

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 No. 3 Service Flying Training School, Calgary, Alberta.

(UNIT OR FORMATION)

PLACE	DATE	TIME	SUMMARY OF EVENTS	REF. TO APPENDICES
No. 3 S.F.T.S., CALGARY, Alberta.	10-7-42		All Station personnel who have not visited the Stampede were allowed the day off. Local traffic between Claresholm and Macleod very busy. Flying carried out for 12:15 hours during day and no night flying. Maximum Possible Flying Hours - 23:50.	
	11-7-42		Weather conditions very poor for flying - low ceiling and quite overcast in morning with high wind and heavy rain during the afternoon. Sixty-four serviceable aircraft on the Station. Flying Officer B.W. Power (J3197) and Squadron Leader E.R. Pounder (C1514), Navigation Officers, reported for temporary duty on the Station from Aviation School, Rivers, Manitoba. Emergency crews from Works and Buildings Section are required to be on duty for twenty-four hours to keep the drains and ditches open. It has been necessary to turn the heat on in several of the barrack block buildings due to the unusually cold temperature. Flying carried out for 06:20 hours during day and no night flying. Maximum Possible Flying Hours - 07:20	
	12-7-42		Flying carried out for 09:55 hours during day and 06:15 hours during night. Maximum Possible Flying Hours - 23:00.	
	13-7-42		Postings for graduating course No. 52 received. Normal routine flying instructions carried out under ideal weather conditions. Miss de Carteret, daughter of the Deputy Minister for Air, visited the Station accompanied by officers from No. 4 Training Command, this party being conducted on a tour of the Station by the Commanding Officer, Wing Commander G.P. Dunlop A.F.C. Flying carried out for 14:00 hours during day and 03:15 hours during night. Maximum Possible Flying Hours - 24:00.	
	14-7-42		Sixty-five serviceable aircraft employed in carrying out regular flying instruction. Many aircraft unserviceable due to shortage of tires. Pilot Officer W.E.R. Boone, A. Engr., reported for duty from the School of Aeronautical Engineers, Montreal. Flying carried out for 12:35 hours during day and 05:40 hours during night making a total of 402:25 hours, being the highest number of hours attained in any one day while operating under the present schedule. Maximum Possible Flying Hours - 24:00.	