

Sept. 10, 1944

02:30 Breakfast 03:00 Briefing 04:00 R/w 24 to
be used, per group operations instructions.

04:55 Briefed 36 crews for T.O. on R/w 24 Cautioned
them about quarter tail wind & poor visibility
take off.

S.E. 07:03

Q.F.F. 30.18

TAXI 07:18

E.T.R. 14:00 (approx.)

T.O. 07:28

Spare A/c 368-#836

L.T.T.O. 08:15

369-#196

423-#976

05:05 Weather ship # 397-423 "O" Col Chalfont T.O.

at 05:30 cleared to division Base, Mt. Farm., Pod. base

05:10. Take off calls made for 06:50
06:00 Weather ship off. Take off delayed 30 MIN. per
Group Ops.

S.E. 07:33

Q.F.F. 30.18

TAXI 07:48

T.O. 07:58

L.T.T.O. 08:45

E.T.R. 14:30 (Approx)

06:50 Airdrome yellow from met & to division &
Ops.

07:40 Cycle Relay cleared through division. Route
is base to Clacton on sea to $51^{\circ}30'N$ $02^{\circ}00'E$
& Return same way. ~~Cross~~ T.O. 08:30 cross out
09:00 at 10,000'. arrive position 09:20 at 20,000
Remain until recalled. Ship 061 "L" (423rd)

W/T SBNL R/T EATING L

07:58 Flares fired, ships taking off.

08:13 All ops A/c off O.K.

09:25 Airdrome inspected. All P/W's & perim-
eter serviceable. Grass wet and soggy.

11:00 Off duty Lt. Klein.

11:00 On duty Lt. Peterman

12:30 On duty Lt. Carlisle - off - Lt. Peterman

12:40 Make necessary cases for ops. T.O.

13:10 P/W changed to 06 I inspected airfield

14:50 all 9c but 575-Nular X returned from
ops. Nular X heard on radio but
unable to read him. HF/DF & VHF D/F
asked to try to contact him. Div. notified
Nular X called in for landing instructions
12 mi west of field at approx. 1350.
9c has called at various times but very
weak.

15:20 Nular X - 50XV (W/T) has been contacted
on HF/DF but very weak - HF/DF told
to keep in contact with 9c.

16:06 Nular X 575 landed.

21:20 We are alerted - 36% + 3 flying Spares

21:25 Inspected airfield by story - Serviceable