

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.	22-2-42		<p>Commanding Officer's church parade held at Calgary Pro Cathedral at 0900 hours followed by special baptism service for Station personnel. Airmen attending parade were transported by trucks to Calgary and two or three of the Australian airmen suffered frost bitten ears. Weather clear and cold - temperature being 10 degrees below zero. Approximately 400 airmen and 30 officers attended the service which was conducted by Flt.Lt. W.J.M. Swan, Station Padre. Roman Catholic parade held on Station with Squadron Leader E.B. Howard, Command Chaplain, officiating. No flying until late afternoon on account of weather conditions. Weather cleared at approximately 1500 hours. A fatal flying accident occurred three miles east of No. 37 S.F.T.S., Calgary (RAF) when Cessna 8129 crashed with Sergeant Pilot H.E. Pitt, R68214, flying instructor, LAC Pike, F.G. AUS 411639 and LAC Nichols, O.J. AUS 14236, both pupils of course 42. The three occupants were instantly killed. Cause of crash believed to be carbon-monoxide poisoning from cabin heater. Officers entertained at tea in their mess. Flying carried out for 01:15 hours during day. Maximum Possible Flying Hours - 03:00.</p>	
	23-2-42		<p>Flying Officer L.M. Linnel appointed investigating officer to inquire into the circumstances of flying accident involving Cessna Crane Aircraft 8191 and 8192. Squadron Leader Maddex (RAF) No. 37 S.F.T.S., appointed president of Court of Inquiry to investigate the circumstances of fatal flying accident in which R68214 Sgt. Pilot Pitt, H.E., AUS 411639 LAC Pike, F.G. and AUS 14236 LAC Nichols, O.J. were killed. Flt.Lt. H.L. Woolison and Flying Officer A.J. Lewington of this Unit appointed members of the court. Squadron Leader F.R. Sharp (G850) O.C., No. 2 Squadron granted 14 days leave. Normal flying instruction carried out under good weather conditions. Works and Buildings Section employed in clearing snow from Shepard Relief Field, also erecting flags to mark landing area. Maximum Possible Flying Hours - 15:45.</p>	