

weather should be good on return but told them of ~~the~~ flares if vis is poor.

	Lead	High	Lead	Spare A/c
S.E.	06:26	06:32	06:38	367 - 076 P.F.F.
TAXI	06:41	06:47	06:53	368 - 148
T.O.	06:51	06:57	07:03	369 - 418 (423)
L.T.O.	08:40			423 - 153
E.T.R.	15:41	Weather Sequence		
R.F.F.	30.00	T I V A B		

05:10 Ops calls made for 06:20

0830 Lt Klein off Lt Harworth on Duty Airframe inspected

0930 #711 → 368<sup>th</sup> "D" aborts #2 engine feathered

1000 R/W changed from 24 to 30

Workmen repairing French Drain on 24

1025 called Wellington re - AT-6 (Harvard) # KF 252

"Abhiston" pilot weather and vis bad. Pilot to remain.

1030 Moving back to R/W 24. Workmen can be moved hurriedly if emergency arises

1130 2 extra sodium boxes to be moved up to R/W 24 - Trying to find out if one pundit is serviceable so it can be used by caravan.

Flare pack to have magnesium flares ready. Caravan well supplied with Yellow flares.

1310 Wellington called concerning sending 7c down here for Harvard that landed yesterday. Informed them vis 1200 at present and expected drop to 1000 yds. We will place a call to them in morning when we

can accept a  
1800 Capt duty Lt. Carlite off Lt. Harworth  
1908 Last ops to down # 512 A. 368<sup>th</sup> sqd which came in wheels up. Position of 7c on final was uncertain and when 7c passed perimeter wheels seen to be up. Attempt to warn 7c by R/T was too late, no chance to fire red flares. Following is weather report at time of accident.

R.B.R. 11/11/40