

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.	7-4-42		Day flying commenced at 0755 hours and continued until 1800 hours. Night flying commenced at 2030 hours and was washed out at 0125 hours due to inclement weather. No. 4 Training Command reported a Moth Aircraft was overdue. A route search to Macleod, Pearce, Bowden and Penhold was carried out without success. An area search was organized for 0700 hours, 8-4-42, but during the interval a report was received to the effect that the aircraft had been located. Pilot Officer R.E. Asher posted to Summerside, P.E.I., Flt.Lt. T.B. Wood posted to Sea Island, B.C. Flying Officers F.J. Kennedy and R.J. Wright, Navigation Instructors, visited No. 7 S.F.T.S. to observe navigation schedule there. New class of potential pilots commenced course at G.I.S. Anson 6185 piloted by Flt.Lt. G. Stearns landed from Macleod at 1150 hours. Anson 6023 piloted by Flying Officer R.B. Bennett landed from Macleod at 1700 hours. Works and Buildings levelling ground adjacent to hangars, putting sidewalks from hangars to apron. Four civilians working around station with the gardener. Maximum Possible Flying Hours - 22:31.	
	8-4-42		Due to cloudy weather only dual flying carried out in the morning, as weather cleared at noon normal flying carried out from then until 17:50 hours. Night flying started at 20:45 hours and discontinued at 0505 hours. Squadron Leader J.L. Bervan, new Chief Flying Instructor, reported on posting from Claresholm and assumed his duties today. Pilot Officer T.A. McKenzie, Drill and P.T. Instructor, reported on the Station for duty on posting from Trenton. Trainees of Course No. 46 being interviewed in connection with recommendation for commissions. LAC Guay, R. was released from the service to enable him to accept a call to the C.A.S.F. Anson 6185 piloted by Pilot Officer D.S. Mussett landed from No. 7 S.F.T.S. Works and Buildings staff levelling ground around hangars and doing general spring cleaning work around the Station. Maximum Possible Flying Hours - 22:57.	
	9-4-42		Day flying did not commence at the usual hour due to inclement weather but it improved sufficiently at 0935 hours and flying was carried out from then until 1745 hours.	