

- 1755 Last 9/2 down flying ended. - 9/279 on run
Wind WNW 11 Vis 1100 yds.
- 18:00 Lt Klein on duty Lt Carlile off.
- 22:00 Inspected airfield. R/w's & perimeter frosty & slightly slippery. Obstruction lights placed. Perimeter taxi lights up.
- 2345 Stand down → 31 December 1944 Sunday
- 0800 On Lt. Carlile, Off Lt. Klein
- 0900 Made routine inspection of gen. chome area.
- 1230 Podington advise they will be on their operational OK on 05 - We will attempt to brief aviators accordingly.
- 1230 Off Lt. Carlile on Lt. Klein
- 1303 Chelveston landing on R/w 36.
- 1310 Changing R/w to 06
- 13:15 Inspected R/w Workers were on N/s but are moving to intersection of perimeter and 30 R/w Highlight broken by A/c landed without brakes, on Dec. 29th. Light is near intersection of 30 and main
- 1500 F/C LECTURES TOMORROW 1100 & 1330 hrs. 369th old lecture room
- 1615 Harvard KF 252 Pilot Cadet Alliston belonging to Wellington landed - Home field advise to remain over night. Sup. Eng. advise informed, ops. informed.
- 1800 On Lt. Carlile - Off Lt. Klein
- 1900 512 A landed - last 9/2 down flying ended.
- 1910 Inspected airfield lighting & obstructions Perimeter lights partially A.S. 7/2 on 7/2 R/w marked. Wing Panels. Sand Hanga 3 marked, Disp. 7.8 Target marked. Kiosk marked. Alarm system OK on R/w.
- 2100 We are alerted
- 2400 Off Lt. Carlile on duty Lt. Klein

MONDAY JANUARY 1, 1945

- 0001 Happy New Year in the E.T.O.
- 00:30 Breakfast 03:00 Briefing 04:00
R/w 06 will be used, Podington on 05
Chelveston on #06
- 05:00 Briefed 36 crews for T.O. on 06 Caution them regarding no taxi lights and cross wind

weather should be good on return but told them of the flares if vis is poor.

	Lead	High	Lead	Spare A/c
S.E.	06:26	06:32	06:38	367 - 076 P.F.F.
TAXI	06:41	06:47	06:53	368 - 148
T.O.	06:51	06:57	07:03	369 - 418 (423)
L.T.T.O.	08:40			423 - 153
E.T.R.	15:41	Weather Sequence		
R.F.F.	30.00	T I V A B		

05:10 Ops calls made for 06:20

0830 Lt Klein off Lt Harworth on Duty Airbase inspected

0930 #711 - 368th "D" aborts #2 engine feathered

1000 R/W changed from 24 to 30

Workmen repairing French Drain on 24

1025 called Wellington re - AT-6 (Harvard) # KF 252
"Abhiston" pilot weather and vis. bad. Pilot to remain.

1030 Moving back to R/W 24. Workmen can be moved hurriedly if emergency arises

1130 2 extra sodium boxes to be moved up to R/W 24 - Trying to find out if one pundit is serviceable so it can be used by caravan.

Flare path to have magnesium flares ready. Caravan well supplied with yellow flares.

1310 Wellington called concerning sending 2 down here for Harvard that landed yesterday. Informed them vis 1200 at present and expected drops to 1000 yds. We will place a call to them in morning when we can accept 2.

1800 Capt duty at Castle off Lt Harworth # 512 A. 368th sqd which came in wheels up. Position of 1/2 on final was uncertain and when 1/2 passed perimeter wheels seen to be up. Attempt to warn 1/2 by R/T was too late, no chance to fire red flares. Following is weather report at time of accident.

R.F.F. 11:00 10/10

L.T.O. 08:40

423-15

E.T.R. 15:41

Weather Sequence

R.F.F. 30.00

T I V A B

05:10 Ops calls made for 06:20

0830 Lt Klien off St. Harworth on Duty Airframe ins

0930 #711 - 368th "D" aborts #2 engine feather

1000 R/W changed from 24 to 30
Workmen repairing French Drain on 24

1025 called Wellington re - AT-6 (Harward) # KF 25
"Abhiston" pilot weather and vis. bad. Pil
to remain.

1030 Moving back to R/W 24. Workmen can be
moved hurriedly if emergency arises

1130 2 extra sodium boxes to be moved up to
R/W 24 - Trying to find out if one pundit is
serviceable so it can be used by caravan.
Flare path to have magnesium flares ready
Caravan well supplied with flares.

1310 Wellington called concerning sending 2 boxes
here for Harward that landed yesterday. Informed
them via 1200 at present and expected drop to 1000 ft
We will place a call to them in morning when we
can accept a

1800 ^{Copy duty of} Capt. off St. Harworth
1708 Last ops to down 512 A. 368th sqd which came
in wheels up. Position of 7c on final was
uncertain and when 7c passed perimeter
wheels seen to be up. Attempt to warn 7c
by R/T was too late, no chance to fire per
flares. Following is weather report at time
of accident.

QBB 1100ft. 19/10

QBA 800yds with drizzle

Wind WSW 11 MPH

Temp. 34°F QRF 30.65

them
PFF
(423)
ected
ed
2
8

1908 Cont'd. all concerned notified of crash as soon as possible. Trip Eng attempting to remove ice from RW 24 as soon as possible

1910 Weather office reports following weather for tonight.

Heavy frost, Glaze ice on all surfaces, RW's and ice. Above passed to Trip Ops. & Trip Eng

2030 Standby until 2300hrs.

2115 Inspected airframe lights - ice + wing panels at Sand Hanger #3. ice on S/W RW marked ice on main RW marked - W.E.P. for removing from RW 78. Target blocked off. ice on loop marked.

2130 Capt. Hubblehoff - Trip ops. informed of expected ice, says hold off on Sand

2250 ice 512 A removed from RW 24. Div. and ops. informed

25 JANUARY 1945 TUESDAY

0300 Ops. breakfast

0400 Briefing Data follows:

SE	0719	0726
Taxi	0734	0740
T.O.	0749	0757

LTO 0830 - Mueligh - 0820 Chelveston + Kimbolton
ETA 1323

RFF 29.95

Lead and deputy are taking off from Kimbolton all the low sqd are using Chelveston ice with exception of 446-A.

0750 ice taking off (second craft off) had trouble getting off and hit SES-51 knocking off one piece. Communications notified

0756 ice 975 F 369th Sqd lost #3 engine on T.O. swung off of RW finally getting airborne approximately 40-37. ice reports he jettisoned bombs 1/2 miles ^{WSW} off end of RW at height of 200 ft. Div. & Trip. not notified

0844 975-F landed reported engine on fire. Crash crew dispatched. M.P.s also sent.

0900 Off duty St. Barile On St. Haworth (0800)

low
13.
c