

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.<br>CALGARY, Alberta. | 5-1-42 |      | Section erected temporary accommodation at Shepard Relief Field for crash wagon and ambulance. Station hockey team defeated No. 10 A.R.D. by a score of 4 to 1 at the Arena Rink. A number of Officers from No. 3 turned out to support their team. Flying carried out for 03:00 hours during day.<br>Maximum Possible Flying Hours - 03:00.  |                         |
|                                     | 6-1-42 |      | Weather clear and cold, temperature 12 degrees below, slight wind from north-west. Normal flying instruction continued during day but no night flying. Two Cessna Crane Aircraft delivered from No. 15 S.F.T.S., Claresholm. Flt.Lt. M.C. McDiarmid left on temporary duty to No. 3 A.O.S., Regina. Flt.Lt. J.S. Cardell returned from temporary duty at No. 2 A.O.S. Edmonton. Class C.2 crash occurred at 1730 hours when Squadron Leader F.R. Sharp on instructions from No. 4 T.C. tested pilot ability of civilian Joseph Charteris of Great Falls, Montana. The aircraft involved was a Menasco Moth No. 4938 borrowed from No. 2 Wireless School. No personnel injury to occupants but airscrew and wing tip damaged. Cause of crash unknown. Flying Officer D.D. Dall checking inventory of G.I.S. Building No. 36 (Small Mess) until now unoccupied, opened as Isolation Hospital, there being 30 cases of mumps confined - one airman from this Unit the balance being from various Units in the City. Works and Buildings personnel repaired obstruction lights on radio mast. Flt. Lt. F.C. Manning and LAC Harvey proceeded to Shepard to inspect progress of work. Flying carried out for 09:00 hours during day.<br>Maximum Possible Flying Hours - 24:00. |                         |
|                                     | 7-1-42 |      | Night flying carried out until 22:30 hours. Flying instructors of "A", "B" and "C" flights participated in night flying operations. Temperature 2 degrees below zero, weather clear and cold with slight variable winds from the north west. Fire alarm sounded at 1610 hours answering call to north-west corner of new Officers' Quarters. Four minutes after the alarm sounded a stream of water was in play. The alarm proved to be a test  |                         |