next which broke fall of #12 allowing it to  
 swing to the right a 150° just slightly to the left  
 of the RW. Submarine & crew crew depth  
 all concerned notified.

FRIDAY - 16 MARCH - 1945

0215 Briefed 36 ops. #12 710 RW 24 W/D SW 12 mph.  
 Pilot crew briefed for low vis. 710 - call to  
 listen out on station freq. for further instructions

0725 Mission delayed one half hour. (40% wing)  
 Load #101 low 1470 - 0955  
 SE 0850 0956 0902 E.T.R. 1742  
 Tax 0905 0911 0917 W/X - 2743A  
 T/O 0915 0921 0927 2.H - 1000 hrs

\*NOTE The times above are the new & present times  
 (Ref. Act. 21000' - LTTO-1035 E.T.R. 1812  
 W/X code - 2743A. 2nd hour 1000 hrs.  
 will fire green yellow (G-Y) flares at old  
 start engine time for delay. (S.E. 0830 hrs.)

0800 Off duty Lt. Blair - on Lt. Bass.  
 0845 Additional 1 hour delay - new times:  
 (at 1000 hrs) head H, hour RT - 1135  
 SE 0950 0956 1002 E.T.R. 1812  
 TAXI 1005 1011 1017 ZERO HR 1130  
 T.O. 1015 1021 1027

0845 at 2300 hours last night received  
 following information from F. C.  
 Kearson, Officer Aurburgh - 549,  
 Pilot Paisley landed A-42. Crew ok,  
 2 engines out.

0905 Mission scrubbed - Capt Delapan  
 1200 On to base off Lt. Bass  
 1230 all RW's inspected and found S. B-24 + C-64 %  
 dispersed on Sand of RW's RW. Perimeter  
 track also S - W.T.P. in H of hard surface  
 of airfield at various points

1305 RW changed to 30. Sub. dept informed