

that portion of the K1W will be 415 - Recounting all
 take-offs on 24 from cut-off. If for any reason
 FCO does not deem it advisable to begin work at this
 time, he will contact my. Cassidy before refusing
 work to begin.

1200 Capt. DeLoach arrives as we have a lecture from 1600 to 1700
 about 10 to 14 crews.

1200 On Lt. Carlisle off Capt. Peterman

1255 Inspected airframe - W.I. 2 disp. 18 + 12
 main jelling cracks on Southwest R/W. Perimeter
 serviceable. Ordered flap patch to pick up
 press neck flaps from 30 R/W

1300 Tidington on R/W 23 - Chelveston on R/W 24

1355 ETA 1430 - from 362-L-423 Sqd

1530 all ops to down except 578 D banded in
 France for fuel.

1815 R/W changed to 06 SW to N.W.

1830 off watch - Lt. Carlisle on watch Capt. Peterman

1937 Oxford PH 485 "Y" Yoke landed due to engine trouble
 Group notified.

2030 made routine inspection of gen. drive area. also checked drum
 on 30. Right side of K1W defined off by lights, left side
 shows gaps between various points

2130 no word on Higginbottom returning to base. no
 indication from any source that he will. our wear
 liberating. crew crew & ambulance released.

SAT. 7th APRIL 1945

2400 We are alerted, Briefing 0230.

0130 Weather etc will take off at 0430 hrs. Capt. King
 724-U, Route cleared thru Division.

0355 Briefed 36 crews for K1W 06. W/U = NE 10

DATA Follows.

	LEAD	HI.	LO.	SPACES
				515-367-16
SI	0551	0557	0603	928-368-43
TAK	0606	0612	0618	832-369-17
T.O.	0621	0627	0633	012-423-3
ETA	1412	WT-BATIV	LTto-0740	

0440 Group ops advise crewing in - including weather
 ship moved up 3 hours. (Moray's back to the SAK 11)

Mickel 59-02-19

0730 On duty Lt. Bailie off Capt. Paterman

0740 New times

SF	0851	0901	0857	0907	0908	0913	LTTs	1040
Try	0906	0916	0917	0922	0928	0928	ETA	1712
To	0921	0926	0927	0932	0933	0938		

Per his F.O. procedure set-up.

0800 Huggenbotham in 578-D landed at 4.29

0907 New times - 1 hr delay

SF	1001	1007	1013	ETA.	1817
Try	1016	1022	1028		
F.O.	1026	1032	1038		

1044 Str a last ops 7/2 off
Crewman to move back - high lights off.
Sodium lights on.

1200 Off duty Lt. Carlisle - off on Lt. Blair

1300 Engine and/or inspections - all OK.

1446 A/c 133 MORESOAK w pilot FINCHBACK returned
early. #2 engine feathered - bombs dropped.

1510 1st B. Div informed us all bombs slow
banded. There is no discussion underway
for returning ops. A/c.

1625 Bougillon F.O. informed us that 11 F/O. Rep
saw one of our ops. A/c flying at 80 ft
apparently with battle damage. At the
time the A/c. was heading in our direction.

1645 Called Bougillon F.O. for possible further
information. None - informed 1st B. Div
of situation. There was a faint dark
called band (S-sound). It was answered by
another flight. Standing by.

1655 1st B. Div. called that they reported blange
to Chelveston. They landed there O.B.

1725 1st B. Div. informs us ops. A/c well be
30 to 40 minutes late. Stand by call move
up to 1820 hrs.

1815 On duty Lt. Bailie off Lt. Blair

1953 Last ops. 7/2 down # 174-V

2200 Standby until 2300 hrs.

2215 Inspected audiome - dispe. 18-13+ 41 marked

rocket sp. 00-49

0730 On duty Lt. Baillie off Capt. Selman
 0740 New times
 SF 0851 0901 0951 0907 0908 0913 LTO 1040
 Try 0906 0916 0922 0928 0928 ETA 1712
 FO 0921 0926 0927 0932 0933 0938

For his F.O. procedure set-up.
 0800 Huggenboham in 578-D landed at Y. 29

0907 New times - 1 hr delay
 SF 1001 1007 1013 ETA. 1817
 Try 1016 1022 1028
 F.O. 1026 1032 1038

1044 Str a last opy 7/2 off
 Curvan to moved back - high lights off
 Sodium lights on.

1200 Off duty Lt. Carlid - off on Lt. Blair

1300 Engine and/or inspection - all OK.

1446 A/c 133 MORCROCK w. pilot FINCHBACK returned
 early. #2 engine feathered - bombs dropped.

1510 1st B. Div informed us all balloons down
 failed. There is no discussion underway
 for returning ops. A/c.

1625 Gunglun F. O. informed us that 117th Sq
 saw one of our ops. A/c flying at 80 ft.
 apparently with ball damage. At the
 time the A/c. was heading in our direction.

1645 Called Gunglun F. O. for possible further
 information. None - informed 1st B. Div
 of situation. There was a faint flash
 called heard (S. sound). It was answered by
 another flash. Starting by.

1655 1st B. Div. called that they reported blange
 to Chelston. They landed there O.K.

1735 1st B. Div. informs us ops. A/c well be
 30 to 40 minutes late. Stand by call-memo
 up to 1800 hrs.

1815 On duty Lt. Baillie off Lt. Blair

1953 Last ops. 7/2 down # 174-V

2200 Standby until 2300 hrs.

2215 Inspected airframe - disps. 18-13+ 41 marked
 with green lamps. 7/2 on loop marked.
 Drum 10 06 NW and perimeter track lights
 are O.K.

Ticket 97-02-48