

SPARES

WIT OCS

1050

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

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

Caravan on

ings

Let Down

Ops calls made for 415

Crash - Crew Resp 0800

Medical present Capt Link

0830 K/W's and Perimeter

1000 First op. on alt.

1050 Routine inspection of zone, drone area.

1130 On duty Lt. Carlisle off Capt Peterson

1300 Sgt. Maguire report of light lightning S.

1315 Inspected airfield WIP strip 39. WIP ditch

1345 Changed RW 23 and WW 16 expected

to increase slope. Capt Diehlhoff advised

consulted sign change was made. Dir

Kingston & Chelms informed

1400 Maximum placed on RW 30

1430 Wind died RW changed to 24 NE-SW

1440 547 F last ops 2/3 back.

1450 + c ops ...

Dir ...

... ..

... ..

1437 Theopropis

... ..

... ..

... ..

10-11 and one more 1630 to 1733 for

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

all concerned notified

1845 Inspected

... ..

- 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

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 RW to 30 and W/W 16 expected to increase slip etc. Capt Diehlhoff consulted Sgt. change was made. Bur

1400 minimum placed as RW 30

1630 Wind died RW changed to 24 NE-SW

1700 547 F last ops by back

1730 ops at 1700 hrs by phone & radio. One plane at 100 W/W. 1 N. 2nd runway above & well placed for ops per agreement with the ops. 1711

1830 Sharp ops resumes night flying - 1 alt per op. Local briefing for 1800 hours. Also a message to be given to 4 Pilots 1400 in detail for info for 1 hr. Another deck

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 ditch along 24 marked P-51 Sent Shanghai

18 JANUARY 1945 - THURSDAY

0705 Ops informs GA 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 off ops some a/c.

1130 Group says hoping to see to weather.

1140 Col. Schmidt suggests to we alert the squadron in

Haworth
on duty 1455

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

1500 St. Delapuer says Col. Chalfant OK's list
of a/c's flight to Honington.

1510 Called Honington at first talking to Gp 6 m
about O.D. going to Honington (1400 hrs) P.O.C.
there says a possibility a/c could land
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 1 a/c ab. on local 17.

1900 Called Grafton Underwood. no reply
informed via A.C.H. ops. 2 1/2 hr on

2000 Mission Summary RR filed
on loop, 34 dispersal & 23 dispersal;
by hazard 3 marked. about 50% of
the perimeter is under water. The P.O.C.
lights between 17 & 18 under water.

2002 F-11 600 hours
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 CLINER R Roger To ARRIVE very soon

0815 016 landed from Grafton Underwood

0830 Briefing 0545 held

0830 Mission Logbook - RR filed
off watch - 2 hrs on watch - Capt. [Name]

0910 Made radio Eng. 1130 of ops some a/c.

1130 Group Sup hoping to die to weather.

1140 Col. Schmidt suggests to WE about the squadron log in for a check if their spec. is right - flying
Col. Chalfant OK Col. Davies transition providing Col. Davies gets as first pilot

Flaworth on Duty 1455

1500 St. Delapair says Col. Chalfant after call - so goes flight to Honington.

1510 Called Honington attempt talking to Capt. [Name] about O28 going to Honington (1400 hrs) there says a/c is better a/c 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. [Name] informed us to R.C.H. [Name]

2000 [Name] on loop, 39 dispersal & 23 dispersal, by hangar & marked. about 20% of the [Name] is under water. See Post lights however 1 & 13 would be clear

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

2030 Obstructions by dispersal 11 marked

2300 Stand down - for group ops.

- 0900 New 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 flurry 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.

Attended flying		data follows	
SB	0630	0636	0642
1424	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 pitot/icing points D+B.
 0615 Inspected airfield for T.O.
 High light pot on - strength two
 pit at wind 24 RWS