

Reel C12,357

Number 37 Service Flying Training School, Calgary, Alberta

September 20, 1941 - March 10, 1944

September 22, 1942

Organization Order No 228

Information: on the arrival of No 37 Service Flying Training School in Canada, it was necessary due to the progress of aerodrome and building construction to locate this school on an aerodrome at which it was difficult to operate twin engine aircraft. Similarly it was necessary to open No 39 Service Flying Training School, a single engine school, in a location suitable for twin engine operation.

Intention: it is intended to exchange the types of aircraft with which Nos 37 and 39 Service flying Training Schools are equipped. In future, No 37 SFTS will be equipped with single engine types and No 39 SFTS with twin engine types.

Execution: the exchange of aircraft of No 37 and No 39 Service Flying Training Schools is to take place on September 25, 1942.

August 18, 1941 West Kirby, England

G/C W H Poole CO, W/C W B Everton (Eng), S/Ls E Turnbull (admin) and B Bridges (MO), F/Ls W S Smith (accounts) and P Yeoman (admin) and P/O R B Hirsch (admin) reported on instructions received.

September 2, 1941 West Kirby, England

All officers and other ranks totaling 885 in all recalled from leave and reported to PDC West Kirby.

September 3, 1941 West Kirby, England

885 officers and airmen of 37 SFTS left West Kirby in special trains with other drafts - five train loads - at intervals commencing at 2300 hours and arriving at Gourock at stated intervals.

September 4, 1941

All ranks proceeded on board HMT Pasteur by tenders in pm.

September 5, 1941

1600 hours ship sailed in p.m.

September 6, 1941

Ship returned to anchorage in the Clyde.

September 8 to September 15, 1941

Uneventful days at sea. Boat stations held each morning at 1000 hours.

September 15, 1941

Docked at Halifax, Nova Scotia and G/C Poole left by air for Ottawa. Disembarkation commenced but owing to lack of organization and information, much unnecessary confusion took place.

September 16, 1941

First special train with 10 officers and 403 other ranks left Halifax. Second special train at 0600 hours with nine officers and 442 other ranks left Halifax. 16 officers (GD) and four sergeant pilots were left behind on attachment to RAF Station Dartmouth, 45 other ranks also for assembly work.

September 20, 1941

First special train arrived Calgary (having left P/Os Coney, Davies and Rowson and F/O Stewart behind at Swift Current). Second special train load were stopped at Swift Current and all officers and other ranks accommodated at No 32 SFTS, this being necessary on account of shortage of accommodation at Calgary. All personnel on the train arriving at Calgary proceeded to the Station on the Edmonton Trail occupied by No 31 EFTS.

September 21, 1941

W/C E Bates reported for duty from Australia as CFI.

September 30, 1941

Strength of unit: 37 officers and 887 other ranks, ie, 13 officers and 444 other ranks at Calgary, eight officers and 398 other ranks at Swift Current and 16 officers and 45 other ranks at Dartmouth, Nova Scotia.

October 13, 1941

Number 31 course arrived at Calgary numbering 68 pilots under training. F/Ls R G Maddox and M T Maw, F/Os J E Bellingham and F G Symons and P/Os F E Fuller and D G Lawrence arrived by air from Dartmouth, Nova Scotia. F/Os E S Gilbert and W R Ward reported for duty, F/O

Gilbert from Dartmouth and F/O Ward from Swift Current. F/L F MacNaughtan, F/O C R Barrett and P/O A G Harmer and 68 other ranks arrived by special train from eastern Canada on posting from England.

October 14, 1941

No 31 EFTS finished movement of unit (except rear guard) to De Winton.

October 18, 1941

P/Os R J B Stewart, A E Odle, R J Cave, S L Scutt arrived with aircraft from Dartmouth. F/L J C L Newton, F/O A D Stewart, P/Os R B Hirsch, L Rowson, J Coney arrived with 300 ranks by special train from detachment at Swift Current. F/L C B Best arrived with aircraft from Dartmouth.

October 21, 1941

Ground lectures and flying instruction number 31 course commenced. Maximum possible flying time eight hours.

November 5, 1941

An accident occurred to 1027569 LAC Davies G D R, number 31 course, when undergoing his second solo flight in an Oxford aircraft. Approaching to land on the main northwest - southeast runway, he noticed another aircraft ahead and estimated he had sufficient distance to land. He was watching for the red signal from the control tower and his attention was taken from the airspeed indicator. At about 30 feet, his port wing began to drop and the aircraft struck the runway in a nose down position and it came to rest on its nose and wheels. The two airscrews were damaged beyond repair and slight damage was done to the nose of the plane. The pilot escaped without injury.

November 9, 1941

One hundred airmen were invited to Banff for the day by the Board of Trade and Rotarian Club and the party was conducted by P/O J Coney. They were given every facility to see all the places of interest at Banff and returned by train the same evening.

November 16, 1941

The monthly Station church parade was held on the parade square and the squadrons moved into the drill hall and formed up in a hollow square by flights for the service conducted by S/L the Reverend R J Hooper. Music was provided by the band of No 2 RAF Wireless School. After the service, the parade marched past, the salute being taken by G/C W H Poole AFC MM officer commanding the Station.

November 18, 1941

For the first time, flying was continued throughout the day and night and a maximum possible flying time of 23 hours was recorded.

November 22, 1941

The commanding officer and officers of the unit held the first invitation cocktail party in the officers mess and it was appended by many representative officers of the local RAF and RCAF units and prominent residents of Calgary.

November 30, 1941

Posted strength of the unit: 58 officers, 1,016 airmen, 135 trainees. Attached strength: nine officers, 75 airmen, five civilians. There are 73 Oxford type aircraft on the unit. Number of hours flown during November 1,663 hours 50 minutes.

December 5, 1941

An Oxford aircraft piloted by 1387318 LAC Thomson E C flying solo attempted to land with only one wheel in position. On contacting the runway, the machine immediately stalled and crashed on her nose. The pilot died of his injuries and the machine was damaged beyond repair.

December 8, 1941

A Royal Air Force funeral was held for LAC Thomson E C, the u/t pilot who lost his life on 5/12/41 in the cemetery in Calgary. Bearers, escort and firing party were supplied by No 37 SFTS and trumpeters and drummers by No 2 Wireless school. The service was conducted the dean of Calgary assisted by S/L Reverend R J Hooper of No 37 SFTS. G/C W H Poole AFC MM and ten officers from the unit were present.

December 10, 1941

During the day four and a half hours for flying and at night flying was canceled after four and a half hours owing to a fatal accident to 656512 LAC McCarthy H J who was undergoing his second solo night flight in Oxford aircraft number AT457. The machine crashed at 2030 hours about three miles from the aerodrome and the pilot was killed instantly. An investigation of the cause of the accident is proceeding.

January 4, 1942

Five American aircraft, one Douglas and four P-40 pursuit planes landed for fueling and remained overnight.

January 10, 1942

Five Oxford aircraft formed a search party for a Harvard aircraft missing from Medicine Hat. The search was completed by 1100 hours and was unsuccessful. A pupil LAC Simpson in Oxford aircraft AS859 made a forced landing at Airdrie landing ground. The aircraft ran into a ditch and the undercarriage was wrecked, the airscrews damaged and other minor damage was done.

January 21, 1942

A general inspection of the Station was made by A/V/M G N Croil AFC and wing parade was held on the parade ground, followed by the presentation of 53 flying badges to the pupils of number 31 course, 13 of whom were granted commissions.

February 23, 1942

An inter-services boxing tournament was held in the drill hall and representatives from No 37 SFTS RAF Calgary, No 31 EFTS De Winton, No 13 District Depot Calgary and Currie Barracks Calgary participated. A large number of supporters, both officers and men attended and an excellent evening's boxing was provided. The prizes were presented by Brig F M W Harvey, officer commanding No 13 District Depot, Calgary.

March 9, 1942

W/C E C Bates AFC assumes command of the unit in the absence of G/C W H Poole AFC MM, sick in hospital. A severe dust storm followed by snow at 1800 hours curtailed night flying.

May 12, 1942

LAC Stonebridge, a pupil pilot on number 47 course was practicing night solo circuits and landings when he made a heavy landing and bounced. He took overshoot action but flew into the ground a short distance beyond the end of the runway. Although suffering head injuries, the pilot got out of the airplane which caught fire and was burnt out.

May 16, 1942

G/C D Iron OBE was posted to the command of this unit with effect from 16 April, 1942 from No 39 SFTS Swift Current.

June 13, 1942

A/V/M Cowley landed on the main aerodrome in a Hampden aircraft. The Station football team playing at Red Deer drew with No 36 SFTS Penhold, the score being four all.

June 17, 1942

An inter-squadron athletic meeting was held on the sports field and for purpose of competition the unit was divided into four squadrons, representatives being drawn from the flying wing, maintenance wing, servicing squadron and Station headquarters. G/C D Iron OBE was the referee and the chief judge W/C J C M Lunn AFC and S/L R G Maddox AFC, other officials of the meeting were chosen from officers and NCOs. There were 24 events in all and competition was keen. The squadron shield was won by number one squadron comprising personnel of the flying wing, ground instruction staff and cadets. The meeting was followed by a Station dance in the drill hall which was attended by approximately 2,000 people. Five American transport planes landed for the night.

June 23, 1942

F/L T Jenkins, fire prevention officer of No 4 Training Command visited the Station with two senior NCOs (fire fighters) for the purpose of testing the recently installed fog producing apparatus on the Station crash tender. A large oil fire was arranged for this purpose and a thorough test of the equipment was carried out. This was attended by personnel of the unit fire staff.

June 29, 1942

The Hampden aircraft which arrived on 13 June left the aerodrome piloted by S/L Madden and accompanied by US Army aircraft.

July 4, 1942

Five US Army Hudson aircraft landed and the nine officers and 22 aircrew personnel were accommodated on the Station. A representative band arrived from No 7 SFTS Macleod to lead the RAF contingent in the Calgary Stampede parade on July 6 and were accommodated on the Station. Air Cadet F/L G C Dickson and Air Cadet F/O E C Wintemute reported on attachment with 78 cadets from the Air Cadet League of Canada from No 111 (Vancouver) Squadron for duties attending the Air Cadet summer camp at this school. Cricket results: at Riley Park Calgary, No 37 SFTS A Team 80 for 6, South Calgary 146 match drawn.

July 6, 1942

The five US Army Hudsons departed during the morning. The Station closed for the Calgary Stampede. A contingent of 100 officers, NCOs and cadets including 22 New Zealanders, represented this unit in the Calgary Stampede parade in the city. A float depicting the Station in miniature was made by maintenance wing and was driven in the procession. The band was supplied by No 7 SFTS Macleod and was accommodated at the Station over the weekend.

July 8, 1942

A congratulatory message was received from the air officer commanding No 4 Training Command on the smartness and bearing of all ranks who took part in the Calgary Stampede parade.

July 20, 1942

A US Army Bushcraft landed with two officers of the meteorological department who obtained information concerning the layout of the runways and aerodrome. This aircraft departed about 1530 hours.

July 25, 1942

On instructions from No 4 TC, S/L Maddox with two Oxfords and six instructors flew to Vulcan to collect five new Oxfords. These however were not ready.

August 10, 1942

A congratulatory message was issued by the commanding officer to instructors, cadets and personnel of flying wing on the achievement of 6 August, 1942 when 384.45 hours were flown, this being the highest total in any one day since the inauguration of the school. A new record of serviceability was reached on 10 August, 1942 when 62 aircraft were available. LAC Stonebridge W J, a cadet of number 57 course was killed when his aircraft hit the ground and burned out near Langdon.

August 11, 1942

A US Curtis Commando landed to pick up some equipment, a special ramp having been made for loading this. The aircraft left at 1600 hours.

August 14, 1942

Two cadets on number 56 course, LAC Nimmo and LAC Webb came into collision in mid-air and crashed. They were both killed instantly. The accident occurred about four miles east of Conrich and 12 miles east of the aerodrome. Both aircraft were totally wrecked. Night flying was canceled owing to the aerodrome lighting system being u/s.

August 26, 1942

LAC Barritt, a cadet of number 57 course who was flying solo, got into difficulties in cloud and abandoned the aircraft by parachute. He made a successful descent, spraining his ankle slightly on landing but otherwise without injury. The aircraft crashed some distance away and was totally destroyed. The commanding officer ordered an investigation into the accident.

September 15, 1942

A United States transport arrived with injured Canadian troops. This aircraft left again at 1315 hours.

September 17, 1942

A United States transport arrived with injured Canadian troops leaving again at 1500 hours.

September 21, 1942

The Station A cricket team was congratulated by the commanding officer and officers on their achievement in defeating Bankers and Brokers on 19 September, thus winning the Hingston Cup.

September 24, 1942

Flying wing was engaged in packing up for the move to Swift Current. A wings parade was held for graduating cadets of number 57 course. Ten cadets received commissions.

September 25, 1942

Flying training on Oxford aircraft has now ceased at No 37 SFTS and the first detachment of officers and men arrived from No 39 SFTS in connection with the changeover from Oxford aircraft to Harvards.

September 26, 1942

Seventy three Oxford aircraft were transferred by air between Friday 25 September and Sunday 27 September. On the latter date, W/C J H Slater AFC, the new chief instructor, and the remaining personnel departed from Swift Current.

September 29, 1942

This day was given by the commanding officer as a holiday for the Station to celebrate our first anniversary in Canada.

September 30, 1942

There was no flying as the transfer of all serviceable aircraft between Calgary and Swift Current had been completed. The new flying wing were busy settling in and preparing for the commencement of flying training on Harvard aircraft on October 1. Strength of aircraft: 100 Harvards and 30 Oxfords (not yet transferred).

October 12, 1942

A collision in mid-air occurred one and one half miles west of Airdrie RLG. F/O A I Phelps, an instructor, and LAC Cromack H C, a cadet on number 64 course, were in one plane and F/L R F Warner, a pupil on number 64 course was in the other. All three pilots were killed instantly, both aircraft were total writeoffs.

November 6, 1942

Three United States aircraft, Airacobras, landed but no other flying was possible owing to low clouds and snow. Number 60 course graduated on schedule. There were 57 graduates of whom 15 received commissions. Disposition of the graduates was as follows: seven to course number 7 at Arnprior; four to course number 67 at No 1 FIS Trenton; two to course 66 at No 31 GRS Charlottetown; 12 to course number 67 at 31 GRS Charlottetown; and the balance of 32 were posted to No 31 PD Moncton.

November 15, 1942

A service was held in the Station church for the dedication of the alter and lectern kindly given to the Station by the Kinsman Club of Calgary. The dedication was performed by the Dean of Calgary and the staff chaplain of the Royal Air Force, W/C Reverend J Rossie-Brown, preached the sermon.

December 10, 1942

F/L E G Ford 81636, a flight commander, and 1512542 LAC Hall H N, a pupil of number 70 course were killed instantly when Harvard II AJ759 stalled after taking off from Airdrie R1 and spun into the ground.

December 19, 1942

A children's party was held in the recreation hall during the afternoon for the children of service and civilian personnel. Every child received a present donated by the wives auxiliary and presented by Sgt Rigby T officiating as Father Christmas and who also gave a conjuring show. A film show of cartoons was also given.

December 25, 1942

Christmas Day, there was no flying. Only a skeleton staff was maintained. Christmas dinner was served in the airmen's dining hall at noon when the commanding officer G/C D Iron OBE, assisted by the officers, warrant officers and senior NCOs, served dinner to the men. The Station dance band was also in attendance.

January 7, 1943

There was a fatal flying accident two and a half miles east of Conrich, Alberta when two Harvard aircraft AJ912 and AJ953 collided in mid-air and both machines were wrecked. The three occupants, P/O P D Corlett (a qualified flying instructor), 1397463 LAC Leder A (a pupil on number 70 course), and 1483473 LAC McAuley D A (a pupil on number 68 course) were killed. Later, Anson II 7411 sustained damage to its propeller when the airscrew struck the ground during low flying two miles south of Raleigh and the aircraft was forced landed by the pilot, F/O A St John-Price. None of the five occupants—1315319 Sgt Timms S D, F/L A J Smitz DFC, F/O E C L Nichols, P/O E J Needham or the pilot— were injured.

January 15, 1943

During the morning, a very severe blizzard was blowing and the temperature dropped to 10 below zero. No flying was possible owing to the continuous snow and the airmen's weekly dance in the recreation hall was canceled and a very popular cinema program substituted.

January 21, 1943

During the day the temperature dropped to 45.8 degrees below zero, the coldest recorded for several years. No flying was possible.

January 26, 1943

No 37 SFTS basketball team defeated No 11 Equipment Depot by 26 points to 25 points while number two hangar defeated the mess staffs in a ice hockey game by four goals to one. The Station adjutant F/L F Vernon departed on posting to No 31 SFTS Kingston, Ontario and was succeeded by F/L F R Britton, previously camp commandant at RLG Airdrie.

February 4, 1943

Harvard AJ848 was extensively damaged when it somersaulted onto its back after hitting a snow drift whilst taking off at RLG Inverlake. The pilot, LAC Taylor A N 1484082 was uninjured.

March 1, 1943

During the day the Station was visited by the Canadian born RAF ace F/O George F Beurling DSO DFC DFM who spoke to personnel in the recreation hall. The commanding officer congratulated personnel of flying and maintenance wings upon the results obtained during February when the total flying hours of 9,703.15 and the average daily serviceability of 83.7 percent were records for the unit.

March 5, 1943

Two aircraft belonging to this school collided in mid-air eight miles east of Balzac, Alberta but the pilot in each case succeeded in making forced landings. Harvard II AJ986 received damage to the engine bearer, port and starboard elevators, port main plane and wing tip, port wheel, bottom engine cowling and carburetor air scoop. The instructor 1315319 Sgt Timms S D was uninjured but the other occupant 1566353 LAC McNaught J (a cadet of number 72 course) bailed out from a low height and was killed. The other aircraft Harvard II 3274 containing F/O R Korner (who was slightly injured) and a pupil 1623028 LAC Kinch T P (who was uninjured) sustained damage to the port elevators, centre plane, starboard main plane and wing tips, fuselage, front cockpit hood, port and starboard wheels, upper undercarriage lock attachments, bottom engine cowling and carburetor air scoop.

April 4, 1943

The commanding officer issued a congratulatory message to personnel of maintenance wing and the equipment section on their achievement today when the serviceability of aircraft stood at 100 percent, the first occasion since the inauguration of No 37 SFTS in Canada on which the maximum serviceability has been attained. During the past few weeks, serviceability has been consistently above 90 percent.

April 6, 1943

The Station came out of its winter hibernation when the Station commander's weekly parade once more returned to the parade ground. The monthly corporals club dance was held in the recreation hall, was well attended and much enjoyed by all present.

April 8, 1943

A general court marshal assembled at the unit to try S/L R D Adams 19127 on charges framed under section 18 (5) and 40 of the Air Force Act.

April 9, 1943

A number of important matters were discussed at a meeting of the PSI committee today including the allocation of the beer quota so that all sections (including RLG Airdrie) received a fair share.

April 11, 1943

There was an unusual accident to Harvard II AJ967 which struck a flock of geese while on a low flying cross country exercise and was forced to land with undercarriage retracted one mile north of Little Fish Lake. The occupants F/L R L Brown and F/O H H Ellis were both uninjured but the aircraft sustained damage to the propeller, centre section, oil cooler intake, wheel housing, port undercarriage jack and fireproof bulk head.

April 12, 1943

A/V/M F J Goble CBE DSO DSC Royal Australian Air Force of the Australian Air Liaison Mission, Ottawa, visited the unit accompanied by W/C Hilditch RAAF to inspect Australian cadets presently undergoing training.

April 15, 1943

The newly formed dramatic society held its first meeting in the education officers office and the rugger and cricket club meetings were held in the recreation hall, planning teams and fixtures for the 1943 season.

April 22, 1943

During the evening a large party of airmen left the unit on route for the United Kingdom upon expiration of their tour of duty. A large crowd of fellow airmen and friends gave them an enthusiastic sendoff.

April 26, 1943

Intimation was received that the regional transit controller had given instructions that the bus service which previously operated between Calgary bus depot and No 37 SFTS was to be curtailed and that in future buses would only run from the Station to Tuxedo Park loop at 30 Avenue NE, the remainder of the journey to be made by streetcar.

April 28, 1943

During the afternoon a unique graduation ceremony was held in Mewata Stadium when Lt Col J Begg DSO who was present at Dieppe with the 14th Tank Battalion (Calgary) Regiment presented wings to ten complete bomber crews made up of pilots from Nos 3 and 37 SFTSs, navigators from No 2 AOS Edmonton, gunners from No 8 B&G School Lethbridge, and wireless operators from No 2 Wireless School Calgary. Four graduates of number 72 course of this unit received their wings, F/O W A Newenham DFC (of Nelson, New Zealand), LAC McKenna R E (of Rio de Janeiro), LAC Hughes P J (of Dublin, Eire) and LAC Petersen J P H (of Denmark).

May 5, 1943

The \$20,000 mark was reached today in the Station's Victory Loan Campaign. This figure represents 200 percent of the Station's original quota and present enthusiasm for the campaign suggests that final figures will be in the region of \$30,000.

May 18, 1943

The facilities of the Canadian Youth Hostels Association whose UK equivalent is well known to

most RAF personnel have been placed at the disposal of airmen at this unit and it is anticipated that the hostels in the Calgary district will be increasingly well patronized by hiking enthusiasts from this unit. The education officer has this activity under his wing.

May 23, 1943

The Station cinema continues to be the most popular means of entertainment on the camp and with good programs being shown there are few nights when the cinema is not full. Programs are now being shown four times weekly leaving the recreation hall free three nights weekly for dances, variety shows etc.

May 25, 1943

His Excellency the Governor General of Canada accompanied by Capt Leveson-Gower ADC visited the unit arriving at 2000 hours and dined in the officers mess. A number of distinguished guests including the AOC No 4 Training Command A/V/M G R Howsam MC had been invited to meet the Governor General. After a very excellent dinner, cooked and served entirely by service personnel, the Governor General and officers attended a performance of "The Blackouts of 1943," the RCAF all service variety show which No 1 Entertainment Group (RCAF) put on for the occasion. A memorable and enjoyable evening. A large contingent of airmen departed during the evening on posting to Moncton prior to repatriation to the UK.

June 5, 1943

"Flaming" June hardly lived up to its name when the day started with a heavy snow storm, the culmination of a week of cold weather. A party of 32 airmen departed by bus for Drumheller where they were guests of the citizens overnight. Low clouds, snow and rain, made flying impossible.

June 7, 1943

A return of the fine weather made possible a resumption of the camp cleaning and landscaping. Gardeners and painters are all hard at work in their task of spring cleaning which has included the complete redecorating of the YMCA canteen. In addition, alterations have been made to the reading room bloc—the library now being housed in the chaplain's office and the former library premises converted into a most attractive writing room.

June 8, 1943

There was an accident to station wagon Dodge 31-162 which overturned into a ditch two miles west of Strathmore, Alberta whilst on route to No 37 SFTS from the AF (Ed- air firing) range. It appears that the SW received a blow from another passing vehicle following which the driver lost control, the wagon turning a double somersault. Three of the occupants, 366093 W/O Glew F G W, 104654 F/O T D Jones and the driver 1750551 AC2 Lyon W M received slight injuries

but only the first named was admitted to hospital.

June 15, 1943

There was an unfortunate accident to m/t vehicle 32-080 which was struck by a streetcar in Calgary at 1615 hours. 1201597 Cpl Barnard A V was seriously injured and was admitted to Colonel Belcher Hospital suffering from laceration of the scalp and fracture of the left clavicle and scapula. The cause which is obscure is the subject of an investigation.

June 22, 1943

A party of distinguished New Zealanders visited the unit. The party included the Honorable Frederick Jones, Minister of Defense in the New Zealand cabinet, R M Firth, acting High Commissioner for New Zealand in Canada, G/C T W White ED, CAL officer, New Zealand Mission, F W Sherwood, private secretary to the minister and F/O R B Somerville, staff officer. The visitors were conducted over the Station by the CO and met and interviewed all New Zealand personnel, staff and trainees.

June 24, 1943

Two airmen of this unit took part in a "command performance" broadcast over CFAC from the stage of the Capital Theatre during the evening. They were LAC Redfearn W P, vocalist and ACL McFarlane, pianist.

June 26, 1943

The pupils comprising number 84 course including a number of ex-army officers arrived on the Station.

July 5, 1943

This the first day of Calgary Exhibition and Stampede dawned in magnificent sunshine which continued throughout the week of this annual event. In order that everyone possible should have an opportunity of seeing the famous stampede parade the day was declared a general holiday and only essential services were maintained on the Station. Pupils of numbers 80 and 82 courses took part in the two mile long procession under the command of F/L P F Middleton while F/O R H Saxton, F/O E O Jones and W/O R H Evans also took part. Large numbers of personnel subsequently attended the afternoon and evening sessions of the stampede thus embracing this rare opportunity of seeing the old west of Zane Grey and the silent pictures come to life.

July 17, 1943

This was a day of several happenings and great heat. During the morning, A/C/M Sir Christopher Courtney KCB CBE DSO Air Member for Supply and Organization, A/M Sir William Welsh KCB DSC AFC, until recently AOC Flying Training Command in England, and

Maj Gen B Giles, assistant chief of staff to the USA forces visited the Station. Later in the day, news was received at the Station of the tragic death of 1426377 LAC Keeble L A by drowning. The airman was spending leave at Banff, Alberta and with a companion had gone boating in the fast running Bow River. It appears that he was endeavoring to negotiate a patch of rough water when the canoe capsized and Keeble disappeared. He was alone in the boat at the time and no one was close enough to attempt to effect a rescue. No trace of the body was found and the search therefore has now been abandoned.

July 23, 1943

In brilliant sunshine, G/C D Iron OBE performed one of his last functions on the Station prior to his posting to No 4 Training Command when he presented wings to 44 graduates of number 78 course. The ceremony took place on the square before a large crowd of friends and Station personnel. Half the graduates were RAF and the other belonged to the RAAF. Thirteen of the successful pupils received commissions.

August 1, 1943

The month started on a very tragic note when at 0030 hours Harvard II AJ894 crashed at Conrich, Alberta during night flying. The pilot F/O I A L Stewart 49623 was killed instantly. He was undergoing flying training on number 80 course having joined the unit on 2 May 1943 from No 35 EFTS Neepawa. F/O Stewart was formerly a captain in a Scottish army regiment having transferred to the RAF on 19 August 1942.

August 4, 1943

Heavy rain over night had begun to spoil the prospects of a successful field day but fortunately the sun shone brilliantly during the afternoon despite the presence of ominous clouds most of the time. The meeting passed off without a hitch and a thoroughly and often thrilling afternoon's sport was seen by a large gathering of spectators. The various humorous races were greatly enjoyed by the crowd, especially the obstacle race in which competitors were called upon to climb through tires suspended in mid-air, through the rungs of a ladder, and through two tarpaulins, one lined with soot and the other with flour. Among the more hazardous obstacles was a sloping board lined with soft soap which the runners had to scale only to fall into a canvas water reservoir. All of them seemed greatly to enjoy and need the last obstacle, drinking a bottle of pop just a few yards from the tape. The day closed with a Station dance in the drill shed which had also received special attention from the unit's interior decorators. An extremely large crowd thoroughly enjoyed the wind up to a great day.

August 7, 1943

During the afternoon, the body of the late 1426377 AC1 Keeble L A was recovered from the Bow River at Banff by a national park warden. The airman had disappeared when his canoe overturned on 17 July 1943.

August 16, 1943

For the first time in the history of the unit, airwomen were seen on the Station today. Four members of the WAAC in charge of F/L C E Anderson are attached to No 37 for a week or so in connection with the changeover to a new timekeeping system.

August 17, 1943

The sentence of a general court marshal which was assembled on 8 April 1943 to try S/L R D Adams 19127 on charges framed under sections 18 (5) and 40 of the AFA were promulgated. The officer was found guilty and dismissed His Majesty's Service. Number 1322728 Sgt Johnston S B who had been known on this unit as Sgt Loring G M, an airman pilot, was charged at Lethbridge police court this morning with bigamy, was found guilty and sentenced to three months imprisonment. A committee of adjustment has been convened to deal with his public and private effects.

August 22, 1943

The Station cinema achieved its greatest scoop tonight when Walt Disney's latest full-length feature cartoon in color "Victory Through Air Power" was screened. It is interesting to note that this was the film's first showing in Canada.

August 23, 1943

A new syllabus of training was brought into force by flying wing headquarters at 0700 hours this morning. The armament flight, which was an unofficial one, was disbanded and the instructors concerned added to A and E flights which become senior flights of numbers 1 and 2 squadrons respectively and will in future be responsible for the final training of all courses. It will not be necessary for the graduating courses to continue to spend their last months at Airdrie and that drome will now be used by courses for early stages of their training.

August 28, 1943

A beautiful summer day which was marred by a fatal accident just before noon. Harvard II AJ796 piloted by 1339948 LAC Major J collided in mid-air with Cessna Crane number 8127 from No 3 SFTS Calgary. The Harvard aircraft crashed in Victoria Park where a horse show was in progress and burst into flames. LAC Major was killed instantly and the aircraft completely destroyed. The other plane fell about a mile away in a garden of a house in 19th Avenue West and was also burned out, the flames causing damage to the house concerned. Two of the occupants of this aeroplane AUS420664 Sgt Hardiman J V and GB1350866 LAC Eckbert M V were killed instantly and some civilians in the vicinity suffered injury from flying debris. AUS428036 LAC Ayton J L parachuted out of this plane and by an amazing coincidence landed by the side of the blazing wreckage receiving slight injuries. LAC Major J, a native of Taunton, England was a pupil on number 58 course and had only just recommenced flying after a previous

accident in which he had dislocated his spine.

September 1, 1943

The Bombers, fighting for supremacy in the services football league, scored a fine victory over the Red Deer Army Team (A20) by five goals to two thus avenging their only defeat of the season and drawing a step nearer to the coveted championship.

September 10, 1943

A magnificent summer day which gave rise to the hope that we are to have one of those Indian Summers we hear so much about. All sections were busy clearing airmen who are starting their journey home on Sunday night. In these days, the old cry "Roll On the Boat" is coming true quite frequently although the actual time of departure finds many of those who have raised their voices loudest of all viewing the actual parting with mixed feelings.

September 12, 1943

Another contingent of the original No 37 left the CPR depot on route to Moncton and home sweet home. A large crowd gave them an enthusiastic send off amid tears and laughter, the former not being entirely confined to those who were left behind. It was left to the Ansons to uphold our honor in the Hingston Cup Tournament for they effectively disposed of St John's Zingarry who had previously knocked out the favorites, the all-Australian Two Wireless School. Our opponents could only score 59 and our lads replied with 95 for 8 wickets.

September 15, 1943

The last lingering hope of the Bombers saving the football championship was dissipated tonight when they surprisingly lost at Bowden by three goals to two. Penhold Flyers defeated the No 31 EFTS Dingbats to virtually ensure them of the top position for the second successive year.

September 18, 1943

The final of the Hingston Cup tournament was played at Riley Park today between the Ansons and No 10 RD who last week knocked out the Harvards. The Ansons were easily successful scoring 146 runs to 46. F/Sgt Evans took five cheap wickets and scored 53 net out and was largely instrumental in bringing the cup back to 37 for the third successive year.

October 2, 1943

The officers' mess was the scene of a dance this evening rather belatedly celebrating the second anniversary of the unit in Canada. A cabaret show and running buffet were notable features enjoyed by members, friends and many visitors from neighboring units and the city.

October 7, 1943

In the afternoon the chief of air staff A/M L S Breadner CB DSC, accompanied by Mr D Carteret, the deputy minister for air, A/V/M R R Culland CBE, A/V/M G R Housam MC visited the Station and were conducted around the camp by G/C J B Stockbridge, the commanding officer.

October 8, 1943

A parade for the issue of winter clothing presaged the coming of zero temperatures although the weather with its usual fickleness had so far failed to offer cause for complaint.

October 11, 1943

A meeting of the RAF (Canada) Club was held in the ground instructional school and films in sound and color were shown of the beauties of the Canadian countryside. On this occasion, among others, "The Province of Quebec" and "The Great Lakes" were particularly well received as photographic guides to Canada. The increasing attendance at such meetings speaks well for the interest in the country of our temporary domicile.

October 15, 1943

Before a gratifying attendance of visitors, G/C J B Stockbridge presented wings to the 46 successful graduates of number 84 course, 15 of whom were subsequently commissioned. The ceremony was carried through on a melancholy note, most of the graduates having been present at the funeral of number 1459936 LAC Rynn J G who had been killed three days earlier who together with the last remains of number 988641 Sgt Lockett C A were interned in the plot of honor in the city cemetery.

October 21, 1943

Limited tickets for a recital by Yehudi Menuhin at the Grande Theatre, Calgary were on sale through the classical music club. The premium at which such tickets were held resulted in an almost immediate sellout.

October 26, 1943

Today proved to be a field day for the gremlins: 0815— the first accident occurred at Wood Lake No One Bombing Range when a late recovery from low dive bombing practice caused the aircraft to hit the mast in the centre of the target damaging the fabric and starboard mainplane of Harvard II FE808. No injuries resulted to the occupants, P/O F F Clark 151760 and number 1622871 LAC Walker B. 0930— F/O A M Werner 47435 on recovering from a demonstration spin noticed smoke from the cowling and in the cockpit. Fire precaution action was taken and

forced landing made without engine and with undercarriage retracted eight miles east of Balzak. Neither the pilot nor the other occupant number 1802671 LAC Clark P sustained injuries.

1205— at Airdrie number 1582577 LAC Walters E P allowed the starboard wing of Harvard II AJ798 to strike the ground when holding off on landing. The pilot was uninjured. 1235— Harvard II FE408 was taxied into gun mounting on the main drome damaging the starboard mainplane. The pilot number 787299 F/Sgt Chmura F was uninjured. Although such accidents are mainly attributable to nothing but carelessness, it is proposed to make these mountings removable to prevent repetition. 1445— the starboard undercarriage of Harvard II AJ958 failed to lower when a landing was attempted at Airdrie. After normal procedure was unsuccessfully applied, the aircraft was flown to the main drome where it was landed with the undercarriage retracted. 2359— the tally was completed during night flying when number AUS423879 LAC Petersen E G held off too high on landing Harvard II AJ971 causing the starboard wing to drop. The aircraft swung off the runway to the right, the starboard wingtip striking the ground damaging same. No injuries resulted to personnel.

November 4, 1943

The normal routine of the Station was slightly disturbed by the influx of several members of No 37 SFTS wives auxiliary who made the rounds of the Station with trays of poppies and collection boxes. Several personnel having safely deposited their emblem for “the 11th” cheerfully subscribed a second time under batteries of bright eyes and perfume when besieged unadorned proceeding about their duties.

November 12, 1943

A visitor to the Station in the person of Maj Cecil H Braddick AC presented wings to the 60 successful graduates of number 86 course, 13 of whom were subsequently commissioned. There were 8 officers graduating, two of whom were army transfers. F/O P A Camilleri, late of the 1st Battalion Kings Own Maltese Regiment, a native of Malta, F/O R J Cook DFC, F/O B L Wilkinson DFM, F/L D Gallenders DFM and F/L A J Scott DFM also graduated. F/Sgt F Chmura, a Czech in the RAF, also successfully completed the course.

November 15, 1943

The shortage of films for private cameras and bearing in mind the disparity between the sales of films from the YMCA and the records of camera holders on the Station, resulted in films only be sold to personnel producing camera permits effective today. The reduction in sales and the sudden influx of applications to keep a camera on the camp denoted a large percentage of illicit cameras on the Station which have since been located and deposited in the proper place, the guard room.

November 18, 1943

The USO provided a concert in the Station recreation hall mainly for USA personnel who have

no facilities for putting such a show in their own camp. However, the majority of seats were allotted to RAF personnel and their friends and a very enjoyable evening was spent at the concert which owing to the comparatively early finish ended with a comic film.

November 24, 1943

An accident resulted in the death of P/O J Brown 51513, the other personnel involved, number 979319 W/O Lewis R R and number 1567517 LAC Anderson W H were uninjured. While formation flying, and in the course of changing formation, Harvard II number 2739 piloted by the deceased collided in midair with Harvard II number 2566 and crashed. The latter aircraft landed safely near the crash, that is ie, slightly north of Wood Lake.

November 26, 1943

Six members of the Station departed to enjoy the hospitality of the town of Canmore for the weekend. 50 personnel from the unit attended the Calgary District Teachers' Association dance in the Palliser Hotel upon invitation.

December 4, 1943

The mid-day news of the CFAC station of Calgary set the conjecture mongers on a new campaign. The radio quoted the deputy minister for air Mr Powers stating that among other RAF schools being taken over by the RCAF No 37 SFTS was being converted to a training school for graduated aircrew. The information caused no little trepidation to married personnel with their wives in Canada and the appearance of England's shores in the minds eye of those desiring repatriation seems quite unjustifiably optimistic. King Rumor reigned.

December 11, 1943

52 u/t pilots originally intended for inclusion for number 96 course, which in view of the closing down of this Station has been canceled, arrived to be usefully employed pending posting to some other SFTS.

December 15, 1943

Each evening some weeks now, well muffled figures might be seen abortively spraying water on what will eventually be the hockey rink. Nothing in the weather seems to daunt these hardy partisans of the puck. In fact, their continual complaint is of the insufficient cold and the resultant difficulty of getting a foundation of ice before the water seeps away. If enthusiasm had any say in the matter there would be an eight inch bed of ice evenly distributed over the boards and games of hockey would already be in progress.

December 31, 1943

The last day of the year took its toll when Harvard II AJ966 crashed killing the pilot number NZ421082 LAC Shaw W D. Aircraft crashed in woods and caught fire. Cause unknown, ten miles west southwest of Midnapore, Alberta. Aircraft burnt out. The first baptism ever held on this unit or any other unit as far as is known took place this afternoon when the son of F/L E O Jones was christened in the Station chapel despite the lack of a font.

January 6, 1944

As is usual on domestic night when most of the camp remain in, a large attendance at the cinema watched two preview films "Uncensored" with Allan Jones and Billy Birk and "You're a Lucky Fellow, Mr Smith."

January 8, 1944

An unfortunate accident resulted when Harvard II AJ899 hit a high tension cable, crashed and caught fire. The occupants number 1586791 Sgt Rosewell K H and 573151 LAC Broadhurst J were both killed and the aircraft was written off.

January 10, 1944

The dangerous contingencies due to lack of winter weather were brought to the notice of all ranks when a distant smoke haze materialized into a prairie fire proceeding eastwards. Although it was some distance from the Station it was sufficiently close to cause a party of airmen to be dispatched to the perimeter of the drome to await further developments should the wind change. Fortunately it did not and in the evening when the wind had dropped, a lurid glow in the northern sky gradually died to the relief of the duty watch which had been set in the watch tower to keep an eye on the fire.

January 11, 1944

The first definite news of the disbandment of the Station was released via DROs when all ranks when all ranks who would have completed two years of service in Canada by 31 March 1944 were advised that they may consider themselves on a preliminary warning roll. The unit accountant officers and the Station adjutant went into conference resulting in the publication of a leaflet containing all the information repatriated personnel would need to arrange passage and provide for their families during the interim, after their posting home.

January 12, 1944

It being but a short while before the departure of the first personnel in the closing down of the unit the officers mess held a farewell party in the Station recreation hall. A most enjoyable evening was had and the buffet supper universally commended.

January 14, 1944

Number 90 course graduated today and in view of the fact that the majority of the course were RNZAF personnel, G/C T W White (RNZAF) air liaison officer AFHQ kindly consented to present wings to the 56 successful graduates. Included in the course were six officers and of the number graduating 14 were subsequently commissioned. A grand gala dance was held in the recreation hall for corporals and other ranks and a most enjoyable time was had by all concerned.

January 15, 1944

The first signs of the coming posting lists were revealed when ten officers proceeded on posting, mostly to No 31 PD for repatriation. In their place arrived 35 qualified flying instructors and the pupils of numbers 92 and 94 course from No 41 SFTS Weyburn, Saskatchewan which Station has recently been disbanded, who will complete their training in the more congenial atmosphere of Calgary.

February 4, 1944

The sword of Damocles in the form of DAPS posting notes having seriously depleted the activities of the Station discussion group, there was no meeting this week. However, the airmen's dance still brought its influx of visitors who seem to come in larger numbers than usual perhaps in anticipation of the coming shortage of dances when No 37 SFTS disbands.

February 5, 1944

Secret Organization Order No 162
Disbandment of No 37 SFTS Calgary

Information: due to the recent decision to reduce the output of pilots and increase the output of navigators, it has become expedient to disband No 37 Service Flying Training School, Calgary, Alberta. This disbandment is in keeping with the request of the United Kingdom that, where possible, RAF schools be disbanded. No 2 Aircrew Graduate Training School (AGTS) (officers) is to move to Calgary and occupy the buildings of No 37 SFTS. No 37 SFTS Calgary is to disband effective 10 March, 1944.

February 8, 1944

The Link Trainer Spitfires, according to the mathematicians, carried off the ice hockey league trophy (non-existent) being undefeated all through the series, number 2 squadron pupils, the Comets, obtaining second place. It is worthy of note that the winning team came from the section staffed almost entirely by Canadian personnel which, from a general point of view, seems rather unfair.

February 15, 1944

Considerable interest has been displayed in the posting instructions for a large proportion of Station personnel. And much higher spirits is in evidence, although apparently an occasional sombre thought of good friends in Calgary cross the minds of those concerned.

February 17, 1944

S/L Gosling 70256 of No 2 FIS presided at the district court marshal convened to try number 1393712 Sgt W R Douglas on a charge of negligently damaging an aircraft. He was found guilty and subsequently the sentence of the court was promulgated to the accused. Reduction to the ranks and detention for 30 days were the deterrent designated for low flying and lack of care.

February 22, 1944

The commanding officers parade this morning was minus the accompaniment of the Station band which is hors de combat owing to the bandsmen posted to various units being unable to supply their notorious renderings of the Air Force March etc.

March 1, 1944

The month of March came in like the proverbial lamb but the majority of No 37 SFTS RAF will be unable to ascertain if the weather bears out the proverb. Except for a small rear party, members of the Station will be dispersed over a wide area of Canada by the month end for on the 10th of the month, this unit will cease to exist.

March 7, 1944

A farewell message from the air officer commanding No 4 Training Command was brought to the attention of all ranks through the medium of daily routine orders and the sentiments contained therein brought home to the recipients the fact that their sojourn in Canada, especially as far as this unit is concerned, has not been in vain but a considerable help to the war effort in general.

March 9, 1944

The two courses graduation ceremony took place this morning. Wings were presented by G/C J B Stockbridge and with the march past, this unit's purpose in Canada ceased. The cinema terminated its very successful sphere of usefulness this evening owing to the last operator departing on posting tomorrow. Of course, a preview picture was the finale, to wit "Spring Fever" with Lena Horne and Marilyn Maxwell.

March 10, 1944

In accordance with Directive Number 7 ref S.69-10 issued by the AOC No 4 TC, this unit is

disbanded effective today. Boards of officers have been appointed to deal with the handing over of buildings, services, funds and the disposal of unit documents and are now busily engaged upon this work. The amount of administrative work involved in disposing of almost the whole of the personnel and effects of the unit and transporting most of the former nearly 3,000 miles across Canada is quite considerable and throughout the day abnormal activity was apparent in all parts of the unit. At 1700 hours over 300 airmen assembled in the drill hall and were transported down to the CPR west end spur from where they left at 1900 hours by special train to the east taking with them the good wishes of some hundreds of Calgarians who defying the biting wind and low temperature had assembled at the train to wish them "Bon Voyage." At 2000 hours, the second large party of inter-Canada postings left the CPR station and at 2000 hours the Station commander G/C J B Stockbridge and his family departed, taking with them the good wishes of many friends who had come to see them off. G/C Stockbridge had earlier in the day formally handed over the unit to S/L G E Hervey DSC, officer i/c No 2 AGTS RCAF advance party, forerunners of the incoming unit. There can be no disputing No 37 SFTS was a happy unit and there is nothing (as the Canadians say) "phony" in saying that all ranks were loathe to leave. Still, with other tasks ahead in Canada, in England and perhaps elsewhere, it is wasting time to dwell upon the subject and in making the last entry in this record it is only perhaps fitting that thanks should go out to all those members of the unit's staff who, as this record goes forward, are putting the finishing touches to what was No 37 SFTS RAF Calgary, Alberta.

Extract from No 37 SFTS DRO serial number 60d/d

Final Issue

1. A message from the commanding officer. "This will be the final issue of daily routine orders for No 37 Service Flying Training School. Tonight the school will cease to exist. I wish to express to all ranks my appreciation for their cooperation which has been so readily given at all times and which has enabled the unit to obtain for itself an enviable reputation among units in Canada. We are now breaking up this pleasant association to go to new labors and I ask you all to accept my thanks for your past help, my good wishes for your future welfare, and may you continue to do your share in bringing the present great conflict to a victorious and speedy conclusion."

April 8, 1944

As the task of disbandment has now been completed, the four remaining personnel will today leave the Station. F/L Ross, accountant officer, has been granted seven days leave. F/L Jackson, equipment officer, is awaiting posting instructions, W/O Mash and Cpl Ditchfield will proceed on posting this weekend. The unit has been disbanded in the period from 11 March to 8 April—29 days in all.