

by Sup. ops. on the two pilots. May. Cassidy informed above.

1810 May. Cassidy informs both pilots to report to Sup. Ops. at 1700 hrs. Lt. Underwood contacted on Radio & Lt. Hartsford by phone

1835 ON DUTY - LT. BASS OFF - LT. CARRILE
1845 INSPECTED AIR FIELD - FREE FROM OBSTRUCTION
1900 WE ARE ALERTED

MONDAY 16 APRIL 1945

0730 Podington - N/W 23 Chelveston - N/W 24
0800 ON DUTY - LT. CARRILE OFF - LT. BASS

0815 Attended briefing data follows.

N/W 24 for T.O. Wind SSE - 7-10 mph.

SE	1041	1047	1053
TRY	1056	1102	1108
T.O.	1106	1112	1118
A.T.T.O.	1230		
K.T.O.	2028		
WX Code	TVIAB		

het down Chalgrove 0320T
Ref. alt. 15000ft.

1015 Inspected androme - S

1124 Last ops % off - 908-J-367th Sgd.

1220 Off duty Lt. Carrile - on Lt. Blair

1300 Made androme inspection - main No 8 points took care of obstructions & serviceable.

NOTE - Sup. Ops. informed us that arrangements for same night flying who would clear cat's claw, will be made through 4 times as near to time as possible.

1830 On Lt. Carrile off Lt. Blair

1845 Inspected androme - S

2100 All ops % down.

2200 Inspected androme lighting - S

2348 Last night flying % down (Finally)

April 17, 1945 - TUESDAY

0615 Attended briefing - data follows - N/W 24 - Poor Vis. 5.0 pm

SE	0906	0912	0918	WX Code	BAT IV
TRY	0921	0927	0933	Ref alt.	20000
T.O.	0931	0937	0943	het down	Chalgrove 0320T
T.T.O.	1048				

0730 May. Laundry O.K.'s holding workmen at top of 24 RW until 9c off.

0800 Off duty Lt. Carlisle - on Lt. Blair

0815 Made window inspection - main 9c & perimeter track clear and serviceable. High lighting tested - all O.K.

1000 all ops. are off

1230 ON DUTY - LT. BASS OFF - LT. BLAIR

1235 INSPECTED AIRFIELD - free from obstructions except WIP on RW 24 on the right of RW half way between cut-off & beginning.

1820 ETA - 1856

1830 Off duty Lt. Bass - on Lt. Blair

1920 SIC 474 V 367K pilot Cohn landed on RW 24 with low hydraulic pressure. Pilot touched approx. one-third distance down RW. Having no brakes ship ran off right side of RW continuing across perimeter track hitting RR 257 signal #36. Damage to both ships resulted. No personnel injured. All concerned notified and sent to scene.

Wind at time was W. 56 mph.

Pilot called in suggesting hydraulic pressure low (possibly out) and would be lost ship to land. If necessary emergency systems would be used.

2030 Made window inspection - main 9c and perimeter track clear - serviceable. On right side of RW 24 between perimeter & cut-off there is new laid concrete. Obstructions will be marked with glow lamps.

18 - APRIL 1945

0005 Inspected RW 24 to check as to disposition of obstructions & lights. Only glow lamps working near 415. More glow lamps placed around abot.

0042 323 "1" Mike landed - got stuck on perimeter track heading into cherron. Obstructions called.