

Kimbolton had on its account. One of
 land in a side, caught fire setting the
 site ablaze. Kimbolton requests we
 send all available search equipment
 and a search team. Called ops, 40th +
 1005. The base is under a... imbalances
 shop.

1005... - 1000...
 in... communities. All

- 1230 On duty Lt. Haine - Lt. Carlile off duty Lt. Haworth
- 1530 2 suspected airframe, N/W's covered with snow
- 1335 Called 11.8 AM. for snow clearance on main RW.
- 1510 Follow to fur. and ops.
- 1730 Heard loud explosion - Called I.B.U.
- 1735 I.B.U. Says explosion at Kimbolton
- 1830 Suspected airfield - Obstructions O.K.
 perimeter lights partly snow covered
 RW lengths snow covered
- 1835 Recheck flashing as scheduled.
- 2340 Stop Snow

24 Jan 1945 WEDNESDAY

- 1220 Lt. Carlile off. Lt. Haworth on.
 RW being changed to 24.
 WIP on 24-06 CoW men removing snow from
 edges of runway.
- 1415 R.I.U. 24. Perimeter lights 5 and working. RW is
 not in very good shape; still see and some
 snow on the surface. Perimeter back is
 icy. The perimeter lights need a good going
 over.

25th JANUARY - 1945

- 0655 Passed RW 1 to ops + Division
- 0450 More routine inspection of RW. No snow on
 runway back up to 1000 ft.
- 1230 On duty Lt. Carlile off Lt. Haworth
- 1400 Released track crew + ambulance - fog no activity
- 1505 Routine inspection of airfield

1900 Inspected airframe lighting. Main A/W
drum is fairly clear. Contact light partially
clear of snow. Most of perimeter lights
clear but snow obstructs them from
any distance. No 7c outside of hangars.
7c on loop marked. Keys. 23839 marked
Huntington near deep. A marked.

2100 Standing until 22:30

2340 Stand down

86 already being repaired

0757 Just passed 0700 hrs.

1000 Make airframe inspection. Examined A/W OK for
no 0 landings. Checked tanks slick. Workmen
clear snow from contact light.

1125 SES-51 schedule - 0800 - 2200 hrs. each
day SES-51 is on surface and are informed
otherwise. From 0800 - 1200 hrs. Friday SES-51
has maintenance points.

1230 Called Capt. Dickhoff - about 1000 hrs. (900 hrs.)
That expects vents remain same. Suggested
not hold 7c down until we find out what
is going on. Capt. Dickhoff says he will
fly with possibility of 7c along. It had
been said. About 1200 hrs. a 7c was seen. A.C.
in which 7c in case we have to divert.

1300 Called to 7c Bonnell for salt on each
A/W main A/W

1330 Inspected airfield -

1400 May not say all problems. Only marked
only 7c's - last time 7c 5-51 to be off

1400 Found a 7c - 3 sections for tomorrow -
first (old 7c) will be 7c. 7c to be off
East lecture area has to be done.
Pilots will be new crew approved.

1400 Made weather check with met. 7c 5-51, 7c
will determine 7c.

1736 Lost A/C on the deck.

1840 - Crew crew 1 Am Embassy released.

1830 Off duty at CANKLE, U-BLAGE on St. Lawrence the