

TUE. 17 - AUGUST - 1943

0001 Watch continued - All Quiet.
0130 ops. adviser briefing for 0400 hrs.
0555 Attended briefing. DATA follows:

R/W = SW-NE		START ENGINES - Buffalo
Stations - <u>ComAsite</u> 0800	<u>MAIN</u> 0805	stand by - MSG. - BROOKLYN
TAXI - 0810	0815	MISSION Delayed - FLORIDA
TAKE off - 0820	0825	SCRUBBED - MICKEY
E.T.A. - 1440		

O.C.S.

367th = 5 PA

368th } = WZ 1
369th }

423 = SH 3

SPARES

720 DIS. 15 - 367th; 657 DIS. T.A. 423

487 = DIS. GRASS - 368th

041 = Loop - 369th

606 = DIS. 4 - 423

0730 Special Broadcast by Wing, Col. Putnam;
"TAKE-off delayed 30 minutes."

0805 Group ops. advises an additional 30 minute delay.
Stations - 0900 - 0905; Taxi - 0910 - 0915; T.O. - 0920, 0925.
All Operational Aircraft notified of above changes.

0820 ops. advises an additional 2 hr. delay. All operational
etc notified.

TIME

NARRATIVE

- 0920 ops. advises an additional 30 minute delay. All operational a/c notified. Sta. = 1130-1135 Taxi = 1140-1145; Take-off = 1150-1155
- 0930 A.I.R. and clearance log for 16-8-1943, dispatched.
- 1104 Alram Green - ops. advised.
- 1520 On watch, AAC.
- 1515 Maj. Williams says to use long runway SW to NE if wind does not get any stronger - wind now ESE 12 MPH.
- 1700 decided Runway NW to SE be used.
- 2000 Ordered flarepath laid NW-SE.
- 2100 Wren lighting out on all but main runway. 1st Wing FC notified, and attempts being made to ~~make~~ contact an electrician. Called night electrician at 113 sq. 2, but no answer, and tampered, but no answer. Auxiliary flare path in order.