

It filled with HFF ops of G.N.K. - MAX HFF/Calkings.
No Lancaster here.

- 2150 Called div. and informed them C-47 #148 was leaving for Gibraltar at 0600 hrs 18.8.45
- 2155 Called Bovingdon to add ops C-47 #148 to clearance and was informed ops could not cross Spain. Said B-17's had been cleared and would check up who with.
- 2215 Cap't Peterman called Bovingdon - state O.K.
- 2310 Casey Jones for morning has been scrubbed per Sup Ops.

Sat. Aug. 18 1945.

- 0750 Lt Rose on. Lt Carlisle off.
- 0930 Airfield inspected and S-Clear of obstructions
- 1110 Work will be started on R/W 30 (asphalt) Mon. morning - Clerk of Mho told to notify F.C. Mon. morning before starting work
- 1210 Off Lt Rose. On Lt Arpin
- 1230 Broadstone O.K.
- 1755 One about R-25 to come S.C.S. on
- 1811 In Lt Rose - off Lt Arpin.
- 2000 Notified by Op. Pipes that Casey Jones scrubbed for 19 Aug.
- 20 Last a/c (B17-554) on ground

Summary Flight 9.

- 0815 Off Lt Rose. On Lt Arpin.
- 1020 IAD advises Turnhouse long runway will be serviceable in about 3 days ops notified
- 1270 Capt Carlisle off Lt Arpin
- 1450 Inspected airframe - S
- 1815 On Lt Arpin Off Lt Carlisle.
- 1930 Broadstone O.K.

NOTE { Capt Nicholoff called to say that no aircraft can be cleared for Gibraltar or the Azores unless cleared thru Group Ops immediately before duty FCO signs the clearance. The C-47 arrived at Gib with 4 minutes of gas!

Also - At our suggestion Liberty Run are to signal via HF their ETA one hour prior to their arrival. Group Ops to be notified when message received (any) if no message received, when radio contact is made