

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

No. 1 S.F.T.S. CAMP BORDEN, ONTARIO.

OF _____
 (UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS		REFERENCE TO APPENDICES																																																																					
Camp Borden	31-1-45		<table border="0"> <tr> <td colspan="2" style="text-align: center;"><u>PERSONNEL STRENGTH</u></td> <td colspan="2" style="text-align: center;"><u>FLYING ACCIDENTS</u></td> </tr> <tr> <td>RCAF Officers (Staff)</td> <td style="text-align: right;">166</td> <td>Jan. 5/45</td> <td></td> </tr> <tr> <td>RAF Officers (Staff)</td> <td style="text-align: right;">12</td> <td></td> <td></td> </tr> <tr> <td>RNAF Officers (Attached)</td> <td style="text-align: right;">7</td> <td></td> <td></td> </tr> <tr> <td>RNZAF Officers (STAFF)</td> <td style="text-align: right;">2</td> <td></td> <td></td> </tr> <tr> <td>RCAF, RAF, RNAF, RAAF, RNZAF, Aircrew (Training)</td> <td style="text-align: right;">1232</td> <td></td> <td>Harvard Mk. 11 No. 2518 Category not known. Forced landing 2 miles southeast of Beeton Engine failed to respond to throttle after recovery from the stall during solo sequence practice. Pilot uninjured.</td> </tr> <tr> <td>Airmen (Staff)</td> <td style="text-align: right;">592</td> <td></td> <td></td> </tr> <tr> <td>RCAF Airwomen (Staff)</td> <td style="text-align: right;">117</td> <td>Jan. 11/45</td> <td></td> </tr> <tr> <td>CDC Staff O.R.</td> <td style="text-align: right;">2</td> <td></td> <td></td> </tr> <tr> <td>CDC Staff Officers</td> <td style="text-align: right;">3</td> <td></td> <td></td> </tr> <tr> <td>Civilians</td> <td style="text-align: right;">117</td> <td></td> <td></td> </tr> <tr> <td>Aircrew and Std. G.D.'s for useful employment.</td> <td style="text-align: right;">6</td> <td></td> <td></td> </tr> <tr> <td>RCAF WD Officers (Staff)</td> <td style="text-align: right;">4</td> <td></td> <td></td> </tr> <tr> <td>RAF Officers (Training)</td> <td style="text-align: right;">1</td> <td></td> <td></td> </tr> <tr> <td>RNZAF Officers (Training)</td> <td style="text-align: right;">1</td> <td></td> <td></td> </tr> <tr> <td>RCAF Officers (Training)</td> <td style="text-align: right;">5</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">1164</td> <td></td> <td>Harvard Mk. 11 No. 3215 and Harvard Mk. 11 No. FE 327 taxied into each other at take-off position. Harvard 3215 Category D5 and Harvard FE 327 Category D5. Pilots both uninjured.</td> </tr> </table>			<u>PERSONNEL STRENGTH</u>		<u>FLYING ACCIDENTS</u>		RCAF Officers (Staff)	166	Jan. 5/45		RAF Officers (Staff)	12			RNAF Officers (Attached)	7			RNZAF Officers (STAFF)	2			RCAF, RAF, RNAF, RAAF, RNZAF, Aircrew (Training)	1232		Harvard Mk. 11 No. 2518 Category not known. Forced landing 2 miles southeast of Beeton Engine failed to respond to throttle after recovery from the stall during solo sequence practice. Pilot uninjured.	Airmen (Staff)	592			RCAF Airwomen (Staff)	117	Jan. 11/45		CDC Staff O.R.	2			CDC Staff Officers	3			Civilians	117			Aircrew and Std. G.D.'s for useful employment.	6			RCAF WD Officers (Staff)	4			RAF Officers (Training)	1			RNZAF Officers (Training)	1			RCAF Officers (Training)	5			TOTAL	1164		Harvard Mk. 11 No. 3215 and Harvard Mk. 11 No. FE 327 taxied into each other at take-off position. Harvard 3215 Category D5 and Harvard FE 327 Category D5. Pilots both uninjured.	
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