

August 26, 1944 - Saturday

0230 Ops. Breakfast

0330 Attended briefing data follows

SF - 0555 - YY RW 24 for T.O. per Capt. Witt

TAXY - 0610 - RY G.F.F 30.29

T.O. 0620 - GG E.T.A. 1215

L.T.T.O. 0740 Ground Spare. 198-D-31-369<sup>th</sup> Sqd.

0445 Made necessary calls for ops. T.O. All to be stationed by 0550.

0531 Cleared Cycle Relay through 1<sup>st</sup> div

T.O. 0715 hrs call out Southwold 0815 hrs at 10000 ft. going to position 52° 0' N - 02° 20' E - be at that position at 0830 hrs at 20000 ft. call at

Southwold at 10000 ft when recalled by div.

w/r TYOL Pilot Elgin M/T. Fating L # 061

0606 No Change in Message made per 40<sup>th</sup> C.B.W.

0610 40<sup>th</sup> advises delay mission 1 hr + a half of plane fixed. New times as follows

SF - 0725

TAXY - 0740 E.T.A. 1345

T.O. - 0750

0645 No Change in Message made. per 40<sup>th</sup> C.B.W.

0650 40<sup>th</sup> advises 30 min. delay. GY plane fixed

New times cycle relay ETD 0915, Div. notified

S.F. 0710

T.O. 0720 E.T.A. 1415

1000 operations officer, <sup>(At. Sinner)</sup> cleared 598 for M/A with good navigator.

1028. Div calls about call from A/C sup. follows.

w/r call sign - U M 7 P <sup>2nd div</sup> frequency M/F D/F - H

position 52° 02' N 02° 12' E. - ops had received call but did not notify us until we received call from div and asked them for information.

1000 Lectured to pilots & Co-pilots - dismissed at 1130 hrs.

1100 hrs. Podington Gc # 753 landed - their field

closed in. Podington notified of landing  
Podington to notify div.

1230 off duty Lt. Cadille

12:30 On duty Lt. Sibley & Lt. Klein

1110 There will be a truck 12 ft. high at  
site of old beam main marker plus  
an antenna 400 ft to the left of  
P/W and 700 ft from start. This all  
works in conjunction with SCS-51

1501 Last ops P/W landed. 946 - Wulver "T" Lt. D.  
Allen still outstanding

1530 There will be a lecture tomorrow  
morning Aug 27 at 0900 for new  
navigators on night flying, lighting and  
navigational aids.

1530 All A/C going to bombing ranges must have  
a buck slip with range signals attached  
to their clearance. This means that all A/C  
going to all ranges must file a clearance.

1545 Cycle Relay cleared.

T.O. 1615 Direct to Oxfordness at ~~1615~~ 1705  
at 10,000' to 2140°N - 0220°E 20,000.  
When recalled cross in at Oxfordness at  
10,000" direct to base.

19:30 Cycle Relay landed. All A/C down.

19:00 Division called & informed us to standby  
for possible diversion of bomber A/C.

21:20 Alerted for tomorrow

22:15 Breakfast 03:00

00:15