

April 22, 1944

- 0720 Passed ops a division Green.
- 0723 Ops alerted us.
- 0820 Made routine check of airfield. Perimeter track breaking at S.E. end of S.E./NW PW.
- 0825 R/W changed to #30. Wind WNW 10. Met consulted. M.P. to be posted at intersection of PW's #30 + #36
- 0855 Briefed OFF 30.15
- 1230 On duty, Capt Bradbury - Lt. Crowell.
- 1400 Instructions passed for Fueler crew to go on & be there at 2000 hours
- | | | | | |
|------|-----------|------------|--------------------|----|
| 1410 | S.E. | Comp. 1540 | Col. Robinson 1552 | XY |
| | Taxi | 1555 | 1607 | RY |
| | T.O. | 1605 | 1617 | CC |
| | E.T.R. | 2209 | Scrambled | RR |
| | Last T.O. | 1710 | Delay | XY |
- 1415 Changed to runway 24
- 1545 No change masquerade per 40th
- 1625 all ops a/c off
- 1650 Talked to Lt. Jones (Ord.) and he is bringing some XY flares up this afternoon
- 1930 Div. says we are to stand-by for possible diversion of 10 to 20 of B-17's from Glatton. Informed ops.
- 1945 Ops. says all we can billet is 95 men called div. & said all we could take was 9 crews. They said S.K. would call us again.

2030 Inspected runway 24 & checked lights - all o.k.

2035 Div. says no diversion - Glatton have their lights fixed. Ops notified, billeting, etc.

2250 all a/c down but Nulor B - Baker - Curtis.

2300 Div. says Curtis landed at Manston. Crew o.k. but a/c n/s.

APRIL 23, 1944 - SUNDAY