

26 July 1944.

0800 On duty Lt. Carlisle

0900 R/W changed to 18- N to S

0900 Work in progress on SW end of main R/W  
Tarmaying on SE end of R/W 30

1400 R/W changed to 24 wind SW-20

1540 A/c #158 "S" Sugar ~~latter~~ pilot Lt. Denny landed  
on R/W 24. About 50 yds. from north-south  
R/W the A/c nosed up and then fell back  
on its tail. Tail wheel collapsed blocking  
the main R/W & too close to N-S. To permit  
safe landing because of cross wind. Div.  
notified, Insp. ops. notified. Field closed  
till R/W cleared.

1643. Field opened. R/W changed to 18 N to S.  
Wind SSW 20. Div. notified of opening of field  
Called M.P.'s for guard of intersection of N-S and  
SE-NW R/W.

1730 R/W changed back to 24- Wind SSW 25 - gusty.  
A/c having trouble landing

1808 Off duty Lt. Carlisle

1807 On duty Lt. Sibley

1920 Alerted

1930 Inspected field, no obstructions for take off in morning

1944 4/C 615-Q crashed on landing, burst into flames  
& ran off the R/W (24.) just opposite tower. Co-pilot  
said, that gas fumes were strong in ship when  
they took off, & increasing while flying so they decided  
to land. On final approach R/o said that flames  
were coming from #3 supercharger, soon the  
bombay burst into flames. These spread rapidly  
& became intense. On landing the ship nosed  
over then swerved off the R/W. Crew all got  
out safely with minor injuries except the  
engineer who broke his leg.

All available fire trucks dispatched. All necessary  
calls made, Division notified that airfield  
is closed

2125 Fire completely under control. R/W changed to  
18 wind S to SSW 16.

2130 Two PFF coming from Chelveston about 2300

2235 756 Lt Life Liftbay N - PHH landed

2312 767 Lt. Wood Ancient W - WV B "