



Framfari



VOLUME II Number 20

C.F.B. GIMLI, ASPEN PARK, MANITOBA

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Editorial

It is kind of funny. The hard part about writing the last editorial is not how to finish it, but how to start it. You can be flippant about it and tell some kind of joke; or you can be serious and it reads like an obituary. We are not about to write an obituary to the Framfari. Someone tried that almost one-hundred years ago. The Framfari wasn't dead then and we doubt that you have seen its demise yet.

However, there are a few words we would like to say with regard to the passing of the second stage of Framfari. Specifically, we would like to thank again the many contributors to the newspaper. These hard working people give a base newspaper its local character. They are the ones who set a paper apart from all other base newspapers and help people look at themselves and their local community.

Secondly, our sincere thanks are extended to the many local businesses who, through our advertising revenue, have kept Framfari in the black. They have been very patient with us as we innocently put two competitors on one page and sold their stores out from under them with misplaced decimal points. Thank you again very much for your unconditional support.

Having said the important things first, lets get down to the last issue. Captain Jim Shultz started to compile an history of C.F.B. Gimli several weeks ago. At that time, we felt that we should include some of this history in our last issue. Since then, we have had a closer look at Jim's work and have decided that we should, in all fairness to the base, print as much of the history as possible.

We make no apologies for the length of this story nor for many



Prime Minister, The Right Honourable Louis St. Laurent was the first of two Prime Ministers to visit CFB Gimli. He arrived with his party August 3, 1951.
(CF Photo)

important events that are not recorded. As well we make no apologies for the large amount of information concerning graduations, accidents, and visitors to the station, for such is the nature of the business of graduating pilots.

The important thing to keep in mind, while reading this account, is that behind each name is a person, with his own personal story. We could not have recorded each of these stories for obvious reasons.

You will notice that there are many short accounts of accidents which occurred to Gimli aircraft. The object of including these accounts is not for sensational reasons, but for two, more important, reasons. First, these accidents occurred, and to ignore them and pass them over would not do justice to our story nor to the people who were involved in them. Secondly, it emphasizes the extremely low accident rate we now enjoy which is a direct result (of investigations and conclusions) drawn from these occurrences in the past.

The history, as you read it, will not extend to the present date. Contrary to what you would believe the recent history is the most difficult to document. Twenty years ago the personnel had a much stronger sense of history than they do now.

Included with this last issue of Framfari is a cook book compiled by the Officers' Wives Club of C.F.B. Gimli. The book is made available to the many families of the Gimli area as a token of the officers' wives appreciation of Gimli's kind hospitality. The book is printed in such a manner that you can cut it out and place it in a loose-leaf binder.

With these words, we close the second era of Framfari and wish the departing service personnel, their families and the local citizens of Gimli farewell, best wishes and may we meet again.

Flying Training at CFB Gimli

Compiled and Edited by
Captain Jim Shultz

FORWARD

On 1 September 1971 the gates officially close on one of the most active and best known flying bases in Canada, Canadian Forces Base Gimli. During World War II hundreds of aircrew for the British Commonwealth Air Training Plan were trained at Gimli. Since then additional hundreds of pilots for Canadian and NATO airforces have trained at Gimli.

Each and every person who trained at Gimli or was stationed there has a story. Each story, if properly documented and researched would yield sufficient material for an interesting book. Collectively these hundreds and thousands of individual stories, although they are not recorded on paper, constitute a certain aura, a reputation, a tradition. In other words the character of GIMLI has been established by every person who was there and every event which occurred there. This character persists and lives on long after the people involved have left and after the actual events are forgotten. This is true only as long as the base operates. When the base closes for the last time, this particular flavour, character, call it what you will, may all be lost.

The purpose of the following narrative is to preserve some of the significant information and to record important dates and facts which pertain to the flying training operations which have been carried on at Canadian Forces Base Gimli. It forms a part of a collection of photographs, albums, trophies and mementoes of Gimli. The entire collection will be housed at the new home of No. 1 Canadian Forces Flying Training School at Canadian Forces Base Cold Lake and will be accessible to all.

In conclusion, no pretence is made of having produced an exact day by day or even month to month record of events for the last 28 years. In particular, the war years and immediate post war era is covered very briefly. Information is, at this time, incomplete and the resources available would not accommodate the research the subject deserves. Any errors or omissions of important facts should be reported to the Commanding Officer, No. 1 Canadian Forces Flying Training School so that corrections may be made.

IN THE BEGINNING

The history of Gimli's association with the RCAF began in September 1943 at the height of World War II. Number 18 Service Flying School was opened to train pilots for the British Commonwealth Air Training Plan and was to become the largest establishment of its kind in Manitoba and one of the largest in the BCATP. Peak strength was one-thousand-and-three-hundred and thirty-seven (1337) officers, airmen and civilians including two-hundred and forty students. From September 1943 to June 1945 six-hundred and twenty-two pilots graduated from 18SFTS.

In June 1945 18SFTS was disbanded and reformed at Souris, Manitoba. Gimli then became the home of No. 1 Pilot Conversion School which was to train captain-pilots for the Pacific theatre. This project barely got airborne before hostilities in the Pacific ceased and the unit was disbanded. The last remaining unit at Gimli, No. 1 Winter Experimental and Training Flight was moved to Edmonton 1 October 1945. Gimli then became a Reserve Equipment Maintenance Satellite, first for No. 3 REC unit at Carberry which cared for 27 B25 Mitchell bombers, and then to No. 10 Repair Depot, Calgary.

Gimli was continually occupied in the post war period by a small maintenance staff which kept the buildings and facilities in good repair. During the summers Gimli was an active flying training base

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providing facilities for the RCAF auxiliary squadrons. Various types of aircraft were flown out of Gimli during this period.

Over the years hundreds of air cadets got their first real taste of the drill square and their first close look at real airplanes and flying at Gimli. Summer camp training for air cadets commenced in the immediate post war era and continued until August 1970 when ten air cadets graduated as private pilots on the Cessna aircraft of the Gimli Flying Club.

COLD WAR HEATS UP

By 1950 international tension was increasing and the Canadian Forces found themselves in the midst of an expansion program again. Modern aircraft were being ordered and new alliances meant new commitments in Europe and Asia as well as at home. A requirement for hundreds of new pilots and other aircrew was identified and steps to reactivate a large flying-training program in the RCAF were taken.

On 17 October 1950, a small advance party headed by Squadron Leader F.H. Watkins DFC (GL) arrived at Gimli to prepare the site for operation as a flying training school which was to open 1 December 1950. Three days later, 20 October

1950, a skeleton staff of four officers, three senior non-commissioned officers and six airmen were operating the signals, supply and orderly room sections. The next day Air Vice Marshal Slemon, AOC of Training Command informally inspected the site.

Work progressed rapidly during the last days of October. Restoring buildings to original specifications was carried out by a detachment from No. 2 CMU Calgary. On 1 November 1950 the base was informally inspected by Air Vice Marshal R.E. McBurney, CBE, CD, AOC, AMC, Air Commodore W.E. Kennedy, AFC, CD, CSTAFFO and a party of senior officers.

HARVARDS ARRIVE

The base officially opened on December 1950 with a strength of eight officers and 36 airmen. The commanding officer was Wing Commander H.E. Bishop and the officer commanding No. 2 Flying Training School was Squadron Leader F.H. Watkins. On 8 December a message was received appointing Wing Commander M. Lipton, AFC, CD, commanding officer of RCAF Station Winnipeg, to be commanding officer of RCAF Station Gimli effective 15 January 1951.

The school was to be equipped with Harvard, single engine, tandem trainers. The Harvard was powered by a 550 horsepower Pratt and Whitney R1340 AN-1 radial engine. The weight of the aircraft, empty, was 4271 pounds, and loaded, 5617 pounds. Its maximum speed was 212 miles per hour and its cruise speed was 146 miles per hour. Maximum range was 870 miles. The Harvard had a wing span of 42 feet, was 29 feet long and was 11 feet 8½ inches high.

The speed with which preparations progressed may well be regarded as nothing short of phenomenal judging by present day standards. It will be remembered, however, that the Korean War was in progress and operational requirements carried a very high priority. In any case Gimli was flying less than three months after the arrival of the advance party.

PILOT TRAINING STARTS

The first course of pilot trainees arrived on 5 January 1951. The course known as Course No. 22, which consisted of 63 RCAF flight cadets had received a month of training at OSC London, Ontario prior to reporting. Two flights, "E" and "F" flights were opened in

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Where Ever You Be
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3 hangar and flying-training commenced on 10 January 1951. Later in January a navigation flight was opened in 1 hangar and an examining flight in the control tower building.

No. 2 Flying Training School positions were:

Squadron Leader F.H. Watkins, officer commanding of 2FTS;
Squadron Leader E. Wilson, CFI;
Squadron Leader R.B. Murray, CGI;
Flight Lieutenant D.K. Burke, C,EXO;
Flying Officer A.S. Pelland, OC, Cadets;
Flight Lieutenant W.H. Vincent, Flt. Comd. Navigation Flight;
Flying Officer G.D. Fowler, Flt. Comd. "E" Flight;
Flying Officer S. Wilson, Flt. Comd. "F" Flight.

Course No. 23 comprised of 28 RAF pilot officers and 40 RCAF flight cadets, arrived 28 January 1951. Twenty officers reported at the same time for instructional duties including two RAF officers, Flight Lieutenants W.J. Wightwich and W.G. Smith who were on exchange postings with the RCAF.

Course 23 commenced flying on 12 February 1951 and two more flights were opened on that date: "C" Flight under Flying Officer J.A. Hughes and "D" Flight commanded

by Flight Lieutenant E.F. Ashdown. Air Marshal C.R. Slemon sent a signal congratulating the unit on an accident free month during the organizational period of 2FTS. A succession of visits and inspections by senior officers and other dignitaries and officials followed the commencement of flying operations.

On 1 March 1951, 28 experienced pilots comprising No. 2 refresher course arrived to commence a six week refresher course on flying and ground school subjects. Course 24 composed of 30 RAF pilot officers and 37 RCAF flight cadets arrived 26 March 1951 to commence a 38 week flying course on 9 April 1951. Two more flights opened in 1 hangar to accommodate this course. "A" and "B" Flights commanded by Flying Officers R.K. Williams and O.S. Herr respectively.

On 13 April 1951, No. 2 pilots refresher course completed their training and on the same day No. 3 pilots refresher course comprised of 44 veteran pilots arrived. On 26 April 1951, 39027 Flying Officer J. Collins of No. 3 refresher course was killed when Harvard 3029 crashed two and a half miles north of Gimli. This was one of six accidents in April.

No. 3 refresher course completed training 23 May 1951 and No. 4 refresher course, 46 veteran pilots, reported two days later. Course 25 composed of 28 RAF pilot officers and 30 RCAF flight cadets had reported for training 21 May 1951 for a 36 week course. During May there were 11 accidents including the crash near Pleasant Home, Manitoba of Harvard 2751 in which Flight Cadet V.D. Zimmerman was killed on the 25 May 1951.

By June 1951 the flying-training program was well under way. Squadron Leader Watkins, OC 2FTS was promoted to the rank of wing commander on 2 June and a week later on 9 June, 35 Harvard aircraft participated in

the Airforce Day flying display. The base and surrounding area was host to an excess of 3000 persons. Eight accidents occurred during June with no injuries to personnel.

PRIME MINISTER VISITS GIMLI

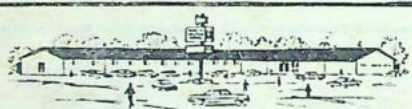
The summer of 1951 saw a bee hive of activity at Gimli, ranging from visits by many important officials to carrying on a heavy and aggressive flying program.

Course 26, 31 RAF and 35 RCAF trainees arrived 2 July to be followed on 13 August by Course 27, 50 RCAF and one RAF trainees. These courses were scheduled for a 36 week flying training program. During July, six accidents occurred, but fortunately no injuries were sustained.

The station was honoured with a visit from the Prime Minister, The Right Honourable Louis St. Laurent, Honourable Stewart Garson, Miss Lora St. Laurent, Mr. Pickersgill, Doctor Samson and Mr. Asselin on 3 August 1951. Following an inspection of the Colour Party and the Honour Guard, the Prime Minister and his party departed the station for a tour of the neighbouring towns of Gimli and Pleasant Home. He returned to the station at 1930 hours for airlift by RCAF C5 to Saskatoon.

The next day, 4 August, the Honourable Brooke Claxton, minister of national defence, Air Vice Marshal H.L. Campbell, CBE, CD and party arrived by RCAF C5 at 1400 hours. The Minister inspected the Colour Party and the Guard of Honour, then toured the station with the Commanding Officer. Following a reception in the Officers' Mess, the party left by air for Edmonton. Following take off, a message of appreciation from the Minister was transmitted from the aircraft.

On 24 August 1951 the Right Honourable Mr. Arthur Henderson, UK secretary of state for Air and party visited the station to review the NATO flying training pro-



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gram. Other members of the party were Air Vice Marshal Sir Leslie Hollingshurst (RAF), Air Vice Marshal Wait (RCAF), Air Commodore A.P. Revington (UKSLS) and Group Captain F.S. Carpenter, SASO, TCHQ. During the visit, Mr. Henderson addressed the RAF trainees in the Flight Cadet Lounge.

On 1 September 1951, the Commanding Officer, Wing Commander Lipton was promoted to the rank of group captain.

FIRST WINGS PARADE SINCE WAR

Seventh September 1951 saw the first Wings Parade to be held in Gimli since the war years with Air Vice Marshal C.R. Slemmon presenting wings to the first graduates of 2FTS. A total of 42 RCAF pilots successfully completed the course.

Course 29B, 10 RCAF, 15 RAF, 12 French, eight Belgian, three Dutch and two Norwegian trainees commenced a 36 week program on the 24 September. Eight accidents occurred in September including the crash of Harvard 2796 on 27 September 1951 in which Flying Officer W.A. Field the instructor and student Air Pilot Officer E.L. Banfield were seriously injured.

FIRST RAF GRADUATES

On 30 October the Chief of the Air Staff, Air Marshal W.A. Curtis, CB, CBE, DSC, ED, LLD, presented wings to 33 RCAF and 25 RAF graduate pilots of Course 231. This marked the first graduation of RAF trainees of 2FTS. Sir Alexander Clutterbuck, high commissioner for the UK was present. The Kings Colours for the RAF and the Colours for the RCAF were paraded at this graduation and this marked the first time they were paraded in Western Canada since their presentation to the RCAF.

Course 31B, 22 RCAF and 28 RAF trainees started the 36 week course on 5 November 1951. A total of 14 students were withdrawn from training in November for a variety of reasons including medical, unsatisfactory academic or flying progress and officer development. There had been a few students withdrawn from training since 2FTS started flying but as the requirements and standards became better defined, the numbers reflected a gradual upswing in the second half of 1951.

The Commanding Officer of RCAF Station Gimli was on hand in Winnipeg to welcome the first group of 18 RCAF airwomen to be transferred to Western Canada on 8 November 1951.

The Wings Parade for Course 24 was held 14 December 1951. Group Captain R.J. Lane, DSO, DFC was the presenting officer.

COMINGS and GOINGS in EARLY '52

Wings were presented to Course 25 on 25 January 1952 by Group Captain E.M. Mitchell, DFC, CD, senior staff officer of 14 Training Group Winnipeg.

During February 1952 the station and 2FTS played host to many senior officers. Some of these officers were Colonel G. Andrier of the French Air Attache, Ottawa; Air Chief Marshal Cochrane, vice chief of the Air Staff, RAF; Air Commodore Revington, senior air liaison officer UKSLS and Air Commodore Bryans, group commander of 14 Training Group Winnipeg.

On 7 March 1952 the highly prized pilots badge was presented to the graduates of Course 26 by Air Commodore Bryans, CBE, CD, group commander, 14 Training Group Winnipeg.

On 4 April 1952, Wing Commander Folkins AFC arrived from Maritime Group to assume the position of officer commanding 2FTS. Wing Commander Folkins took over the position from Wing Commander F.H. Watkins upon his departure for Central Flying School Trenton effective 21 April 1952.

Course 27 received their wings from Group Captain H.E.M. Colpitts CD, commandant of the Canadian Joint Air Training Centre, Rivers on 18 April 1952.

RCAF Station Gimli and 2FTS were honoured by the visit of the Marshal of the Royal Air Force, the Viscount Fenchard, GCM, OM, GCVO, DSO, DCL, LLD on 22 April 1952. He gave an extremely interesting and enlightening talk to an assembly of Gimli officers.

30 May 1952 saw the graduation of Course 29B in which all NATO countries were represented. Group Captain J.C. Kerr CBE, AFC, CD, group commander, Tractical Air Group, Edmonton Alberta.

During May, Squadron Leader G.H. Currie became CFI at 2FTS. His previous appointment as CADO was assumed by Squadron Leader F.L. Campbell-Rogers.

A large crowd attended Air Force Day 14 June 1952 and were treated to a demonstration of aerobatics by Squadron Leader D.K. Burke and Flying Officer C.E. Black, a demonstration of Harvards firing rockets and various exhibits of equipment.

BASE FACILITIES INCREASE

Recreation facilities were starting to take shape on the base by this time. On 10 June Group Captain M. Lipton opened the new bowling alleys in the recreation centre and three weeks later on 2 July 1952 he officially opened the snack bar in the same building.

On 3 July 1952 the Gimli Glider Club held its first meeting. The president Flying Officer G.J. Leigh said the more than 35 members had already logged over 300 flights in the three club gliders.

On 11 July 1952 the station was the scene of the graduation of Course 31 consisting of 12 RCAF and 21 RAF pilots. The station was honoured by the presence of Air Commodore A.P. Revington, CB, CBE, senior air liaison officer (UKSLS) on this date.

Command of the base was handed over to Wing Commander G.A. Folkins, AFC from Group Captain Lipton, ATC, CD in a handing over parade on July 15, 1952.

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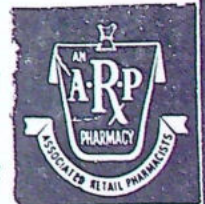
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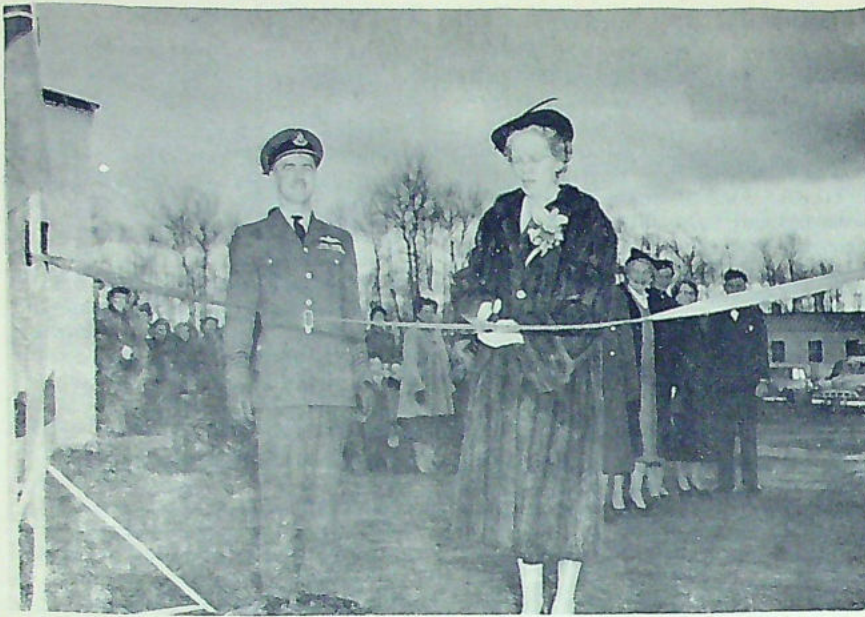
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Mrs. Margaret Goulding, wife of the late G/C Goulding, officially opens Goulding School, 15 September 1952. (CF Photo)

A Wings Parade was held for 15 RCAF and 21 RAF pilots of Course 33B on 22 August 1952. The presenting officer was Group Captain R.D. P. Blagrave CD, commanding officer RCAF Station McDonald, Manitoba.

GOLDING SCHOOL OPENS

Other notable events included the official opening on 15 September 1952 of the Goulding public school in Aspen Park by Mrs. Margaret Goulding, wife of the late Group Captain A.G. Goulding MC, DFC. Later on 22 October a 20 piece band was formed. The band was to play at all parades and official functions.

In October 1952 Group Captain Randall DFC, CD presented wings to Course 35B consisting of 22 RAF and 12 RCAF pilots. On 14 November 1952 Group Captain B.D. Richer presented wings to the graduating pilots of Course 37B. The final course to graduate in 1952 was Course 39B. Of the 55 students on the course, 32 were successful, including 12 RCAF, 15 RAF, three Belgian and two French.

On 2 January 1953 Squadron Leader R.B. Murray relinquished his position as CGI 2FTS on transfer to TCHQ/SASO.

During February 1953 two courses, 41B and 43B graduated, Course 41B graduated 6 February with a total of 33 graduate pilots of whom seven were Canadian, 19 British and seven French. Course 43B graduated

27 February with three Canadians, 15 British, six French and six Dutch pilots.

FIRST STANDARDS VISIT

On 23 and 24 March, Training Standards Flight from Trenton visited 2FTS for the purpose of flying training. These officers were, Major F.O. Sandback, Fligh Lieutenant R.J. Leather, Fligh Lieutenant D.M. Payne, Flight Lieutenant E. Garry, Flight Lieutenant G.R. Hollingshead and Fligh Lieutenant A. H. Petrin. From 13 April to 29 April the CFS visiting flight composed of five officers, one airman and an airwoman visited 2FTS to assess the standards of the instructors and to carry out re-categorization tests.

Wing Commander N. Burden, who was later to become officer commanding of 3AFS, was taken on strength 2FTS on 3 April. Wing Commander Burden had been transferred from 14 Ops. Wing, Toronto. Wing Commander G.A. Folkins was SOS 2FTS Gimli on the 10 April 1953, relinquishing his position as officer commanding 2FTS to become CTrain0 at Trenton.

The fifteenth course to go through 2FTS, Course 45B, graduated 1 May. The graduates were two RCAF, two RCAF reserve and 20 RAF pilots.

NEW RUNWAYS AND T-33's

New runway construction was underway and numerous senior officials were arriving frequently to tour the base and to formulate plans for further expansion and construction.

Plans were moving ahead by June to transfer 2FTS and its fleet of Harvards to RCAF Station Moose Jaw. Gimli was to become an advanced flying school and would be equipped with the new T-33 Silver Star jet trainers.

The T-33 was destined to become the standard advanced training jet aircraft in the RCAF, a role it was still performing in June 1971. In addition to flying training, the T-33 was widely used at many bases all over Canada and Europe as a communications aircraft, an instrument practice trainer and even as a ground support, strike and recce aircraft.

The T-33 is powered by a single Rolls Royce Nene 10 turbo jet engine producing 5100 pounds of thrust. It is capable of speeds up to 585 miles per hour. The maximum weight is 16,800 pounds and the dimensions are; wing span 37 feet, 8.6 inches, height 11 feet 8 inches.

On 1 June 1953 Squadron Leader R.J. Hamilton arrived to assume the duties of chief flying instructor. He had just returned from an exchange posting with the USAF at Bryan Air Force Base, Texas.

Squadron Leader D.K. Burke and Squadron Leader G.H. Currie were awarded honorary French Air Force pilot badges on 10 June 1953 by Captain Bernard Fraisse of the French Air Force.

GOOD-BYE 2FTS

The majority of the personnel of 2FTS departed Gimli for RCAF Station Moose Jaw during the period 14 to 16 June 1953.

1 July 1953 brought promotions to the rank of substantive flight lieutenant to Flying Officers R.H. Wickware and J.E. Armstrong.

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Most of the base turned out for the arrival on 21 August 1953 of the first T-33 piloted by Squadron Leader R.J. Hamilton the CFI and with Wing Commander D.F. Dunning, chief technical officer aboard as a passenger. Wing Commander N. Burden, OC 3AFS and Squadron Leader R.J. Hamilton flew a T-33 to Vancouver 1 September 1953 to participate in a flying display at the Pacific National Exhibition. Three-AFS got a new chief standards officer on 5 September 1953 with the arrival of Flight Lieutenant B. Marfleet. Flight Lieutenant Marfleet had previously served on an exchange posting with the USAF at Pine Castle Air Force Base, Orlando, Florida. September saw the beginning of flying training at 3AFS. On 14 September 1953, five flying instructors from RCAF Station Portage la Prairie arrived to begin conversion on the T-33 and on 28 September 1953 were followed by 19 more instructors from various other RCAF units.

The station meteorological station received a new "Facsimile Recorder" on 8 September 1953. Mr. Vern Benedictson, the SMetO, and senior officials of the communications division, CPR, were in attendance of witnessing the official unveiling. The new equipment marked a significant advance in meteorological service at Gimli.

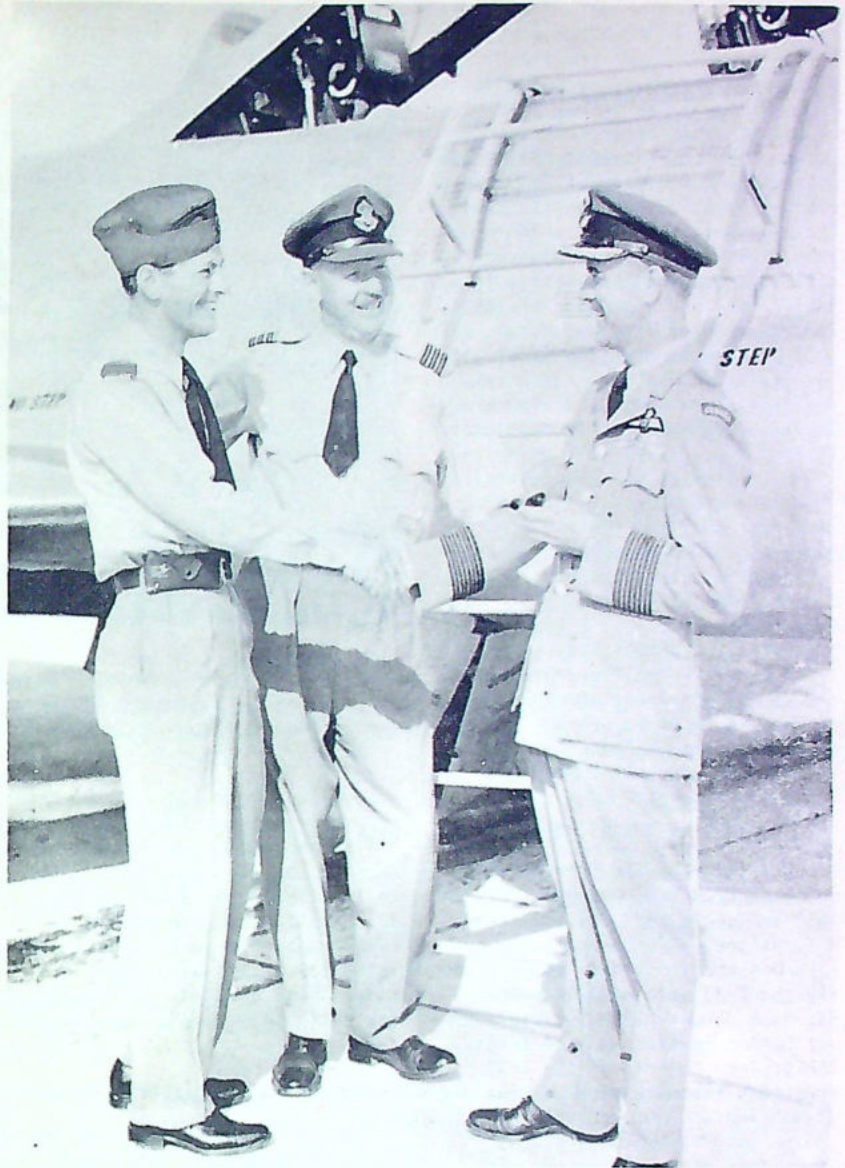
On 14 October 1953 Air Commodore J.G. Bryan CBE, CD and party arrived on the occasion of the annual visit by the Air Officer Commanding, 14 Training Group. A station parade was held at which Air Commodore Bryans inspected the parade and took the salute.

LINK TRAINERS ARRIVE

In anticipation of the first student flying, the Link section accepted four of the eight jet instrument trainers to be installed at Gimli from the Link Aviation Company on 22 October 1953.

The first course of students to train on the T-Bird arrived 9 November for three weeks of ground school and Silver Star conversion training which commenced 30 November 1953. The course was composed of Canadian and NATO trainees.

RCAF Station Gimli was honoured on 14 November 1953 by a visit from Air Vice Marshal J.G. Kerr CBE, AFC, CD, air officer commanding of Training Command when he arrived to present Coronation Medals to the following officers and airmen: Group Captain B.D. Richer; Squadron Leader A.L. Evans; Flight Lieutenant R.S. Wiggett; Flight Sergeant R.G. Parker; Flight Sergeant W.V.



S/L RJ Hamilton and W/C DF Dunning are greeted by G/C BD Richer, CO, RCAF Stn. Gimli, after landing the first Silver Star Jet Trainer to arrive on the station, 21 Aug. 53 (CF Photo)

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LONG RANGES AIN'T WHAT THEY USED TO BE

From 24 to 27 November 1953, two, four plane formations of T-33s visited No. 1 Fighter Operational Training Unit at RCAF Station Chatham, N.B. The trip was planned to give the instructional staff of 3AFS first hand knowledge of the requirements of the long range, all-weather aspects of operational jet flying. The formation Squadron Leader R.J. Hamilton, CFI and Flight Lieutenant B. Marfleet, CStandO.

The following personnel were awarded the Canadian Forces Decoration for long and meritorious service in November: Wing Commander N. Burden, Sergeant M.R. Drabik and Sergeant C. Morin.

On 30 November and 3 December 1953 the station was visited by Colonel M.P. Faure, commander to the Legion d'Honneur and French military attache to Canada. During his visit Colonel Faure talked with French students undergoing training at 3AFS.

FIRST NATO T-33 SOLO

The T-33 training program gradually picked up momentum in later 1952 and early 1954. Pilot Officer R.T. Wilson, RAF from Walasby, England was the first NATO student to fly the T-33 solo on 2 December 1953. On 4 January 1954 Sub-Lieutenant Gordon Edwards was the first RCN student to solo on the T-33. Then on 5 February 1954 was the graduation of 5301, the first course to graduate on the T-33. Ten pilots graduated, eight RAF, one FAF and one RCAF. Air Commodore J.G. Bryans presented the wings. The class then reported to PWS, RCAF Station McDonald, Manitoba.



The Officer's visit to the Sergeant's Mess. Commanding Officer G/C BD Richer, W/C Df Dunning, F/L WL Ogilvy, can be seen gathered around the piano Christmas Day. (CF Photo)

On 10 January 1954, Course 5304 reported in from RCAF Station Centralia and Moose Jaw. Wing Commander C.R. Knowles from AFHQ arrived on 11 January for a jet training course. Although the historical review does not go into detail, it is believed that Wing Commander Knowles was excused from attending the daily 0630 parade and two mile run.

CHRISTMAS 1953

On the housekeeping side, Aspen Park PMQ's and RCAF Station Gimli held an election on 11 December 1953. Eighty-two percent of the voters turned out to elect Flight Sergeant William Beaton as Mayor and a slate of councillors.

The 1953 Christmas festivities included a Christmas Party in the recreation centre for the dependent children and the traditional officers and senior non-commissioned-officers serving the airmen their Christmas meal. There was no flying during this period.

THREE FATALITIES

The first of a rash of three fatal crashes occurred on 26 February 1954. Pilot Officer C.P. Bell, RAF, for Whitley, Northumberland crashed into the frozen ice of Lake Winnipeg and was killed. This was the first fatal crash since 3AFS had opened. The next accident happened on 26 April 1954 when Pilot Officer H.E. Phillips,

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RCAF, of Toronto was killed in a crash during take-off. On 27 April 1954 Pilot Officer B.E. Haskins, RAF, on a routine solo flight, crashed and was killed on the shore of Lake Manitoba.

On the plus side of the ledger the second graduating class at 3AFS, Course 5302 received their wings on 3 March. The 13 RAF, ten FAF, eight RCAF and two IAF graduates received their wings from the Commanding Officer, Group Captain B.D. Richer.

Leading Airwoman Ginger Bacon of the station won the annual competition for Queen of the Gimli Ice Carnival on 26 February and the RCAF Gimli Royals hockey club wound up a successful season by winning the Karin Trophy, emblematic of hockey supremacy in the Interlake district. Gimli's Mayor, Mr. B. Egilson presented the trophy at the final game 19 March. The "Royals" also won the Throvaldson Trophy for the Lake Winnipeg district.

FIRST CF100 VISITS GIMLI

On 22 April, a CF100 flown by Flight Lieutenant McNichol and Flying Officer Parakin of 423 AWF Squadron visited the station. The crew gave lectures and a flying demonstration during the two day visit which was appreciated by all members of the unit.

Twenty-first of May was the date of another 3AFS graduation with Commanding Officer, Group Captain B.D. Richer presenting the wings. The course was composed of 40 pilots; 14 RCAF, 17 RAF and nine FAF.

Flight Lieutenant N.R. Moss, RCAF exchange officer, reported 10 June for duties as a flying instructor. Course 5312 reported in on 27 June for advanced flying training and during June the school flew 2804 hours and 20 minutes.

On 5 July Course 5306 graduated and received their wings from Group Captain B.D. Richer. There were 29 graduates; seven RCAF, four RCAF (auxiliary), 14 RAF and four FAF. Course 5308 graduated 23 July and were presented with wings by Group Captain Richer the commanding officer. There were 33 graduates in this course; six RCAF, one RCAF (Aux.), three RCN, 16 RAF, two FAF and two IAF. The flying time jumped in July to 3850 hours.

GETTING A REPUTATION

On 1 August the Commanding Officer instituted town patrols of corporals to assist local police authorities in maintaining law and order on pay nights and weekends.

On 6 August 1954, Course 5314 arrived to commence flying training. On the same day a NATO student became lost in T-33, 21130 and ended up force landing in Rockland, North Dakota. The pilot was uninjured and CPA repair crews later returned the aircraft to Canada. On 20 August, T-33, 21133 was seriously damaged by contact with the trees when the solo student, Pilot Officer R.D. Williamson of Course 5310, indulged

in some unauthorized low flying. Disciplinary action was taken and the students graduation delayed. On August 30, Flight Lieutenant R.J. Lince, assistant CFI was transferred on exchange to the USAF at Williams AFB.

From the station side, it was determined that the Goulding school would not be able to accommodate all the 255 registered school children. Plans were made to put 28 of them into BB No. 6 as an emergency measure until submissions to enlarge the PMQ school facilities were acted on. During July and August, the unit admitted various summer camp personnel for conducted tours. These visits interfered with the working schedule but were considered a success from a public relations point of view.

FALL OF 1954

On 6 September 1954 Course 5310 graduated, receiving their wings from Group Captain B.D. Richer. There were 51 graduates comprised of 12 RCAF, 11 RCAF (Aux.), 16 RAF, three FAF, six RDAF and three IAF.

On 13 September 1954, T-33, 21074 crash landed near the aerodrome after stalling on the final turn off, the end of the runway. The pilot, Pilot Officer D.M. Nelson, suffered a broken back and other injuries in the crash.

Course 5316 arrived 19 September 1954 to commence AFS training and on the same day, Battle of Britain services were held in both chapels on the unit.

An election in the PMQ area saw Flying Officer J. Dickie elected mayor for a one year term.

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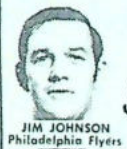
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SOMETHING TO SING ABOUT

October began with the announcement of 42 promotions of airmen and airwomen. The record states that "small controlled parties were in effect at various station clubs".

On 4 October, Squadron Leader L.J. Hill and four other members of the visiting flight from FIS arrived to carry out instructors category tests. The same date, the first corporal's service training course commenced with 14 corporals registered.

On 14 October, Air Commodore J.L. Bryans and inspecting party of 11 staff officers arrived at 'carry out the annual inspection'. The Guard of Honour was on hand to meet the Group Commander and a ceremonial drill parade was carried out. The following day the Station Band began re-organizing after a summer stand down. The requirement for practice was noted at the Group Commanders 'Inspection Parade' and hopes were expressed that a full time band master will soon be supplied.

MID-AIR IN 54

A serious accident occurred at 1330 hours, 21 October 1954 in which T-33, 21048 and 21252 were involved in a mid air collision. Flight Lieutenant C. Fletcher and Flying Officer T.D. Wheeler were killed and Sergeant C. Ciret, FAF, parachuted to safety after the collision, which occurred 50 miles North on the shore area of Lake Winnipeg. A successful parajump was carried out by para rescue personnel to assist Sergeant Ciret at the scene of the crash. During the following seven days, salvage work was greatly aided by 111 C&R flight and the helicopter from CJATC Rivers.

On 23 October the station was visited by the Right Honourable Lord DeL'Isle and Dudley, VC, secretary of state for air and his staff. The Station Guard of Honour was on hand.

On 31 October Course 5318 arrived to commence AFS training and flying time for the month came to 3032 hours.

On 5 November Course 53114 graduated with 37 pilots receiving wings from Group Captain E.M. Mitchell, SASO 14 TRG GP. There were 20 RCAF, three RCN, two RAF, 11 FAF and one IAF graduates.

On 10 November Sergeant C. Brignaud, FAF, crash landed T-33, 21294 off the end of the runway. This accident was attributed to mis-management of the fuel. The pilot, fortunately was uninjured but the aircraft damage was severe.


NINETY-FIVE T-33's at GIMLI

The station played host to several senior officials during November who were on various liaison and fact finding visits. Some of these officers were Group Captain F.W. McLean, DRA/P AFHQ and 14 GP Chaplain; Air Commodore R.C. Mead, director of flying training, RAF; Group Captain Stephenson, TCHQ, SASO; Air Commodore D.E. MacKell, RCAF Ret., manager of the

RCAF Benevolent Fund and Group Captain R.C. Hawtry, TCHQ, STSO.

November flying time amounted to 1998 hours. Average aircraft strength was 95 Silver Star T-33 aircraft. For the six months prior to end November, 17560 hours were flown and 176 pilots graduated.

In addition to the flying training taking place, No.7 Field Technical Training Unit was carrying out a busy training program. Aircrew were getting about 33 hours



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of instruction on engine, electrical, communications, instruments and oxygen. A breakdown of the aircrew receiving this training follows:

Regular NATO Courses.....	150
Aircrew from 14 TRG CP HQ....	8
Conversion Courses (personnel from various FTS).....	18
Aircrew from 402 Reserve Squadron QG.....	15

Staff pilots and all students were given monthly check outs on the canopy and seat ejection procedures. FTS instructors from Moose Jaw regularly received short familiarization visits, which mainly consisted of seat and canopy ejection, oxygen systems, rescue procedures and other phases.

An indication of the wide spread use of the T-33 in the RCAF can be seen in the numbers of ground crew receiving an eight day course at Gimli on the same type of subjects and on aspects per-training to their particular trades. Silver Star conversion courses had been held for ground personnel of the following reserve squadrons: 402(F) Winnipeg, 403(F) Calgary, 442 and 443(F) Squadrons, Sea Island, B.C., as well as 111 Ferry Flight, Winnipeg and 3056 TTU Vancouver. Two-hundred and four personnel were on the conversion courses and 104 personnel were on the refresher courses.

December 1954 was a fairly quiet month. Course 5402 arrived 11 December to begin AFS training. On 20 December Course No. 4 corporal's general service and administrative course graduated with a Mess Dinner.

Course 5316 graduated 22 December 1954 with 11 RCAF, 11 RAF, and four FAF graduate pilots receiving wings from Wing Commander J.L. Berven, AFC, SOAT 14 TRG GP.

Two-hundred living-in airmen were served Christmas dinner by the officers and senior non-commissioned officers and various Christmas parties were held. No accidents occurred and no flying was done. Twenty-three No. 3AFS members received their permanent commissions on 28 December and five received one year extensions. This news went far towards making the holidays brighter for some of the recipients.

December flying totalled 2093 hours.

1955 WAS UNDERWAY

The early part of 1955 was notable for the frequency of flying and other accidents. On 4 January 1955, Sergeant J.G. Carlier, FAF, flying solo in T-33, 21416 had

the nose gear and main undercarriage collapse on landing. The pilot escaped injury. The next day 5 January, Flying Officer V. Rushton, an instructor, and a French airforce student pilot crashed off the end of the runway in T-33, 21344. The aircraft was severely damaged but the crew escaped injury. Later on 22 January, T-33, 21342 piloted by Flying Officer F. Hawthorne was force landed near Mt. Hope. Ont. due to low fuel and poor weather. It turned out to be a C category crash but again the pilot and student were uninjured. Two days later, Lieutenant Jesil, TAF, misjudged the final approach while night flying and T-33, 21250 suffered B category damage. The pilot again escaped uninjured.

A visiting team from 14 TRG GP arrived with Squadron Leader Doolittle and Captain Pierce of the USAF to examine maintenance problems of Silver Star aircraft on 27 January.

On 29 January, T-33, 21359 flown by Flying Officer P.K. Bradley and Flying Officer J.L. Nelson were reported missing on a cross country flight to Vancouver. Full scale search efforts were put into effect in an area 90 miles North of Vancouver, under the control of Vancouver search and rescue. The search continued into February but there is nothing to indicate that anything was ever found.

On the 24 of January the Gimli Curling Rink burned down just as the annual three day bonspiel commenced. Station fire equipment and volunteer fire fighters assisted in the 15 below zero weather.

Three-AFS still managed 2994 hours of flying between investigations in January.

On 25 February, Course 5318 graduated and received wings from the Commanding Officer, Group Captain B.D. Richer. Included were; 12 RCAF, 11 RAF, eight FAF, two NORAF and one TAF pilot.

The following day two airmen died when the car in which they were passengers was in collision with a moving train at the level crossing.

Three-AFS flying in February amounted to 2498 hours. No flying accidents occurred during February and this fact was celebrated on 4 March when the Commanding Officer was host to all the flying staff personnel in the Officers' Mess.

On 17 March 1955, Sergeant G.P. Fradet, FAF, was fatally injured when T-33, 21343 crashed into Lake Winnipeg seven miles East of Winnipeg Beach during a night flying exercise. Two days later equipment and divers from Vancouver arrived

to commence diving operations to reach the wreckage of 21343.

On 29 March T-33, 21262 flown by Private T.R. Drechsler, RNORAF, on a cross country exercise, crashed near Gypsumville. Pte. Drechsler was fatally injured.

From 3 April to 29 April, extreme melting followed by semi flood conditions prevailed on and around the station. The guard house and administrative buildings were under water and relief was finally obtained by sand bagging the North side of the Fraserwood road.

The salvage operation on Lake Winnipeg for the wreckage of 21343 were temporarily suspended due to the unsafe condition of the ice. By 22 April an emergency train service, CPRs, from the station to town was instigated due to the near impassable road conditions. This lasted for a week.

On 7 April Course 5402 graduated and were presented with wings by Group Captain B.D. Richer. The graduating course consisted of 25 RCAF, 13 RAF and seven FAF pilots.

On that date a formation of T-33s from RCAF Station Portage la Prairie met with disaster while crossing the Gimli Aerodrome. Two aircraft collided after which one exploded in mid air and the other crashed on the infield. Both occupants were killed.

On 12 April T-33, 21229 crashed near Libau, Man., killing the RNORAF student pilot, Second Lieutenant H.O. Steen Mathisen. Funeral services for this officer were held 15 April in the Station Chapel (P) with approximately 250 personnel in attendance.

On 30 April the Commanding Officer presented the trophies for the Volleyball and Badminton tournaments with Station Winnipeg which were held on the unit. The trophies were presented at an informal luncheon in the Airmens' Mess.

Air Commodore V.H. Patriarche, chief of training AFHQ visited the station for a liaison visit regarding training on 3 May. Other visitors in May were the Governor General, The Right Honourable Vincent Massey visiting the town of Gimli and Air Vice Marshal the Earl of Bandon, CB, CVO, DSO, who toured the station and held informal interviews with RAF students.

The baseball team won the first game of the season against the USAF at Beausejour on 14 May and the Station Band placed third in the Street Marching competition at the International Band Festival at Moose Jaw on the 26 of May.

On 20 May, the first wing ceremonial parade was held for graduating Course 5404. The graduates

included 19 RCAF, 13 RNORAF, 11 FAF, two TAF and one RDAF. Group Captain C.B. Limbrick from AFHQ presented wings to his son and Group Captain B.D. Richer presented the remainder of the wings. The Station Band was out and a four plane formation of T-33 aircraft performed a fly past in conjunction with the Wing March Past.

NATO JOURNALISTS VISIT

On 31 May 1955, the station was visited by 17 NATO journalists and three escort officers who were on a cross Canada tour. Belgium, Denmark, France, Germany, Greece, Iceland, Italy, Luxembourg, Netherlands, Norway, Turkey, United Kingdom and the United States were represented.

In June, Airforce Day was observed on the 11. Poor roads kept attendance down to around 1100 people but those who attended were treated to many interesting displays.

Course 5406 graduated on 30 June 1955. Air Commandore J.G. Bryans was the presenting officer.

Base activities in July included a guided station tour for 20 boy scouts on 6 July and participation in the first annual swim meet on 7 July. The course was approximately two miles from North Point of Gimli bay to the Gimli pier and the event was won by Leading Aircraftsman Cameron in one hour and two minutes. The Commanding Officer presented trophies to the winning swimmers.

On 16 July an Expediter with Flying Officer L.F. Swift, SFCO, and Flying Officer Y.K. Carter, MO, aboard force landed in Michigan, USA due to electrical failure. Neither were injured.

On 25 July T-33, 21356 was reported missing and presumed lost. The pilot was Pilot Officer H.F. Walsh and RCAF student. Full scale search operations were being conducted by 111 Squadron from Winnipeg with Otter aircraft. The search was still continuing on 2 August and there is no indication that the search was successful.

On 21 July two Turkish Air Force officers graduated and received their wings from Group Captain Richer in the Officers' Mess.

On 4 August Squadron Leader F.C. McClellan arrived from Staff College to assume the duties of chief ground instructor, replacing Flight Lieutenant R.H. Wickware who was transferred to Cold Lake.

Course 5408 graduated 11 August 1955 and received their wings from Wing Commander N. Burden, officer commanding 3AFS. There were 17 graduates composed of 15 RCAF, 16 Danish, two Turkish, 10 RCAF and two French. This course distinguished itself by attaining the highest

academic average since the school was started as an AFS, 81.5%.

Flight Lieutenant Pudsey, AFHQ/DFS, Warrant Officer/2 Simpson, AMCHQ and Mr. Lordy, Canadair Ltd. arrived 11 August to spend three days investigating T-33 undercarriage failures.

On 18 August three T-33s were flown to Canadair to put into effect the new CAIR program. (Calendar Aircraft Inspection and Repair.)

GROUP CAPTAIN RUTTAN ASSUMED COMMAND

On 25 August Group Captain B.D. Richer relinquished command of RCAF Station Gimli, having been transferred to 1 Group HQ(Aux.) Montreal. Group Captain C.G. Ruttan assumed command of Station Gimli in a brief handing over ceremony.

Air Vice Marshal J.G. Bryans made a staff visit on 29 August, his second visit in two weeks.

Course 6414, 52 students reported 29 August to commence FTU training prior to flying training.

During August an unprecedented utilization rate of 45 hours per aircraft yielded a total of 4121 hours, the highest attained by 3AFS since its formation.

On 22 September 1955, Course 5410 graduated and received wings from Colonel T.A. Nelson the Danish air attache from Washington, D.C. The course consisted of five RNORAF, 23 RDAF, two RAF, four FAF and 18 RCAF pilots.

In October the station was visited by Air Vice Marshal Giles, chaplain in chief of RAF on 7 October and by Air Commandore H.H.C. Rutledge, OBE, CD, GP, CDR 14 TRG GP on the 13.

On 10 October, Course 5416, 60 students arrived at 3AFS. In the meantime, Silver Star conversion courses were progressing for eight airframe technicians and a NENE 10 engine course was in progress for five aero engine techs.

On 4 November 1955, Air Commandore J.B. Harvey CStaff0, TC, Brigadier E.M. Wansbrough, DGDS and Lieutenant Colonel F.J. Maclean arrived. This was the occasion of the graduation of Course 5412 at which 11 FAF, 10 RNORAF and 28 RAF pilots graduated. Air Commandore Harvey was the presenting officer and Wing Commander J.F. Green presented wings to his son Pilot Officer W.J. Green.

On 23 November, Mr. S. Matia-chuk, civilian, was slightly injured by a taxiing aircraft while directing a snow plow clearing snow from around the lights on the ramp. The pilot, Sergeant Genestre, FAF, was unaware of the incident until later informed. The next day

Sergeant Genestre was killed when T-33, 21260 crashed on Lake Winnipeg near Hecla Island about 11 miles from Riverton. There were two eye witnesses in another aircraft to this tragedy but reasons for the crash were obscure.

The next day the CTechSO, and AIB Officer and a group of specialists arrived. Flight Lieutenant J. A. Ling from 2AFS Portage la Prairie arrived to start proceedings of the Board of Inquiry. On 28 November, Navy divers and a salvage crew from Esquimault arrived and proceeded to the scene to locate the wreckage. This operation was televised.

On 16 December 1955, Course 5414 graduated with Colonel A. Deperrois of the French Embassy presenting wings. This course consisted of 24 FAF, one RNORAF, four RDAF, seven RAF and six RCAF pilots.

On 19 December Air Commandore H.H.C. Rutledge, GP, CDE, 14 TRG GP arrived on the station to discuss accident prevention and aero medical problems.

The usual round of festivities marked the Christmas season. A party for the children was held in the recreation centre and Christmas dinner in the Airmens' Mess was held in the traditional manner.

On 22 February 1956 at about 0930 hours, Pilot Officer Brian R. Silk of Calgary was killed when T-33, 21300 crashed four miles from Komarno. He had been flying solo on a routine flight. The next day Flight Lieutenant K.P. McNultz from Portage arrived to proceed as president of the Board of Inquiry.

The Chief of the Air Staff, Air Marshal C.R. Slemmon and Air Commandore H.H.C. Rutledge, GP, CDR, 14 TRG GP, arrived 28 February for a short visit.

Group Captain C.G. Ruttan returned after a lengthy illness and resumed command of the station on 12 March. Wing Commander N. Burden officer commanding 3AFS, had been acting commanding officer for two months.

Course 5418 graduated 16 March 1956 and received wings from Air Commandore H.H.C. Rutledge, OBE, CD, GP CDR 14 TRG GP. There were 30 RCAF, nine RAF, four FAF, two RDAF and two TAF graduates for a total of 47.

Another accident on 26 March took the life of Corporal R.L. Dornic of Course 5503 when T-33, 21248 crashed on the ice of Lake Winnipeg 20 miles from Gimli and burned. The cause was not immediately known. Flight Lieutenant L.H. Graves headed the Board of Inquiry.

Another rash of accidents began on 3 April when Flying Officer J.W. Sandford was reported missing after having bailed out of T-33, 21457 over Lake Ontario. He had been authorized to fly to Hamilton, Ont. with another instructor, Flying Officer Doucette so that he could attend his mother's funeral that day. The morning of the flight the weather was checked and it was found that fog and low ceilings prevailed from Lakehead to Ottawa and the trip was cancelled. However at 0917 Flying Officer Sandford took off alone for Toronto. Weather conditions were described as zero zero to and including Ottawa. Search and rescue operations failed to find any trace of the pilot or aircraft.

On 9 April, Pilot Officer G.A. P. Moore, RCAF, lost his life when T-33, 21293 crashed on the ice of Lake Winnipeg while night flying. The aircraft did not go through the ice but disintegrated over a large area on impact. By orders of Air Commodore Rutledge, GP CDR 14 TRG GP, a Board of Inquiry was convened to investigate the circumstances of the crash the president of which was Flight Lieutenant C.R. Hollowell of Station Portage.

On 15 April 1956, Flying Officer E.P. McLoughlin ejected to safety near Malonton, Manitoba after T-33, 21046 entered a tight spin. The flight was a routine test flight after a 600 hour inspection.

During the period 9-23 April, Air Commodore Rutledge took a T-33 refresher course at FFTU, Gimli.

Course 5501 graduated on 27 April 1946 with the Commanding Officer Group Captain C.G. Ruttan presenting wings. This course consisted of 18 RCAF, eight RNETHAF, three RNORAF, three RDENAF, seven FAF and two TAF pilots.

During April and May T-33 conversion courses were held for AE Techs. and AF Techs. and officers from Saskatoon and Edmonton.

On 29 May T-33, 21251 and 21426 collided and crashed at 0928 hours near Netley killing all aboard, Flying Officer J.D. Young, 2/Lieutenant E. Sutas and Sergeant J.G. Mastes. They had been the second section of a four plane formation practising beacon letdowns. There was fog in the area up to 1300 feet. All three parachutes were found streamed within 150 yards of the wreckage. The president of the Board of Inquiry was Flight Lieutenant A. Whyte from Station McDonald.

On 7 June 1956, a wings parade was held for Course 5503. The 11 RCAF, eight RAF, nine FAF, two RNETHAF, six RDENAF, one RNORAF and six TAF pilots received their wings from Group Captain E.B. Hale, DFC, CD, SASO 14 TRG GP.

AIRFORCE DAY


Ninth June was Air Force Day and about 3000 people enjoyed ideal 95 degree conditions which saw T-33, Chipmunk and Harvard flying displays. Many other interesting displays were set up and the day concluded with a dance in the recreation hall.

The June list brought promotion to flight lieutenant for two officers, permanent commissions for nine and extensions for 11.

Jet conversion courses and refresher courses continued for AE Techs. Com. Techs(A) and AF Techs., E Techs. and I Techs. from Saskatoon, Edmonton and Gimli all spring and summer.

The wings parade for Course 5505 was held 20 July. Air Commodore W.A. Orr, CBE, CD, commander 5 Air Division, Vancouver presented wings to 12 RCAF, five TAF, five RNETHAF, five RNORAF, five RDENAF and five RAF pilots.

On 7 August Squadron Leader K.C. Lett assumed the duties of Squadron Leader B.H. Marfleet at CFI.



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PRICES EFFECTIVE MAY 28 TO 31, 1971

Between 19 and 28 September, Mr. Dane and Mr. Nociar of 10 RD fitted the CRD-6 UHF/ADF equipment. Installation of the interim approach console in the tower was made simultaneously. The outer beacon which had never been placed in operation was dismantled at the same time.

A number of senior officers visited Gimli in the fall of 1956. Among them was Group Captain R.A. Ashman, CD, SPSO TCHQ, Air Commandore McLachlan, director of flying training RAF, Air Commandore Harvey CStaffo TCHQ and Group Captain Houle TSTO TCHQ. A variety of subjects were discussed and the training program was reviewed by these and other officers.

On 12 October the Air Officer Commanding TC, Air Vice Marshal J.G. Bryans and his Executive Assistant Squadron Leader Carr, were present for the graduation of Course 5509. The Air Vice Marshal presented wings to the graduating class which consisted of four RCAF, seven FAF, one RDEAF, seven TAF, 13 RAF and six RNORAF pilots.

GIMLI WINS SLEMON TROPHY

On 13 November Air Vice Marshal J.G. Kerr, CBE, AFC, CD, AMP paid a visit to the station. The Commanding Officer announced later that day that Station Gimli had been awarded the Air Marshal Slemmon Trophy for the best all round station in 14 Training Group.

Course 5511 graduated 23 November 1956 with Air Commandore D.N. Roberts, CBE, AFC, SALO, UKSLS, Ottawa presenting the wings. The course consisted of four FAF, one RDEAF, two TAF, nine RAF, four RNORAF, and three Belgium Air Force pilots.

The maintenance review for a six month period shows an average of 47% aircraft serviceability. Average monthly flying time was 3160 hours. Flying in November was down due to poor weather and detection of a supply of contaminated oil.

On 27 August T-33, 21331 crashed five and one-half miles South of Gimli killing 2/Lieutenant O. Erman a Turkish NATO student. He had been on a solo flight and the reasons for the crash were not immediately known. Flight Lieutenant R.E. Lowry from Station McDonald was the president of the Board of Inquiry. A military funeral was held for 2/Lt. Erman on 31 August.

The 30 of August 1956 was the date of the wings parade for Course 5507. Air Commandore P.A. Gilchrist, DFC, CD, ADCHQ St. Hubert presented wings to two RCAF, eight FAF, five RDEAF, five TAF, seven RAF, six RNETHAF and five RNORAF pilots.

F-86's TRY FOR RECORD

Also on 30 August, four F86 Sabres arrived at Gimli for a fast turn around, which put them back in the air in less than ten minutes. The object of the trip was to determine how fast the RCAF could fly from Vancouver to Shearwater. The first section made it in five hours 30 seconds and the second section took five hours 12 minutes.

Colonel J.F. Dunlop, later to become base commander, C.F.B. Gimli was a squadron leader in the position of chief standards officer at that time. Fourteen years later he was destined to announce the decision of the government to close C.F.B. Gimli and move ICFSTS to Cold Lake, Alberta.

On 6 September Air Commandore H.H.C. Rutledge and party arrived for the air officer commanding's annual visit.

On 10 September, a large group of NATO journalists accompanied by Mr. Paul Lieven, NATO information division, Paris, and Mr. W.M. Olivier, department of external affairs, Ottawa arrived to tour the station and to interview NATO flying students.

Twelve aircraft had gone to Canada for CAIR and ten had returned. The contractors mobile repair party had completed 960 mods. as well as reworking the double entry fuel pumps previously installed in the T-33 and supplementing maintenance in the replacement of faulty fuel cells and wing replacements.

During December the usual round of section parties, dinners and dances were held. A highlight was a turkey dinner for the old people from Betel Home which was held in the Airmen's Mess. Entertainment was provided and the dinner and a film were taken to the Betel Home for those unable to be moved to the station for the occasion.

ON TO '57

Course 5513 graduated on 11 January and received their wings from Group Captain Ruttan the commanding officer. The course was composed of eight RCAF, three RAF, three RNORAF, ten TAF, 14 RDEAF, one RNETHAF and one Belgium AF pilot.

The next graduation was on 22 February 1957, when course 5515 received wings from Colonel E. Rasmussen Danish air attache to Washington. This course had three RCAF, three RAF, 12 RNORAF, three TAF, ten RDEAF, three RNETHAF and seven FAF pilots.

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Group Captain Hodgson, DFC, director of air training AFHQ presented wings to the following graduate pilots: 15 RCAF, six RAF, ten TAF, eight RNORAF and 11 RDEAF.

On 29 April 1957 Sergeant J.H.M. Zwartveen, RNETHAF, of Course 5602 was fatally injured when T-33, 215-21 crashed one and one-half miles North of Bender, Manitoba. He was flying his second routine solo mission at the time. The next day the Group Commander ordered the Board of Inquiry to assemble headed by Squadron Leader A.E. Paxton of Station McDonald.

A graduation parade was held 17 May for Course 5602. The presenting officers was Air Commodore W.R. McBrien, OBE, CD, AFHQ. The course consisted of 13 RCAF, four RDEAF, seven TAF, two RAF and ten RNORAF pilots.

During May, other VIPs to visit Gimli were Major General W.J. McGill, GOC, Prairie Command who received his first jet flight and Air Commodore V.H. Patriarche. The station Drama Club directed by Flight Lieutenant A.F. MacKell was informed they had received top awards in several categories for their part in the 14 TRG GP competition.

On 28 June Course 5604 graduated with Air Commodore D.S. Blaine, CD, deputy director, Air Member Tech. Services, Ottawa presenting wings. The graduates included ten RCAF, five RAF, four TAF, six RNORAF, nine RDAF and two RNETHAF pilots.

Course 5606 graduated 9 August 1957 and the presenting officer was Air Commodore J.R. Roberts, SALO, UKSLS, Ottawa. The graduating class consisted of three RDAF, ten RAF, seven TAF, six RDAF and six RNORAF pilots.


On 3 September 1957 three NATO Turkish students were involved in a serious car accident near Brandon. 2/Lieutenant A. Tunder was killed and his two companions were hospitalized in Brandon.

CAPTAIN PETE BROWN RECEIVES WINGS

Course 5608 graduated on 12 September. One of the graduates was the son of the presenting officer Brigadier E.M. Wansbrough, director general of Dental Services Army H.Q., Ottawa. Another graduate Flying Officer P. Brown, received his wings from his father Wing Commander M.W. Brown, RET, of Ottawa. It is interesting to note that to them Capt. Pete Brown as BSUP0 in the spring of 1971, fell the huge task of supervising the supply side of base closure.

The air officer commanding's annual inspection was carried out by Air Commodore H.H.C. Rutledge and his party on 23 September 1957. Numerous other visitors arrived during the fall of '57 including Air Commodore J.B. Harvey and party and Air Vice Marshal J.G. Bryans, AOC TCHQ Trenton and Colonel W.C. Wittert Royal Netherlands air attache, Ottawa.

Course 5610 graduated 1 November 1957 with Air Commodore A.N. Roberts, SALO, UKSLS Ottawa on hand to present the wings. The graduating class was made up of 12 RCAF, four WGAF, one TAF, three BAF, five RDAF, four FAF and 16 IAF pilots.



GORD'S

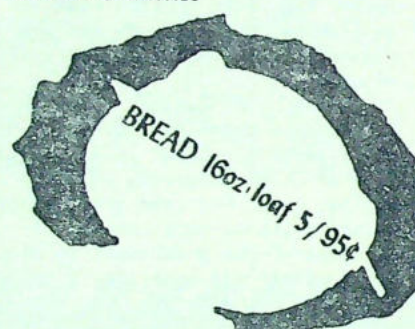
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The graduation of Course 5612 on 13 December 1957 consisted of eight RCAF, one RNORAF, seven RDAF, nine FAF, four IAF and six RAF pilots. Group Captain B.E. Christmas, CD, SPSO of TCHQ Trenton was the presenting officer.

The Christmas season 1957 saw a number of parties and dances including a party for all the children in the recreation centre. New Year's frolics were held in the various messes and the recreation centre.

Course 5614 graduated 31 January 1958 with Colonel W.C. Wittert Netherlands air attache presenting wings to the graduates. There were five RCAF, six RNETHAF, 15 RAF, one FAF, and four RNORAF pilots on the course.

PEARKES VISITS BASE

On 28 February The Honourable G.R. Pearkes, minister of nation-

al defence and Mrs. Pearkes and party arrived. They were met by a 50 man Honour Guard and a fly past. The Commanding Officer conducted a tour of the station and later hosted a luncheon for the Minister and his party.

On 14 March Wing Commander D.G. Malloy, officer commanding 3AFS presented wings to the graduating Course 5616. On the course were: 15 RCAF, five RDAF, one IAF, one BAF, two RNETHAF, ten RAF and two RNORAF graduate pilots.

On 27 March 1958, Air Marshal H. Campbell, the chief of the air staff and his party arrived. The Guard of Honour was out, a fly past was staged and a briefing was held to give the CAS first hand information on the training program.

Course 5701 graduated on 24 April with Major Canip Orhun, Turkish air attache, Ottawa, pre-

sending wings to the graduates. The course consisted of nine RCAF, nine TAF, five RAF and six RNORAF pilots.

PRINCE BERNHARDT VISITS GIMLI

Gimli was honoured by the visit on the 8 of May 1958 of His Excellency Prince Bernhard of the Netherlands. Some of the people making up his party were The Honourable G.R. Pearkes, Air Marshal H. Campbell, Vice Admiral H.J. de Wolf and Air Comondore and Mrs. H.H.C. Rutledge. A 100 man Guard of Honour met the Prince followed by a march past and a fly past. Following the Royal Salute, Prince Bernhard presented wings to the six RNETHAF students graduating. He gave a short address to the parade and the party departed at 1700 hours.

On 24 May, two RAF students, A/Pilot Officers N.H. May and P. Squire were fatally injured in a head on car wreck two miles South of Lockport, Man. Two other RAF students were injured, one severely, in the accident. Funeral services were held in the 14 TRG GP protestant chapel in Winnipeg 28 May.

On June 5, 1958 Course 5703 graduated with Air Marshal Hugh Campbell, CBE, LLD presenting

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wings to 11 RCAF, nine RAF, two RDAF and seven TAF pilots. In the CAS's party were Air Marshal W.A. Curtis, CB, CBE, DSC, ED, LLD, president of the RCAF Association, Air Vice Marshal M.J.L. Plant, CBE, AFC, CD, LLD, general manager of AV Roe and The Honourable Douglas Harkness, minister of argiculture.

Air Force Day was observed 14 June 1958 with a fly past of T-33s and numerous displays all of which proved to be of great interest to the public.

WING COMMANDER STUDER TO TAKE COMMAND

Group Captain C.G. Ruttan, DSO, CD proceeded on leave 20 June prior to going to RCAF Station Cold Lake to take over as commanding officer, with Wing Commander H.R. Studer, AFC, CD, replacing him at Gimli at a later date. Wing Commander D.G. Malloy, DFC, CD assumed temporary command of Station Gimli.

Course 5705 graduated on 17 July with Air Commadore K.L.B. Hodson, OBE, DFC, CD of AFHQ as presenting officer. The course consisted of 13 RCAF, six RAF, two RDAF, one RNETHAF and three TAF pilots.

On 28 August Course 5707 graduated. Air Commadore J.C. Stephenson, OBE, AFC, CD from AFHQ presented wings to the following gradu-

ates: 14 RCAF, seven TAF, one FAF, three RDAF, one RNETHAF and six RNORAF.

The next course to graduate was 5709 on 9 October 1958. The Air Officer Commanding, TC, Air Vice Marshal J.G. Bryans presented the wings to the graduating class which consisted of ten RCAF, one RDAF and 18 TAF pilots.

Group Captain Studer had been promoted to that rank 1 August and he arrived from Staff College, Toronto 10 October 1958 to assume command of Station Gimli. A handing over parade was held with Wing Commander D.G. Malloy relinquishing temporary command. Air Vice Marshal Bryans arrived for an informal visit with the new commanding officer and his staff.

Course 5711 graduated 21 November and Air Commadore W.A. Orr, OBE, CD was the presenting officer. This course consisted of one RCAF, two RNORAF, five RNETHAF and 23 GAF pilots.

During December the usual Christmas parties and holiday festivities were held. Two of the 3AFS pilots were promoted to rank of flight lieutenant.

On 9 January 1959 a wings parade was held for Course 5713, consisting of ten RCAF, one RNORAF, two RNETHAF and 17 GAF pilots. The Commanding Officer Station Gimli,

Group Captain Studer presented the wings.

The next wings parade was on 20 February 1959 for the graduation of Course 5715. Colonel F.C. Schlichting, German air attache, Ottawa presented wings to ten RCAF, two TAF and 24 GAF pilots.

The first fatal flying accident in months occurred 2 March 1959. Flight Cadet Rore Haukeland, RNORAF, was killed when T-33, 21291 crashed about three miles North of Riverton. He had been on a solo exercise. President of the Board of Inquiry was Squadron Leader S. Skinner of Station Saskatoon.

On 9 March 1959, T-33, 21387 crashed near Birds Hill, Man. fatally injuring two instructors, Flying Officer G.S. Graham and Flight Lieutenant E.L. Fine. The two officers were practicing mutual instrument flying at the time and the cause was not immediately clear. Wing Commander W.H. Spafford of Station McDonald was the president of the Board of Inquiry.

The wings parade for Course 5717 was held 3 April 1959. Group Captain J.J. Jordan, AFC, CD, director of flight safety, AFHQ presented wings to nine RCAF, three RDENAF and six RNORAF graduate pilots.

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On 6 May 1959, Lieutenant General B.F. Motzfeldt, commander in chief, Royal Norwegian Air Force and Colonel O.B. Enguik, Norwegian air attache, visited and toured the station. In the evening a mess dinner with Norwegian trainees from Penhold, Portage la Prairie, and Moose Jaw attending was held.

On the evening of 15 May 1959, a wings parade was held for Course 5802. Group Captain Studer, the commanding officer, presented wings to 12 RCAF, two GAF, eight RNORAF and 1 RDEF pilots.

GOLDEN HAWKS PERFORM

The 23 July saw the Golden Hawks aerobatic team performing at Gimli. A good turn out of service personnel, dependents and civilians from town and surrounding area were assembled in the tarmac area for the show.

On 21 August, the Commanding Officer, Group Captain H.R. Studer, presented wings to the graduates of Course 5504. This course was made up of six RCAF, three RNORAF and one RNETHAF students.

T-33, 21544 crashed 1 September 1959 on Hecla Island fatally injuring the two students aboard. Flight Cadet L.P. Prochuk, RCAF, and Sergeant R. Petresen, RDEF, had been on a mutual instrument cross country flight. The president of the Board of Inquiry was Squadron Leader R.G. Moir of Station Portage la Prairie.

The next wings parade was held on 2 October 1959 with Air Vice Marshal J.G. Bryans presenting wings to graduates of Course 5806. This course graduated ten RCAF, six RNORAF, four RDEF and two RNETHAF pilots.

13 November 1959 saw Course 5808 graduate with Group Captain B.E. Christmas presenting the wings. This course had 19 RCAF, three RNORAF and three RDEF graduates.

On 18 December 1959 the 35th Anniversary of the RCAF, wings parade was held at Station Winnipeg. This parade included Gimli's Course 5810 which consisted of five RNETHAF and ten RCAF pilots.

Course 5812 graduated on 12 February 1960 with Air Commandore Martyn, CD, CStaff0, TCHQ Winnipeg presenting wings to seven RCAF, three RNORAF and one RDEF pilot.

3AFS RE-ORGANIZED

A re-organization of 3AFS was carried out in March with the school being formed into two flights vice the old three. "A" Flight was put under command of Flight Lieutenant J.B. England and "B" Flight under Flight Lieutenant G.L. Viger.

On 25 March 1960 a wings parade was held for Course 5814. The course consisting of six RCAF and six RDEF pilots, received their wings from Lieutenant Colonel T. Wickmann, Danish air attache.

Course 5816 graduated on 6 May. The course consisting of six RCAF, one RNETHAF and one RDEF pilot received wings from Group Captain E.R. Johnstone, SR GR, TRG officer, TCHQ.

Wing Commander Liggett, who had been promoted to that rank 15 May 1960, assumed the duties of commanding officer of 3AFS on 26 May. The previous OC, Wing Commander D.G. Malloy was transferred to NORAD McChord AFB, Washington, USA. On the same day Squadron Leader McSherwood assumed the duties of CFI.

DANISH EMBASSADOR VISITS

On 27 May, His Excellency J. Knox the Danish ambassador to Canada and Mrs. Knox accompanied by the Danish Consul Mr. Jorgensen and RDEF Liaison Officer Major Rasmussen visited Station Gimli. His Excellency had an opportunity to meet the Danish students and the senior officers and wives at a dinner in the Officers' Mess.

On 28 May, a combined effort on the part of 2AFS Portage la Prairie and 3AFS Gimli, under the command of Squadron Leader W.H. Bliss of Station Gimli, flew the letters RCAF at Trenton and Ottawa during the Air Force Day activities.

On 25 June a formation of 12 T-33s under command of Squadron Leader W.H. Bliss, then CFI, staged a fly past over the Manitoba Legislature in connection with the opening ceremony of the Red River Exhibition. On the 28 June Squadron Leader Bliss led the 12 plane formation over the Red River Exhibition grounds in connection with Armed Forces Day.

Course 5903 graduated on 29 July 1960 with Group Captain D.E. Galloway, MBE, CD, presenting wings to the graduates. This course consisted of nine RCAF and seven RDEF pilots.

The next course to graduate was 5905 consisting of two RCAF, two RNETHAF and five RNORAF pilots. The presenting officer was Group Captain A.H. Middleton, AFC, CD, SPSO TCHQ Winnipeg.

Course 5907 graduated 21 October with Commanding Officer, Group Captain H.R. Studer presenting wings to two RCAF and two RNORAF pilots.

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The last graduation in 1960 was held 2 December for Course 5910. Group Captain R.E. Porter, senior ground training staff officer, TCHQ presented wings to one RNETHAF and nine RCAF trainees.

1961 UNDERWAY

Course 5911 graduated 19 January 1961 and received their wings from Air Vice Marshal H.M. Carscallen, DFC, CD, AOC TC. The normal cocktail party and supper, dance was held after the ceremony.

The next course to graduate was 5913 on 3 March. The course consisted of nine RCAF graduates receiving their wings from Wing Commander R.M. Bubel, CD, CTechSO, Station Gimli.

Flying time during the winter months averaged about 1500 hours per month. Average serviceability by this stage was close to 70% which was a significant improvement over the early years of the T-33 program.

From the recreation side, the station was well represented in the Winter Carnival sponsored by the town and the station. The highlight was an ice show with over 100 skaters. The Minister of Health, Honourable Doctor G. Johnson was present for the event on 4 March 1961.

A very successful band concert was held on the station 11 March and on the 26 March the station hockey team won the final play off in the Lake Winnipeg Intermediate Hockey League.

The Commanding Officer and Officer Commanding of 3AFS played host to Air Commodore C.H. Greenway, OBE, CD from AFHQ on 14 March and to a group of foreign service attaches representing USA, Germany, Turkey, Venezuela and Yugoslavia on 28 March 1961. The later group arrived to obtain a briefing on the role and organization of the station. On 19 May, Air Commodore H.E.C. Boxer, air advisor to the UK high commissioner visited Station Gimli for similar reasons.

On 14 April another graduation was held for seven RCAF and seven RDENAF students Course 5915. The presenting officer was Air Commodore G.G. Diamond, AFC, chief of personnel services, Ottawa.

Course 5917, consisting of three RCAF and five RNORAF pilots, graduated on 26 May. Group Captain J.F. Mitchell, commanding officer of RCAF Station Winnipeg was the presenting officer for this occasion.

The first C130 Hercules aircraft to land at Gimli arrived 18 June 1961 to pick up ground crew and equipment required for the air dis-

play on Air Force Day at Uplands. The next day 26 T-33 aircraft departed Gimli for Uplands to practice for the air show.

Course 6002 graduated 30 June 1961. The five RCAF and four RDENAF graduate pilots received their wings from Group Captain D.G. Malloy, DFC, CD, assistant deputy for operations, Seattle ADS(SAGE), McChord AFB USA.

On 10 July Brigadier W.A.B. Anderson, commandant, RMC, Kingston, arrived to discuss ROTP training problems. The visit included interviews with RMC pilot trainees and a family ride in a T-33.

Course 6004 graduated 18 August and consisted of five RDENAF and two RCAF pilots. Wing Commander H. Malkin, DFC, AFC, CD of TCHQ Winnipeg was presenting officer. As will have been noted, the pilot training program had taken a drastic slump in comparison with the mid fifties when 30 or 40 pilots at a time graduated.

PRESIDENT OF ICELAND VISITS GIMLI

On 17 September, The President of Iceland accompanied by Mrs. Asgeirson and members of his staff visited the station and local community. The RCAF band was in attendance.

A wings parade was held for Course 6006 on 28 September. The 13 RDAF graduates received their wings from Air Vice Marshal Orr, CBE, CD, air member for personnel, AFHQ.

On 14 November the installation of artificial ice in the station curling rink was observed by Group Captain Studer throwing the first rock to open the curling season.

Course 6010 graduated 15 December 1961 and the six RCAF and five RDENAF graduates received their wings from Air Commodore M.P. Martyn, CD, CStaffo, TCHQ, Winnipeg.

The usual round of Christmas parties and festivities marked the holiday season.

On 9 February 1962, Air Commodore J.A. Verwer, CStaffo, TCHQ Winnipeg presented wings to the six RCAF graduates of Course 6012.

HARKNESS VISITS GIMLI

On 20 February 1962 the Minister of National Defence, The Honourable Douglas Harkness arrived on the station. He was met at Gimli by AOC, Air Vice Marshal H.M. Carscallen and the CO, Group Captain Studer and the Guard of Honour. He met the senior non-commissioned officers and the warrant officers in the Sergeants' Mess before attending a mess dinner in the Officers' Mess.

On the 27 February 1962 a 15½ month, 25000 hour accident free period ended with structural damage being sustained by a T-33. Flight Cadet Engebritsen, RNORAF, on a solo exercise, pushed hard right and left rudder, alternately, causing damage to the vertical fin and rudder. The aircraft was landed without further damage.

Course 6016 graduated 4 May 1962. The successful graduates received their wings from Group Captain C.M. Black, DFC, CD, commandant CJATC, Rivers, Man.

On 8 May '62 the Commander in Chief, Royal Danish Air Force, Lieutenant General K. Ramberg arrived and was met by the Guard of Honour. Danish students from all of Canada attended a mess dinner held in his honour that night.

On 25 May 1962, T-33, 21257 crashed about three miles South of RCAF Station Gimli. The pilot Flying Officer P.D. McLaren was fatally injured in the crash, the reason for which was not immediately known. The president of the Board of Inquiry was Squadron Leader P.L. Gibbs of RCAF Station Portage la Prairie.

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On 1 June 1962, Course 6101 consisting of three RCAF, four RNORAF and three RDANAF students graduated. Wing Commander D.G. Laidler, CD, TCHQ Winnipeg was the presenting officer.

The 18 June 1962 brought tragedy when Flight Lieutenant R.L. MacDonald and Flying Officer C.G. Leadbeater, both pilots, were reported overdue on an excursion in an 18 foot sail boat. A violent thunderstorm accompanied by heavy rain and gusty winds struck two hours after they had planned to return and it was believed that they were victims of the storm. Their bodies were recovered 20 June with life jackets attached. Death was believed to be due to exposure.

Course 6102 graduated on 30 June 1962 receiving wings from Group Captain D.G. Malloy, DFC, CD, from McChord AFB, Washington, USA. The course consisted of four RCAF and four RDANAF pilots.

The next wings parade was on 27 June 1962 when Course 6102 graduated. The eight RCAF and two RDANAF pilots received their wings from Group Captain Studer the commanding officer.

GROUP CAPTAIN SUTHERLAND ASSUMES COMMAND

On 10 August a commanding officers handing over parade was held on the tarmac. Group Captain G. Sutherland assumed command of Station Gimli from Group Captain Studer who was transferred to NORAD Colorado Springs, Colorado. Group Captain Sutherland came from 1 Air Division, HQ, Metz, France where he had been senior personnel staff officer.

Group Captain Sutherland's first graduation was Course 6103 which graduated on 8 September '62. The Commanding Officer presented wings to the four RCAF and two RNORAF graduates.

CFS MOVES TO GIMLI

On 1 October 1962, the complete Central Flying School unit from RCAF Station Saskatoon headed by Wing Commander W.J. Smith moved to RCAF Station Gimli. This included the UICP section and brought about 220 service personnel into the area.

On 19 October, Wing Commander W.J. Smith, OC, AFS presented wings to the graduates of course 6104. This course had a total of five RCAF graduates.

Group Captain A.H. Middleton, SPSO, TCHQ, presented wings to Course 6105 on 30 November. This course had 17 RCAF university graduates.

In 1963 RCAF Station Gimli graduated 63 RCAF pilots, four RDAF and 13 RNORAF pilots.

GIMLI SMOKERS FORMED

1963 saw RCAF Station Gimli supporting numerous air shows all over the country. The T-33 aerobatic team, The Gimli Smokers, participated in the Ottawa Air Force Day on 8 June, the Gimli air show on 18 June, the air show at Winnipeg on the retirement of Air Vice Marshal Carscallen, AOC, Training Command on 15 July and the air show at the CNE in Toronto 26 August to 2 September. In addition the RCAF Letters Team composed of T-33s from Gimli and Portage la Prairie took part in the Canadian International air show 29 to 30 August.

On 21 August, Air Force Day was held at Gimli and the flying program consisted of the Gimli Smokers, the Goldy Locks from Moose Jaw, the Red Knight and the Golden Hawks. CFS provided five aircraft for static display, a T-33, the Dakota, the Expeditor the Harvard and the Chipmunk.

GOOD BYE, GOOD LUCK & THANK YOU

to the Armed Forces personnel
and their dependents for their COOPERATION
and

SUPPORT to the town and
community of Gimli and the surrounding area,
many of whom are our personal friends.

We have enjoyed having you with us
and wish you the best at your new destinations.

Those of you who will be coming back for a visit....will be MOST WELCOME.

DON'T FORGET OUR (100years) ICELANDIC FESTIVAL..... 1975

SINCERELY, Dick Arnason INTERLAKE AGENCIES

In the personnel area, the OC 3AFS, Wing Commander L.J. Liggett was transferred to the NATO Defence College, Paris, France. He was replaced by Squadron Leader J.B. Lawrence in February 1963. In June Wing Commander E.J. Trotter assumed command of 3AFS following the promotion and posting of Wing Commander J.B. Lawrence to RCAF Station STU Chatham for Sabre transition training prior to commencing on CF104s. Squadron Leader W.R. Scott was transferred from 3AFS to CFS becoming officer commanding, operations flight. In September 1963, Squadron Leader M.C. Sherwood, previously 3AFS, CFI, assumed the duties of CFS, OC jet flight from Squadron Leader B.H. Marfleet who retired from service.

VISITS TO GIMLI IN '63

Official visits in 1963 included a formal visit in June by Air Vice Marshal Garscadden, AOC, TCHQ, prior to his retirement from the RCAF. On 26 November 1963 Air Vice Marshal R.C. Ayling, CBE, senior air staff officer, Training Command Headquarters, RAF and Air Commodore R.J.B. Burns, CBE, senior air advisor of the British defence liaison staff visited RCAF Station Gimli.

Other activities in 1963 included seven official civilian tours of the unit, an aggressive recreation program which included plans for a nine hole golf course and finally paving the road from the station to the town of Gimli was completed in August.

Unfortunately 1963 was not without flying accidents. On 9 April 1963 Flying Officer Wayne MacKenzie, station test pilot, was forced to eject to safety from T-33, 21286. He was flying a routine air test when mechanical trouble in the aircraft hydraulic system made the aircraft impossible to control. AIB investigation was carried out and enough information to denote all causes of the crash was thereby obtained so that a formal Board of Inquiry was not required. Flying Officer MacKenzie landed in a wet swampy area, about six miles West, Northwest of Teulon which was inaccessible to ordinary rescue vehicles. Squadron Leader Sherwood rose to the occasion, borrowed a farm horse and gallantly rode into the swamp to effect the rescue.

On 21 August 1963, Air Force Day at Gimli, the Red Knight T-33, piloted by Flight Lieutenant Morin crashed while performing a Cuban 8. F/L Morin was fatally injured.

On 7 November 1963, T-33, 21227 was abandoned near Koostatak, Man. when the pilot became lost or disoriented while making an ADF instrument approach. Both crew members ejected safely.

Station strength as of 31 December 1963 was 707 service personnel and 215 civilian personnel.

In 1964 the breakdown of FTS graduates was as follows: 40 RCAF, 14 RNORAF and nine RDAF pilots.

Effective 1 January 1964 No. 7 FTTU was disbanded. The personnel were absorbed by Station Gimli.

On 2 March, the Commanding Officer, Group Captain Sutherland departed with Canadaair personnel to Australia and New Zealand to show how the RCAF was planning to utilize the CT114 Tutor aircraft. On the same date Squadron Leader W.R. Scott and Flight Lieutenant R.D.L. Keir departed for Churchill to participate in cold weather flying trails on the Tutor.

On 13 May T-33, 21524 crashed near Arborg, Man. Flying Officer D.P. Sankey was fatally injured in this accident.

TUTOR FLY-PAST PLANNED

Plans were under way for a Tutor formation fly-past for a combined Training Command acceptance ceremony and a Station Gimli, Station Winnipeg wings parade to be held on Air Force Day, 13 June 1964 at Winnipeg. Squadron Leader A.W. Fisher and Flight Lieutenant J.W. Kaiser departed for Canadaair, 27 May to pick up the first Tutor aircraft No. 26088. The party returned on 8 June with four Tutors. Course 6301 with nine RCAF graduates received their wings in Winnipeg and Squadron Leader A.W. Fisher led the two plane Tutor formation on 13 June.

GIMLI DESIGNATED PERMANENT STATION

On 2 June, word was received from AFHQ that RCAF Station Gimli had been designated a permanent station. The news was considered a great morale lifter, after the long period of indecision, not only for the station but for the town of Gimli and the surrounding districts.

A proposed move for CFS from Gimli to RCAF Station Winnipeg effective 31 July was officially ap-

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proved 30 June. CFS held a large farewell party in the Officers' Mess in anticipation of the move on 12 June.

1964 saw implementation of the flight safety award program. The awards were presented on the basis of a specified number of hours of instructional flying without an accident which was due to pilot error.

On 29 Aug. the Banana Belt Golf Tournament took place at Stn. Gimli with RCAF Stn. Cold Lake participating. The handsome trophy for supremacy in this annual event was preserved and transported to Cold Lake in this summer as part of the Gimli Gallery.

On 31 Aug. it was announced that 3 AFS would be known henceforth as 1 FTS (One Flying Training School). This step was taken in conjunction with the change in the role of the school to single engine jet training through to Wings standard. The new basic trainer, then known as the CL 41A Tutor was on display September 8 marking the beginning of the era at Gimli with which most of us are familiar.

During the last seven years Gimli has undergone considerable change. The Tutor stayed with us until 18 March 70. On that day, Lt. JJ Bineau and his instructor,

Maj. GJ Akamoto flew the last student mission on this aircraft.

The following September, Gimli residents were shocked to hear of the closure of CFB Gimli by the Department of National Defence.

The last student mission at CFB Gimli will be flown next month and with the departure of the T-33's military flying will cease.

After reading the preceding account, CFB Gimli can be justly proud of its service with the Canadian Armed Forces. Many people of many nations walked through her gates. CFB Gimli will always hold a special place in their flying careers.

It is unfortunate that time and space are so limiting for there is much more to this account than we have been able to print here. The history, though incomplete at the time of printing will be completed shortly and forwarded to the new home of IFTS CFB Cold Lake Alberta

N. SHUCKETT, B.A., LL.B.
BARRISTER AT LAW

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GENERAL

ATTENTION...MOVIEGOERS...Sunday evening's movie on the 30 of May will be the last show in the base theatre. The theatre will officially close on that date. To all the many friends that I have made while operating the theatre I say THANK YOU and GOOD LUCK.

Charlie Legare

The MART

HOUSES

For Sale: 2-bedroom house on 71-5th, Gimli. Well treed, fully landscaped lot with garage. Close to all conveniences. Phone: 642-7408.

For Sale: 3-bedroom home. L-shaped living room, large kitchen, four-piece bath, utility room and garage. Gas heated. Best offer. P.I.T. at \$100. a month. Call after 4:00 p.m. - 642-5820.

For Rent: 3-bedroom house. Gas heated with utility room and plumbing in Gimli. Available 1 Jul. Phone: 5775.

AUTOMOBILES

For Sale: '57 Pontiac, 6 cyl. Standard transmission, radio, good condition. Reasonable price. For further info. phone 5534 and ask for Terry Johnston.

For Sale: 1960 Monarch V8, power brakes & steering, radio. Phone: 642-5216.

For Sale: By Jul. 10, '61 Pontiac, 6 cyl. with radio, rebuilt motor. Phone: Cpl. Reiser at local 167.

For Sale: 1964 Rambler. Needs engine work otherwise good condition-\$239. Phone: 5942 or local 11, CFB Gimli.

For Sale: 2-door '65 Buick LaSabre, blk., PS, PB, AT, radio, good condition. Phone: 642-8172.

For Sale: '65 Ford, Country Squire Wagon, winter tires, fully equiped, good condition. Phone: 642-8259.

For Sale: '68 Plymouth, 2 dr. Sedan, green, big 6 auto., 7 tires (2 new) with wheels, push button radio, only 34,000 miles-remainder of 50,000 mile warranty, top shape. See at 88 Willow Dr., Aspen Park or Phone: 642-7990.

MISCELLANEOUS

For Sale: Voyageur I camera Flash unit-\$6.00. Omega electric hair clipper & trimmer-\$8.00. Robinson battery operated shaver-\$4.00. Phone: 5377.

For Sale: 40' of brand new 10-4 electric cable-ideal for camping trailers & mobile homes-\$20.00. Phone: 642-7990.

CHUDD & SONS

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For Sale: High grade air pistol a \$30. value, perfect condition. For quick sale \$15. "A GIVE AWAY". Phone: 642-8856, Gimli.

For Sale: One Phillips portable sewing machine. Phone: 642-5582.

For Sale: Coffee table, small chrome table, brass bed, chairs, tricycle, hot plate, other misc. articles. Phone: 642-5573.

For Sale: 1-brown synthetic hair wig, 1-brown human hair wig, excellent condition. Phone: 642-8860.

For Sale: Stately oak bench 11'4" long. Ivory coloured Queen size bed head. Phone: 642-5289.

For Sale: 1-chrome high chair, very good condition, 1-baby commode chair. Phone: 642-5861.

For Sale: baby basinette, fold-up type, castors, complete with mattress and liner, new condition. Phone: 642-8810.

WANTED: REFRIGERATORS, STOVES AND FURNITURE.....HIGHEST PRICES PAID MacLEODS, Gimli, Manitoba.

WANTED: Bedroom suite in good condition; utility shack for lawn mower; barbecue and chairs; coffee tables or end tables; will pay cash. Phone: 389-2164.

WANTED: Bunk beds in good condition. Phone: 642-7704.

WANTED: 1-baby high chair, in repairable condition. Phone: 642-8838-9:00 a.m. - 6:00 p.m.

ACCORDIAN LESSONS now available at Gimli by Edward E. Hicks, Winnipeg. For information Phone: 642-5774.

WANTED GOOD HOME for a black cat (female, spade) Phone: 642-8126.

WANTED GOOD HOME for a 4-yr. old female Siamese cat. Complete with papers, just for asking. Phone: 642-5173.

CALL FOR TENDER

Gimli and R.M. Cemetery Committee
Sealed tenders marked "Cemetery Tender" will be received by the undersigned for the maintenance of the Gimli and R.M. Cemetery Grounds. Successful bidder to supply all tools, equipment, gas, oil, etc., or whatever is necessary to perform the job adequately.

Tenders may be submitted on a monthly or seasonal basis. Details of work involved may be obtained at Kardy's Hardware.

Tenders will be received until 12:00 noon on June 5th 1971. Duties to commence on June 7.

Lowest or any tender not necessarily accepted.

Signed,
G. Geirholm (Sec Tres.)
Gimli Manitoba.

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