

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
<p>No. 3 S.F.T.S. CALGARY, Alberta.</p>	<p>11-11-41</p>		<p>A Squadron of 3 flights under Squadron Leader F.R. Sharp represented unit in Remembrance Day parade, a wreath being laid at the Cenotaph as part of ceremony. Normal flying instruction continued until late afternoon when high wind developed. Flying Officer J.M. Limpp when taxiing Norseman 2463 downwind, nosed over near the Control Tower causing a "B" class crash. The airscrew was damaged but there was no personal injury. Station Fire Department responded to two alarms in afternoon. One at Currie Barracks, I.T.S. and one a small grass fire on east side of aerodrome. Both quickly brought under control the damage being slight. Wing Commander W.E. Kennedy and Squadron Leader G.M. Martin visited No. 5 E.F.T.S. at High River on duty returning at 1700 hours. Trap-house for new Mo-Skeet range being built. Night flying resumed after wind abated. Flying carried out for 09:30 hours during day. Maximum Possible Flying Hours - 24:00.</p>	
	<p>12-11-41</p>		<p>Routine flying instruction carried out for Courses 38 and 40 under good conditions during day. Fog in evening prevented night flying. Boston (Havoc) Bomber landed at 1000 hours from Suffield Experimental Station returning in afternoon. Squadron Leader Brown, (RAF) Patricia Bay with co-pilot ferrying Anson from Edmonton to Patricia Bay being unable to land at Lethbridge on account of storm returned and landed here at 1800 hours. Works and Buildings Section returned maintainer borrowed recently from Dutton Construction Company. Flying carried out for 09:30 hours during day. Maximum Possible Flying Hours - 18:00.</p>	
	<p>13-11-41</p>		<p>R114649 AC2 Ferner, P. was killed and R116339 AC2 Forster, M. was seriously injured when struck by automobile at Currie Barracks Army gate when returning to Station at 00:05 hours. Court of Inquiry convened under Squadron Leader G.M. Martin with Flying Officer C.C. Casewell and Flying Officer R.H. Nicholls as members to investigate circumstances of accident. Wing Commander A.D. Ross, Commanding Officer, promoted to rank of acting Group Captain. Advice received that Cessna aircraft will replace Avro Ansons on this Station. Thirty-two</p>	