

21.00 Crash crew dismissed.
September 18, 1944 Monday.

0700 Passed yellow to David Oyse

0745

Lt. Libby On duty:

0800

#1

Inspected drone. Workmen on dispersal
1. Dispersal #5 now serviceable.

R/W's & perimeter serviceable in entirety.

- 0830 R/W changed to 06. Wind NNE-6.
1110 Green tw open & priv.
1030 Briefed 24 crews for practice mission:
Off 30.16 For recall HF/DF will transmit
S.E.-1318 NSNT
TAXI-1333 SPARE.
T.O.-1343 LTTO-1430
ETA 1827

1200. Maj Witt adds two minutes to all times
SE-1320-1335-1345.

1258 C-47 # 8600 cleared to us from Warton loaded
a Buxtonwood. E.T.A. here was 1130

1300 R/W changed to 24 for T.O. It will be
downwind, 92 & 305 are using the opposite
R/W, but S-3 orders it. Wind E. S.E
12.

1313 No Change in frequency

1555 338,250 a new A/C landed and will be assigned to
the 368th

1608 Division advises that we are stand-by station
for 9th AF. In case of intruders the 9th AF A/C
would be diverted to us. The likelihood of this
happening is very remote - We hope!

1650 TRO-U sends ETA-1827

18:00 Lt. Klein on duty. New ETA from
Moreport A - 18:30.

19:23 Kular D-DOG #796 came in for third attempt at landing. After setting down, main landing gear folded up on middle of runway. Landing was normal. All other A/C down O.K. All crash calls & action taken. Col. Riordan told pilot to land after pilot informed him that crank check of wheels did not show them as being locked down. Pilot Lt Edwards.

20:10 Night flying scrubbed by Maj. Witt due to cross wind on short runway and inability to use main R/W because of accident. Pundit recalled, division notified of night flying scrubbed & also repeats on field still closed.

20:15

R/w changed to #12.

21:30

Last 4/c down. We are alerted.

~~21:30~~