

Reel C12,347

Number 7 Service Flying Training School, Fort Macleod, Alberta

June 27, 1940 - November 17, 1944

Organization Order No 72

Formation of No 7 SFTS

Information: in order to provide further flying training for the output of pilots from elementary flying training schools opened during the early summer, it has become necessary to open No 7 Service Flying Training School. It is intended to form No 7 Service Flying Training School at Macleod, Alberta.

Execution: No 7 Service Flying Training School is to open at Macleod, Alberta on December 9, 1940 on which date it will receive its first intake of pupils.

Personnel: AMP after consultation with AMES is requested to post staff personnel within the limits of the attached establishment. Arrangements are to be made for 56 pupils ex elementary flying training schools to be available to commence their intermediate training on December 9, 1940. Aircraft: AMES is requested to furnish aircraft in accordance with appendix A. It should be noted that the aircraft establishment for this school calls for twin engine aircraft only.

June 27, 1940

During the week of June 27/40 the contractors commenced leveling the ground in preparation for the construction of the Station buildings.

July 25, 1940

During the week of July 25/40 the contractors increased their staff of workmen to 500. Mr Inkster, the senior assistant engineer, arrived at Macleod to assume command of the construction work.

August 1, 1940

At a meeting of the town council, permission was granted to connect the Station with the towns sewer and water system.

October 10, 1940

W/C A L James arrived from Ottawa to assume command of the Station.

October 24, 1940

W/C Critchley visited by air from No 4 Training Command, Regina. This was the first aircraft to land on the new aerodrome.

October 25, 1940

Forty guards arrived. They were the first airmen on the Station.

October 29, 1940

Capt Osborne RCAWC and PMO of No 4 Training Command paid a visit to the Station hospital. The buildings on the Station were all completed.

December 9, 1940

School opened and training commenced.

December 18, 1940

Official opening. The opening ceremonies were held. The Station was honored by a visit from His Honor the Lt Governor of the Province, the Honourable John C Bowen, who performed the opening ceremony. Accompanying the Lt Governor was Senator the Honourable W A Buchanan of Lethbridge, G/C G R Howsam MC from No 4 Training Command, Regina and Mayor G Ryder Davis of Macleod. F/O C R Roblin acted as honorary aide de camp to His Honor. The Lt Governor arrived from Lethbridge at 1130 hours and had lunch with the commanding officer and officers at the Java Shop in Macleod. Prior to lunch, the commanding officer presented the officers present to His Honor. His Honor was received with the general salute on his arrival. After a very gracious speech dedicating the Station, the RCAF Ensign was broken as the parade came to the general salute. Following the Lt Governor, Senator the Honourable W A Buchanan complimented the commanding officer and personnel and sketched the past history of Macleod showing how the town was steeped in tradition of the old RNWMP.

January 3, 1941

Meeting called re formation of Station orchestra.

January 5, 1941

Air Force curling club organized with 32 members.

January 16, 1941

Crash at Pincher Creek at 1345 hours. F/O Mansfield, LAC Strong and AC Reith in aircraft. F/L Oppie and WO1 Bury proceeded to Pincher Creek on temporary duty at 1500 hours and returned at 1830 hours. S/L Greenway and F/L Westcott left with ambulance for Pincher Creek. Ten security guard and service police posted to guard crash. Extent of damage totally. 565265 F/O R J Mansfield RAF, captain of aircraft, R59547 LAC Strong M J, pilot under instruction, R70998 AC2 Reith A passenger. Extent of injuries: F/O R J Mansfield-dislocation of right

ankle, fractured nose, comminuted fracture of the maxilla, multiple contusions and abrasions, delirious, condition serious. LAC Strong-extreme shock, comminuted fractures of the maxilla and facial bone with facial sinuses opened up, multiple extensive lacerations and possible fracture of the vault of the skull, condition too serious for extensive examination, condition serious. AC2 Reith-suffering from compound fracture of the left forearm and multiple contusions and abrasions, condition good.

January 24, 1941

Avro Anson aircraft number 1764 arrived from Winnipeg piloted by F/O Rhodes. Forty Australian trainees reported in from Australia. Flying hours day 8, night nil.

January 31, 1941

Aircraft W1570 and W1642 crashed one on top of the other. Student pilots R54226 LAC McKeown J S and R60978 LAC Bolli L A were uninjured. LAC McKeown J S was practicing landings when Avro Anson W1570 pilot LAC Bolli L A approached the runway above and to the right of aircraft W1642. Anson W1570 came into contact with W1642 at a height of 50 feet from the ground. Both pilots throttled engines and executed forced landings. Aircraft landed in a pick-a-back position. Extent of damage to aircraft: Avro Anson W1642 seriously, Avro Anson W1570 wing unit seriously, fuselage slightly. No injuries sustained by occupants.

February 13, 1941

F/L E W Beardmore arrived from No 4 Training Command and at 1400 hours gave a lecture on fighting tactics which lecture was attended by all pilots, instructors and trainees.

March 1, 1941

On this day, the dawn of the Station's first wings parade, we were greeted with a heavy snowfall and due to the inclement weather it was necessary to hold the wings parade in number 3 hangar. Many local celebrities and citizens responded to our invitation to attend and over 200 visitors witnessed this our first wings presentation parade. Five squadrons parading as three squadrons with the Station band attended and 42 graduates received their wings at the hands of the commanding officer. Each graduate was presented with a book entitled "Canada's Air Heritage" personally autographed by the commanding officer, W/C A L James. A personal touch was added to the presentation of this book as F/L L Bawlf who presented same was for many months flying in the same flight as A/C R Collishaw in the war of 1914-1918 whilst F/O A W Hammond who assisted at the parade was the air gunner observer mentioned in the book upon the occasion of the exploit when the late Lt Allan McLeod gained the VC and F/O Hammond was awarded the MC.

March 7, 1941

Avro Anson W1629 (RCAF no 6227) pilot Sgt Munro F O, pupil LAC Creed E W, whilst taxiing to end of runway, aircraft could not be kept on taxi strip owing to very strong cross wind. Due to chinook thaw the dirt area was muddy and wheels stuck in mud whilst strong wind caused tail of the aircraft to rise. The tips of both airscrews struck the ground.

March 20, 1941

Official opening first mess dinner in the officers mess. A number of official guests were invited together with local citizens who have from time to time cooperated in the welfare of the Station. Among those who attended was the mayor of Macleod, Mr Davis, members of the Macleod Board of Trade, Col Chiswick from Lethbridge, Maj Wallace representing Col MacIntosh, the commanding officer of small arms training centre Lethbridge, W/C W A Jones and F/L Haddon, chief supervisor of No 5 EFTS.

March 21, 1941

This evening was really notable as the airmen held their first dance in the Station recreation hall. Great efforts had been made by the committee to make this an outstanding event and judging by the decorations, management and influx of guests they really succeeded. The Station band exchanged their instruments and developed into a fine dance orchestra for the occasion. Dancing continued from 2100 hours to 0100 hours with supper being served in the canteen. The attendance was in the region of 200 couples and there was no charge for admission.

March 26, 1941

Second wings presentation parade on the Station at which time 30 graduates of course 17 received their wings at the hand of W/C A D James. One graduate was absent due to hospitalization. All squadrons attended and a considerable number of spectators were invited to witness the ceremony. Each graduate was presented with a copy of "Canada's Air Heritage."

March 27, 1941

A/C R Leckie, Air Member for Training, arrived on the Station for the purpose of discussing problems in connection with training and interested himself in recommendations which were put to him regarding aerodrome improvements. Course 17 graduates posted as follows: Debert 15, Rivers, Manitoba 4, CFS Trenton 2, three of course 17 in hospital and seven not yet posted. New crash tender delivered to the Station.

March 28, 1941

This evening was again outstanding in the Station's social life, the event being the first dance since the opening of the officers' mess. The committee in charge of arrangements showed a

keenness for making this a successful affair that was only surpassed by the appreciation of the guests for an enjoyable evening. The guests included W/C E McNab DFC accompanied by Mrs McNab, and W/C A D Ross and Mrs Ross. Dancing continued from 1000 hours to 0200 hours during which time a buffet supper was served in the officers' mess. The evening was enjoyed by officer personnel in as much as the care and trials of a Station running on a 24 hour basis were for a few hours forgotten.

March 29, 1941

W/C E McNab DFC consented to give a lecture on aerial tactics and fighting together with his experiences whilst commanding No 1 Canadian Fighter Squadron in the Battle of Britain. All pupils and instructors were assembled in the recreation hall at 1100 hours at which time W/C McNab was introduced by W/C A L James, commanding officer of this Station. The talk given by W/C McNab was most instructive and enjoyable, well explained in such a manner as will definitely be of use to pilots when they meet with the problems he explained whilst on active service.

March 30, 1941

Anson aircraft W1823 first pupil pilot 402335 LAC Adams D C RAAF, second pupil pilot 402336 LAC Alexander RAAF, whilst on flying duties a fabric tear developed on starboard main plane adjacent to gas tank. Pilot carried out successful forced landing at Gleichen and advised nearest RCAF station (Calgary). Repairs were carried out by No 3 SFTS (Calgary) personnel.

April 2, 1941

Tiger Moth 82C number 4313 pilot J2929 P/O R Condie, passenger R56908 Sgt/P J W McIntosh whilst on routine flying duties crashed four miles east of the Station. Upon arrival of the medical officer both occupants appear to have suffered instantaneous death. Occupants removed and guards posted pending arrival of court of inquiry officers.

April 3, 1941

Mr Cormack, relative of P/O Condie arrived on Station to complete arrangements for funeral of P/O Condie. Remains of Sgt/P J W McIntosh given military honors and placed on train at Macleod for journey and interment at Brookside Cemetery, Winnipeg. Mr J Condie, father of P/O Condie, arrived on Station to complete final arrangements regarding P/O Condie's funeral.

April 14, 1941

Aircraft Anson number 1818 P/O F R Riddell number J3999, passenger number R57865 LAC Tommila whilst landing at No 1 relief landing field Granum, Alberta, taxied into soft fill adjacent to the runway. Pilot swung the aircraft around in an attempt to free the wheels, the tail lifted, the wind getting underneath the tail, aircraft nosed over causing the air screws and pitot

head to come in contact with the ground causing damage to air screws and pitot head. Injuries sustained by personnel nil.

April 15, 1941

The third wings parade at the school at which time the commanding officer W/C A L James presented wings to 38 Australian graduates and 13 Canadian graduates. The parade was made up of three squadrons in attendance and local citizens were invited to attend.

April 18, 1941

Forty Australian trainees departed by bus for Coleman as guests at a social evening at the invitation of the citizens of Coleman.

April 19, 1941

Mr W A Donaldson, Department of Transport resident engineer at Lethbridge, arrived for consultation with commanding officer. Anson aircraft numbers W2081, W2080, W2060, W2049 delivered to the Station.

April 25, 1941

The evening was outstanding in the social life of the Station when the airmen held, in the recreation hall, their second dance. The Station dance orchestra had their initial tryout at this dance and creditably acquitted themselves of a really fine dance orchestra. A most enjoyable evening was enjoyed by approximately 200 couples who during the evening competed for prizes donated by the citizens of Macleod.

April 27, 1941

Drumhead service conducted by F/L H E Ashford in the "Salute to Britain" at which three squadrons attended together with the 93rd Battery RCA. The scripture lesson was read by the Reverend A J Sinclair, supervisor of the Canadian Legion Services and the address "A Salute to Britain" was given by the Reverend W Barlow of St Cyprian's Indian Residential School, Peigan Reserve, Brocket. The offertory amounted to \$100.53 which was handed over to Lt Effie Rogers of the Salvation Army for remitting to the Lord Mayor of London's Fund for the relief of bombed areas of Britain.

April 30, 1941

Total hours flown for the month of April, 1941- 4,475.50. Strength: officers 57; nursing sisters 2; officers other than RCAF attached 2; other ranks 808; trainees 122; civilians 83; other ranks than RCAF 7. Aircraft on charge: Ansons T1 - 30; Ansons 1 - 24; Tiger Moths - 2.

May 10, 1941

S/L R C Mair and F/L C D Gordon proceeded by road to Lethbridge, thence by TCA to Vancouver as members of court of inquiry to inquire into crash of aircraft at No 18 EFTS Patricia Bay in which temporary Sergeant Danson met his death.

May 25, 1941

During the course of the morning whilst on routine flying, three Anson aircrafts were forced to land owing to heavy smoke which descended over the locality, from forest fires near Rocky Mountain House, Alberta. All aircraft reported their positions and were flown back to the Station when the smoke cleared. Damage to aircraft nil. This evening was outstanding by the presence of a concert party from Stavely together with the Stavely Boys' Band. The concert was held in the recreation hall and judging by the rounds of applause that greeted each number and performer, the evening was enjoyed by all present. The commanding officer W/C A L James, in a short address, extended on behalf of the personnel of the Station appreciation and thanks to the party from Stavely for their untiring efforts in making the evening such a success. The hall was filled to capacity with approximately 750 persons attending and the evening concluded with refreshments being supplied and served by the wives of the officers of the Station.

June 2, 1941

Station band departed for Lethbridge to take part in Victory Loan parade. The Station band together with one squadron proceeded to Macleod and there joined the 93rd Battery RCA and Veteran Services for a Victory Loan parade. During the course of the evening, W/C James had conferred upon him by Chief Yellow Horn the exalted name of Chief Stamizotocan, a name that is held in reverence by the Indians of the Piegan Band and Blackfoot Indians inasmuch as the original Chief Stamixotocan (sic) was the chief of that tribe when the treaty was signed on September 22, 1877.

June 13, 1941

Anson W6465 flown by R57835 Sgt/P Orr A G, pupil pilot LAC Young L J. Instructor Sgt Orr whilst demonstrating low flying sequence to pupil pilot LAC Young, course 25, over low flying area at Mud Lake was deceived by glassy surface of water. Due to a downdraft the aircraft was unable to gain sufficient altitude and struck the top of a ridge. Pilot, noticing the port wheel was hanging free, wound up starboard wheel, returned to Station, carried out a crash landing.

June 20, 1941

The fifth wings was held on the Station and again the personnel of the Station were proud to contribute by their combined efforts toward the graduation of course number 25 composed of 38 graduates who received their wings at the hands of W/C A L James. The parade was made doubly impressive by the arrival from Hollywood of official photographers who took

photographs of the ceremony for inclusion in "Look" magazine. Squadrons composed of 18 aircraft in flight were photographed from every conceivable angle. Photographs were also taken of places of interest within the confines of the Station which included the Station hospital, ground instruction school and Link trainer rooms. Due to high winds, aircraft not in immediate operation were kept in a hangar therefore all aircraft on the Station as to numbers were not made available to photographers. The photographic arrangements were under the direction of F/O R O L'Ami, Command public relations officer.

June 22, 1941

Community sing song was held in the recreation hall and during the course of the evening excellent entertainment was provided by the Australian trainees recently posted to this Station assisted by visiting artists from Pincher Creek. The evening was brought to a successful conclusion with refreshments being served and supplied by the Contact Club, a local organization composed entirely of airmen's wives. Approximately 350 were present. As a Sunday evening diversion for the benefit of the citizens of Macleod and district, a band concert was provided by No 7 SFTS band in the Empress Theatre in Macleod. Judging by the attendance and applause, it would appear that this concert was an outstanding success, 500 enthusiastic citizens being present.

June 30, 1941

Cooperating with Macleod Stampede Association, the Station band and one squadron under the command of S/L L Bawlf paraded locally with the stampede procession. A stampede held in Macleod supplied thrills for many of the personnel who had never witnessed such a gala event, an event that gave them an insight into the daily workings of the cattle industry.

July 1, 1941

TCA aircraft, trip one westbound, forced to proceed and land at this Station due to severe electrical storms in the vicinity of Lethbridge, Alberta. TCA aircraft, trip four eastbound, landed this Station also due to weather conditions at Lethbridge. Passengers on both aircraft were transported to the officers mess and remained there until weather clearance enabled aircraft to proceed to Lethbridge. Both TCA aircraft departed for Lethbridge at 2150 hours.

July 7, 1941

Anson aircraft 6555 and 6567 delivered to the Station by F/Os W Decker and J E Bisson from Regina. F/O Bisson in aircraft 6555 whilst taxiing onto apron brakes failed when applied. Pilot, seeing that collision with stationary aircraft was unavoidable, closed throttles, cut switches, jumped from the aircraft and by exerting pressure on fuselage at tail assembly managed to swing the aircraft enough to avert a serious collision. The wing of aircraft 6555 came into contact with the stationary aircraft resulting in a dent on the cowling.

July 15, 1941

Anson 6228 pupil pilot LAC Buls R S 403129 RAAF course number 28, whilst landing at No 2 relief landing field Pearce, Alberta, overshoot, crashed into fence causing damage to flaps and wire cuts on leading edge. (Ed- Pearce did not get underway as a school until 1942, so it was being used as a relief field at this time for Macleod).

August 8, 1941

It came as a great shock to the personnel of the Station when news was received that C5447 P/O H B Love, account officer, had passed away in the Station hospital after a very short illness the cause of death being attributed to coronary thrombosis. Forty three graduates of course number 28 departed from the Station on posting as follows: 8 to bombing and reconnaissance squadron at Charlottetown, 35 to M Depot, Halifax. Forty nine trainees arrived on posting from High River for course number 35.

August 13, 1941

No 7 SFTS softball team proceeded to No 15 SFTS Claresholm and there met their match in a softball game which resulted in a score of 7 to 4 in favor of Claresholm. The defeat was soon forgotten, however, as by the time the visiting team was fed and feted all differences were at an end and the evening was rounded out by the visiting No 7 SFTS team attending a dance in the town of Claresholm, the guests of the officers and sports committee of No 15 SFTS.

August 30, 1941

The eighth wings parade, course number 31, was held on the Station at which time 34 Australians and nine RAF cadets from Singapore received their wings at the hands of W/C R C Mair. The ceremony was attended by three squadrons besides a large number of visitors who were allowed on the Station. Fifty two Australian trainees reported to the Station from Vancouver for course number 37.

September 21, 1941

F/O Brooks in Anson 9818 and P/O Sutherland in Anson 9401 departed for Patricia Bay. AC2 Wortley and AC2 King proceeded on leave by air with these pilots. A signal was received from Western Air Command reporting Anson 9818 as missing. AC2 Wortley had accompanied F/O Brooks in this aircraft. A signal was received from the air officer commanding No 4 Training Command to be prepared to instigate a search at dawn for the missing Anson 9818. All preparations were made.

September 22, 1941

0545: six Anson aircraft took off to search an area 170 miles to the west of this Station for the

missing Anson 9818. These aircraft returned about three hours later and reported that they had failed to locate the aircraft. The Station barbershop, a much-needed service, was opened in the airmen's canteen.

September 23, 1941

A/M Garrod, G/C Banting, G/C Lord Douglas Hamilton, accompanied by A/C Cowley, air officer commanding No 4 Training Command, and A/C Leckie, director of training, arrived for a short inspection. After conferring with the commanding officer and chief instructors, the party visited the Station hospital and other buildings. A/M Garrod and party were entertained at dinner in the officers mess. The Air Marshal, in a short informal address, highly praised the work of those who had to remain in Canada on the air training plan and pointed out the flow of trainee graduates from Canada was without a doubt the foundation on which the Allied victory depended. He pointed out also that the policy had been adopted whereby pilots who had gained experience in the actual air fighting over Europe would return to Canada and thereby release the present instructors for active service overseas. The Air Marshal also expressed on behalf of the Air Ministry their sincere appreciation of Canada's war effort. At 1700 hours information was received that AC2 D B Wortley had died in the crash of Anson 9818 on Old Settler Mountain in British Columbia.

October 2, 1941

LACs M N Wyman and W M McHeffey were accidentally killed by a CPR passenger train in the yard of the Macleod station.

October 4, 1941

A short funeral service was conducted at Macleod's railroad station and the bodies of LACs Wyman and McHeffey were shipped to their respective homes.

October 5, 1941

The officers of this Station were guests of No 15 SFTS Claresholm at a wings presentation when the Duke and Duchess of Windsor were participating. Several of the officers were presented to the distinguished visitors.

October 30, 1941

In order to make the mess a little more home-like, a group of officers expended much energy in staining and varnishing the walls and ceiling of the ante room. The bar remained open during the proceedings and a most enjoyable time was had by all participants.

November 24, 1941

Wind of very high velocity swept over the Station. Great concern was felt for the safety of personnel and buildings when the wind reached a speed of over 100 miles per hour. Damage was done to the roofing of four hangars and the drill hall, being almost completely torn off. One section of the MT garage was completely blown down. Several telephone and electrical wires were broken and the walls of the hangars required emergency braces to be erected to withstand the terrific pressure of the wind. The wind subsided somewhat during the late afternoon but again reached the high velocity of 80 miles at 2200 hours. Personnel worked frantically during the whole day bracing walls and making every effort to minimize the damage. Fifty-six trainee pilots of course 43 arrived from No 18 EFTS Boundary Bay.

November 27, 1941

F/L Buchanan, Works and Buildings officer from RCAF Head Quarters, Ottawa, visited the Station and reviewed the damage done by the high winds of the 24th.

December 6, 1941

An anniversary dance was held in the officers' mess on the occasion of the completion of the first year's operation. A very entertaining program was carried out depicting outstanding events which occurred during the past year.

December 9, 1941

This date marks the completion of one year's operation in the training of pilots with JATP. It is considered that the Station has set up an enviable record for its first year, particularly with respect to the low accident rate. The Station has not yet had a fatal accident involving a trainee and it is hoped that this good work will continue.

January 17, 1942

A visiting flight arrived from Central Flying School Trenton for the purpose of recategorizing flying instructors. The party was composed of S/L A J Shelfoon, F/L R Bannock, F/L W J Wood, F/L L E Logan, F/L V Sparks, F/O A A MacKenzie and Cpl Thomson T.

January 28, 1942

F/O Davies and assistant S/O (ed-section officer) Evans and party of composed of F/L Harrison, F/L Easton and F/O McLellan arrived by road from Calgary for the purpose of surveying accommodation for the CWAAF.

February 9, 1942

A draft of 116 CWAAF under the command of Assistant Section Officer Staples arrived on posting from CWAAF training depot Toronto, Ontario.

February 14, 1942

An officers' dance was held in the officers mess. The guests of honor of the evening were Evelyn Dinsmore and Mr Ian Hunter from Hollywood, California. No 7 EFTS orchestra provided the music and an enjoyable time was had by all in attendance.

March 2, 1942

No 7's Station hockey team met No 15 SFTS Claresholm hockey team in the Lethbridge Arena to compete for the trophy presented by the Lethbridge Hotel in the playoff of the Southern Alberta Service League. No 7 emerged triumphant.

March 17, 1942

450 Royal Air Force arrived by Canadian Pacific Railway at the Macleod depot. All of No 7 SFTS motor vehicles were in use transporting the men to No 36 EFTS Pearce, Alberta. (Ed-cross check this with the first entries for Pearce. This would have been the first class out from England to attend this school.)

April 11, 1942

An officers dance was held in the officers mess. The commanding officers of Claresholm and Pearce together with their respective party of officers were in attendance. W/C Beaton of No 11 Equipment Depot Calgary and W/C Stellman of No 2 Equipment Depot Calgary as well as a number of officers from No 8 B&G School Lethbridge, Alberta were also present. The Station orchestra supplied the music and a very enjoyable time was had by all.

April 22, 1942

The handing over ceremonies parade was held on the aerodrome in front of the hangars in which five squadrons took part. In a very appropriate speech, G/C A L James bid goodbye to his officers, men and Station of whom he had been the respected commanding officer since September of 1940. After G/C James farewell speech the handing over papers were signed and W/C R F Davenport C190 assumed command of No 7 SFTS RCAF Macleod, Alberta.

April 24, 1942

G/C A L James departed by road on posting to No 4 Training Command Calgary, Alberta where he will assume charge of the administrative branch.

May 3, 1942

The regular Sunday evening sing song was held in the recreation hall. A capacity crowd of airmen, airwomen and civilians enjoyed the play presented by the Granum Concert Party. The play was entitled "Young Mother Hubbard."

May 24, 1942

The usual Sunday night concert and sing song was held. Movie of the last wings parade in Technicolor and movies of British Columbia were shown. Refreshments were served.

May 26, 1942

A smoker was held for all USA personnel leaving the Station in the airmen's mess. All USA officers, NCOs and airmen were invited and were entitled to bring one male guest from the personnel of the Station. Entertainers from No 36 EFTS and No 7 Station band put on a good show for the Americans.

May 31, 1942

Type and number of aircraft on strength: 129 Avro Ansons.

June 4, 1942

Due to heavy rain falling the wings presentation ceremony for class 49 was held in number 3 hangar at 1600 hours. The ceremony was very impressive and for the first time here the graduates were formed into a hollow square and placed in alphabetical order. Disposition of graduates: eight were posted to No 15 SFTS Claresholm; four to No 13 GRS Charlottetown; four to No 13 OTU Patricia Bay; two to No 31 OTU Debert, Nova Scotia attached to RAF Ferry Command; three to Western Air Command Victoria, BC, for immediate re-posting to No 115 fighter squadron Patricia Bay; two to No 123 Composite Squadron Patricia Bay; four to No 7 AOS Portage La Prairie, Manitoba; six to No 4 AOS London, Ontario; and one went back to the US.

June 15, 1942

0900 hours, two twin motored Avro Ansons engaged in formation flying collided in mid-air three and a half miles north and two miles east of Granum resulting in the death of two airmen from class 55. Both planes were completely wrecked. The airmen killed were LAC Omar Eldred Olson R115828 and LAC A J McLaren R11970. Macleod airmen played softball and football at Pearce, Pearce airmen were victorious in football and the Macleod airmen won the softball. F/L Borgall from No 4 TC arrived on TD in connection with armaments.

June 28, 1942

Sunday night sing song was held. Chief Mountain Horse visited the Station and gave an interesting talk at the concert. Moving pictures were shown and refreshments were served (last time til fall).

July 3, 1942

Two Avro Ansons, 6671 and 6994, damaged plywood on leading edges when a hailstorm broke when aircraft were in circuit about to land near Calgary. No injuries. No 7 SFTS RCAF band played over station CJOC in Lethbridge.

July 24, 1942

Anson I 6555 hail damage to leading edges and tail while in flight caused aircraft to stall at high speed when attempting normal landing. Aircraft struck fence on leeward side of aerodrome damaging one propeller, pitot head, flaps, ailerons, elevators and tailplane. There was no injury to personnel.

July 29, 1942

Anson I number 6062 was forced down in the rain resulting in a crash on landing ten miles west of Macleod. There was a total damage. P/O J E Glover and LAC D H McLean were severely injured. Two other passengers suffered minor injuries.

July 30, 1942

Wings parade was held in the evening on the parade square. This class, 53, consisted of a number of New Zealanders. An interesting feature of this wings parade was a Maori dance performed by the New Zealand graduates.

August 7, 1942

An accident occurred when two Avro Ansons collided during the final approach for a landing on the aerodrome resulting in total destruction of the aircraft involved. One officer, P/O W J Rannie 19197 and two airmen vis R128205 LAC Kotelmach P S and R107399 LAC Todd J E were instantly killed.

August 27, 1942

A wings parade was held on the parade square for graduates of class 55. After an appropriate speech by W/C R F Davenport the graduates of class 55 received their wings. A two-minute silence was observed in memory of the three airmen killed in the crash on 7/8/42.

September 7, 1942

A sports day was held at this Station. It was officially opened by the unveiling of the monolith recently erected at this Station. It was unveiled by G/C James from No 4 TC the former commanding officer of No 7 SFTS. After an enjoyable day of sports a Station dance was held in the drill hall.

November 18, 1942

Aircraft 7492 forced to low fly by snowstorm and struck propeller and wing tip on the ground. Damage to aircraft C1 category.

January 12, 1943

Muster parade was held in number 1 hangar for all personnel on the Station whereby W/C R F Davenport relinquished command of No 7 SFTS Macleod to W/C M Brown. In the evening a mess dinner was held in honor of W/C Davenport.

January 25, 1943

No 7 SFTS concert party toured to Calgary. On Monday 25th they played at No 3 SFTS Calgary, Alberta, on Tuesday at Memorial Hall Canadian Legion on 7th Avenue in Calgary, on Wednesday they played at Flying Squadron No 2 Wireless, Shepard, Alberta. They returned to No 7 SFTS late Wednesday evening.

January 26, 1943

W/C Jackson, S/L Lawrie and S/L Hanbidge arrived from No 4 Training Command by air to discuss selection of flying personnel for EFTS employment.

February 13, 1943

0900 hours non-flying, type of aircraft Anson III 6960. Cause of accident: aircraft was parked on taxi strip when high wind caused it to slide across ice. The aircraft slid about 30 feet until starboard wheel hit dry spot, stopping the aircraft abruptly causing the starboard oleo leg to collapse. Starboard undercarriage and main plane seriously damaged. There were no injuries to personnel who were R157558 LAC Hill N J and R149276 LAC Graham G C.

March 15, 1943

On the pay parade the Red Cross received donations of one days pay from personnel on this Station.

March 16, 1943

A boxing match was held between F/Sgt Scott of No 7 SFTS and Cpl "Kid" Kornuta from No 3 FIS Vulcan in the drill. Scott won by a decision. There were several other preliminaries on the program.

March 24, 1943

A program of operatic, classical and semi-classical music was held in the WD canteen. It was a recorded program.

March 28, 1943

1210 hours, accident to Anson II 6858. Aircraft was on cross-country when port engine failed completely. Single engine performance of this aircraft was very poor and the pilot lost altitude in a down draft to a dangerously low point. Due to the nature of the terrain he attempted a forced landing immediately but had insufficient time to lower undercarriage completely and landed with wheels unlocked. Location of accident, two miles west of Nobleford. Personnel involved F/O H E Addington J6824 and R159151 LAC Pawson H L.

April 8, 1942

Macleod boxing team consisting of F/Sgt Scott M, LACs Bradshaw, Campbell and Gilman took part in a boxing tournament at Claresholm. All four won their matches.

April 23, 1943

A full military funeral was held in the recreation hall for AUS423619 LAC Burcher G P and AUS32182 LAC Crotty W J who were killed in a flying accident the previous night. The funeral procession proceeded to the Macleod cemetery where burial of LAC Crotty took place in the Roman Catholic cemetery and burial of LAC Burcher was made in the union cemetery.

May 12, 1943

A wings parade was held for the graduates of course 73 in the Macleod square in downtown Macleod instead of the usual parade square of No 7 SFTS in order to wind up the Victory Loan program. The New Zealand graduates did their Maori dance.

May 35, 1943

This day was highlighted by the visit of the Governor General and Princess Alice to this Station. The vice regal party arrived at No 7 SFTS in a Lockheed plane flown by W/C Mailome Kennedy AFC from Claresholm. The welcome here was most enthusiastic. In the party was His Excellency the Governor General of Canada, the Earl of Athlone, Her Royal Highness the

Princess Alice, commandant of the Women's Division RCAF in the uniform of Air Commandant. Sir Shuldham Redfern, secretary to the Governor General, Lady Ariel Grenfell, lady in waiting to Her Royal Highness, Capt Levison Gower, Cold Stream Guards ADC, A/V/M Housam MC air officer commanding No 4 Training Command, W/C C F Falkenberg DFC of No 4 Training Command headquarters Calgary. Received at the plane by A/V/M Housam (who arrived earlier by plane) His Excellency proceeded to inspect a guard of honor of 50 aircrew members of course number 75 (about to graduate in the near future) and 50 members of the Women's Division. Before reaching the guard His Excellency stopped and saluted the left wing of the mixed spectators of both civilians and Station personnel and a group of the Fort Macleod No 74 Air Cadets. Some 1,500 persons witnessed the arrival of the royal party in addition to those on parade.

May 26, 1943

The Fourth Victory Loan drive was a huge success as far as No 7 SFTS was concerned due to the untiring efforts of W/C M Brown with the able assistance of S/L H V Brisbin MM, F/L T D Shaw and the splendid cooperation given by all personnel of this unit No 7 SFTS was awarded five pennants for exceeding their quota by 200 percent. The objective for this Station was \$50,000 and at the conclusion of the drive the grand total for this unit was \$101,300. The No 7 SFTS band also played a great part in the Victory Loan drive by taking part in a great number of Victory Loan parades in the surrounding towns.

June 5, 1943

Flying accident: type of aircraft involved Anson Mk III 6599. Cause of accident; aircraft forced landed after striking trees, breaking propellers and knocking off cowling. Location of accident: five miles southwest of Turin. Extent of damage: the airframe was seriously damaged and the engines were slightly damaged. Personnel involved the accident were F/Sgt Payne F E R97925 and LAC Carter J H AUS423636. They received no injuries.

June 14, 1943

Mart Kenney broadcast was held in the drill hall. All personnel and their relatives and friends were invited to attend.

June 17, 1943

Accident: type of aircraft Anson Mk II FP956 and Anson Mk II 7467. Cause of accident: student landing 956 on right hand runway leveled off and reduced speed too high. Sgt McNabb put on the throttle to recover and aircraft swung to the left. He pulled up at very low speed to avoid hitting the tender and barely missed an aircraft landing on the other runway. His aircraft was now completely stalled about 40 feet in the air and in effort to avoid dropping on aircraft 7467 (which was parked waiting to take off) he applied left rudder. His aircraft turned and came down on the port wing, crumpling the wing and the port undercarriage. Almost simultaneously his

starboard engine struck the starboard wing of aircraft 7467. The starboard main planes of both aircraft outboard of the engines were demolished. Location of accident main aerodrome; extent of damage - the airframe of Anson II FP956 was totally damaged and the airframe of Anson II 7467 was severely damaged. There were no damages to the engines. Personnel involved: R77532 Sgt McNabb R D, LAC Flamank R C NZ427270, F/Sgt Harvey N J R109204, Sgt Currie W G R149313, F/O L F Hansman J14721 and LAC P W A McKenzie R172081. There were no injuries to personnel.

June 28, 1943

A double-header softball game was held at this unit between No 7 SFTS and No 15 SFTS Claresholm, Alberta. The first game was played by the WDs and the WDs of No 7 SFTS were victorious. The main event was the first game of the playoffs for the Southern Alberta championship. No 15 SFTS Claresholm was victorious.

June 30, 1943

The first day of the Macleod Stampede was held on June 30. The stampede was opened with a parade headed by No 7 SFTS band. A group of Australians led by an Australian officer, New Zealanders led by a New Zealand officer and trainees of No 7 SFTS also took part in the parade. The RCAF float won first prize. (Ed-good photographs here)

July 1, 1943

The second day of the Macleod Stampede was held in Macleod. The Station band took part in the day's events. Two Indian Chiefs paid a formal call to No 7 SFTS accompanied by Herman Linder, manager of the Macleod Stampede and several times a world champion all-round cowboy.

July 10, 1943

A golf tournament was held between the officers and NCOs of No 7 SFTS. Although the weather was unfavorable there was a good turnout. The NCOs were victorious.

July 11, 1943

R178181 AC1 Bradford stationed at No 7 SFTS was killed in a motorcycle accident on route to No 7 SFTS at Fernie, BC. He was coming back to Macleod after his furlough. As his home is near Fernie vis Cranbrook, BC his remains were brought to Cranbrook for burial there.

July 19, 1943

46608 F/L Rushen G M attached to AFHQ reported on temporary duty from No 15 SFTS Claresholm by air and departed by air for No 39 SFTS on the 28th. He was here in connection

with the installation of a standard beam approach flight.

July 25, 1943

No 7 SFTS band journeyed to Lethbridge and played two concerts at Henderson Lake, one in the morning and one in the afternoon. Large crowds were in attendance both times. The concert was sponsored by the IODE at Lethbridge. There was a silver collection. Provincial playoffs in baseball for the girls team with Lethbridge was held at Lethbridge, the girls were defeated. In the boys game Lethbridge was victorious. After the game a wiener roast and sing song were held down by the river.

July 28, 1943

A number of WDs were taken down to Willow Creek to swim by M/T. This is to be substituted for PT period. It is intended that in future they will be allowed this swimming period once a week. A cricket match was held at Pearce between Macleod and Pearce, the Macleod team were defeated by a score of 84 to 55.

July 31, 1943

Strength of unit: officers 126, airmen 703, trainees 228 including four Great Britains, four Australians, 28 New Zealanders. Civilians 106. Airwomen 147. WD officers 5, nursing sisters 4. Others 11. Total flying hours for the month of July 17,000.35. Type and number of aircraft on charge 95 Anson Mk II, 13 Anson Mk III. P R Hampton G/C, CO No 7 SFTS

August 3, 1943

A baseball match was held between a team from maintenance wing composed mostly of the Station team and training wing composed mostly of flying instructors. The trainees and the men from maintenance paraded to the field. Maintenance provided amusement with their laughter and humorous contempt for the training wing team. Maintenance won with a score 9 to 4 and the training wing as losers had to buy the beer for the winners.

August 4, 1943

On occasion of the celebration of His Majesty's birthday, F/Sgt Anderson and F/Sgt Desbiens were awarded the BEM (military division) and WO2 (now P/O) H F Walker was awarded commendation. F/Sgt Anderson is in maintenance, F/Sgt Desbiens is in equipment and P/O Walker is a flying instructor.

August 5, 1943

A wings parade for the aircrew graduates was held at 2000 hours in the drill hall to which the citizens of Macleod and district were invited. Several airwomen fainted due to the heat. They

had to wear their blues because they had no khaki dress. One was admitted to the hospital due to injuries received when she fell. There were 45 graduates in the class and 25 of them received commissions.

August 6, 1943

Letter marked "secret" to the commanding officer, No 7 SFTS
Daily Diary

1. Your July daily diary does not give a daily summary of hours flying was actually carried out as is required. A considerable improvement could be made in your unit's diary by the increase of appendices such as Station magazine, photographs, newspaper clippings and programs of sports and social events, etc. The addition of these appendices would tend to give a clearer picture of life on your Station. C F Falkenberg W/C

August 7, 1943

Great excitement was caused by the landing of a Flying Fortress (B-17) at 1700 hours today. The pilots said they were lost as they had no maps and as they were running short of gas landing here to get some. However, as a Fortress takes 100 octane and we have only 90 octane we were unable to oblige them. When told that Cutbank, an American airport, was only about 40 miles away they thought that they could make it with the gas they had. Maintenance held a barn dance downtown which was very well attended. Judging from all reports the building should have been twice the size to accommodate comfortably all those who were present.

August 11, 1943

Posts have been erected on the corners of streets giving them names such as "Anson Avenue" etc.

August 12, 1943

The members of the WD held a wiener roast down by the river. No men were invited, the airwomen preferring to have it exclusively feminine for once. They went swimming and sang around the campfire. A most enjoyable evening was had.

August 20, 1943

Accident: type of aircraft involved Anson Mk III 6203 and Anson 968. Cause of accident: Anson 6203 taxied into Anson 968 slightly damaging leading edge of Anson 6203 and seriously damaging rudder of Anson 968. Instructor, Sgt Shaw K T ordered student LAC Madden to sit in Anson 6203 while he, Sgt Shaw, went into the flight. LAC Madden had not been checked out on Mk IIIs and when the aircraft started to roll ahead he did not know how to stop it.

August 25, 1943

Dr Fairfield who pioneered the experimental farm at Lethbridge paid a visit to this Station by the request of the commanding officer to discuss and give advise for the improvement and general appearance of the Station grounds.

August 26, 1943

Accident: type of aircraft involved Anson Mk II 11477. Cause of accident: while teaching a pupil "homing" on the beam the pilot crossed the main beacon on what he thought was QDM at what he thought was 1,500 feet. He apparently read the altimeter incorrectly for on his procedure letdown to 1,000 feet on QDM 30 degrees he struck a telephone pole and crashed. The telephone pole was situated on ground approximately 200 feet higher than home aerodrome. Visibility at time 40 miles, ceiling unlimited, no clouds. Moon had not yet risen. Location of accident: three miles southwest of Standoff field. Slight injuries were received by the pilot NZ417044 F/O A J Galvin and pilot under training R178244 LAC O'Bryne T P B.

August 29, 1943

A golf tournament was held between the Country Club, Lethbridge, Alberta and members of No 7 SFTS golf club. There was a good turnout, the weather was very favorable and all in all it was greatly enjoyed by the competitors. The score was taken on the basis of the number of holes won. No 7 SFTS club was victorious.

August 31, 1943

The WDs had a celebration in their canteen to celebrate their raise in pay. No men were invited. An enjoyable evening was had and there was a good turnout. Preparations are underway for the construction of a chapel across from the WD canteen.

September 1, 1943

To the stirring music of No 7 SFTS band the inspiring ceremony of wings presentation was witnessed on Wednesday afternoon in the presence of relatives and friends when course 81 received their wings from W/C C W Burgess, acting for G/C P R Hampton, commanding officer. Timed for 1730 hours, everything was in readiness with the parade of airmen awaiting the opening of the ceremony when threatening clouds and a chill wind brought a heavy shower which caused the presentation to be held in the drill hall. After an appropriate speech by the W/C the students received their wings. Leader of the class and recipient of a gold bracelet was LAC E A Jung of Vancouver. LAC C T Heckbert of Vermilion was honored by having his wings pinned on by his father C S Heckbert who is president of Alberta Command of the Canadian Legion. LAC W D Johnstone also had his wings pinned on by his father Lt Johnstone Royal Canadian Navy. F/O Jones pinned on his brother's wings (LAC F G H Jones) and LAC R L McKay also had his wings pinned on by his father.

September 6, 1943

The weatherman played a dirty trick on No 7 SFTS in that instead of providing a day of brilliant sunshine and blue skies for our sports day he sent a heavy overcast, occasional rain and I'm sure many people felt that there was frost in the air. The refreshment booth was well patronized for its corn on the cob, hot dogs and coffee. In spite of the cold there was a good turnout. One thing which warmed most everyone's hearts was the formation of aircraft flying about 200 feet over the sports field. The formation was led by F/O E A Cawker. One of the instructors from No 2 FIS Pearce performed great aerobatics in a Cornell. A sports dance was held in the drill hall in the evening.

September 8, 1943

The news of Italy's unconditional surrender was received at this unit with great joy and all personnel went to work with lighter hearts and greater determination. Accident: type of aircraft involved Anson Mk II 11527. Cause of accident: pilot landed at R2 Standoff and while taxiing in to the tower, the port oleo leg collapsed. Port wingtip struck ground and the aircraft ground looped slightly. Pilot definitely remembers checking undercarriage down and locked during a front beam approach carried out by pupil preceding landing. No injuries were received. Occupants of the plane were F/O J G Finlay J11809, F/O Kale L T C20339, Sgt Adams C E R52298 and LAC Trevarthen P L NZ429974.

September 14, 1943

The grounds workers under Cpl Feargue have been doing an excellent job recently in beautifying our Station. Earth has been hauled to the ground adjacent to barracks and other buildings. Grass seed has been planted and is now coming up nicely. The flower beds are blooming in great profusion. The gardeners take flowers to the hospital to brighten up the wards and cheer the patients. So far the frost has spared the flowers.

September 17, 1943

To add to the attractiveness of the Station white poles have been set up at various corners. On these poles the various roads of the Station are designated by names such as Whirlwind Way, Hurricane Highway, Defiant Detour, Crane Crescent, Anson Avenue, Lancaster Lane.

September 30, 1943

The 34th wings parade to be held at No 7 SFTS was witnessed by a large crowd of spectators. Wings were presented to 50 members of course 83 by G/C P R Hampton commanding officer of No 7 SFTS. The Station band was in attendance. Date course began 14 June 1943, date of course ending 1st October 1943.

October 2, 1943

The YWCA blue triangle sign of the hostess house at No 7 SFTS points to a "home" where happy recreation hours may be spent in a homey and dignified atmosphere. Boys and girls of the Station and outside visitors are heartily welcomed at all times by the hostesses. It is also the meeting place for the contact club (airmen's wives) and the No 7 SFTS knitting club (officers wives).

October 7, 1943

The WDs very successfully entertained the boys of this unit at another of their weekly dances, especially did they welcome the new course of Australians. The walls should have been elastic to accommodate all those who wanted admission. All personnel who attended are looking forward with anticipation to the forthcoming dances that they are planning to hold.

October 14, 1943

A commanding officers inspection parade was held on the parade square. Tonight was the night for No 7's monster carnival that was held in the drill hall at No 7 SFTS. Both civilians and air force personnel from a wide radius came to support the carnival. The large crowd actively participated in the fun and enjoyment that is usually prevalent at such events. Commencing at 1800 hours with a baby show and later progressing into bingo contests etc the splendid evening was terminated by a jitney dance with both No 7 SFTS orchestra and the orchestra from No 2 FIS Pearce in attendance.

October 16, 1943

S/L Morella OC flying at No 8 B&G School Lethbridge visited this unit with regard to a summary of evidence that was being compiled concerning low flying of two airplanes over Lethbridge thought to be Macleod aircraft.

October 26, 1943

Flying accident: type of accident involved Anson Mk II FP952. Location of accident: six miles north of Natal, BC. Cause of accident: pilots flying in mountainous country attempted to climb over mountain. They did not have sufficient clearance, struck tree damaging main and tail plane. Sufficient control was left to fly aircraft back to main aerodrome. Personnel F/O J R Hilliard J22383 pilot, P/O D M Wise J24151 second pilot, and R59066 LAC McLeod W J passenger. No injury to anyone.

October 28, 1943

Another wings parade was held in the drill hall at No 7 SFTS for graduates of course 85. Disposition of graduates: 3 FIS Arnprior ten; 2 FIS Pearce four; 32 OTU Patricia Bay five;

1 GRS Summerside ten; 1 CNS Rivers six; 5 M Depot Lachine two; 34 OTU Pennfield Ridge two; 1 AOS Malton four.

October 31, 1943

The band of this unit is doing a wonderful job in connection with the 5th Victory Loan campaign. Commencing October 15, they have been traveling to many southern Alberta towns and have been very enthusiastically received. In liaison with the band are several exceptional artists from surrounding RCAF Stations. A noted guest that traveled for a short time with the Victory Loan group was Maj O'Neil of the United States Army Air Corps who gave very interesting talks on his eventful life overseas in Africa in the early part of 1942. Although artists and speakers compose a major portion of the program No 7 SFTS band certainly deserves much credit in offering its splendid service to such a worthy cause. Following is a list of band engagements for October, 1943: October 1 wings parade, 8 B&G School Lethbridge; October 3 church parade No 7 SFTS Macleod; October 7 commanding officers inspection No 7 SFTS Macleod; October 9 No 8 B&G Jamboree parade in afternoon and concert at night; October 10 church parade No 7 SFTS; October 14 commanding officers inspection at No 7 SFTS, DIG inspection at No 2 FIS Pearce; parade at Macleod re Victory Loan campaign; October 15 DIG inspection at No 8 B&G School Lethbridge; October 16 Lethbridge for rehearsal of Victory Loan concert, wings parade at No 8 B&G School Lethbridge broadcast CJOC Lethbridge for Victory Loan; October 17 to 31 - Coleman, Bellevue, Blairmore, Macleod, Hillspring, Glenwood, Cardston, Raymond, New Dayton, Magrath, Milk River, Taber, Picture Butte, Turin. October 28 wings parade at No 7 SFTS Macleod; October 31 church parade at No 7 SFTS Macleod.

WD anniversary at No 7 SFTS: the last week of October marked great days of celebration in honor of the WDs second anniversary at this unit. On Saturday, October 23 a tea was held in the YWCA hostess house at which the civilians of Macleod and surrounding district acted as hostesses to the WDs. On Sunday morning, October 24, the WDs were paraded to church in the town of Macleod. After church they were invited to the homes of civilians to spend Sunday. On Sunday evening a special concert was arranged in the recreation hall on the Station to which the WDs asked their hostesses for that day.

November 2, 1943

S/O E J Twiss and S/O B M Gilroy of this unit visited No 2 FIS Pearce to attend a show put on by the Women's Division of No 2 FIS in honor of air chief commandant K J Trefusis Forbes.

November 24, 1943

This was the day that all the WDs look forward to as it was a time when they could ask their favorite officer or airman to be their "Lil Abner" as they called it on this special evening set aside for a Sadie Hawkins affair. At 2100 hours the WDs arranged for a dance to be held in the recreation hall with No 7 orchestra in attendance, admission of course being by invitation. The evening was very much enjoyed by all especially the gentlemen as they felt very fortunate in

receiving invitations since everything was taken care of by their companions.

November 27, 1943

A lovely wedding was solemnized in the YWCA hostess house on this Station when LAW Barbara Small became the bride of F/O McWilliams, an air gunner just returned from overseas.

December 6, 1943

Many of the surrounding towns and districts have requested that they be notified of all members of personnel of this Station who have no place to go for the Christmas and New Years leaves through being too far away from home so that they may be welcomed into the homes of civilian population. Lists of such personnel are being made up. This is a very fine gesture on the part of the civilian population towards personnel of this Station. Miss Knox, representative from CLES Department of Extension, University of Alberta, arrived to start classes in handicraft among the airwomen on this Station.

December 21, 1943

A Christmas party for the WDs was held in the WD recreational centre. The place was appropriately decorated with Christmas tree and all. Gifts were exchanged between the girls and were presented by LAW Peggy Robertson who acted as Mrs Santa Claus. Games were played and performances given by N/S Boyden and Sgt Thibedeau who played a mouth organ duet. LAW Peggy Robertson who gave a recitation and a comic dance in imitation of Sadie Hawkins given by Cpl Nonnie Fleming. A sing song consisting of Christmas carols and other songs was led by N/S Paddison and accompanied on the piano by Sgt Smith. The girls all agreed that it was one of the nicest parties they had ever had in their canteen.

December 22, 1943

December 22nd was a big day for the children of Station personnel. The Christmas tree. They began arriving in special busses from Macleod at 1500 hours and by 1530 hours the recreation hall was full of eager children. While waiting for Santa four special films were shown - "Pincushion Man," "Mary's Little Lamb," "Beanstalk Jack" and "Merry Christmas." Between the films the Station band played Christmas carols. For a while it looked as if Santa wasn't going to make it for he sent telegrams that he was held up on the Alaska highway but finally came word that the RCAF had sent him a plane and he would be right down. Sure enough within a few minutes a plane was heart circling low for a landing. Five long minutes, still no Santa. Then the commanding officer came in with the news that Santa was on his way up from the tower. Sure enough just as he finished, in walked Santa and his pilot. He told the children he was sorry he was late but there just hadn't been any snow and so it had been necessary to leave his faithful reindeer in Lethbridge. To S/L Brisbin, senior administrative officer, goes special mention for his magnificent portrayal of Santa. Even Santa couldn't have been more jovial himself.

January 20, 1944

Sentence of a general court marshal: P/O Herman James Westman J37572, an officer of the Royal Canadian Air Force serving at No 7 SFTS Macleod, Alberta was tried by a general court marshal on the first day of December, 1943 and was found guilty on the following charges: "Being the pilot of one of His Majesty's aircraft flying it at a height less than such height as was prescribed by an order issued under authority of the Chief of the Air Staff," he was sentenced to be dismissed from His Majesty's Service. The finding and sentence having been confirmed by the Governor General in counsel were promulgated to the accused.

March 11, 1944

A box special sponsored by the officers wives was held in the officers mess on the 11 March 1944 in aid of the Canadian Red Cross under the able direction of H V Brisbin MM who was the auctioneer. The sum of \$493 was collected. The highest price being paid for a box was \$36.50.

March 12, 1944

On Sunday evening 12th March 1944 a band a vocal concert was arranged by S/L H V Brisbin MM, chairman of the Red Cross Committee for this unit and who acted as master of ceremonies at the Capital Theatre in Lethbridge, Alberta. A very fine concert was presented to a packed house. The amount of \$135 was collected by silver collection for the Red Cross.

March 22, 1944

On Wednesday evening March 22 the basketball team met at the Java shop for a dinner to close the basketball season and say goodbye to three members of the team from class 93 who graduated the following night. During an enjoyable "steak dinner" many amusing incidents of the season were recalled and a happy hour was spent by 12 members of the team and several guests.

April 18, 1944

An open house was held at the hostess house for members of the graduating class course 95 and their friends. No formal program was arranged but the boys spent the evening at card games and solving jig saw puzzles etc. Toward the close of the evening a nicely iced cake was presented to the guests expressing "good luck" and "greetings." Mrs Shapter took her place at the piano following the serving of the lunch and led the community songs which the visitors took part in and ended with the favorite "Wish Me Luck as You Wave Me Goodbye." Including friends of the boys etc about 33 guests were present.

May 3, 1944

A sports committee meeting was held and a program of spring and summer sports for officers,

airmen and WDs was worked out and an officer placed in charge of the activities for each sport. Arrangements were made to enter teams in the service league in hardball, fastball, soccer, box lacrosse, tennis, cricket and union rugby. The committee was advised that the commanding officer is arranging to have a new surface put on the Station tennis courts and the officer in charge of box lacrosse was requested to make arrangements to use the Macleod Arena for home games of his team.

May 9, 1944

A serious accident occurred in the MT section today to R121169 LAC Tinkess D. When adjusting brakes on truck that was jacked up the jack slipped and the car fell, pinning him. He was immediately admitted to hospital where the medical officer expects he will remain for about six months. F/O Beck investigated this accident and found that the injuries were the result of a pure accident, no one being to blame.

May 13, 1944

The UATC airmen departed today by special train having completed their final examinations. They were accompanied to the train by the Station band. The Victory Loan campaign was brought to a successful conclusion, the Station having subscribed for \$107, 250. The commanding officer commended the committee on the excellent work done.

May 14, 1944

Station talent have composed a variety show and put on their first performance in the recreation hall at 2000 hours. This concert party has been formed with a view to put on shows at nearby units and today's concert was enjoyed by a large number of Station personnel. F/L Hemenway was appointed officer commanding Granum R1.

June 3, 1944

The Station concert party put on an entertainment at the internment camp at Lethbridge for the personnel of the Veterans Guard. This concert was appreciated by all.

June 5, 1944

English classes for French personnel commenced today with 12 airmen in attendance. Three separate games of softball and a rugby game between Claresholm and the Station team. There was a good turnout at all these games. The Lethbridge tennis team entertained the Station team at Lethbridge for the final scheduled match of the season, our Station team stealing the honours with a score of 9 to nothing.

June 8, 1944

A handing over ceremony combined with the COs parade was held at 0800 hours. G/C P R Hampton handed over to W/C C F Newcombe in a very impressive ceremony. A very enjoyable dance was held in the WD canteen for corporals and below. An RCAF trainee acted as master of ceremony and prizes were awarded for novelty dances. Coffee and cake disappeared like magic. S/L D M Bruser C5879 SMO of this unit was awarded the MBE.

June 12, 1944

There was a fatal accident today when two Anson aircraft collided in mid-air. F/O Waters, the pilot of one of the aircraft, made a successful landing near Standoff but the other aircraft piloted by F/O Brereton crashed and the pilot lost his life along with LAC Zubach. The cause of the accident was not definitely determined. Summer dress became compulsory today.

June 14, 1944

The funeral of F/O Brereton and LAC Zubach who were in the air crash near Standoff was held in the Station chapel in the afternoon. A large funeral procession led by the Claresholm Volunteer Band marched to the railroad station where the caskets were placed on the train for Vancouver. F/O Coy acted as escort for the body of F/O Brereton and F/Sgt Vosburgh acted as escort for the body of LAC Zubach. Approximately 2,000 dancers enjoyed the music of Mart Kenney and His Western Gentlemen. The drill hall had been decorated for the evening and during the evening hot dogs and cakes were served. Visitors came from miles around and a marvelous time was had by all. The track and field meet scheduled for today was postponed because of the funeral.

June 28, 1944

Aided by perfect weather, the track and field meet held on this Station went along very smoothly. The outstanding athlete of the day was LAC Parision, formerly of Montreal. At night the WD Station team played the married officers and the officers won by a score of 17 to 7. Also a baseball game was held between the Station team and Pearce, the Station team winning 7 to 2.

July 10, 1944

A mid-air collision three minutes outside Penhold at 1045 hours involving Anson II number 7168 and Anson II FP727. GB1685292 LAC Maxwell W L R and GB1653791 LAC Gurman T G, pilots, were uninjured. Extent of damage, Anson II 7168 slightly. Mid-air collision resulting from unauthorized formatting.

July 12, 1944

Two aircraft "Harvards" made their appearance on the Station lately. Some of the maintenance

crew thought they were a new type of aircraft but they soon learned from the older fellows that they had been in use since the beginning of the war. However, they are taking a very keen interest in servicing them and are keeping them in top shape. The Minister of the Interior, the Honorable Mr McKinnon made a visit to the Station accompanied by Mr Jack Colwell, Imperial Oil dealer, Macleod. Dinner was held in their honor at noon and a brief inspection was made.

July 20, 1944

A very hot day and the river a very popular place where airmen and airwomen enjoy a short respite from the heat. A mammoth wiener roast was arranged by the Station entertainment committee and held on the sports field at 2100 hours. There were two huge bonfires in which wieners were roasted and a plentiful supply of soft drinks. The Station band provided music and a singsong was enjoyed. Thunder and lightning announced a coming storm which threatened to spoil the evening fun but it obligingly delayed until 2300 hours when everyone repaired to the drill hall for dancing.

July 26, 1944

The Station band traveled to Monarch, Alberta where its members provided music for a large garden party in aid of the Red Cross. A new PT schedule requires that all male officers engage in commando training, cross country runs etc once each week. The first victims were seen this evening speeding westward on the double and after a two-mile run they cooled off with a swim in the river before returning to the camp.

July 27, 1944

Moving pictures shown on the Station this month have been well attended in spite of the hot weather and a good class of film has been presented. For example, "Flesh and Fantasy," "The Miracle of Morgan Creek," "Buffalo Bill," "Lady In the Dark," "In Old Oklahoma," "Destination Tokyo."

July 31, 1944

Strength of unit: staff officers RCAF 150, airmen and other ranks 709, WDs 149, WD officers 3, nursing sisters 4. Trainees RCAF, 3 officers, 150 other ranks, RAF 73 other ranks, RAAF 62 other ranks, RNZAF 6 other ranks. Aircraft strength, type Anson II, serviceable 78, unserviceable 19, Harvard IIB serviceable two. Number of hours flown during July, 1944 9,635 hours 10 minutes.

August 9, 1944

A cold and windy morning threatening rain. A truckload of equipment left for Waterton Lakes where a camp will be set up to accommodate airmen spending their off duty in Waterton. The WDs had all arrangements made for a wiener roast on the riverbank but due to a 50 mile an hour

gale these plans had to be abandoned and the gathering was held in the WD canteen. Games and a singsong were enjoyed after which wieners and buns, doughnuts and watermelon disappeared as if by magic.

August 23, 1944

Owing to the large draft of overseas postings scheduled to leave soon the dental clinic has been swamped with work. Capt P H Herviux and two CDC NCOs arrived on TD from Calgary to assist in getting the draft out on time.

August 25, 1944

A general decrease in the volume of work is being felt in some sections due to the small number of courses and resultant decrease in number of students and aircraft on strength. The program planning section is not overworked and the camera obscura work is almost completed. On the other hand, headquarters, the dental clinic and hospital are overwhelmed with work due to the large number being posted away.

August 31, 1944

Although June is generally considered to be the month for weddings, August seems to have outstripped it. At No 7, six airwomen have taken the fatal step and all married airmen from this unit.

September 4, 1944

The most important of days dawned bright and fair with everyone looking forward eagerly to the elaborate sports program arranged. The sports field was gay with refreshment stands, games of chance and crowds of visitors who had come from miles around for the occasion. Track events began at 1000 hours and continued throughout the afternoon. In the evening a boxing card drew a large and interested audience after which a display of fireworks was presented. At 2130 hours dancing commenced in the beautifully decorated drill hall to the music of F S Hepner and His Hep Cat. Numerous prizes were given away and a delicious lunch was served free.

September 7, 1944

Wings parade for course number 101 was held on the parade square at 1900 hours with S/L Ward acting as OC parade. A large gathering of airwomen and airmen and civilians was present to witness this ceremony. A most interesting note was struck when Cpl A A Simpson RCAF (WD) presented wings to her son Sgt Simpson. She had traveled from Mountain View, Ontario for the occasion.

September 20, 1944

The crash of a Harvard aircraft from No 2 WS at Glenwood was reported at 1730 hours and an ambulance was sent to the scene of the accident. Both occupants of the aircraft were killed.

September 25, 1944

A funeral party under the charge of S/L H V Brisbin MM proceeded to Glenwood to conduct the funeral of Sgt J F Law of Glenwood who was killed near his home September 20.

September 28, 1944

An officers mess dinner was held in the evening, the officers gathering in the anteroom at 1900 hours, dinner being served at 1930 hours. A group of last war veterans on the Station gathered for a final get together before the breaking up of the Station. From all reports, a good time was had by all.

October 2, 1944

Organization Order Number 448
Disbandment of 7 SFTS Macleod, Alberta

Information: Curtailment of the BCATP permits the closing of certain service flying training schools. Intention: It is the intention to disband 7 SFTS Macleod, Alberta. Effective Date: 7SFTS Macleod, Alberta is to become inactive 3 November, 44 and to disband effective 17 November 44. Training: Course 105 is to graduate as planned effective 3 November 44. Intakes for all subsequent courses have canceled.

October 11, 1944

Our soccer team (Aussies) went to Lethbridge to play the final game with that team. While on a solo low level cross country navigation trip in Anson aircraft FP954, LAC E B MacLean made a crash landing in a small bay of Lake Newell causing damage of \$3,000 to the aircraft. The pilot escaped injury. Court marshal in this regard will take place at No 7 SFTS on October 23.

October 14, 1944

Dull, sultry day. Officers mess held a closing formal dance in the evening. Excellent music was provided by the No 7 SFTS orchestra. The ladies attending were recipients of a sterling silver tea spoon with No 7 SFTS inscribed thereon. Nursing sister Sullivan won the special door prize, a dresser set. The commanding officer and Mrs Kennedy led the grand march into the mess.

October 19, 1944

In the course of duty a fatal accident occurred resulting in death of two sergeant pilots, Sgt Taylor A M R209531 and Sgt Churcher A L R207797 while piloting a Harvard FH121. Cause of accident loss of control while recovering from a dive. Location three miles west northwest of Brocket. Extent of damage, completely demolished. Injury to personnel, both killed instantaneously.

October 22, 1944

Our band supplied a concert in the Empress Theatre at 2100 hours. This performance fulfills a dual purpose, ushering in the Victory Loan Campaign and a "farewell" to Macleod. In the past few years this band has enlivened many public functions in this and other towns in southwestern Alberta by their fine music and smart appearance. The band will be greatly missed and many pleasant memories of their activities in this district will remain.

October 30, 1944

Very little flying activities are taking place these days. The most common sight around the Station these days are harassed inventory holders frantically gathering up what is left of their inventory and turning it in to number 5 hangar and happy (?) airmen and airwomen running around with clearances in their hands.

November 2, 1944

The final wings parade of the Station was held in the drill hall at 1500 hours with many friends and relatives of the graduates present. G/C W E Kennedy commanding officer gave the address and presented the wings. Mr H M Scott and S/L Holley, both of Montreal, were present to present wings to their sons. Snow continued to fall throughout most of the day forming a thick blanket over the ground. In the evening the Station put on its final dance which proved to be a very successful affair. F/L W A Wheten of No 14 X Depot, Regina, visited the Station on temporary duty to arrange for the disposal of explosives held by the armament section.

November 3, 1944

Today the official date of this Station ceasing to operate as a flying station was taken up with getting the graduates of the final course away on a month's special leave. Twenty three commissions were granted on the course. In the evening the Canadian Legion presented "Above Suspicion" in the recreation hall.

November 4, 1944

The weather became milder today with the snow beginning to melt. With the posting of the majority of our instructors the Station, especially the officers mess, has begun to take on a very

deserted appearance.

November 5, 1944

Chinook winds began this morning and by afternoon the bulk of the snow had disappeared from the landscape. No church services were held due to the retirement from the service of both Station chaplains. In the evening the film "Claudia" was presented in the recreation hall under the auspices of the Canadian Legion. A goodly number were in attendance.

November 10, 1944

Advice was received that the new unit taking over on the closing of the Station will be No 1 REMU. Maintenance work in conjunction with No 8 B&GS Lethbridge and No 34 SFTS Medicine Hat will be carried on. Satellite units will be established after the closing of those stations.

November 17, 1944

Today formally brings to a close the activities of No 7 SFTS. This Station that has operated for almost four years ceases to exist after having played its part in training pilots under the British Commonwealth Air Training Plan. A total of 2,146 graduated with a gross wastage of less than 10 percent. Incomplete records show that at least 60 of the graduates have been decorated for bravery in action. During the period of operation of the Station there were only four fatal accidents with a total of eight killed. It is felt that the standard of training has been above the average of similar schools in the training plan. In sports activities, the Station has been in the fore among units of the district being actively represented in all forms of sport during its lifetime. Personnel strength RCAF 20 officers, 60 airmen or other ranks, 20 WDs, 72 civilians. Trainees nil. Aircraft strength Anson, 29 serviceable, Harvard one. Total number of hours flown during November nil.

W E Kennedy G/C
Commanding Officer No 7 SFTS Ft Macleod.

Editor- probably all of the "Slipstreams" ever produced are included in this diary.