

October 5, 1944 Thursday.

05:15 Briefed 26 crews for T.O. on R/W 06.  
Cautioned them about soft ground & gasoline  
near dispersal #21.

S.E. 07:28 ✓	Q.F.F. 30.10
TAXI: 07:43 ✓	Spare A/c 367-715
T.O. 07:53 ✓	368-658 P.F.F.
L.T.T.O. 08:55	369-896
E.T.R. 14:00	423-418

Ops calls made for 07:25  
06:30 Cycle relay cleared through division. Route:  
Base to Halstead to Frinton on sea to  
51°40'N 00°20'E. Cross coast at 09:50 at  
9000' circle at 10,000. Remain until recall  
T.O. 09:00

07:25 no change in masquerade

08:03 1/2 Left ops A/c airborne

09:15 R/W changed to 36. Asphalt laying &  
light repair at N end of 24/06

1200 On duty St. Carile

1730 Inspected airfield - asphaltting in progress  
on NE end of main R/W. a large hole on each side

- If main R/W T.O. to be marked by flags  
when Gc return
- 1230 Cells made for return ops Gc all to be  
stationed by 1245
- 1240 Chelveston to land Gc on 06 Podington on 05
- 1417 Last ops Gc down
- 1503 Gunnery mission airborne
- 1510 R/W changed to 36 South to North  
M.P.'s stationed at North end.
- 1600 signal sent to ASops. as follows.  
Thunderlight closed to visiting Gc WIP.TFN
- 1705 B-17 23515 WW Piloted by Capt ~~Allen~~ Owen  
was taxiing out of dispersal 18 when  
he put on his brakes and nosed up.  
The two inboard propellers dug into  
the concrete landing both of them.  
Gc towed off of perimeter track.  
Alconbury, Gc's home base  
notified. <sup>Div.</sup> Gp. ops. notified. Maj. General  
at the scene of the accident
- 1750 Last Gc of Gunnery mission down
- 1910 R/W changed to 06 for the night.
- 2150 Div. asks us to light up for a B-17  
last between Alconbury and Podington
- 2210 Div. says O.R. to turn out lights