

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.	29-3-42		reported on Station from No. 7 S.F.T.S., Macleod. Flying carried out for 05:00 hours during day and 06:20 hours during night. Maximum Possible Flying Hours - 24:00.	
	30-3-42		Normal flying instruction carried out both day and night. Weather clear, visibility ten miles. Flt.Lt. Grindlay of No. 4 Training Command spent day with Armament Officer. Flying Officer D.H. McWhirter posted to Trenton for a Physical Training and Drill course. Flying Officer M.A.R. Cliff, armament, posted to No. 8 Bombing and Gunnery School, Messbank. Final examinations for Course No. 48 being held in G.I.S. Remainder of Course 52 reported on Station - total of 60 airmen. Gravel cleared off runways at Shepard Relief Field. Boet shelves being installed in huts. Dr. Pratney, Engineer from Montreal, visited Station. Flying carried out for 10:00 hours during day and 06:05 hours during night. Maximum Possible Flying Hours - 24:00.	
	31-3-42		Normal flying instruction continued day and night - visibility good. Course 48 finished writing their final examinations. Course 52 drew publications. W.O.2 Whiteford, A.B., Flying Instructor, appointed to the rank of Pilot Officer. A grass fire was started south east of No. 1 runway at 1620 hours. The cause of the fire was that the man in the control cart signalled an aircraft with the aldis lamp not to land. As it appeared that the pilot did not see the signal the operator in the control cart fired a cartridge from a very pistol into the ground causing the grass to ignite. The fire was instantly brought under control. Flt.Lt. R.L. Denison, O.C. G.I.S. at No. 4 S.F.T.S., Saskatoon, visited the Ground Instruction School at this Station. Wg.Comdr. W. Jones (RAF) piloting Harvard 3818 arrived on Station from Lethbridge at 1030 hours. Shrubs on Station being pruned. Flying carried out for 10:00 hours during day and 06:00 hours during night. Maximum Possible Flying Hours - 24:00.	