

SECRET

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.

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
No. 3 S.F.T.S. CALGARY, Alberta.	1-1-42		Total strength of Station as of this date (i) R.C.A.F. Officers 82 (ii) R.C.A.F. Airmen 862, No. 2 Wireless Air Operating Squadron 127 (iii) R.C.A.F. Trainees 166 (iv) Dentals 9, 1 R.A.F. Officer, 1 R.A.F. Airman (v) Civilians 135. New Year's Day a holiday on the Station. Weather clear and cold. Officers entertained members of the Sergeants' Mess at 1000 hours. Group Captain A.D. Ross and Officers of this Station received Officers from other Units between 1100 and 1300 hours. Among those to visit this Unit were Air Commodore A.T.N. Cowley, Air Officer Commanding No. 4 Training Command, Brigadier F.M.W. Harvey, Mayor Andrew Davison, Superintendent Mercer and Inspector Trickey of the R.C.M.P.. Approximately 60 Officers visited and an enjoyable time was had. In the afternoon Officers of this Unit visited the various Units in the city. Maximum Possible Flying Hours - 15:50.	
	2-1-42		Course 45 comprising 50 R.N.Z.A.F. personnel, potential pilots, arrived from Vancouver. They stated that their ship came through the New War Zone in the Pacific without event, apart from the inconvenience caused by the necessity of a 24 hour watch for enemy craft. Originally there were 52 in the party but one airman was left in San Francisco having developed mumps while an other was hospitalized in Vancouver. Weather cloudy with occasional snow flurries and poor visibility - flying washed out all day. R92086 Sergeant C.E. Dore flying instructor, a former graduate of Course 32 from this Station, reported on posting today from Trenton. Two electricians reported on posting from St. Thomas. Assinaboia Construction Company continuing work bracing No. 6 Hangar. Works and Buildings Section cleaned taxi strip and connecting strip from tarmac to No. 6 Hangar. At 1000 hours, for some unknown reason, a car containing a number of civilians stopped at the gate at the south-west corner of the aerodrome. Removing the bolts hinging the gate they drove their car onto the aerodrome. Their intentions being investigated by the Security Guard they drove their car around and drove off before they could be questioned. In the meantime and before the gate could be closed a stray horse entered the gate and started across the aerodrome. The horse was soon chased back through the gate and the gate was permanently closed. Maximum Possible Flying Hours - 02:00	