

THIS FORM IS TO BE USED IN ACCORDANCE  
WITH PARAGRAPHS 1931 AND 1932, K.R. & O.  
FOR THE R.C.A.F. AND AIR FORCE ADMINIS-  
TRATIVE ORDER A.39/1.

## DAILY DIARY OF

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(UNIT OR FORMATION) No. 2 S.F.T.S., Uplands, Ontario.

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
Uplands, Ontario	13-10-42		Clear to partly cloudy. The Handing Over Ceremony for change in Commanding Officers was completed today, with the ceremony taking place on the Parade Square. The Station personnel, led by Wing Commander W.R. MacBrien, the retiring Commanding Officer, marched past Group Captain F.A. Sampson, the new Commanding Officer. On completion of short addresses by Wing Commander MacBrien and Group Captain Sampson, all ranks gave three hearty cheers for the retiring Commanding Officer.	
	14-10-42		Partly cloudy. Ground fog in early morning. Mr. Roy Porter, News Commentator for the Blue Network, made a tour of the Station, being a guest for Luncheon at the Officers' Mess.	
	15-10-42		Clear to partly cloudy. At 2045 hours at Main Aerodrome, Harvard 2503, piloted by Flying Officer E.A. Pook (J15182) with GB145238 LAC Dixon, G.E., as pupil, crossed the runway, entered the taxi strip and did not notice aircraft 2629 stopped on the taxi strip dead ahead. Aircraft 2629 was piloted by Pilot Officer B.D. McArthur (J11312) and R137816 LAC Rice, C.A. as pupil. Considerable damage was caused to both aircraft, Harvard 2503 assessed as "C-2" and Harvard 2629 as "B" category. No injuries were sustained by the occupants of either aircraft.	
	16-10-42		Partly cloudy to cloudy. Flying for most of the day.	
	17-10-42		Cloudy to overcast. At 0030 hours at the south-eastern boundary of the Main Aerodrome, R115741, LAC Campbell, J.M., a student in Course No. 63 was involved in a forced landing. The engine of Harvard 2686 failed on night take-off and pilot crash landed. The airframe was totally damaged and the engine seriously. The crash was assessed as an "A" category. Pilot was uninjured. Command Investigating Officer appointed. Cause obscure.	

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