

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 Administrative 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
	18-7-41		<p>Shooting continued, including the "roaring up" of the Wings Parade by the bush pilots. Normal routine and flying completely washed out. Many of our personnel wandering around completely disguised for the movies with grease paint and suntan. Others are very much sunburned. It is most interesting to hear R.C.A.F. men talking in Hollywood technical terms. People are no longer "on duty". They all seem to be "on the set" or "on location". Air Commodore Ryan came out to inspect the Hospital and stayed to watch the technicians at work. Other visitors were Group Captain Long, Group Captain McGill, and Group Captain Collard. Warner Brothers gave a dinner party at the Chateau Laurier for those officers participating in the film. At 2330 hours, No. 404819 LAC Dimmock, H.E. groundlooped Harvard 3041 during night flying solo practice, a "C" crash.</p>	X
	19-7-41		<p>Movies as usual. Production brought to a standstill by a brief but heavy rainstorm towards noon, but resumed again until supper time. A Handley-Page "Hampden" Bomber from Malton paid this Station a visit, and was inspected with a great deal of interest. Visitors today included Air Commodore Leckie, Group Captain Long, Lieutenant Colonel Gullet, U.S. Air Attache, while dozens of others seeking admission were turned away at the gate. A short circuit in the wall of Barrack Block No. 20 during the afternoon, brought out the Fire Brigade. Pilot Officer Kennedy, en route from Montreal to Ottawa in Finch 4620, lost his way and set down out of gasoline near Smith Falls. This Station supplied him with more fuel, and it was presumed that he would come here, but instead he flew on to Trenton. A Hudson Bomber belonging to Atfero, crashed some twenty miles north of Hull during a training flight, and this Station was able to render some assistance.</p>	
	20-7-41		<p>Endeavouring to make up a little instructional time lost during the previous few days, flying began this morning at 0730 hours and continued until 1000 hours, when Filmland again took over.</p>	

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