

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
No. 3 S.F.T.S., CALGARY, Alberta.	20-6-42		Crane 8693 on flight test. Two Crane Aircraft blew tires. Fifty-nine serviceable aircraft on Station. Long term storage aircraft released for use. Normal working day in G.I.S. Flt.Lt. T. Burke in Crane FJ121 arrived on Station from Claresholm at 1425 hours. Flt.Lt. S. Jeffery arrived on Station from Medicine Hat in Oxford 9 at 1652 hours. Contractors working on connecting roadways. Works and Buildings repairing mastic floors in Barrack Block No. 34. Flying carried out for 10:00 hours during day and 03:35 hours during night. Maximum Possible Flying Hours - 24:00.	
	21-6-42		Flt.Lt. W.J.M. Swan, Station Padre, officiated at the Protestant Church service which was held in the sports field. The service was well attended. Rev. Father W. Cassidy officiated at the Roman Catholic service which was held in the YMCA Reading and Writing Room. Weather broken and overcast, some light showers throughout the day. Course 58 consisting of 32 New Zealanders and 27 Canadians arrived on Station. Seventeen of the Canadian pupils arrived from High River, Alberta and ten from Prince Albert, Saskatoon. There are 239 pupils at present on strength of this Station. This is the largest number of trainees that has been on this Unit. Flt.Lt. W.B. Coates, O.C. Maintenance Squadron, experimenting with new type gasoline nozzle on gasoline tenders to prevent aircraft tank overflowing. Sixty-three aircraft on strength - tire situation is still acute. Flt.Lt. M. Maynard arrived on Station in Moth 8015 from Bowden at 1750 hours. Flying carried out for 10:20 hours during day and 05:20 hours during night. Maximum Possible Flying Hours - 24:00.	
	22-6-42		Crane 8699 piloted by RAF 1338199 LAC Hamilton, K.R. ground looped on aerodrome - C14 category crash. The pupil pilot was uninjured. The crash tender and ambulance responded instantly. Fleet Fort 3574 from No. 2 Wireless Flying Squadron had "B" class crash on No. 1 runway. The two occupants of the aircraft were slightly bruised when the aircraft turned over. Pilot Officer W.L.E. Walker, flying instructor, arrived on Station from C.F.S., Trenton. Crane 8143 blew tire in air but aircraft landed safely without damage. Hon. Flt.Lt. M.J. Godkin, Protestant Chaplain who was on temporary duty this Unit, posted to Coal Harbour. Flying carried out for 12:05 hours during day and 04:50 hours during night. Maximum Possible Flying Hours - 24:00.	
	23-6-42		Day flying carried out under ideal weather conditions but night flying washed out due to ground fog. No. 10 Repair Depot parachute testing on south-east corner of field. Chief Technical Officer working on establishment needed to handle 10,000 flying hours per month. This will require a substantial increase in personnel. Flt.Lt. H.M. Hutchison, Medical Officer, proceeded on temporary duty to No. 7 S.F.T.S., Macleod. Pilot Officers G. de C. Sarre, flying instructor, W.H. Irwin and J. Grant, navigation instructors, arrived on Station on posting from No. 15 S.F.T.S., Claresholm. Pilot Officer	