

SECRET

THIS FORM IS TO BE USED IN ACCORDANCE WITH KING'S REGULATIONS FOR THE R.C.A.F., 1943, PARAGRAPHS 994 AND 995, AND AIR FORCE ADMINISTRATIVE ORDER A.39/1.

DAILY DIARY

OF NO. 1 S.F.T.S., CAMP BORDEN, ONTARIO

(UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
Camp Borden, Ont.	1-8-44		<p>Night flying washed out at 0330 hours. Night flying time 79:35 hours. 0800 hours ceiling and visibility unlimited. Flying washed in at 0800 hours. Washed out at 1700 hours. Flying time 326:15 hours. Night flying washed out.</p> <p>Edenvale: Flying washed in at 0800 hours. Washed out at 1800 hours. Flying time 95.05 hours.</p> <p>Yesterday No. 3 Visiting Flight, with S/L J. A. Talbot arrived on this station for the purpose of recategorization of flying instructors and testing of pupil pilots.</p> <p>At 1600 hours Harvard 11 3339 suddenly spluttered and in about four seconds stopped firing. Nothing appeared out of order immediately prior to failure. Failure occurred at an altitude of 1000 ft. Pilot executed a 180 degree turn and forced landed, wheels up. The pilot, R.201352 LAC Millard, J.L. was uninjured. This resulted in a D2 category crash.</p> <p>Word was received today from No. 1 T.C. to the effect that Camp Borden is again named as the most efficient single-engine S.F.T.S. in all Commands and winner of the Minister's Efficiency Pennant for the second quarter of 1944.</p>	✓ ✓ ✓
	2-8-44		<p>No flying - Sports Day. Personnel of Edenvale departed for Camp Borden.</p> <p>Today was Camp Borden's Annual Sports Day. The weather was hot but the day was a great success and packed full of interesting events. At 1830 hours an aerial display of formation flying and aerobatics was performed. The day wound up with a station dance held in the Drill Hall at 2100 hours to the music of the A-19 C.A.S.C.T.C. Dance Band.</p> <p>A Lancaster Mark X aircraft No. K.B.783 arrived just after the field events so the crowd could see it. The crew consisted of Wing Commander MacLean, D.F.C. of Rockcliffe, Mr. W.H. Duncan, who acted as flight engineer from the Victory Aircraft at Malton; Mr. Brown, the British Air Commission Representative from Washington, D.C. and F/O Garbutt who is a specialist armourer. Also among the crew was S/D Hartford, the R.A.F. Heavy Bomber representative from the United States. The Lancaster arrived to carry out trials on the mid upper turret which carried two 50 calibre guns and also to test ammunition chutes</p>	Appendix "A"

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