

Thursday 14 December 1944

07:05 Red to division & ops

08:00 Lt. Klein off duty Lt. Haworth on.

09:00 Lt. Haworth on Duty, ...

12:15 YELLOW To Div. & Op. OPS.

12:15 R.I.U. 1R

13:00 all high lighting. U/s except
approaches to PW 24

13:30 H/W and Perimeter inspected.

NOTE. - Weather to DIF Stations

Coded weather to be passed to VHF DIF during daylight hours. (0800 to 1800) or as long as flying is in progress.

Weather to HF DIF will be sent in clear
Times same as VHF/DIF

1540 Jumps to P-47[#] 6201 & P-51[#] 907 delivered to Capt Sherman S-4.

1600 Clerk of Works wants a/c on RW 18 moved so that work can be completed

1640 High lights on RW 24 + 06 - 5

Approach on 24 - 5 - approach on 06 w/s

1640 Glucose "A" Darby Call, could not contact a/c - Div notified. a/c overheard at time of call. Viz decreasing to 800 yds.

1650 Sodulms to 12 -

S.O.P. Sodium lights will be moved to R.I.U. during days of $\$$ bad viz.

1700 "RED" to Div and Ops.

1800 On duty Lt. Collette - Off Lt. Haworth

1805 Crash Crew and Ambulance dismissed

1840 Inspected air field lighting + obstruction lights.

R/W 24 + R/W 12 Drem System O.K. Taxi lights

VERY dirty and Taxi lights in 368th area are out.

Obstruction lights as follows: all $\%c$ on N/S R/W

MARKED. CONSTRUCTION WORK ON N/S MARKED.

DITCH (2ft deep + open) beside perimeter between dispersals 9 + 10 marked. $\%c$ on cut-off

marked. Wing panels at S end of hangar #3

marked. Large Stand at South end of hangar

#4 marked. Loop marked

2005 Standby.

2200 Angle of Glides placed on RW 12

Wind SE by S 12-15