

2) Cheddington & return. we are to leave ~~morning~~
before 1700 hrs. to let them know our weather
for 9c's return. T.O. from here 0800 hrs. E.T.A.

Cheddington 1815

1800 We have three formations going to the
continent tomorrow, 24 ships from
here to continent Cheddington then to
continent. Two formations (one 6 ship + one
9 ship) from here. All routes cleared
through 1st div. T.O. approx. 0745 hrs.

1830 ON DUTY - LT. BASS off - LT. CARRICK

1840 INSPECTED AIRFIELD - FREE FROM OBSTRUCTION

1840 AIR MINISTRY/OPS PHONED. C-42 BY
HANDLED SAFETY IN ENGLAND.

NOTE 2000 HAVE PILOT + CO-PILOT of B-26 REPORT
TO MAJOR EDLEBROCK BEFORE TAKING
OFF FOR FRANCE IN THE MORNING.
7 MAY '45

0745 WX conditions barely instrument for
367th T.O. WX at Cheddington some
what better (THEY GIVE 2 Mi. VIS.) & p of
Capt. Nickle off OK's flight.

0757 A/C TAKING OFF AT 2 MIN. INTERVALS.

0716 AIRFIELD INSPECTED - FREE FROM OBSTRUCTION.

0800 On Lt. Carle off Lt. Bass

0815 Attended briefing for 369th ops. SF 1015 / Txy 1030 / F. 01046

0900 367th formation was unable to land at
Cheddington WX closed in temporarily.
9c to return to Cheddington and circle until
break appears. 9c to try to land ~~alone~~ by themselves
and no in formation on 8/10/26. No radio
contact there.

0959 Last tour 9c off

1045 367th formation to land here. 9c to come in on
SOS-51, called div. ^{my program} they advise we wait until
Kimbolton is taking off formation

1100 Capt Hess informs we are terminal for
9th A.A.F. 9c bringing leave personnel.

There will be approx. 4 B-26 9c each
day. When notification of arrival of 9c
comes we are to call Capt. Hess on
1st telephone at #75. There will be

OTE

1100 (Cont'd.) arrangements for transportation and other essentials. We will arrange for any needed maintenance (Fuel etc.) Pilots will be instructed to file clearance with us 1 hr. before T.O.

1158 951-F - last 367th 9c down. All 9c get down on beam in good order. 951 F had no glide path and broke cloud over field. 951 F sent away from field until after 9c down.

1200 Paddington sending 59c over here around 1330/1400 hrs. to be assigned here 9c will be parked on short P/W until disp. areas in 369th can be arranged for.
Nos. 354-P 554-D - 732-C - 578-G

546-H. 1/3 Sand pipe
C-64. 29v Sand pipe 2
to run shuttle trips between field to haul crews ~~around~~ back.

1212. Pilot of C-47- 703 called from Stanton Hancock. He will be here approx. 1600 hrs. and requested passengers for France wait for him. Sgt. Ballard informed and asked to have passengers in tower by 1530 hrs.

1230 Off duty Lt. Carlile - on Lt. Blair

1300 2nd Airdrome inspection - main str & perimeter track clear of all obstructions & visible

1330 Called Paddington T.O. there will be seven ships instead of five. 369th Eng. will park ships on grass back of loop.

1400 1st B. Div T.O. informs us no ships will 7/0 unless cleared thru 1st B. Div. This will involve training flights only - such as night flying, slow turn, etc. There is a teletype to this effect.

1810 On Lt. Carlile off Lt. Blair

1850 No night flying allowed tonight per 1st div. Ops. notified

1910 Last ops 9c down

2030 Inspected airdrome

2100 P/W on ob. for night