

Aug 15

0200 Last H/K landed
0115 Ops set briefing at 0330
0330 Briefing. R/W 12 for T.O.
SE. 0616 ^{Fog} 0624 Off - 30.25
TAXI 0631 0639 SPARES. 367 042
T.O 0641 0649 368 536 * - Sq. Lead
LT00 0500 0500 369 693

0405 198 - Coema D. Weather Ship cleared three divisions
T.O. 0550 - Mount Farm - 5730°N - 010°W - Wokingham
Witford - Splasher 7 - Oxfordness - Base. Altitude
13000' climbing to 15,000' at Oxfordness
SEQUENCE - BIVAT

0616 Started engines, weather closing in with fog. Low
visibility T/O procedure set up. Visibility 20 yds

0703 A/C 558 struck floodlight at end of R/W clipped, went
up then crashed. T.O. held up. Ambulance, crash
crew dispatched. Personnel living in vicinity were
warned to evacuate.

0729 ~~0729~~ A/C exploded state a casualties or damaged
not known.

0730 A/C 619 reported a crash 160° 5 miles from our
field. Bedford ROC. Police notified & search parties
from here dispatched. It is quite probable that
A/C saw 558.

A/C saw 538...
0740 Col Williams cancelled remaining ops A/C that ^{with} had not taken off. Moreport-A¹ Nuclear-S had one engine out. They were directed to fly to the wash, drop their bombs and return to base. 1BD authorized ~~to~~ the A/C to go to Wash and informed as that if we need ~~an~~ diversion station they will supply one.

0800 061 - 423-L R/W-2 Cleared three Reservoir
T.O. 0930. Base to Orfordness 10,000 at 1030 &
5150 N - 0230 E° 20,000 1045 until recalled to
Orfordness 10,000 to Base.

0930 R/W changed to 36 Wind NE - 9

1100 Following damage done to civilian property &
personnel: 5 large window panes smashed in
Whitewick garage & house, 4 small panes smashed in
house & stable. 3 Window panes in Whitewick
cottages & one glass above a door in Messel.
Peter Mc Dowan age 16 months Whitewick cottages
suffered a slight laceration over left eye. He
was treated by U.S. medical personnel.

Division notified

1215 On duty Lt. Carlisle

1245 R/W 06 to be used for landing. R/W to be cleared
by time of landing

1410 Last ops 2 down

1415 R/W changed to 12 NW to SE

1420 Col. Williams says we must have back
slips or clearances for landing away from
base. NO TELEPHONE CLEARANCES

1525 Mqsquito 963 fired red flares and started
his approach. Field was cleared and
he landed O.K. Pilot P/lt. Cooper 2
belongs to Little Snaring. Cause of trouble
left engine out oil line broken. Div. notified
also Little Snaring.

... will be at least

Also Little Snowy.

1600

In The future Major Dawson will be at least
2 man to be notified in the event of a ^{crash} an '8
operational a/c - where it is known or
suspected that the crashed a/c is loaded
with explosives of any kind. Maj. Dawson
can be reached at his office - # 8 - or quarters
166. This shall be S. O. P.

1900

Night flying tonight - Punnet flashing
Div. notified of night flying and of Punnet.
T.O. about 1000 hrs.

2000

We are alerted.

2340

840 was taxiing up the perimeter after
completing his night flying when his tail wheel

collapsed. The fuselage was broken
just where the tail gunners compartment
is attached. Pilot ⁴⁰Pederson. Div. notified

2345 Ops. breakfast ⁰²⁰⁰ - briefing at 0300

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