

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.	13-8-41		Wing Commander A.D. Ross discussing matters relevant to flying training. Maximum Possible Flying Hours - 24:00.	
	14-8-41		Flying Officer I.M.S. Brown, No. 1 Sqn, in Anson 6568, pupils R.87072 LAC Greenfield, F.W. and R.86606 LAC McGruther, A.M.R. took off at 1600 hours on an instrument training flight. Aircraft failed to return and being unreported a search of the vicinity was made by air without success. Commanding Officer's inspection of Barracks. Progress examinations for Course 32 and 34 being marked. Annual revolver practice for all Officers and N.C.O.'s commenced. Flying Officer E. Howe, Administrative Officer, departed on embarkation leave prior to reporting at "Y" Depot, Halifax. Maximum Possible Flying Hours - 24:00.	
	15-8-41		Area search commenced for Anson 6568 at 0630 hours, delayed owing heavy ground fog. Aircraft located from the air at 50°52' north latitude, 115°W. longitude at 1230 hours on the east slope of Mt. McDougall, apparently badly damaged, and no signs of life. A road party headed by the Commanding Officer left immediately for the scene. Commanding Officer's inspection and parade called off. Officers' Mess Dinner postponed. Part of Hut No. 35 taken into use today by fifty potential pilots and observers posted here. Barrack accommodation 918. Maximum Possible Flying Hours - 22:00.	
	16-8-41		Rescue party reached Anson 6568 about 1200 hours. Flying Officer I.M.S. Brown and R.87072, LAC Greenfield, F.W. found killed in crash. Other occupant R.86606 LAC McGruther, A.M.R. found suffering from a broken leg and cuts, but in good condition and good spirits in spite of lack of food or shelter for two days. Aircraft was down in a very inaccessible location 12 miles from the nearest road over timbered country and made more difficult by almost unsurmountable rock. Flying training during day. No night flying. Maximum Possible Flying Hours - 23:00.	