

Reel C12,344/ C12,345

Number 3 Service Flying Training School, Calgary, Alberta

September, 1940 - September, 1945

Organization Order No 45

Intention: It is intended to form No 3 Service Flying Training School at Calgary Currie Barracks, Alberta. Formation: No 3 Service Flying Training School is to open at Calgary Currie Barracks on October 29, 1940 on which date it will receive its first intake of pupils. Aircraft: AMES is requested to arrange for the provision of thirteen single engine and fifteen twin engine aircraft on August 19, twelve single engine and thirteen twin engine aircraft on September 16, thirteen single engine and twelve twin engine aircraft on October 14 and twelve single and nine twin engine aircraft on November 11, 1940 or as soon thereafter these dates as possible.

September 12, 1940

W/C A D Ross arrived and commenced his duties as commanding officer of No 3 Service Flying training School.

October 2, 1940

A camp inspection was carried out by The Honourable C G Powers, Minister of Air; Chief of Air Staff A/V/M L S Breadner; G/C R R Collard, Director of Works and Buildings; G/C Long RAF, Director of Organization; S/L A R Stewart, Air Secretary; Mr Ross, MP and Mr Edwards, MP.

October 18, 1940

FO H C Bennett reported for duty and was assigned assistant adjutant's duties.
FO M M Gibson and FO D Smith left for Toronto to ferry aircraft to No 3 SFTS.
FO R H Lawrey left for Winnipeg to ferry aircraft to No 3 EFTS. FO J Wolfenden and Sgt Harper left for Winnipeg to ferry aircraft to No 3 EFTS. FO J R Chislett left for Toronto to ferry aircraft to No 3 SFTS.

October 20, 1940

G/C Islett, liaison officer for Royal New Zealand Air Force, W/C S Seaville, AMOT HQ, Major Barnes, Commanding Officer Internment Camp at Kananaskis visited the Station.

October 23, 1940

F/O Boulton arrived with first Avro Anson 1930.

October 28, 1940

Official opening of No 3 Service Flying Training School attended by the AOC A/C Cowley, His Honour Lieutenant Governor J J Bowen, His Worship the Mayor A Davidson. A flying display composed of two Harvards and five Ansons was presented and the officers mess officially opened with many civilian guests present. A ceremonial parade was held. At 1330 hours, first training course commenced. F/L Chessman reported RCAF medical service. A D Ross Wing Commander, Commanding Officer.

November 9, 1940

Eight Ansons and two Fairy Battles left Kapuskasing for Winnipeg. Ansons en route from Trenton to Calgary, Ferry Battles for delivery to Saskatoon.

December 10, 1940

Training continues. Splendid progress made with night flying. Link trainer course continues and in addition lectures are held from 1700 to 1800 hours daily.

December 18, 1940

Commanding Officer W/C A D Ross departed for Macleod to attend opening ceremony of No 7 SFTS. Five Ansons left for Macleod to take part in opening ceremony of No 7 EFTS. Heating system ducts being installed in control tower building.

December 20, 1940

Wings parade 1600 hours as rehearsal for presentation of wings to first class of trainees on December 24.

December 24, 1940

Wings Parade for presentation of wings to class number 10 was held at 1100 hours. Presentations were made by W/C A D Ross, photographs appendix A attached. Station operations ceased for the day at 1200 hours.

December 31, 1940

Flying continued until noon then closed down for the holiday. We have 92 trainees under instruction in this squadron. Total aircraft 23, three having been turned over to No. 2 Squadron. It has been a splendid month for flying. Only 22.30 hours having been lost in the month. Lack of aircraft has a limiting factor.

Editor's note: For a few months here, each of the flights or squadrons keeps its own diary but

eventually all are combined into one.

January 2, 1941

Hockey club first practised on Station rink. Flying commenced at 1330 hours. No1 Squadron preparing class No10 records for selection committee, No 2 Squadron operating with two aircraft. Number of students on this date 56 consisting of 40 Australians and 16 Canadians.

January 10, 1941

Taxiing accident involving Ansons 1610 and 1616. F/L E S Holmes C1292 arrived from Winnipeg with Anson for No 2 Squadron. No 2 Wireless School is now using the aerodrome regularly and have several aircraft operating. Inspection of hangars carried out by commanding officer. No 2 Squadron personnel increased by four airmen.

January 12, 1941

Class number 11 finished off flying. No 1 Squadron conducted formation practise during the afternoon. Difficulty being experienced in keeping roadway east of aerodrome cleared of spectators.

January 25, 1941

Anson 6108 crashed at 0845 hours two miles west of aerodrome category A crash. S/P J P Brunnell died at 1800 hours as a result of injuries sustained. Trainees LAC Crossley E T S and LAC Allcott R C seriously injured. S/L Forgen, Australian Medical Officer visited Station.

February 7, 1941

Orders received to complete course number 14 by February 15. All available facilities being placed at disposal of No 1 Squadron for this work. 45:45 hours night flying completed last night. GIS conducted supplementary examinations on signals and navigation for course number 14.

February 8, 1941

Personnel from No. 2 Squadron assisting No 1 Squadron in full drive to complete course number 14 by February 15. Personnel divided into three shifts in order to maintain full operations 24 hours a day.

February 19, 1941

Air Force funeral held for Sgt A E Regimbal and LAC Q B Chace from Shavers Funeral Home to CPR Station. Body of Sgt A E Regimbal shipped to Lafleche, Saskatchewan and that of Q B Chace to Wichita, Kansas. No flying due to weather.

February 27, 1941

Airmen's dance held in recreation hall approximately 500 present. Station orchestra supplied the music. WC A C F Luke and representative of Aircraft Repair Ltd Edmonton visited Station to clear up difficulty re acceptance of reconditioned aircraft from Edmonton.

March 11, 1941

W/C A D Ross led flying formations in rehearsal for pictures to be taken March 12 by "March of Time". F/O H Bouts, administrative officer No 7 SFTS Macleod, visited Station.

March 18, 1941

Instruments for a complete 29 piece band arrived on Station today. Testing of prospective bandmen is being conducted by Sgt E Everson. Fire alarm drill was carried out at 1600 hours, water being turned on within four minutes of sounding alarm.

March 29, 1941

S/L G P Dunlop i/c 150 men participated in parade held in conjunction with Calgary's War Service Fund drive. This was the first public appearance of the band. Officers dance was held in the mess approximately 120 persons being present.

April 23, 1941

The commanding officer held a conference of all Station unit commanders at 1500 hours. First dust storm of the season darkened the sky at 1645 hours with a heavy wind and washed out flying. All aircraft landed safely. AC1 A Willie had his arm broken when swinging air screw on Anson 6116. Examination results for course 18 approved, T58A being prepared.

April 27, 1941

Motor cycle policemen and service police spent 30 minutes trying to chase a stray horse off the aerodrome. Horse finally jumped the fence and was last seen proceeding in a southerly direction. S/L G P Dunlop proceeded to Saskatoon by air on posting as OC of CFS Trenton.

May 12, 1941

The flying squadron of No 2 Wireless School are operating from the aerodrome at this Station today using the new hangar for their operations. They are really handicapped as the cementing of the apron of the hangar is not yet completed. The total personnel of No 2 Wireless posted to this Station comprises 19 officers and 104 other ranks and 45 pupils. The long looked for coffee urns and steam table for the east wing of the airmen's mess arrived on the Station at 1700 hours and an installation crew was immediately organized. Aircraft Dragonfly number 7624 with S/L J

R Frizzle as pilot visited the Station.

May 16, 1941

Three Fairy Battles arrived at Station from Edmonton en route to Dafoe, Saskatchewan. Department of Transport district electrician Mr Haines and the Station electrician Mr Daw completed repairs on runway lights.

May 17, 1941

Great activity has been shown by airmen in connection with planting shrubs etc. about their huts in connection with the CO's competition for the best appearing barrack block grounds. Very heavy wind today and dual instruction only was being carried out. F/O W Abercrombie is at Edmonton completing tests. The Station Australian football team were defeated by the Drumheller team at Mewata Stadium seven to nothing.

June 2, 1941

Officers drill course started today, two parades daily at 0800 hours and 1330 hours, approximately 30 officers attending. W/C A D Ross and Station band attended Victory Loan flag raising ceremony at cenotaph in Calgary. Ansons 2209, 2201, 2207 arrived from Edmonton at 1245 hours having been allotted to Station establishment. Mr Haines of Department of Transport and Station electrician working today on field lighting system. All heating in Station buildings with the exception of the administration building, hospital, guard house, GIS and control tower has been discontinued for the summer as of this date.

June 5, 1941

The officers on this Station were entertained by the Calgary Brewing and Malting Company at supper at their plant in east Calgary at 1800 hours. Approximately 30 officers attended. Mr W O'Brian, assistant editor of the *Montreal Standard* accompanied by RCAF press photographer visited the Station to obtain photographs and story of training. Course numbers 25 and 27 commenced writing examinations today. Identification photographs of Station personnel are being taken by Station photographic section. Anson number 2154 arrived from Edmonton at 1235 hours having been allotted to Station establishment. Mr E H Scott of the Department of Transport inspected runways today and Buchan Construction Company have been ordered to make slight repairs.

June 6, 1941

Formation flying by nine aircraft was carried out for press representative in the mountain area. Some good photographs were obtained of formation flying with mountain scenery as a background.

June 7, 1941

F/O P J F Kerans of No. 4 Training Command Educational Officer is on the Station for official visit. Seven aircraft are unserviceable and maintenance squadron awaiting piston rings. A great shortage of both piston rings and instruments is being experienced.

June 13, 1941

Anson 2209 crashed six miles south of Shepard, A class crash resulting in the death of LAC J R Roblin, a promising pupil who at the time of his death stood second in his class at GIS. Anson 6126 involved in crash category C otherwise flying normal day and night.

June 22, 1941

Due to suspected case of diphtheria all personnel were confined to barracks as a precautionary measure for 24 hours. Confinement lifted when tests proved negative. No flying today. No 3 duty watch attended divine service. Night flying washed out. Officers defeated by sergeants in challenge soft ball game.

June 24, 1941

Violent electrical storm hit the city about 2030 hours, torrential rains rapidly flooding subways and streets. Section of CPR line east of Canmore washed out as well as a stretch of the Banff Calgary highway. Normal flying day, night flying washed out. Small cave in number 2 runway due to old farm well site repaired. AC A T N Cowley AOC No. 4 TC Regina, accompanied by W/C C A Davidson, paid a short visit to the Station at 2030 hours.

June 27, 1941

Commanding Officer's inspection and flag raising ceremony at 0800 hours. Right Honourable W L MacKenzie King, Prime Minister of Canada, Chief Justice H Harvie, Edmonton, Brigadier F M W Harvey VC MC DOC, MD 13 and members of the staff made a tour of the Station ending in the officers mess. 150 delegates attending the 37th annual convention Union of Alberta Municipalities visited the Station. The visitors, many of them from the smaller communities throughout the province expressed their surprise at the size of the Station and the cleanliness of the buildings inspected was the subject of much favourable comment. No 3 SFTS was well represented by a wing of 475 and band in the recruiting parade held in the evening. A steady rain fell throughout the proceedings but failed to dampen the enthusiasm of the thousands who lined the streets to see the largest parade ever held in this city. Prime Minister W L MacKenzie King took the salute at the city hall. Concluding the parade a varied program of music and community singing was enjoyed by a large crowd at Victoria Park led by the massed RCAF Band, about 7000 men representing the three services, 5000 school children as well as members of the auxiliary groups were present.

June 30, 1941

F/O T Tucker No 34 SFTS Medicine Hat landed in Oxford aircraft and departed on return trip after short stay. Pilot Cairns and Benton from Macleod visited landing field for short time. F/O F C Manning inspected Airdrie, Shepard and DeWinton relief fields.

July 7, 1941

The Station was a scene of bustling activity as personnel were busy preparing to take part in the Stampede parade, heralded in advance as the biggest parade in Stampede history it lived up to expectations. Augmented by all branches of the armed services streets decorated with flags, bunting and coloured lights provided a Mardi Gras atmosphere. Both paraders and spectators were liberally garbed in Stampede finery. No 3 was represented by a squadron of 150 led by the band and received an enthusiastic reception from the throngs lining the streets.

July 8, 1941

The inter unit soft ball competition is providing great interest and recreation to say nothing of physical exercise. Cricket equipment, newly prepared, is coming into demand being particularly popular with the Australian pupils. Books in Station library total 445 and they are being well circularized. Maximum possible flying hours 24.

July 9, 1941

A group of army officers visited the control tower during the morning, the object of their visit being to view the aerodrome and plan the soundest method of defence against parachute troops. Eleven Tiger Moths under the command of F/L Smith left at 1030 hours on ferry flight to Swift Current. Heavy rainstorm at 2200 hours caused postponement of flying for a short period. Anson 6412 landed with undercarriage retracted, minor damage D category consisting of bent air screws, a bent pitot head resulted.

July 19, 1941

Finger printing of all personnel on the Station except RAF commenced under the supervision of the DAPM. Mowing and raking of hay on the aerodrome continuing. the stone fire place in the officers mess is taking shape, work on the airmen's tennis court is continuing and both the airmen's and officers tennis courts should be completed soon. Anson 6585 piloted by F/O Godfrey with two passengers returned to Claresholm at 0840 hours. P/O J E Bisson in Anson 2302 from this Station arrived from Winnipeg at 1520 hours. Flying instruction as usual and lectures to course 29 and 32 until noon when GIS work ceases for the day.

July 31, 1941

Aircraft of strength: 66 type Anson

August 7, 1941

The red white and blue trimmed silver Lockheed aircraft carrying the Duke of Kent and party took off at 1220 hours for Vancouver. HRH refreshed from a two day vacation in Banff returned to No 3 for a brief visit before leaving for the flight over the Rockies. Prior to the takeoff HRH and party visited the officers mess. Conducted through the mess by W/C A D Ross the Duke met and chatted with a number of the officers who are all much taken by his friendliness and his interest in the Station generally. George Ellis, grand master of the Grand Lodge of Alberta and J W H S Kemmis, secretary, were on hand to meet HRH at his own request. F/O F D McKechnie from Macleod arrived in Anson 6303. Commanding officers inspection of barracks and messes. Fire place completed in officers mess adding greatly to the appearance of the room. Good flying weather though wind direction variable. Maximum possible flying hours 24.

August 15, 1941

Area search commenced for Anson 6568 at 0630 hours delayed owing to heavy ground fog. Aircraft located from the air at 50 degrees 52 minutes north latitude and 115 west longitude at 1230 hours on the east slope of Mount MacDougal apparently badly damaged and no signs of life. A road party headed by the commanding officer left immediately for the scent. Commanding officers inspection and parade called off, officers mess dinner postponed. Part of hut number 35 taken into use today by 50 potential pilots and observers posted here. Barrack accommodation 918.

August 16, 1941

Rescue party reached Anson 6568 about 1200 hours. F/O I M S Brown and R87072 LAC Greenfield F W found killed in crash. Other occupant R86606 LAC McGruther A M R found suffering from a broken leg and cuts but in good condition and good spirits in spite of lack of food or shelter for two days. Aircraft was down in a very inaccessible location twelve miles from the nearest road over timbered country and made more difficult by almost unsurmountable rock. Flying training during day no night flying.

September 23, 1941

A sad day for all at No 3 SFTS, the Station band being posted to No 2 Wireless School (Ed: Shepard). Barrack blocks reorganized, sections being grouped together with further grouping of trades and parties. Final examinations for course 34 completed. A/M A G R Garrod CB OBE MC DFC etc and party took off in Lockheed and Harvard for High River to officially open No 5 EFTS.

September 25, 1941

F/L A S Turnbull of No 4 TC visited and discussed with Works and Buildings Officer fencing of Station. Works and Buildings Section started winterizing vehicles. Dominion Bridge Co. sent

two men to tighten hangar bolts. Clouds low in evening with snow threatening.

Editor's note: Shepard was used as a relief field for this Station.

October 5, 1941

W/C A D Ross attended wings ceremony at No 15 SFTS at Claresholm, the Duke of Windsor presenting wings to graduate pupils.

October 17, 1941

A red letter day for the unit. The first issue, 4,000 copies, of the Station magazine "Foothill Flyers" is being released. Much credit is due to the editor F/O H A Webster for the excellent quality and arrangement of material. The magazine is to be issued monthly. Works and Buildings section commenced building guard lookout atop number five hangar, this in accord with new policy for additional security in hangar area.

November 8, 1941

W/C A D Ross and W E Kennedy proceeded to Lethbridge by air to attend official opening of No 8 Bombing and Gunnery School returning after dark making first night cross country flight at Station. Works and Buildings section swept runways and repaired aerodrome lights. Assembling of Holmes wrecker, received in dismantled condition, completed.

November 10, 1941

Normal flying instruction continued under excellent weather conditions both day and night. S/L G M Marten, F/L F R McManus, medical officer, F/O G G Anderson took off at 1110 hours to locate reported crash at Big Springs School approximately 25 miles north west of Calgary. W/C W E Kennedy also joined search in Anson AW454. Both aircraft landed about a mile from the scene of the crash which proved to be Menasco Moth 4833 from No 2 Wireless Flying Squadron. On arrival the aircraft was on fire and the pilot F/O J Robinson dead and LAC Gravell K M badly injured and burned after being dragged from the burning aircraft by Mrs Francis Walsh, school teacher, of big Springs School. Mrs Walsh braved great personal risk in rescuing LAC Gravell and received bad facial burns in so doing. The fire was extinguished and medical aid rendered to LAC Gravell. The civilian doctor of the district was present at the scene on the arrival of the party from this unit. The unit ambulance under F/L W S Metzler located the scene of the crash after some difficulty and conveyed the injured man to the Colonel Belcher Hospital where he died shortly afterward. Remains of F/O Robinson were returned to city. F/O G G Anderson remained on guard until the arrival of the guard from No 2 Wireless School at 1630 hours under S/L A C Heaven, officer commanding No 2 Wireless Squadron. Cause of crash undetermined. A/V/M S J Goole RAAF paid a routine visit to the Station in the afternoon and met the personnel of course 42 being newly arrived Australians. Maintenance squadron attended practice drill for armistice parade in morning. Regular monthly officers mess meeting held, there

being 48 officers in attendance, routine business of the mess being discussed.

November 20, 1941

Strong north west wind during day necessitating grounding of the Menasco Moths at No 2 Wireless Training Squadron, velocity reaching 35 to 40 miles per hour. Cessna Cranes numbers 8114, 8118 and 8120 delivered from Winnipeg. Cessna Crane number 8117 on being ferried from Winnipeg was involved in a crash one mile west of the aerodrome at 1715 hours, crash classified as B category. The pilot, F/O George Varga of No 4 Training command ferry flight, ran short of gasoline as he approached the aerodrome to land. With one engine cut out he overshot the runway and had insufficient power to make a second circuit. He landed on rough ground west of the aerodrome damaging one wing and the undercarriage. There was no personal injury to any of the occupants. F/ F C Manning, station engineer, with F/L D B Reese of No 4 Training Command visited Shepard relief field to inspect progress of work being done. Lighting of station rink completed.

November 21, 1941

The regular monthly officers mess dinner held at 1900 hours at which W/C W E Kennedy made a brief farewell address to the mess members on being posted to Claresholm as commanding officer of No 15 SFTS. The dinner was followed by cards and a sing song. Flying carried out for ten hours during the day.

November 30, 1941

Total strength of Station as of this date: RCAF officers 76; RCAF airmen 870; No.2 Wireless Flying Training Squadron 141 RCAF; trainees 172; dentals 8; 1 RAF officer, 5 RAF airmen; 127 civilians. Total number of aircraft on strength 106; Anson 69, Cessna Cranes 37. Total number of hours during which flying carried out for the month 309.50. Group Captain A D Ross, Commanding Officer

December 2, 1941

W/C P R Hampton, SPSO No 4 Training Command and G/C D C Iron OBE, commanding officer No 39 SFTS RAF Swift Current visited Station and as the RAF unit at Swift Current had just recently arrived in Canada were taken on a tour of the Station by G/C 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 65 miles per hour. Two additional Cessna Crane aircraft delivered from Winnipeg.

December 6, 1941

Pilots of A, B, and C flights on cross country flights to Saskatoon, Regina and Yorkton. P/O C G Boll posted to No 5 EFTS High River. P/O A R Morrissette posted to No 11 EFTS Cap

de la Madeleine, PQ.

December 11, 1941

Routine flying instruction continued under good weather conditions until 1200 hours when flying was washed out due to threatened snow. Bolingbroke number 9014 and Oxford number A530 arrived from Suffield Experimental Station at 1150 hours. R56876 LAC Ryan G F of No 2 Wireless School, former Sergeant Pilot of this unit, was killed in a Moth plane crash at Midnapore at 1100 hours. Wireless student R86335 LAC Lowery E A was badly injured and died later. The unit ambulance responded immediately to the call. F/O W Abercrombie, examining officer of No 1 Squadron, promoted to Acting Flight Lieutenant. Commanding Officer's inspection of barrack huts and quarters held in morning, hut number 14 considered to be in the best condition of any of the barrack huts.

December 14, 1941

Cessna Crane 8160 piloted by AUS405613 LAC Williams D C was involved in a flying accident at the west end of the aerodrome at this Station at 1035 hours. After the aircraft had become airborne the cabin door sprang open causing severe vibration and frightening the pupil pilot. The pilot attempted a forced landing and ran into rough ground on the aerodrome stripping undercarriage and damaging the engines. No injuries were sustained by the pilot. Works and Building crane picked up Cessna aircraft number 8160 and transported it to number 5 hangar.

December 15, 1941

Weather overcast and snow flurries throughout the day. Routine flying instruction continued throughout the day. A large number of Australians in course 42 made first solo flight on twin engine aircraft. Six boxes of Australian comforts arrived at GIS for distribution to Australian personnel. Works and Building personnel doing work at Shepard relief field and maintainer work at De Winton with No 4 Training Command power maintainer. Aerodrome inspected at 0730 hours and runways swept by Works and Buildings.

December 20, 1941

Flying discontinued in morning due to low ceiling, threatened snow and poor visibility. F/O L N Linnel up at 0815 hours for a weather test and reported weather unfit for flying. Flying was resumed at 1201 hours when weather cleared. At 1440 hours flying was washed out again due to a 60 mile per hour gust of wind and heavy snow. General recall signal by mortar shell sent up. The storm was of short duration. Nine aircraft were unaccounted for at the time, six landed at Shepard relief field, one at High River and one at De Winton, S/ P Pitt H E in Crane 8132 riding out the storm. All aircraft landed safely at 1700 hours.

December 21, 1941

Six second lieutenants of the US Army Air Corps, California, accompanied by Mr C M Helmer, Canadian Manager of Western Airlines, Lethbridge, returned via rail to Calgary from RAF Station Swift Current after ferrying Harvards to that Station. After having dinner at the officers mess they were then flown to Lethbridge by F/Ls M C McDiarmid, W Abercrombie and S/P H B Halleltt.

December 23, 1941

A C5 crash occurred on this aerodrome at 1115 hours. Anson aircraft 6201 with S/L F R Sharp and LAC Pawlowski J broke port undercarriage brace in precautionary landing in wings test. F/L W Abercrombie noticed damaged undercarriage and aircraft was warned and undercarriage raised. The field was cleared, two crash tenders and ambulance on hand, and ground crew standing by. The aircraft was signalled to land and S/L F R Sharp made perfect wheels up landing damaging only propeller tips. No injuries were sustained by the occupants. Cessna Crane 8132 piloted by LAC Blick C W A Australian course 42 involved in crash at 1155 hours on aerodrome, the pilot on solo practice making single engine landings ground looped damaging undercarriage and port engine mount. Three Tiger Moths departed for Medicine Hat in charge of F/O W Decker. F/L Gibson arrived from Lethbridge in Crane aircraft 8178 at 1200 hours. With F/O D Paine in charge five Tiger Moths departed for Medicine Hat at 1200 hours. P/O J G Cote and H A Ardley, Link trainer instructors, reported at this Station from No 1 ITS Toronto, Ontario. At 1510 hours a duty pilot was notified that Moth 5967 of No 10 ARD struck high tension wires at Medicine Hat and landed in the river. P/O Littlewood RAF Swift Current, piloting the aircraft, drowned in the Saskatchewan River. The Station motor transport took Christmas leave party to railway station. Works and Buildings putting on door stops on all outside doors.

December 25, 1941

A splendid Christmas dinner was served by the officers in the airmen's mess at 1200 hours. S/L R Sharp, senior officer, was present. The dinner was thoroughly enjoyed by all and was followed by community singing. At the conclusion of the event, the Australian airmen in attendance gave the Canadian airmen three hearty cheers and sang "For They Are Jolly Good Fellows". The Canadian airmen responded similarly. F/L F C Manning brought the Station's unofficial mascot to the Station. It is a young lion and all personnel were quite interested in the animal but several remarked that they would rather play with it now than six months or a year hence. Flying was washed out for Christmas day and all airmen excepting those kept on duty in case of emergency were given the day off.

December 31, 1941

Total number of aircraft on strength December 31, Cessna Cranes 65, Ansons 59, total 124.

January 2, 1942

Course 45 comprising 50 RNZAF potential pilots arrived from Vancouver. They stated that their ship came through the new war zone in the Pacific without event apart from the inconvenience caused by the necessity of 24 watch for enemy aircraft. Originally there were 52 in the party but one airman was left in San Francisco having developed mumps while another was hospitalized in Vancouver. At 1000 hours for some unknown reason a car containing a number of civilians stopped at the gate at the south west corner of the aerodrome removing the bolts hinging the gate, they drove their car onto the aerodrome. Their intentions being investigated by the security guard they drove their car around and drove off before they could be questioned. In the meantime and before the gate could be closed a stray horse entered the gate and started across the aerodrome. The horse was soon chased back through the gate and the gate was permanently closed.

January 5, 1942

Duty pilot received report that a Crane aircraft from No 15 SFTS Claresholm had crashed at Michell, BC in Crowsnest Pass in afternoon. No details given. Three aero engine mechanics and two airframe mechanics taken on strength from St Thomas, Ontario. All ranks who had been on special new years leave reported back to duty. Section erected temporary accommodation at Shepard relief field for crash wagon and ambulance. Station hockey team defeated No 10 ARE by a score of six to four at the Arena Rink. A number of officers from No 3 turned out to support their team. Flying carried out for three hours during the day.

January 6, 1942

A class C2 crash occurred at 1730 hours when S/L F R Sharp on instructions from No 4 TC tested pilot ability of civilian Joseph Charterest of Great Falls, Montana. The aircraft involved was a Menasco Moth number 4938 borrowed from No 2 Wireless School. No personal injury to occupants but air screw and wing tip damaged. F/O D D Dall checking inventory of GIS building 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 this city.

January 15, 1942

Temperature 55 degrees above zero. Chinook wind blowing from the west. Normal flying instruction continued during the day. Two new flights established from course 46 to operate from Shepard relief field to relieve traffic congestion on main aerodrome. FO J W Graham posted to number one squadron for instruction. WC R R Hampton, FL W R Pierce and section officer Evans CWAAF visited Station and discussed CWAAF matters with the commanding officer. Works and building section borrowed street marker from city of Calgary to mark parking area on taxi strip. Work commenced on new quarters for the CWAAF officers.

January 16, 1942

Officers mess dinner held at 1730 hours. Farewells were extended to FL H A Webster, Station adjutant, FL W Abercrombie, examining officer and FL D S Jacobs OC A Flight, these three officers having received notification of their posting overseas. Following the dinner a sing song and games were held which were enjoyed by all. During the evening FL F C Manning, accompanied by FL W Abercrombie, went to the home of Mr L Williamson to bring Cleo the lion cub, the official Station mascot, back to the officers mess. While getting ready to return, Cleo disappeared outside and the party spent considerable vainly endeavouring to locate its whereabouts, finally returning to the mess without success. Some amusement was caused when a call was put in to the city police department asking that they assist two officers locate a lion which was running at large in the Mount Royal district.

January 19, 1942

Normal flying instruction continued from main aerodrome and from Shepard relief field. Due to variable winds, runways were disregarded and all aircraft operated across runways into the wind. Six new Cessna Crane aircraft delivered to Station by ferry flight. New aircraft are equipped with full vision over pilot which is a great improvement over the type previously supplied.

February 4, 1942

Air force routine order dated 31 42 received today advising that F/L R Thorold-Smith, the Australian senior graduate from the first class of this Station, has been awarded the DFC while serving overseas.

February 5, 1942

All flying washed out until approximately 1600 hours on account of heavy fog. G/C A D Ross, commanding officer, held a parade at 1100 hours and took the wing on a route march of approximately three miles, the band from Number 2 Wireless School being in attendance. Interviews for course number 42 commenced at GIS. The Buchan Construction Company, awarded contract for new Link trainer building, commenced thawing out the ground on the building's site.

February 6, 1942

Again heavy fog necessitated the cancellation of flying instruction. Two TCA Lockheed aircraft being unable to land on the municipal aerodrome landed here and discharged their Calgary passengers, later taking off for Edmonton. Pupil pilots engaged in cockpit drill during morning and reported to the Station dental officer in afternoon. By-election held for New Zealand personnel at this unit.

February 22, 1942

Commanding Officer's church parade held at Calgary Protestant Cathedral at 0900 hours followed by special baptism service for Station personnel. Airmen attending parade were transported by trucks to Calgary and two or three of the Australian suffered frost bitten ears. Weather clear and cold being 10 degrees below zero. A fatal flying accident occurred three miles of No 37 SFTS Calgary (RAF) when Cessna 8129 crashed with S/P H E Pitt R68214, flying instructor, LAC Pike F G AUS411639 and LAC Nichols O J AUS4236, both pupils of course 42. The three occupants were instantly killed. Cause of crash believed to be carbon monoxide poisoning from cabin heater.

March 3, 1942

TCA reported their Lockheed 12 CF-TCO in collision with Cessna Crane aircraft 8712 near Dalmead, Alberta. Slight damage done, no injury to personnel.

March 31, 1942

Normal flying instruction continued day and night, visibility good. Course 48 finished writing their final examinations, course 52 drew publications. WO2 Whiteford A B, flying instructor, appointed to the rank of pilot officer. A grass fire was started southeast of number one runway at 1620 hours. The cause of the fire was that the man in the control cart signalled an aircraft with the Aldis lamp not to land. As it appeared that the pilot did not see the signal, the operator in the control cart fired a cartridge from a Very pistol into the ground, causing the grass to ignite. The fire was instantly brought under control. Shrubs on Station being pruned. Aircraft on strength 31 3 42: Cessna Crane 89, Anson 23, total 112.

April 1, 1942

Normal flying commenced at 0815 hours and continued until 1800 hours. Anson 6879 in B category crash at Shepard aerodrome at 1530 hours. Aircraft was piloted by WO2 MacIsaac J D accompanied by FL T B Wood and members of the ground crew for Shepard. Evidence indicates that the starboard tire went flat in the air or immediately on contact with the ground. Pilot using every means possible kept aircraft straight for approximately 50 yards when it swerved off the runway and ground looped. None of the occupants were injured.

April 5, 1942

Easter Sunday church parade in the form of a drum head service was called to attention by commanding officer W/C G P Dunlop at 0900 hours. The service was held on the parade ground with exceptionally favourable weather conditions prevailing. Music was supplied by the Calgary Wesley Church Choir, No 2 Wireless School Band and a Hammond electric organ. The Station padre F/L W J M Swan delivered an inspiring sermon. Day flying commenced at 1015 hours and was washed out on account of inclement weather at 1350 hours. Due to a very high wind, a

bad dust storm resulted and seven of our aircraft landed at other aerodromes.

April 9, 1942

F/L L H Witherspoon, known to his Canadian associates as "Tex" and one of the advance party that opened this station has been released from the RCAF to enable him to return to the United States to accept a commission in the United States Navy as a navigator on a torpedo bomber squadron. Tex will be greatly missed at this Station.

April 14, 1942

Cessna 8172 piloted by NZ415015 LAC Priest R E who was under the hood was flown into a flock of ducks at 5000 feet while doing split instrument instructions. NZ415002 LAC Menzies I R was a passenger. A C14 crash resulted, damage being to the port and starboard engine cowlings, front starboard mainplane spar cracked and left edge damaged. Cessna 8707, piloted by S/L J R Frizzle, landed at No 37 SFTS with wheels up. Personnel of all ranks in GIS started spring housecleaning removing wax from floors by using varsol, dusting and washing.

April 15, 1942

While night cross country flying from Calgary to Penhold, Drumheller and back to Calgary, Crane 8153 engine failed. Cause suspected fuel shortage at 0120 hours 16/4/42, location two miles south and three miles east of the junction of No 9 and No 26 highway. Occupants flying instructor P/O D J Corcoran, R106924 LAC Northrup J R, R60659 LAC Wuetherick J C, R110391 LAC Crosbie R T bailed out. Three of the occupants were only slightly injured and the other one escaped without injury of any kind. Class A crash.

April 23, 1942

Two new Cessna Cranes of the FJ series were received on the Station from USA by way of the US Lease Lend Act. Loaders and tractors continuing the work of distributing loam in preparation for grass seeding around the buildings. Flying carried out for 0910 hours during the day, no night flying.

April 24, 1942

Flying washed out from 1400 hours and all Station personnel turned out for wings presentation parade, course number 46 being the first course of New Zealand personnel to graduate on this Station. Wings were presented to the graduates by W/C G P Dunlop who was in turn assisted by W/C T W White, chief New Zealand liaison officer. Forty six New Zealand graduates received their wings and one RCAF graduate. LAC Boyle P M received appropriate recognition for all-around ability in being awarded the highest marks in his class. Fifteen members of this class were graduated as commissioned officers. Through the efforts and foresight of several officers on this Station and upon a general meeting of these officers it was decided that a Station

emergency fund be inaugurated. This fund is created for the purpose of having ready cash available for the assistance of Station personnel when in dire need require funds to meet some necessary and unforeseen emergency. A concert was held in Western Canada High School April 23 and 24. The cast and all participants in this concert were composed entirely of service personnel same being drawn chiefly from No 3 SFTS in addition to the male voice choir from No 37 SFTS RAF and the Air Force Band from No 2 Wireless School. LAC Baker No 31 EFTS RAF De Winton also kindly gave of his talents on both evenings. After expenses had been paid from the receipts of ticket sales, \$450 cash remained, all of which was turned over the Station emergency fund committee. It was also agreed that 15% of any proceedings from money raised for this fund would go to the RCAF Benevolent Fund.

April 27, 1942

A serious collision occurred above the aerodrome at 1430 hours. Crane aircraft 8701 No 3 SFTS and a Fleet Fort number 3591 No 2 Wireless School flying squadron were involved in a mid-air collision approximately 250 feet above number one runway. The three occupants of the aircraft F/L H M Rowlings, F/O H H Weeks and R1 18204 LAC Flatt B A were instantly killed. The occupants of the Fleet Fort F/O J M Simpson and NZ414888 LAC Newell H were able to land the aircraft safely.

May 1, 1942

Work commenced on the grounds and lawns surrounding GIS building. Flower beds have been improved and a general campaign is being carried out by the armament branch. Aerodrome inspected by Works and Building department and runways cleared with the sweeper.

May 8, 1942

Attention was directed at 0930 hours to a student making his first solo flight. Owing to his inability to reduce the speed of his Cessna Crane sufficiently for landing it was required that he make seven circuits of the field. On the seventh trip, he stalled his motors completely and was able to complete a perfect landing.

May 11, 1942

No 4 Training Command requested the use of Anson 6209 for the purpose of taking photographs of the flooded area at High River. This operation was successfully completed and several good shots were made.

May 16, 1942

A new Cessna Crane FJ223 was delivered on the Station. Parking lots for private cars being allotted on the Station. Improvements being made in the hangar area in the way of seeding grass and removing loose stones. Sidewalks are in the course of construction. \$500 was collected

from the personnel of this Station on pay parade for the Red Cross campaign.

May 18, 1942

Anson aircraft are being prepared for continued delivery to Edmonton. A Bolingbroke bomber number 9019 landed at the Station from the experimental Station Suffield. A course in Moskeet-o shooting commenced at GIS today. This course will be attended by all armament officers under No 4 Training Command. The general appearance of the Station grounds is considerably improved owing to seeding and tree planting operations. Corner posts are being placed around all permanent drives. These when painted add to the general appearance of the grounds.

May 20, 1942

The navigation staff GIS with the assistance of F/L H L Woolison and Cpl Street D were busy taking a number of photographs of towns surrounding Calgary. It is intended to incorporate these photographs in a map being drawn up of this district. This material will be used in study and lectures by trainees for map reading exercises.

May 23, 1942

Works and Building section have practically completed grass seeding work on the Station area while the planting of numerous trees and shrubs continues. Crew from No 10 RD preparing three Ansons for delivery to repair depot Edmonton. (Ed: these were the last Ansons on the station, all others being Cessna Cranes)

May 29, 1932

All American personnel who applied for transfer from the RCAF to their own country's armed forces were interviewed by the joint board in Calgary today. Four flying instructors from this Station made application. Three of them held the rank of pilot officers and one flight sergeant. They were all accepted and commissioned in the armed forces of the United States. Weather was cloudy and light snow scurries occurred in the morning.

June 3, 1942

Normal day and night flying under excellent weather conditions. F/O W N Venables posted to No 8 Bombing and Gunnery School, Lethbridge to be attached to the new fighter squadron at that unit (Ed: #133 FS). Serviceable aircraft: 70 Cessnas.

June 10, 1942

The King's Birthday Honour List announced today included W/C G P Dunlop, commanding officer of this Station, who was awarded the Air Force Cross for all round good service and

devotion to duty in flying instruction. Also affecting this unit is the award to Mrs Frances Walsh, 29 year old Calgary school teacher, who was awarded the first George Medal to a Canadian woman for the part she played in endeavouring to save the lives of a pupil and instructor from No 2 Wireless School flying from this unit on November 10, 1941. The circumstances under which Mrs Walsh was awarded the medal are as follows: Moth aircraft 4833 from air operating squadron No 2 Wireless School operating from this unit crashed in the school yard of the Big Springs School at approximately 1100 hours on 10/11/41 and immediately burst into flames. The pupil LAC Gravell K M, in spite of his clothing being in flames, was endeavouring to pull FO James Robinson from the blazing wreckage when Mrs Walsh who had heard the crash rushed out and raced into the wreckage, dragging the pupil LAC Gravell there from and rolling him on the ground to extinguish the fire from his clothing. Mrs Walsh suffered burns and shock but made no mention of her own discomfort until medical officers had attended to the dying airman. It is gratifying to learn that LAC Gravell K M, pupil, was posthumously awarded the George Cross. Day flying carried out under normal weather conditions but night flying washed out on account of rain.

June 19, 1942

Fifteen aircraft ordered into stored reserve, serviceability of aircraft cut down to 45. Shepard relief field not being used due to condition of runways. Building number 36 being altered for RCAF WD canteen. Wings parade held on drill square for course number 50, the eighteenth course to graduate from this Station. Twenty eight Canadian and 13 New Zealanders received their wings. W/C G P Dunlop AFC, commanding officer, presented a gold identification bracelet to each of the senior graduates, namely R98845 LAC McLean D B F and NZ415292 LAC Clarke W P N. R86606 LAC McGruther A R M who was posted to No 3 SFTS on 4/7/41 and attached to course number 32 also received his wings with this graduating class. LAC McGruther, along with F/O I M S Brown and LAC Greenfield F W crashed in an Avro Anson on Mount McDougall on 14/8/41. F/O Brown and LAC Greenfield were instantly killed. The rescue party, in charge of the former commanding officer of this Station, then W/C A D Ross, now group captain, found McGruther in high spirits after two days without food or shelter. He spent six months in hospital recovering from his serious injuries. F/O W J Bixal, who received his wings during the last war, received his wings for the second time so that he would be able to fly any type of service aircraft.

June 30, 1942

Total strength of Station as of this date: RCAF officers 114; New Zealand officers (graduates) 4; RCAF airmen 803; No 2 Wireless air operating squadron 155; RCAF trainees 169; trainees No 2 Wireless School 42; RNZAF trainees 44; dental officers 4; other ranks 10; CBC 3; civilians 131. Total number of aircraft on strength, Cessna Crane 103, Ansons 2. (editor's note: check out CBC involvement in this and other wireless schools)

July 6, 1942

One half the Station personnel were relieved from duty to attend the Calgary Stampede. All classes from GIS were dismissed excepting course number 52 who were writing final examinations. 150 personnel from our Station participated in stampede parade. No 3 SFTS was represented by a float made from an Anson fuselage which was humorously decorated. Drainage system and ditches being checked by Works and Buildings Section all found to be in good order considering the heavy rainfall that had been experienced.

July 8, 1942

Twenty five aircraft are grounded due to lack of tires.

July 24, 1942

Mr H R Carson of the Taylor, Pearson and Carson Radio Corporation, Calgary, acting in his capacity as director of the National Air Cadet League of Canada visited the Station on a routine inspection of cadet training facilities. M Baptiste Kayron, president of the Calgary branch of the Free French Movement was received on the Station and permitted to address a group of French speaking airmen and officers at No 3 SFTS. Some ten French Canadians and Free French personnel attended Mr Kayron's lecture which was inspiring from the point of encouragement and appealing to their patriotism to the cause of democracy.

July 28, 1942

Women's Division: Seven cooks and ten hospital assistants arrived on the Station, reporting from training schools in Guelph and St Thomas respectively.

August 19, 1942

Four Crane aircraft and two Stearman aircraft landed on Station aerodrome during day. The Women's Division entertained 50 to 60 members and regents of the IODE at a tea in their recreation centre at 2000 hours. S/L B R Rae of the New Zealand Air Mission visited Station and gave lecture to New Zealand trainees for one half hour.

September 20, 1942

A Fleet Fort from No 2 Wireless School flying squadron ground looped without apparent damage. Maintenance squadron advise 62 serviceable aircraft on hand and state that owing to the stress of work there was no attendance on the regular church parade. The personnel at number five hangar have been divided into three shifts for a few days.

October 3, 1942

Preparation is under way on the Station for the special anniversary radio broadcast to be held October 28. Committees have been formed and every effort is being put forth to make this an outstanding occasion. All special talent on the Station being interviewed and many special radio auditions have already been made. Considerable experienced theatrical talent has already been proven to be available from the different ranks of the service personnel.

October 9, 1942

Wings presentation parade was held at 1400 hours. A special setting was arranged on the tarmac strip which proved to be very effective, the wing of four squadrons being formed up in crescent shape with the graduating class in the centre and a background of two rows of aircraft. Mayor Andrew Davison was a guest on the Station for this occasion and pinned the wings on each graduate being assisted by W/C G P Dunlop AFC. Mayor Davison also delivered the graduation address.

October 19, 1942

Ten Anson aircraft from No 1 ANS Rivers, Manitoba carrying a personnel of 18 officers, 28 NCOs and four airmen landed at the Station during the night. This flight was in the form of a routine navigation trip, S/L S R Bell in charge. The party remained at the Station for a period of 12 hours then returned to Rivers.

October 20, 1942

A unique incident occurred when a Cessna aircraft was damaged while in flight by colliding with a flock of 18 wild ducks. The aircraft was being piloted on a routine flight by a student trainee who made a successful landing in an open field but upon investigation it was found that the aeroplane was not airworthy and it was necessary that it be dismantled and conveyed to the Station by service motor truck.

October 26, 1942

Forty nine serviceable aircraft available for training operations. S/L R D Byers AFC was directed to carry out a mock bombing raid on the town of Bassano. The "raid" was arranged in conjunction with black out practice of this town and it is reported that the black out was complete from the air.

October 31, 1942

Several airmen have been posted from our Station to the Northwest Staging Route, Edmonton. Three MT personnel were ordered on temporary duty for the month of November to assist in transportation to Fairbanks, Alaska, this being the first traffic over the new Alaska Highway.

December 4, 1942

Wing parade for course 62 was held in the drill hall. Seventeen RCAF and 39 Australian flying trainees were presented with their wings by W/C J L Berven in the absence of G/C G P Dunlop AFC at Ottawa. 2334 Sgt Little S W won the proficiency award gold bracelet presented by the officers mess. Class average for this course is 80.2 percent. On the same parade, an unusual occurrence took place when R51231 WO2 Vallance G P was presented with certificate from the Royal Humane Society in recognition of gallantry and initiative in assisting to save the lives of several people from the Avammore Hotel fire in Toronto on March 15, 1940.

December 10, 1942

No 2 Wireless School flying squadron vacated the Station moving to their new home at Shepard.

January 13, 1943

A new type aerodrome control truck was put into service today and is a decided improvement. Runway changes can now be effected much more quickly thus saving considerable flying time. Officers of the Station were entertained at the Calgary Brewing and Malting Company Limited at a dinner during the evening and a very enjoyable time was had.

January 21, 1943

The severe cold weather has considerably upset flying schedules on the Station. The serviceability of aircraft today is up to 84 (percent - ed). Considerable difficulty has been experienced by personnel living off the Station reporting to work at the usual times due to tie ups in the transportation system of the City of Calgary and the fact that few are operating private cars. Temperatures during the last few days have dropped as far as 46 degrees below zero and today no break appears in sight. Works and Building are still having their difficulties but doing an excellent job in keeping the heating system in as close to normal as possible.

February 23, 1943

Communication flight from No 4 Training Command consisting of five officers, five senior NCOs and 17 airmen from Municipal Airport and No 37 SFTS moving to this Station for attachment this unit with F/L L Gill as officer commanding. Station concert party presented "Slip Stream Review" in recreation hall at 2015 hours. Directed by F/O W I E Walker and F/O C V Rouse, the cast of 40 Station personnel presented a most creditable performance which was enjoyed by a capacity audience.

March 25, 1943

Icing conditions very bad. Fog and snow kept aerodrome closed during the day. Crane aircraft 8163 with F/O J H Somerville as pilot, F/L R J Wright, navigation officer as passenger and

R58800 LAC Mills A L student pilot on night cross country from Calgary to Rocky Mountain House, Stettler and return Calgary reported missing since early morning. No 4 Training Command instigated search for missing aircraft and six aircraft sent up to search for Crane 8163. All aircraft returned safely but every plane had windshield covered with ice as well as leading edges of wings and tail. The aircraft was located by a forest ranger and it was reported that they were all safe and one member of crew had a broken leg.

April 26, 1943

A Station dance was held in the evening to celebrate this Station receiving the pennant for the fourth Victory loan. A large crowd was in attendance and some 100 hostesses were invited from the city of Calgary. S/L J W Hanson, senior equipment officer and president of the fourth Victory loan, addressed the gathering and thanked them for their cooperation during the first part of the drive.

April 30, 1943

Wings parade for course number 72 was held at 1400 hours in the drill hall. W/C R D Byers, commanding officer, presented the wings to the graduates and R162846 LAC Duclos R B received the gold identification bracelet for being the class senior. Cpl Pettigrew N WD, No 14 SFTS Aylmer, Ontario presented wings to her son R151830 LAC Pettigrew R W. It is believed this is the first time in the history of the service that such an opportunity has presented itself.

May 24, 1943

Fine and warm weather prevailed all day and the sun shone brightly. The Governor General the Earl of Athlone, accompanied by his wife Her Royal Highness Princess Alice, arrived at this Station at 1500 hours. Hundreds of Calgarians were on the scene to welcome the royal party and many of the spectators were greatly impressed when an American airmen serving in the RCAF R201352 AC2 Millard J L from Jackson, Michigan (deferred aircrew) unfurled the Royal Standard upon the arrival of the Vice-Regal party. The Earl of Athlone, who was in the uniform of a major general of the British Army, and Her Royal Highness, who is the senior officer of the RCAF WD and attired in the uniform of an Air Commandant, inspected the guard of honour. The guard of honour composed of the graduating class course 74 and personnel of the Women's Division. The Governor General and Princess Alice chatted with many of the members of the guard and Princess Alice commended them on their smart appearance. The scene of the parade was a background of yellow Cessna aircraft fronted by RCAF personnel. The guard of honour was placed immediately in front of the saluting base and No 2 Wireless School and No 3 SFTS bands were to the left of the guard. The Lieutenant Governor of Alberta and Mrs J C Bowen and F/O S Evans, Staff Officer No 4 Training Command, were on the saluting base. A/V/M G R Howsam MC, air officer commanding No 4 Training Command, welcomed His Excellency and introduced him to the parade and civilian crowd in attendance. In a speech given by His Excellency to the graduating class, he compared the extensive training of the flying personnel to the training they received in the last world war. The Earl of Athlone gave high praise to the

instructors and had a special word of greeting to the New Zealand graduates which comprised the greater part of the class, mainly 43. NZ421488 LAC Aitken J K was presented with a gold identification bracelet by the Earl of Athlone on his being the senior graduate of the class. The Governor General chatted with many of the graduates as he pinned the wings on them. After the wings presentation, Princess Alice inspected the WD barracks and recreation centre and was pleased with the WD facilities. Her Royal Highness told the airwomen they were very fortunate to have such a homey recreation centre since so many they had inspected lacked coziness. Six WD corporals assisted F/O M M Graham OC WDs in serving tea in the officers mess. Another tea was also served at the YMCA hut for the graduating class. F/O M M Graham was presented to Princess Alice and invited to visit the Royal Car before the train left in the evening and Miss Graham was presented with a large autographed photograph of Her Royal Highness for the WD recreation centre.

May 27, 1943

Word has been received that acting F/L Noel Fraser Vincent AUS411832, a graduate of this Station on 27 February, 1942, course 42, has been awarded the Distinguished Flying Cross. F/L Vincent has participated in operation sorties over Germany, Italy and Tunisia and on one occasion made a successful forced landing on a beach with only breaking surf as a guide. This unit has also received advice of the award of the Distinguished Flying Cross to acting F/L Malcolm George Brown J8771 a graduate of course 36 at this Station. This officer has made many flights over enemy positions in the western desert and has photographed concentrations of armoured vehicles, the disposition of troops and various defensive positions in spite of fighter opposition. In an operation in March, 1943, in bad weather, he obtained photographs of Tarante from below 500 feet although pursued by enemy fighters.

June 2, 1943

At 0120 hours Cessna Crane I 7996 piloted by R75213 LAC Harmon L E crashed three miles west of Station aerodrome. LAC Harmon was on a routine solo night flight and was coming in for a landing when a red flare fired by the army at Sarcee was evidently taken by pilot to mean refusal to land. The aircraft climbed back up to circuit height and in down wind leg was seen to fly level and then dive straight into the ground. LAC Harmon was fatally injured and the aircraft completely destroyed.

June 15, 1943

F/L R O L'Ami, public relations officer No 4 Training Command, visited Station accompanied by Nicholas Zhivaynov, Ottawa correspondent for TASS, official Russian news agency. Mr Zhivaynov is making a tour of air force stations and army camps throughout the Dominion to attempt to interpret Canada's war effort to the Russian people and is being sponsored by the Wartime Information Board. He spent the morning at No 3 SFTS and had lunch in the officers mess. Mr Zhivaynov was shown the camera obscura room and allowed to climb into a Cessna Crane and operate the instruments. He stated that the Russians and Canadians have much in\

common, their manners, customs and traditions.

June 17, 1943

Flying accident occurred on Station aerodrome at 1103 hours. Cessna Crane I 7765 piloted by R175899 LAC MacKenzie R was taking off on right hand number 28 runway and swerved aircraft left. Pilot continued take off and struck aircraft Cessna Crane I 8705 piloted by R178010 LAC Jewell R M taking off on left hand number 28 runway when half way down runway. The cause of the accident was error in judgement on the part of pilot of Crane 7765 LAC MacKenzie R in that he continued takeoff after swerving off runway.

July 14, 1943

The findings of a district court marshal held on the sixth of July, 1943 for GB1587214 LAC Whittle P P (RAF), a student of course number 78, have been promulgated. LAC Whittle was found guilty on three charges: low flying, causing annoyance, and misconduct. He was sentenced to undergo detention for 60 days.

July 15, 1943

R886606 WO2 McGruther A M R, a former student of course number 40 and then posted back from his flying instructor's course to this Station, has been appointed to a commission with the rank of Pilot Officer. When McGruther was a student at this unit, he was the sole survivor of a crew of three in an aircraft crash on Mount McDougall, approximately 40 miles southwest of this Station. The latest edition of the "Foothills Flyers", the Station magazine, has been released and is now on sale at a price of 25 cents. One thousand copies were printed.

July 21, 1943

The Station administrative officer, S/L Allison C3616 and the Station's works officer F/O H C Walshaw C23936 visited the number 2 relief field at Inverlake, Alberta to check progress of construction. The buildings are expected to be ready for occupancy about the seventh of August, 1943.

August 20, 1943

Rain showers occurred in the afternoon but weather remained good until after wings parade. The wings were presented to the graduating class course 80 by W/C W R Irwin DFC and Bar C2344 commanding officer. The class leader was 2407A Sgt Insley J R who was presented with the gold identification bracelet. He also received a similar award on completion of his elementary training at No 5 EFTS High River. The parade was open to the public and quite a large crowd was in attendance. Among the graduates was F/L D H McLean C2102 who joined the permanent force in 1929. He received his air gunners badge in 1935 at Camp Borden and his air observers badge in 1939 at Trenton and was employed as an armament instructor.

August 25, 1943

A board of officers has been appointed with SL G W Hansen C1727, senior equipment officer No 3 SFTS as president, F/L R D Nash C11416 medical officer No 10 Repair Depot, F/L A M Paull C6934 W and B No 4 Training Command, and F/L J B MacDonald C1854 Signals No 4 Training Command for the purpose of taking over accommodation of this Station's R2 field at Inverlake, Alberta from the contractor Hornstrom Brothers of Calgary.

August 28, 1943

At 1135 hours Cessna Crane 8127 from No 3 SFTS while carrying out bombing exercise (number 6) collided in midair with Harvard AJ796 from No 37 SFTS RAF Calgary which was returning to home unit after completing formation practice. The collision took place at a height of 4000 to 5000 feet approximately two miles northeast of this Station's aerodrome over the city of Calgary. This is the first time an aircraft accident has occurred over the city of Calgary. The collision was seen from the control tower at this Station and crash tender and ambulance were immediately dispatched. Cessna Crane 8127 was piloted by AUS420664 Sgt Hardiman J D, flying instructor with GB1350886 LAC Eckert M V and AUS428036 LAC Ayton J L pupil pilots. Harvard AJ796 from No 37 SFTS was piloted by GB1339948 LAC Major J, pupil pilot. The Cessna apparently went into a spiral dive from which the pilot was unable to recover. AUS428036 LAC Ayton J L was able to abandon the aircraft and parachuted to safety while the instructor AUS420664 Sgt Hardiman J V and GB1350866 Eckert M V pupil pilot were unable to make this escape. The Crane spiralled into the ground and burned with the instructor and pupil in it. LAC Ayton parachuted to safety in the same block where Cessna 8127 crashed and was not seriously injured but received medical attention. The Crane crashed to earth in front of 839-19 Avenue West, residence of Mr and Mrs Herman Stevens. A milkman, John Tawse, suffered second degree burns when the blazing plane crashed near his wagon. Mr Tawse was taken to the Belcher Hospital. The milkman's horse was badly burned with patches of hide completely scorched away and it was necessary to shoot the animal. Terry McDonough, young son of R77683 LAC McDonough E P No 3 SFTS, was standing on the sidewalk by the milk wagon when the Cessna crashed. Terry McDonough's hair and clothing caught fire and his arms, head, body and legs were badly scorched. The youngster ran almost two blocks to his home after he had been burned and was then taken to the Holy Cross Hospital, Calgary. The Cessna came in from the southeast and dropped between the front corner of the residence of Mr and Mrs Stevens at 839-19 Avenue West and the house directly east without touching either house and buried its nose into the ground in the street. The northwest corner of the Stevens home caught fire and damage is estimated at \$200. Fire damage was also done to two other homes amounting to \$105. The damage to the Cessna was a total loss. The Harvard aircraft AJ796 piloted by GB1339949 LAC Major J after colliding with the Cessna from No 3 SFTS circled the Stampede grounds in Calgary and crashed in the infield a few yards from the racetrack near the southeast curve. The aircraft exploded as soon as it hit the ground and the occupant LAC Major was killed instantly. Men at the exhibition grounds when the Harvard crashed could not get within 100 feet of the aircraft because of the intense heat. Fragments of the two aircraft have been picked up in numerous places in the city of Calgary over a wide-spread area and one piece of an aircraft

weighing approximately 25 pounds went through a shingle roof and ceiling at the home Stuart Culpit at 320-18 Avenue West. A court of enquiry has been assembled by No 4 Training Command to investigate into this accident.

September 9, 1943

Captain C D Husband, dental officer, seems to be having difficulties when his dental chair collapsed for the second time this week. The RNZAF patient that was in the chair landed very gracefully on the floor, got up and remarked that he would bring his parachute next time. No one was hurt except the dignity of Captain Husband and his patient.

September 11, 1943

At 1800 hours a special welcoming reception was held for W/C G P Gibson VC DSO and bar, DFC and bar, celebrated dam buster of the RAF. W/C Gibson led a spectacular raid of 19 planes over the Mohne and Eder dams in Germany completely destroying the objective and is noted as the most decorated man of the present war.

September 28, 1943

At 1500 hours F/O C E Dore J26081 examining officer with R4201A LAC Maddock J pupil pilot and R144033 LAC Christian H passenger during a wings test in Cessna Crane I 8154 discovered that through the loss of a bolt the control column was completely ineffective in using the elevators. F/O Dore using his throttles and trim climbed up and practised controlling the aircraft by this method. He then returned to the aerodrome and attempted a landing. Conditions made this type of landing hazardous, the aircraft regaining altitude and the passengers were ordered to abandon the ship. FO Dore, in spite of the yaw resulting from the jettisoned door and normal aerodrome traffic, landed the aircraft without damage. Both passengers landed on ground safely.

October 6, 1943

AT147 Hampden bomber arrived from Winnipeg piloted by Captain Raymond. This aircraft left South Wales a few days ago and its destination is Patricia Bay, BC.

November 10, 1943

Works and Buildings personnel have constructed a new sentry box at the entrance of the Station. Across from the sentry box has been placed a stand consisting of a plate glass mirror beside which is placed illustrative photographs of the correct posture and proper wearing of airmen's uniforms. The photographs will be rotated from time to time to conform with the authorized dress in force. This mirror and stand should enable airmen and airwomen to check on their personal appearance before leaving camp.

November 26, 1943

No 4 Training Command have advised that this unit is to discharge R97939 LAC Edge P L who is at present serving in the United States Navy air services. LAC Edge was a student of course 36 who deserted the RCAF and went to the United States on the 11th September 1941 approximately two months before his class graduated. The reason for his discharge is stated as "His services being no longer required having deserted the from the RCAF and proceeded beyond the jurisdiction of the RCAF."

November 30, 1943

As a means of transportation, F/L L D Bourassa C26588 Roman Catholic Padre, purchased a red motor bike to enable him to visit on duty Number 11 Equipment Depot, Number 10 Repair Depot, and to make calls within the city of Calgary. F/L Bourassa travelled approximately 300 miles on his bike during November and averaged 40 miles to the gallon.

December 7, 1943

This unit's basketball team opposed the American Yanks at 2100 hours at the Central Collegiate Institute. The game proved to be most exciting with the Yanks leading 17 - 11 at half time. In the second half our team made a marvellous uphill fight and when the final whistle blew the score was No 3 twenty four, Yanks twenty.

January 2, 1944

No 4 Training Command have advised this unit that no course will graduate from this Station during the month of January. The change of time is due to the SFTS course being extended from a 16 week to a 20 week duration. The extended interval of SFTS training has put course number 90 well in advance of schedule and the graduating date will be 11 of February.

January 21, 1944

W315730 AW2 Hunt R E, a hairdresser, reported on Station from No 7 Manning Depot, Rockcliffe. A hairdressing saloon has been set up in the air women's canteen and shampoos, scalp treatments and wave sets are free to all air women on this Station.

January 16, 1944

While on routine night circuit training, P/O Johnson was checking out LAC Barr and the electrical system failed during the progress of the first circuit. The correct action in the event of such failure was carried out and on joining the circuit again LAC Barr was instructed to fire a cartridge into the Very pistol and the Very pistol into the firing chute to indicate to the control officer the possibility of his aircraft having to make an approach without lights. On firing the

pistol, the charge seemed to stick in the chute and the detonation blew the pistol out of the hole and flames and smoke into the cockpit. P/O Johnson placed his foot over the signal chute to get the flames out of the cockpit in this manner while LAC Barr operated the hand fire extinguishers and put the fire out. Windows were opened to clear the cockpit from the fumes and smoke after the fire was extinguished.

February 1, 1944

Approximately one half of the Station personnel were issued with the Canadian Volunteer Service Medal in recognition of 18 months service in the RCAF. One quarter of these personnel qualified for the clasp which is to be worn with the service ribbon in accordance with RCAF regulations.

March 30, 1944

R225247 Cpl McIntyre E C and AUS6068 LAC Rowell S L, victims of midair collision on March 21 have been awarded flying badges posthumously and promoted to the rank of sergeant.

April 5, 1944

Full flying operations are now being carried out at the relief field at Airdrie. S/L R D Miller J3263 OC Number 1 Squadron, is in charge of the organization at the R1. The senior control officer makes daily trips to the relief field to check on control equipment and procedure.

April 14, 1944

A count of takeoffs and landings was made during the afternoon flying period from 1330 to 1830 hours. 220 takeoffs and 228 landings were made, an average of three takeoffs and landings every two minutes.

June 14, 1944

The Stirling aircraft LK589 from Great Britain, which is on a tour of the Dominion of Canada, flew over No 3 and landed at No 2 AGTS. The chief instructor, S/L M C McDiarmid CAN C809, chief ground instructor F/L G K Winn CAN C2742, F/L H B Matthews J10585 and F/L J S Blackie J10112, flying instructors, attended a lecture at No 2 AGTS on navigation aids in the Stirling and were allowed to inspect the Stirling aircraft. (editor: AGTS? Is that Air Gunners Training School, Shepard?)

June 21, 1944

The chief instructor S/L M C McDiarmid CAN C809 was operated on this morning at the Number 10 Repair Depot hospital for appendicitis. His condition is good.

September 1, 1945

Air Force Headquarters message 3893 dated 24 August advises that No 3 SFTS will become inactive as a flying unit on 14 September and will be disbanded effective 28 September. A nominal role of the personnel selected for rear party has been drawn up. The rear party will comprise approximately 136 personnel and 17 civilians. Students of course number 134, the only course on the Station, have been divided into four flights in order to complete their flying exercises.

September 14, 1945

The control tower was officially taken over by No 10 Repair Depot control personnel. Today this Station became inactive as a flying unit. At the present time the only barrack blocks remaining open and having personnel of No 3 occupying same are barrack blocks 11 and 12 and WD barracks. Personnel of No 10 RD are occupying one half of hut nine and personnel of No 2 CMU are occupying the other half of the hut. The hobby shop equipment is being moved and Works and Building department will close down that half of hut number 41 shortly.

September 18, 1945

Works and Building personnel are winterizing and locking up the buildings at R2 Inverlake.

September 28, 1945

Station disbandment effective today. Last day of operations so diary will be submitted as of today. No 2 Air Command letter file Sept 147116/3 S1 dated 25 September advises that this unit is to post all other rank ground crew personnel on disbandment of Station to No 10 Repair Depot effective 28 September reporting 29 September. Personnel being retained on rear party at No 3 will report as advised by this unit. Weather partly cloudy to cloudy with high and middle cloud, visibility unlimited, southerly surface wind three to ten miles an hour. Maximum temperature 31 degrees. Aircraft strength: Harvard IIB 90 prepared for service; Anson V three stored reserve and Anson V eight prepared for storage. Station disbanded 28 September. H E Walker W/C Commanding Officer.

Editor's note: there is a large section of this record missing between June, 1944 and September, 1945.

