

- 2/24/44
1935 fully serviceable
Alerted.
- 0025 A/C 050 PFF from Podington landed
- 0330 Briefing 24 crews R/W 06
SE 0609 Spares - 196
TAXI 0624 019
T.O. 0634 QFF. 30.02
- 0545 A/C 196 replaces 148
- 0614 ZERO HOUR plus two. GREEN YELLOW
FLARES FIRED BE 0809 - TAXI 0824 - T.O. 0834
- 0730 On duty St. Carlisle
- 0740 Put two money flares at upwind end of
runway to mark end of R/W
- 0745 Cycle Relay 7c cleared. - Race to Corner to 5300N 0500E
T.O. 0915 cc out corner ^{10000ft} 0955 hrs. to position 20000ft
until recalled
- 0815 30 min delay in T.O. (Person) Podington
informed of delay in clear, by radio
per. Gen. Turner.
- 0900 Div. informs us to delay T.O. until
further notice. Podington notified again.
- 0940 T.O. delayed at another 30 min. T.O. 1004
- 1004 Ops. 7c T.O.
- 1010 Recall after last 7c off.
- 1134 Last app. 7c down.
- 1240 Green to ops. & dw.
- 1330 R/W changed to R/W 27
- 1750 On Duty St. Sibley
- 1755 C-47 268 Loaded with scrapes landed here. They
were cleared to Northolt, but could not land there
due to weather. S-2 notified & passengers were sent
to London via train to the proper intelligence
personnel. A/C & crew R.A.M. Division notified
- 1930 RAF Woburn is sending 7 officers & 6 G.I.'s
here to stay overnight. They are crew members
of 2 - C-47's from Saltby.
- 2005 Red to ops. division
- 2106 We are standing by until 2230.

2230

Inspected field + flow path. All services
Lt. Peterman orders that whenever there
are A/C lunching in conditions of poor vis.
two money buckets will be placed, one behind
the other about 150-200 yards from the
downwind end of the R/W. This is to facilitate
lining up on the R/W.

2235

Food down