

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. 3 Service Flying Training School,
CALGARY, Alberta.

SECRET

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
No. 3 S.F.T.S. CALGARY, Alberta.	7-10-41		<p>Low ceiling and a sudden snowstorm at 0900 hours washed out flying until the afternoon. Five aircraft up when storm struck but all landed safely without damage. One landed at High River, three at Shepard and one returned safely to Unit. Squadron Leaders G.M. Martin and F.R. Sharp and Flying Officer W. Abercromby flew aircraft down at Shepard, back to Station. Weather cleared in afternoon and normal flying instruction resumed. Wings tests Course No. 34 continuing while Course 36 completed final examinations. Pilot Sergeants Munroe and Babb in Ansons 6571 and 6569 arrived from No. 15 S.F.T.S., Claresholm, as storm struck. In attempting to return to their unit one aircraft was forced to return to this Station. Neilson Sheet Metal Company started installation of heating system in Works and Building Section. Heat turned on Barracks No. 34 in readiness for pupils expected to arrive today on Course No. 40. Due to increased length of E.F.T.S. and S.F.T.S. Courses, advice received that these pupils will not arrive until either 10th or 13th of month. Maximum Possible Flying Hours - 18:00.</p>	
	8-10-41		<p>Normal flying instruction and Wings Tests for Course No. 34 continued. Flight Lieutenant C.W. Gordon returned from leave and delivered Oxford AS836 to No. 36 S.F.T.S. (RAF) Penhold. Flight Lieutenant G. Statton visited Station from Lethbridge in Fairey Battle 2059. Practice fire alarm held at 1540 hours, the fire supposedly located in Guard House. Three minutes and forty seconds after alarm sounded fire crew had stream of water in play, ambulance and all personnel required for duty standing by. Work commenced by Dutton Construction Company on No. 6 Hanger connecting strip. Weather clear and bright. Flying carried out for 12:35 hours during day. Maximum Possible Flying Hours - 24:00.</p>	
	9-10-41		<p>Anson 6696 while being warmed up for night flight suffered collapse of the port oleo-leg. Fortunately the aircraft was not in motion and there was no personal injury, the oleo-leg and port airscrew being damaged. Flying instruction and Wings Tests for Course No. 34 continued. Final examination papers for Course No. 36 marked. Thirty-six airmen for</p>	