

Medicines working on perimeter lighting
check to the right of RW 24, is also
being worked on.

1215 1st Div. informs possibility of diversion
of H.A.F. P/O tonight. P/O will be short
of gas.

OFF WATCH - Lt. Capt. [unclear] of 31st [unclear] [unclear]

1245 Inspected airfield perimeter & [unclear] [unclear]
All clear.

1930 Made routine inspection of gas drums on

1940 Division stands us down. In contact
diversion. (Capt. Johnson)

1945 Capt. [unclear], crew officer, warning
diversion as it will not be necessary for
our VHF-101 to stand by for their a/c.

1946 VHF-101 & H-101 ordered to stand by
while we are night flying.

2030 Standby until 2300 hrs.

2305 Last H.A.F. landed - unbalanced + crash crew
released + Cleared New Street 57.
6 - FEB - 1945. 1005.

0005 We are alerted.

0230 Inspected airfield lighting. (Drem + Contact)
With exception of occ. single light, Drem
flare path 5. Also contact lights. Blue
taxi lights except for NE loop.

0415 attended briefing + operational
mission with 36 a/c

	Lead	H1	HO
Start Eng.	0643	0649	0650
Taxi	0658	0704	0710
Take off.	0713	0719	0720
Last time T.O.	0840		
Two hour	0900		
Ref. Alt.	23,000 ft		
E.T.A.	1615		
Weather Code	TAV13		

0615 Inspected lights - same as above (0230)

0950 4 P-47's all for [unclear] cloud from [unclear]
landed at [unclear] [unclear]

- 1220 Off Duty Capt. (Steward) on Lt. Glain
- 1240 Much violence inspection. permitted track
 about 10. From now on OK for early Op. H.
- 1245 Lt G. Div. informed me that we no longer
 available for the return. Weather
 is reported to be very slowly - in, maybe
 500. 1000 ft. in low. Op. near 6. 10. 10.
- 1535 B-26 347 called working. 4/2 was contacted
 on WT - pilot reporting pressure 8 level. 9-20
 at 8000' was found 9.7.2? it intended to descend
 to 1000'. Weather was good. plus magnesium
 turned over to tower. WT strength 545
- 1615 A/C strength with 4/2 feeling faint. Called
 Lt G. Div. and asked them to contact me by
 station and have them look out for us flying
 at 1000'.

- 1530 B-26 landed at Wilmington
- 1555 Padington 7c 627 H Landed R.O.N. Div. & Prod. notified
 Chelveston 7c 300 H " " " Chel. notified
- 1830 On duty Lt. Laelle off St. Glaise
- 1840 Framlingham called 7c 7037 landed R.N.

at 1719
 21 7c Landed away from base & 2 outstanding

1000 Routine Inspection of airfield lighting (draw on
 NW O.N. Permitted lights working with exception
 of area from cutoff to NE end of field on both
 sides. 7c on NW end of 30 NW marked
 ship. 23439 marked No 9 outside of
 hangar.

- 2230 Stand by until 2230
- 0100 Stand by
- 0800 Dep. ops. Make 7c back this morning
- 0911 Dep. ops. for return of ops 7c. if they
 get delayed after 1000 - 1400. say 7c must be
 back back by 1200hrs Ops informed
- 1000 Dep. ops. informed 2224 on continent, Amalgamated but
 U.K. ops. informed

1000 Framlingham 7c will be back at 1500hrs
 Instructed that will try to get 7c 181 off
 tomorrow if not they will try to get them the