

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.

S E C R E T

PLACE	DATE	TIME	SUMMARY OF EVENTS	REFERENCE TO APPENDICES
No. 3 S.F.T.S. CALGARY, Alberta.	1-12-41		<p>Total strength of Station as of this date (i) R.C.A.F. Officers 76 (ii) R.C.A.F. Airmen 872, No. 2 Wireless Flying Training Squadron 141 (iii) R.C.A.F. Trainees 172 (iv) Dentals 8, 1 R.A.F. Officer (v) Civilians 127.</p> <p>Chinook wind from south-west reached maximum velocity of fifty miles per hour at approximately 1200 hours necessitating washing out of flying instruction for two hours. At 1201 hours the duty pilot called the Fire Department to investigate a grass fire noticed burning south-west of aerodrome on Sarcee military camp area. The fire at that time was under control by the Fire Department from an infantry training centre but later jumped to the south-west corner of this unit's aerodrome and the Calgary Fire Department in addition to the Station Fire Unit responded, quickly extinguishing the fire. Clearances started for Course 38. Cessna Crane aircraft No. 8149 and 8153 delivered from Winnipeg for this Unit's use. Two photographers from A.F.H.Q.; Ottawa, reported to this Unit on temporary duty. Works and Buildings personnel inspected aerodrome at 0730 hours and swept runways. Station plumber installed humidifier in Barrack Block No. 34. New Officers' Quarters are ready for occupancy and all rooms in old and new quarters re-allocated to Officers. All Officers on strength now provided with public quarters. Maximum Possible Flying Hours - 22:00.</p>	
	2-12-41		<p>Wing Commander P.R. Hampton, SPSO, No. 4 Training Command, and Group Captain D.C. Iron, OBE, Commanding Officer No. 39 S.F.T.S. (RAF) Swift Current, visited Station and as the RAF Unit at Swift Current has just recently arrived in Canada were taken on a tour of the Station by Group Captain A.D. Ross, Commanding Officer. Routine flying instruction in early morning but a dust storm developed at 0845 hours again necessitating the washing out of flying. The wind reached a maximum velocity of sixty-five miles per hour. Flying Instructors attended lectures in G.I.S. on navigation and pupil pilots were given drill and P.T. in the Drill Hall. Two additional Cessna Crane aircraft delivered from Winnipeg. Works and Buildings</p>	