

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.	27-4-42		barrack blocks. Flying carried out for 10:00 hours during day. Maximum Possible Flying Hours - 24:00.	
	28-4-42		Preparations being made at Headquarters for the funeral service of crash victims. Complete program of detail drawn up and rehearsal of key personnel being carried out under the supervision and instruction of Sergeant Major Cota, C.R. Shepard Air Field inspected by Works and Buildings engineer. Loose gravel and stones cleared from runways. Alterations to Airmen's Canteen being carried out at No. 3. A Court of Inquiry was convened to investigate into the circumstances of crash of Cessna Crane 8701 - President Wing Commander E.C. Bates, A.F.C., No. 37 S.F.T.S. (RAF), Members: Flying Officer A.H.S. Lawson, No. 2 Wireless School, Flt.Lt. R.D. Forbes Roberts No. 3 S.F.T.S. Flying carried out for 10:00 hours during day. Maximum Possible Flying Hours - 24:00.	
	29-4-42		Funeral parade for three deceased personnel resulting from crash at No. 3 S.F.T.S. called for 1500 hours. The parade was drawn up in front of the Pro Cathedral 7th Avenue East. Some 700 airmen and officers were in attendance. A brief service was conducted by Flt.Lt. W.J.M. Swan. Following the church service the funeral procession proceeded to the C.P.R. Station. At the Station the firing party drew up near the hearse and the last post was sounded. The bodies of the deceased personnel were forwarded by rail to their respective homes. An estimated 250 civilians including friends and relatives of the deceased were among those attending the church service. Normal routine flying washed out early in the afternoon for the purpose of attending the funeral. Norseman Aircraft from No. 2 Wireless Hangar ground looped at 1600 hours as a result of over running the runway into the soft ground. The undercarriage and propeller were damaged - no injury to personnel. Squadron Leader C.A. Cook and Squadron Leader J.R. Frizzle, engineering officers from No. 4 Training Command, visited the Station in an official capacity during the afternoon. Flying carried out for 10:00 hours during day. Maximum Possible Flying Hours - 24:00.	