

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

SHEET 1, PAGE 1

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

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
Uplands, Ontario	1-10-42		Cloudy to overcast. A dinner was held in the Officers' Mess. Air Commodore A. deNiverville, Air Officer Commanding, No. 3 Training Command, Air Commodore Frank McGill, Commanding Officer, R.C.A.F. Station, Trenton, and Group Captain F.A. Sampson were present at this dinner, which was held in honour of Wing Commander W.R. MacBrien, who is due to leave shortly for overseas service. At 1600 hours at the Main Aerodrome, in Harvard 2558, Pilot Officer D.A. McLeod (J11299) over corrected on landing, resulting in a serious ground loop, causing serious damage to aircraft. A "B" category crash. His student was R128228, LAC Drennan, R.E. No injuries sustained.	
	2-10-42		Clear to partly cloudy. The Honourable Albert Matthews, Lieutenant Governor of the Province of Ontario, and his wife visited the Station. Both were keenly interested in the activities of the Station, and displayed great interest in the Women's Division. The Lieutenant Governor and his wife were entertained to tea in the Officers' Mess.	
	3-10-42		Partly cloudy to clear. Flying for the greater part of the day.	
	4-10-42		Overcast, rain. Divine Services were held in the Recreation Hall.	
	5-10-42		Heavy high overcast. Mr. Wood, Deputy Minister of Pensions, talked to the Station personnel in the Recreation Hall, concerning the purchasing of Victory Bonds. In a short but interesting talk, Mr. Wood outlined the benefits procured from investing in Victory Bonds. At approximately 1600 hours in Anson 8358, NZ415742 Sergeant Bradford, E.A.J., a staff pilot, who was engaged in Navigation Training 25 miles from the Main Aerodrome, was flying at 2000 feet; the oil pressure on the port engine failed and the engine switched off. The pilot returned to the aerodrome and carried out an emergency landing, lowering undercarriage on approach. When about 200 feet, pilot noticed undercarriage was not locked down, but at	

S
a