

Sunday 22 October 1944

03:32 Breakfast 05:30 Briefing 06:30

07:00 Briefed 36 crews for T.O. on P/W 06. Poor Vis
T.O. will be used if necessary. Cautioned the
ships about Taxing on P/W 18/36

S.E. 09:20

Spare A/c.

TAXI 09:35

367 #515 Replane 133

T.O. 09:45

368 #658 PFF

L.T.T.O. 11:30

369 #198

ETR. 16:24

423 #674

QFF 29.88

08:10 Weather ships cleared through division: T.O. 08:30
Base to Mount Form to $51^{\circ}40'N$ $01^{\circ}30'W$ to
 $51^{\circ}50'N$ $01^{\circ}30'W$ to $52^{\circ}10'N$ $01^{\circ}10'W$ to Leicester
to ~~Key~~ Kings Lynn - Cromer - Base. Altitude
10,000'. (Actual T.O. 08:13)

08:30 Red passed to Division & ops.

Inspected P/W's for taxing & T.O. all are
O.K.

09:40 No change in Masquerade

10:00 all ops A/c off except #429.

11:00 yellow to division & ops.

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- 1260 On duty Lt. Sibley
- 1230 Weather ship report cloud base of 300' top 3000' with another cloud layer at 5000-5500. Visibility air to ground is 3/4 mile.
- 1400 Division advises that ~~St. John~~ Breast Sands and Gosley ranges are closed T.F.N. S-3 notified
- 1545 I.B.O. gives us Bedford St. John for a diversion station if we need it; but call them prior to any diversion
- 1408 368° Y° passes ETA 1632
1425. I.B.O. passes following info:
AS/R. picked up four men in the channel from 2 A/C which collided in mid-air. Three were dead, one living. Those identified were Sgt. Donald Coleman 39129056 and Lt Charles Handler. These men were members of Lt Alyea's crew 423-099-S. The other dead man has not been identified, the living man was ~~the~~ unidentified.
1920. More complete information is now available on collision of 2 A/C over channel. Air Sea Rescue, at 1222, saw a puff of smoke at 12,000'. Boats were at the scene a few minutes later and picked up S/Sgt Key who was alive and 2 dead men. Bits of other bodies that were beyond recognition were picked up. Sgt Key did not know what happened. It has been established that the A/C in the collision were both from the 423rd Sq. 099-S Lt Alyea and 976-F Capt Mathis.

1930. Night flying cancelled.

2030. At approximately 1720 hours, two formations of B-14's approached the field, one heading towards the NE, the other heading towards the NW. Both formations were flying at an altitude of approximately 500 to 1000'.

The QBB was 1500', the QBA 2500 yards with very heavy, dense haze greatly reducing the visibility.

The A/C of both formations took violent

evaseol action, two A/C collided in mid-air burst into flame, disintegrated. The remaining pieces fell to earth on the SE-NW R/W and in the immediate vicinity. One chute was seen but from all appearances there was nobody in the harness. Crash crews and ambulances were immediately on the scene. Eighteen bodies were recovered.

Both formations were from the 305th Bomb Gp. The A/C in the collision were 8030-E Lt. Litherly from the 422nd Sq. and 8133-N Lt. Mitchell from the 364th Sq.

There were no injuries sustained to personnel on this station.

Damage to the aircraft & equipment had not as yet been ascertained.

2045 A/C 2563 - Lt. Ringold ^{at 1726} landed the A/C was from Chelveston, operational. I B D & Chelveston notified. The A/C is to remain overnight. The crew has been sent back to their base via truck.

2050 At 2000 F/C ops requests over beacon. Crew notified and are on their way to the site.

~~2250~~ ^{We are alerted} 2250 After above mentioned accident AIRDROME CLOSED I B D. informed.

2300 Completed inspection of drone: R/W 36 & 30 are both U/S. A/C parked on 36 may take to the nearest perimeter but not down length of R/W as there is considerable debris just South of the intersection of 30. R/W 30 is U/S due to four holes caused by engines embedded in the surface of the R/W. Perimeter serviceable except from N end of U-5 to cut off.

A/C are not to take on 30 or on 36 from ~~the~~ a point 100 yds S of the 30-36 intersection to the main R/W.

Entire area adjacent to R/W 30 needs policing.

2300 Beacon checked in at 2230.

2330 Stood down