

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

(UNIT OR FORMATION) No.2 Squadron, No.1 S.F.T.S., Camp Borden, Ontario.

| PLACE | DATE | TIME | SUMMARY OF EVENTS | REFERENCE TO APPENDICES | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|--------|--------------|---|-------------------------|-----|-------------|-------------|--------|----------------|---|----------|---|--------|--------------|----|----------|---|-----------------|--------------|---|--------------|---|---------------------|--------------|---|------------|--|--|--|
| Camp Borden, Ontario. | 1-4-41 | | <p>STRENGTH: Officers...13...Sergeant Pilots...8....Pupil Pilots...56....Airmen (Ground Crew)...117..</p> <p>Normal. Bright, calm day. Ceiling and visibility unlimited. No flying until 10.45 hours due to the runways being rolled, then dual flying only in A.M. Total flying time 45.50 hrs. Twenty-five airmen pilots of Course 18 J.A.T.P. were presented with their wings by Squadron Leader Priestly at 18.30 hours.</p> <p><u>Disposal of Graduates</u></p> <table border="1"> <thead> <tr> <th>Place</th> <th>NO.</th> <th>Nationality</th> <th>Wastage NO.</th> <th>Reason</th> </tr> </thead> <tbody> <tr> <td>C.F.S. Trenton</td> <td>8</td> <td>Canadian</td> <td>2</td> <td>Killed</td> </tr> <tr> <td>Debert, N.S.</td> <td>11</td> <td>Canadian</td> <td>1</td> <td>Ceased Training</td> </tr> <tr> <td>Debert, N.S.</td> <td>4</td> <td>Newfoundland</td> <td>1</td> <td>Transferred - Sick.</td> </tr> <tr> <td>Debert, N.S.</td> <td>2</td> <td>Australian</td> <td></td> <td></td> </tr> </tbody> </table> | Place | NO. | Nationality | Wastage NO. | Reason | C.F.S. Trenton | 8 | Canadian | 2 | Killed | Debert, N.S. | 11 | Canadian | 1 | Ceased Training | Debert, N.S. | 4 | Newfoundland | 1 | Transferred - Sick. | Debert, N.S. | 2 | Australian | | | |
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| | 2-4-41 | | Normal. Very little flying due to the soft surface of the aerodrome. Clear day, ceiling and visibility unlimited. Flying time 23.30 hours. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3-4-41 | | Normal. No flying on account of aerodrome being unserviceable. Clear day. Ceiling and visibility unlimited. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4-4-41 | | Normal. No flying on account of aerodrome still unserviceable. Officers and N.C.O.'s were given drill in morning and the squadron had sports in afternoon. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5-4-41 | | Normal. Dull, rainy day. No flying due to aerodrome still unserviceable. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6-4-41 | | Normal. Bright, mild day, ceiling and visibility unlimited. No flying due to aerodrome still unserviceable. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7-4-41 | | Normal. Light S.E. breeze. Ceiling and visibility unlimited. Good flying day. Total flying time 149.15 hours. | | | | | | | | | | | | | | | | | | | | | | | | | | |