

ca. 4, 1944

MONDAY

07:00 Off duty Lt. Carlisle On duty Lt. Klein.
 07:10 Green to division & ops.
 08:00 R/W changed to #30 Cross wind 26 mph.
 Airfield closed due to excessive X wind.
 09:00 Inspected airfield. WIP on main R/W.
 Other R/W's & perimeter serviceable.

NOTE.

17:30 R/W changed to 24 for night flying.
 Wind WSW at 20 mph. Long X-C "B" will
 be flown by all A/C. No transition. NW
 Capt LaMotta called at 17:45 and in-
 formed us that a Lt. Col. Gailord was
 coming from 8th Airforce to discuss
 flying control equipment with us. He
 will arrive Wednesday 6 Dec. 1944

18:00 Lt. Klein on duty. — off 1800
 1800 Ww Saworth Lt On Duty —
 1810 Brief crews for night flying.
 1815 inspected R/W 24 - to change to 24 for
 night flying R.I.U. 24
 1900 Airfield inspected for night flying
 1900 Inspected Perimeter. Flashing as per
 schedule. TAKE VICTOR.
 1910 Lights out on A/C near hangars.
 1930 Perimeter track lights went out. Sta Eng
 notified
 1935 1st a/c of night flying off at 19:26
 2030 674 E "B" had a flat tire on the
 runway - ran off into the mud.
 Will take possibly 1 hr to clear R/W & 4
 Div notified of destruction on R/W.
 Ops notified - no local flying

leaving the caravan on R/W 24

2035

Change from R/W 24 to 30

2100

Changed runway and found the funnel and fog funnel lights put - Called Sta Engineering. Bad show. Major Witt says its O.K to land a/c on 30 with a 25° to 30° X wind

2215

a/c making it in OK - the vis is good

2218

All a/c are down safely.

We have been alerted.

2230

Crash crew dismissed R/W changed from 30 to 24 AFC relieved

2255

R.I.U. 24 Beacon flashing

2400

a/c mired deeply in the mud. Tire has to be changed under very bad conditions