

to check with the personnel there regarding the break in the tie line.

1220 On duty Lt. Carlisle Off Lt. Blair.

1400 W/W changed to W/W 30 Wind W to WNW 30

1440 Inspected airframe WIP. temp. 23+39

1520 W/W changed to W/W 20 Wind WSW 32

1630 Night flying tonight. X-1 and Lumberman carrying 80 lbs.

1815 Off Duty Lt. Carlisle on Lt. Blair

1900 Manifested Lt. B. Did overnight flying

1910 Good airframe inspection. Flow path is ok. - called Sgt. Cooney.

1920 Flow path OK - using contact light tonight

0005 We are alerted. Ep. sign

SIT. 3 FEB. 1945

0100 Drop arrival breakfast 0300 hrs., briefing 0400 hrs.

0450 Briefed 42 crews DAI in follows:

FOX HOLE DOG - SCREENING FORCE

FOX HOLE SHARKEY - MAIN FORCE

WEATHER CODE - T, B, AV

LFTO - 0815

SE - SC FORCE - 0615 dead - 0620 High - 0626 Lo - 0632

TRU. - " " - 0620 " 0635 " 0641 " 0647

TH. - " " - 0645 " 0650 " 0656 " 0702

ETA - 1500, let down - HT. FARA.

0500 weather ship - Pilot Maj. Hurlings - 2037, check then skin.

0505 Our wind has taken a sudden change from W/SW to NW. Consulted Met. who said the velocity should not reach dangerous proportions. 24 still ok.

0525 BROWER Y. A/B - says cross wind on 24 not bad. called ops. in re. 24 wind says 24 should be ok - if wind does not exceed 15 MPH. wind now 12 mph.

0530 made routine inspection of gen. down area prior to starting H-O. Items appear to be placed around turn on perimeter.

0604 last ops - H/C ops



100 Tow 247's laded from Gastonwood - enroute to Ford. Two (slow slips) - had mechanical trouble. 369th Eng in surveying slip. Pilot all remaining overnight. (noted at table) Pilot used to sometimes tomorrow for the continent. Noted and Cld 8 48's will remain overnight.

1030 Inspected terminal lighting. Strip 397 13 marked. Prop marked. Light at end of runway. Distances marked near strip 11. No 7's outside 4 hangars.

1100 May. cloudy - scrubbed flight of 185 J. #2 may out. Capt. Hetherfield about 633 9 to do local without (edit ops. instead of X.C. flight).

1230 No 7's in the ground bet. 2030 hrs  
 1307 Night flying case - 2030 hrs. CAPTAIN CREW, INSURANCE & PILOTED. CONTROLLER called in.

1310 We are alerted

MONDAY - 5th FEB. 1945

0445 Guided 36 ops. Apr 7/10 07W 24. Wind. 5000-5500ft. low vis. powdered glass for 1/2, no fog. Light (yellow lamps of covers) did good work at far end of the runway.

0607. 36 ops. Capt. Wickhelly called Cld - has been in 20' interval delay - new time as follows

Time	Ops	Time	Ops
0742	0744	0754	
0752	0800	0807	
0812	0818	0824	

L.F.T.O. 0915 WEATHER CASE - VOTM1  
 0925 - 0925 (Weather case) 0925  
 0930 - 0930  
 0940 - 0940  
 0950 - 0950  
 1000 - 1000

Mission scrubbed - Wing Ops. Fuel A.P. 1000

6700. Two (altitudes) but remaining  
 trouble. 3800 by 20000 ft. (altitudes)  
 (altitudes) (altitudes) (altitudes)  
 (altitudes) (altitudes) (altitudes) (altitudes)  
 (altitudes) (altitudes) (altitudes) (altitudes)

1930 I improved conditions by using. Miss 3713  
 marked. Miss 3713 marked. Miss 3713 marked.  
 Miss 3713 marked. Miss 3713 marked.  
 Miss 3713 marked. Miss 3713 marked.

1100 May morning. Arrived flight of 183 J.  
 #21 may out.  
 Capt. Butcher. N. 114 483 J. to do final without  
 (altitude) (altitude) (altitude) (altitude)

2307 N. 114 483 J. to do final without  
 (altitude) (altitude) (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)

2340 We are alerted  
 MONDAY - 5th FEB. 1945

0105 Guided 3000. Apr 710 010 24 010 500  
 (altitude) (altitude) (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)

0607. G. 300. Capt. Wickelby called. (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)

Altitude	Flight	Time
0742	0748	0754
0800	0800	0809
0812	0818	0824

L. T. T. O. 0915 WEATHER CLEAR - VISUAL  
 (altitude) (altitude) (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)

0145 Mission completed. (altitude) (altitude)  
 (altitude) (altitude) (altitude) (altitude)