

# SOUVENIR NUMBER

PRICE  
10 CENTS

The graphic is a large, tilted rectangular frame containing a grid. The top of the frame is dominated by the title 'THE PENHOLD' in large, bold, black letters. Below this, the word 'LOG' is written in a large, stylized font across the center. The background of the grid is a map of Canada, with the word 'CANADA' written vertically along the left edge and 'ALBERTA' along the right edge. A silhouette of a biplane is shown flying across the map. In the bottom right corner of the grid, there is a profile of a pilot wearing a helmet and goggles, with the name 'B.W. ROUGHTON' written below it. The text 'GRAND TOTAL' is also visible near the pilot's profile. At the bottom of the grid, the number '36' is written. The letters 'S.F.T.S.' are written in a large, spaced-out font at the bottom of the entire graphic.

VOLUME V  
SEPTEMBER



NUMBER 9  
1944

Souvenir  
Number



September  
1944

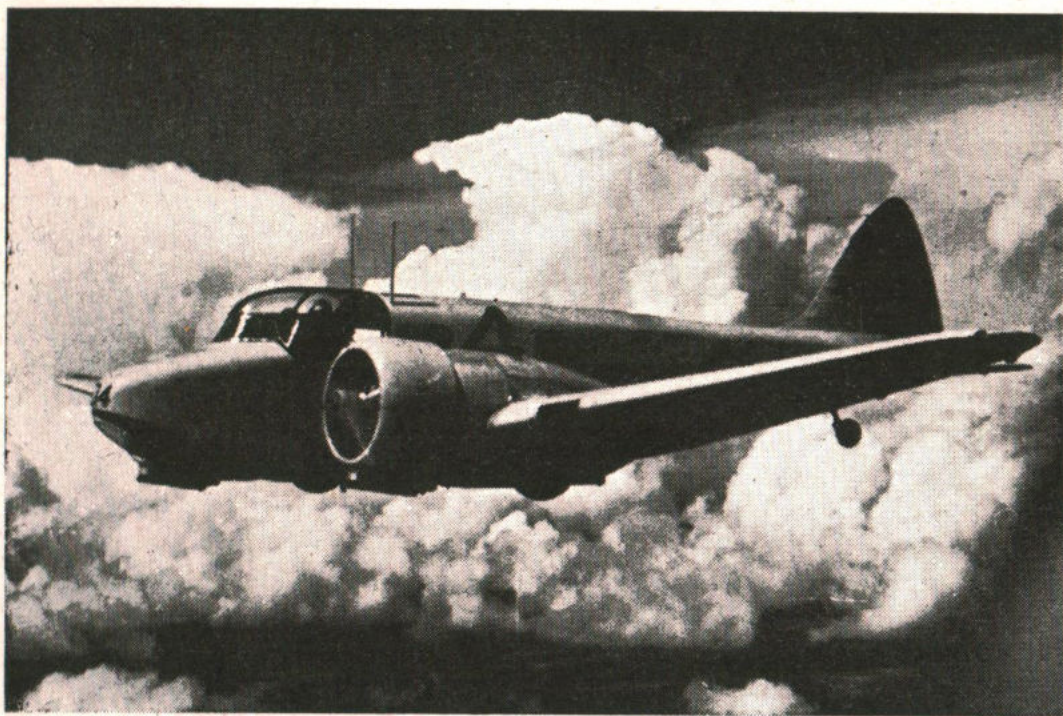
Published by kind permission of Group Captain W. T. F. Wightman, D.F.C.  
Commanding Officer No. 36, S.F.T.S., Penhold.

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**EDITOR**

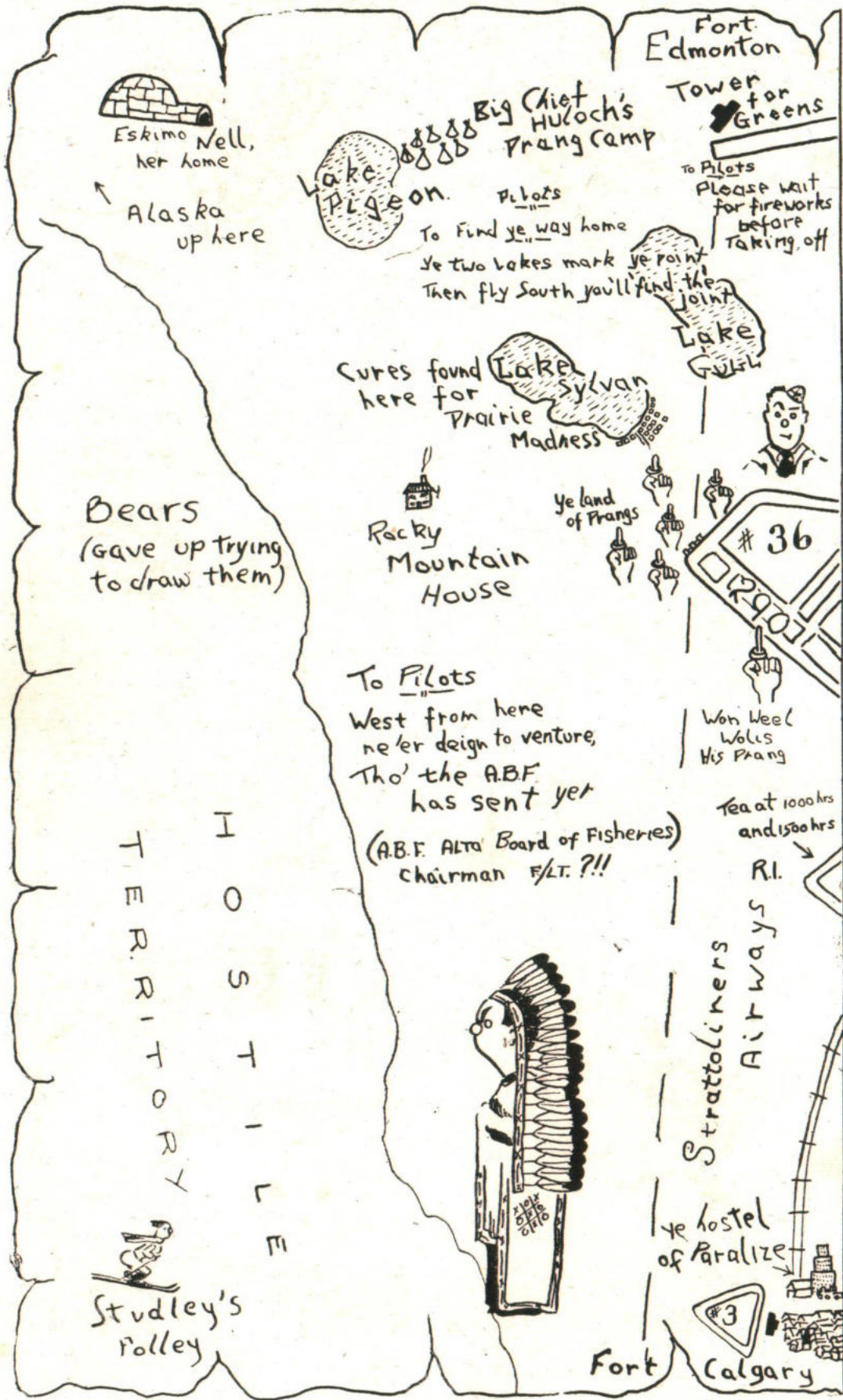
F/Lt. W. H. Thomas

**ADVISORY BOARD:** Rev. (S/Ldr.) Crockett, F/Lt. Gilbert, F/Lt. Hudson  
**COMMITTEE:** F/Lt. J. Hibberd, F/O Street, F/O R. A. R. Hummel and  
LAC Nicholas (Photographs), Sgt. N. R. Smith (Illustrations),  
Cpl. E. R. Denison Cross and Cpl. McLennan Jones.



**The Oxford In Alberta Skies**

# YE RAFFE MAP—



Eskimo Nell,  
her home

Alaska  
up here

Lake  
Pigeon.

Big Chief  
Huloch's  
Prang Camp

Fort  
Edmonton  
Tower  
for  
Greens

To Pilots  
Please wait  
for fireworks  
before  
Taking off

To Find ye way home  
Ye two lakes mark ye point  
Then fly South you'll find the joint

Cures found  
here for  
Prairie  
Madness

Lake  
Sylvan

Lake  
Gulf

Bears  
(gave up trying  
to draw them)

Rocky  
Mountain  
House

Ye land  
of Prangs

# 36  
R.O.O.

To Pilots  
West from here  
ne'er deign to venture,  
Tho' the A.B.F.  
has sent yet

(A.B.F. ALTA Board of Fisheries)  
Chairman F/LT. ???

Won Weel  
Wolfs  
His Prang

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Tea at 1000 hrs  
and 1500 hrs

Strattoliner  
Airways  
R.I.

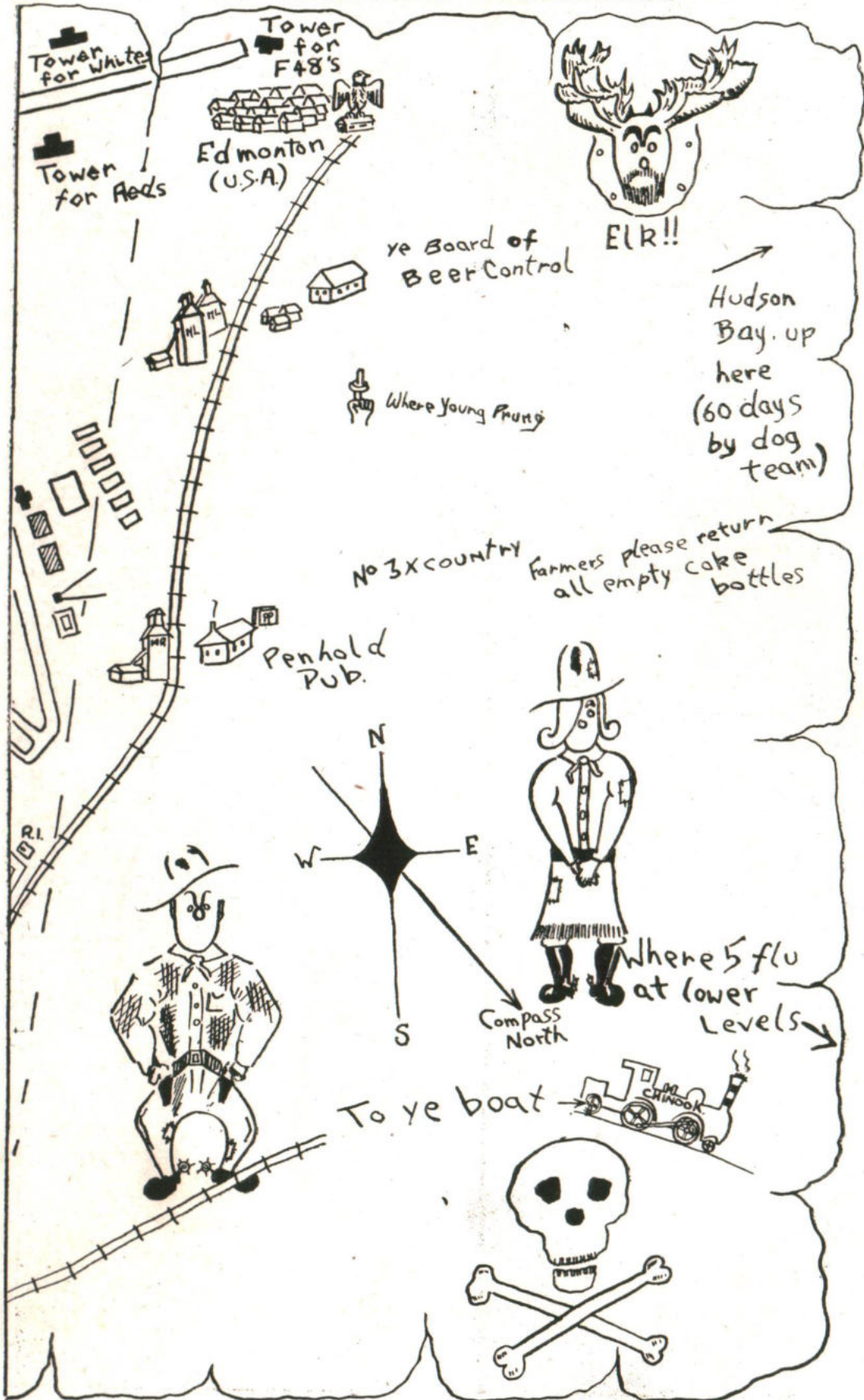
Studley's  
Polley



Ye Hostel  
of Paralyze

Fort  
Calgary

-OF MIDDLE ALBERTA



Sgt. N. R. Smith's Projection



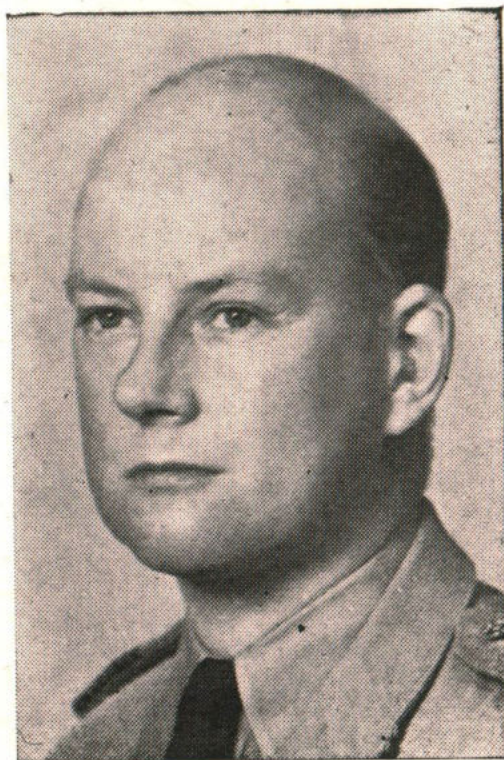
G/C W. B. Farrington, D.S.O.

## Three Commanding Officers

No. 36 S.F.T.S. had three Commanding Officers. Group Captain W. B. Farrington, D.S.O., opened the Station in August, 1941. He handed over to Group Captain H. J. Pringle, A.F.C., at the beginning of May, 1943. Group Captain W. T. F. Wightman, D.F.C., took over command of the unit at the end of July, 1944.



G/C H. J. Pringle, A.F.C.



G/C W. T. F. Wightman, D.F.C.



STATION PARADES WERE HELD ON THE PARADE GROUND BEHIND THE CONTROL TOWER



## Many Chief Instructors

There were many Chief Instructors who guided Penhold's three years of flying training. In 1941 there were W/Cdr. Leggate, S/Ldr. Maxwell and S/Ldr. I. G. Dale. W/Cdr. Chesterman took over in 1942, and was followed by W/Cdr. F. M. Milligan.

Two under whom Flying Wing flourished most successfully were W/Cdr. F. B. H. Hayward (above), C.I. from June, 1943, to February, 1944, and W/Cdr. H. A. C. Stratton (right), C.I. from February to July, 1944. The last of Penhold's C.I.'s is S/Ldr. J. Korndorffer.



## *C.E.O.'s and C.G.I.'s*



W/CDR. GIFFORD

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There were three C.E.O.'s—  
W/Cdr. F. G. Mill, D.F.M.,  
from August, 1941, to June,  
1943; W/Cdr. Ovenden, from  
June to August, 1943, and  
W/Cdr. S. S. Gifford, from  
August, 1943.

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There were two C.G.I.'s  
S/Ldr. S. S. Kirsten,  
from August, 1941, to  
August, 1943, and S/Ldr.  
N. G. Minor, from  
August, 1943

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S/LDR. MINOR



## Three Years of Pupils

How many pilots Penhold produced is still secret. We know that many have won decorations since leaving here. Cartoonists thought of pupils as good types (left) or as dim types (bottom right). The average pupil looked just like the photograph below.



## *Air Cadets*

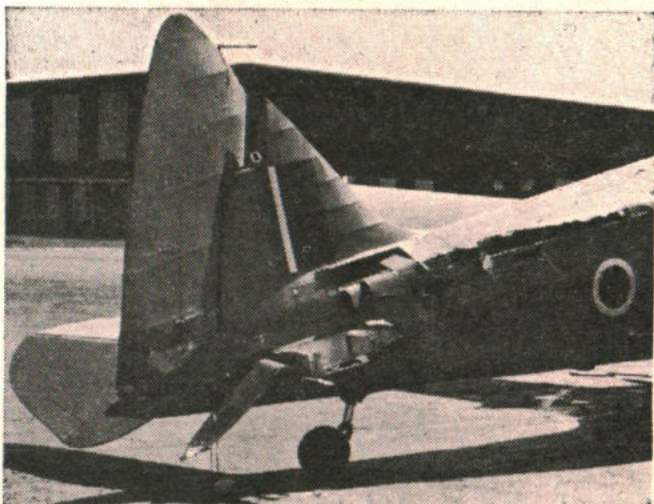


Air Cadets have been a familiar sight about the camp ever since the station was first opened. The No. 7 (Penhold) Squadron, formed in September, 1940, was the first Alberta squadron, and held regular parades twice monthly on the camp. Though named the Penhold Squadron, it drew recruits from as far afield as Rocky Mountain House, Eckville, Benalto, Sylvan Lake, Marker-ville, Bowden and Innisfail, as well as from Red Deer. To attend the parades the Rocky Mountain House cadets travelled more than 60 miles each way in all kinds of weather. More than 400 cadets have received their first training in the ranks of the Penhold Squadron. The Squadron was formed under the command of Dr. Thompson, of Innisfail, and is now commanded by F/Lt. Cuthbertson, of Red Deer.

Penhold has also provided other Alberta Air Cadet Squadrons with facilities for summer camps and officers' courses, while many cadets had their first flights in the aircraft of the unit. For our part, we have been able to learn something from watching the cadets on the parade ground carry out the complicated evolutions of the Canadian drill book.

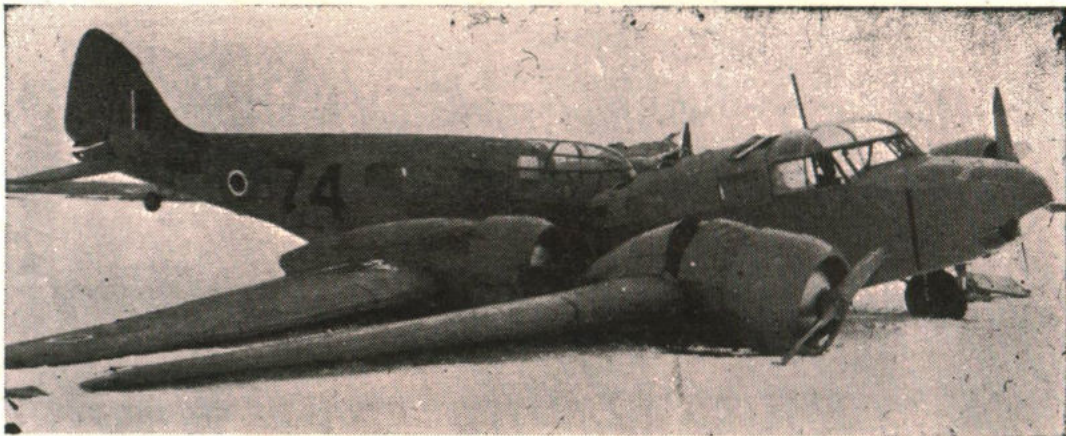
## Chapter of Accidents

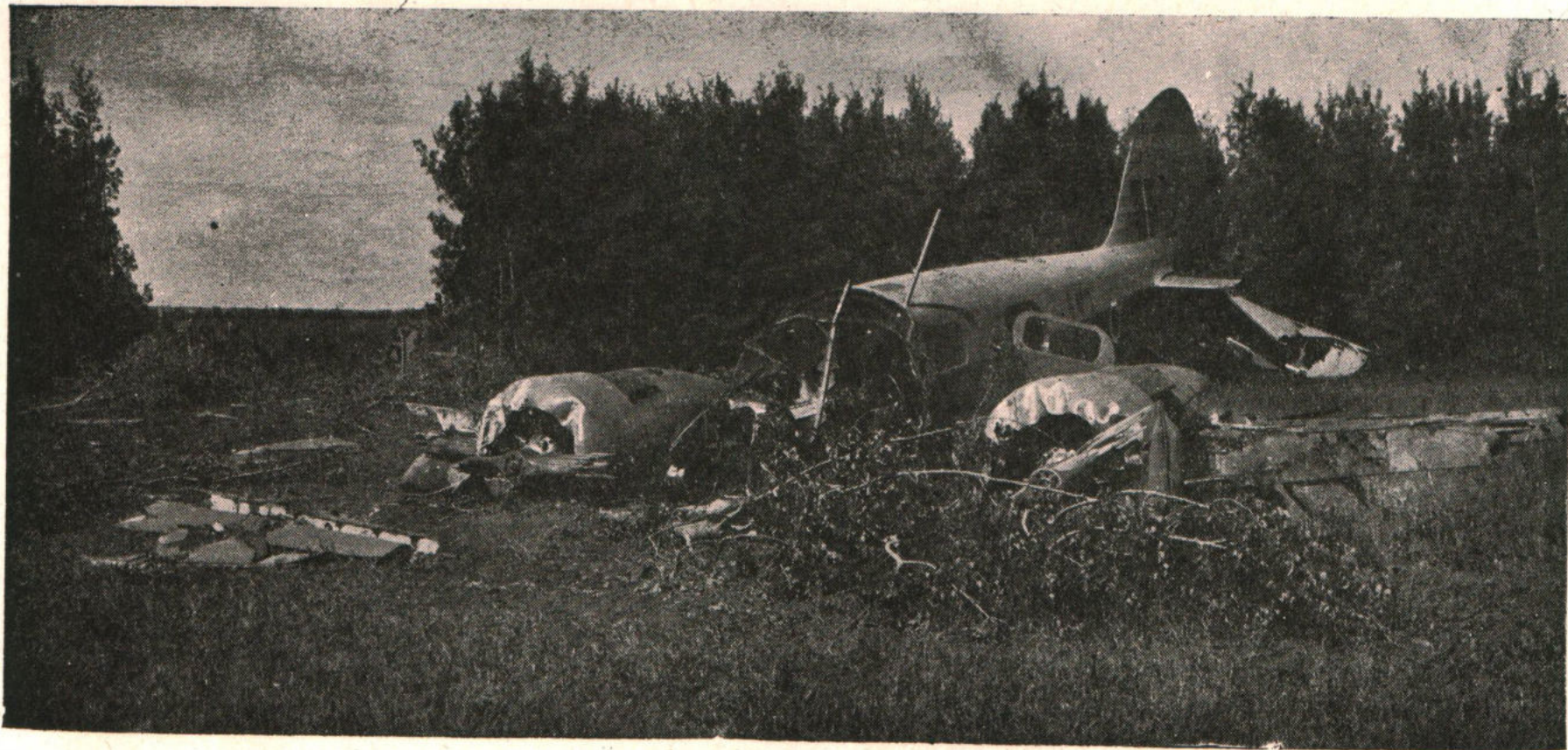
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Like other training schools, Penhold had its share of accidents. Fortunately the more spectacular often caused more damage to the aircraft than to their occupants.

The aircraft above was flown home safely after losing half its tail unit in a mid-air collision. This was the occasion of the only parachute jump in Penhold's history. Nobody was injured. The picture below shows what happens when two pilots choose the same time and place for landing. Again nobody was injured.





THIS AIRCRAFT BULL-DOZED ITS WAY THROUGH A BANK OF TREES.  
THE PILOT ESCAPED WITH A BROKEN LEG.

## RED DEER

**L**OOKING back to the time when we first arrived at Penhold, it is difficult now to remember what we expected on our first visit to the town called Red Deer. The name had an authentic western flavour, and perhaps we had visions of a town complete with cowboys, cattle rustlers and sheriffs. The citizens of Red Deer have also probably forgotten what they thought when they first heard that several trainloads of R.A.F. troops were about to be dumped not so very far outside the city limits. Perhaps they had visions of an invasion of icily supercilious bores with high-pitched voices and affected accents.

Whatever may have been our various illusions about each other, they were soon dispelled and replaced by many new friendships. Red Deer made us welcome from our very first week-end at Penhold, and ever since the homes of Red Deer have been open to a long succession of those posted to No. 36 S.F.T.S. It cannot be denied that we felt somewhat alone and out in the wilds when we first arrived, for though this is the heart of a well populated and prosperous part of Canada, to English eyes it seemed vast, empty and somewhat bleak. We soon learned that what was lacking in numbers of population was more than outweighed by the warmth of the legendary western hospitality.

We have always grumbled, and wherever we are there is little doubt we always shall. Yet as the time approaches for us to leave Penhold, we realise that a good many of our grumbles have been just part of the national habit, and though we still rally to the cry, "Roll on the Boat," we shall be sorry to have to say goodbye to our many Canadian friends who have done so much to make our stay here a happy one. A glance at the addresses on 48-hour passes provides abundant evidence of the number of homes in Central Alberta which welcome the R.A.F. Not only in Red Deer, but for a hundred miles around, the R.A.F. have made friends. One of the more distant spots which has always been popular at Penhold is Rocky Mountain House, which in the early days when the first contingents had just arrived, took bus loads of Penhold troops en bloc and organised week-end hospitality for them on a mass scale. Our many friends from outlying farms have often used part of their precious gasoline ration to take us to their homes out in the country. Those of us who were stationed at Penhold's outposts, Big Bend and Blackfalds, also found many hospitable neighbours.

Each of us individually will be saying goodbye to our particular friends, but we wish also officially and on behalf of the unit to say that we have deeply appreciated all that the people of Red Deer and the surrounding towns and country have done to make our three years in Alberta so pleasant. We hope that new and better opportunities for world travel after the war may make it possible for us to meet again.



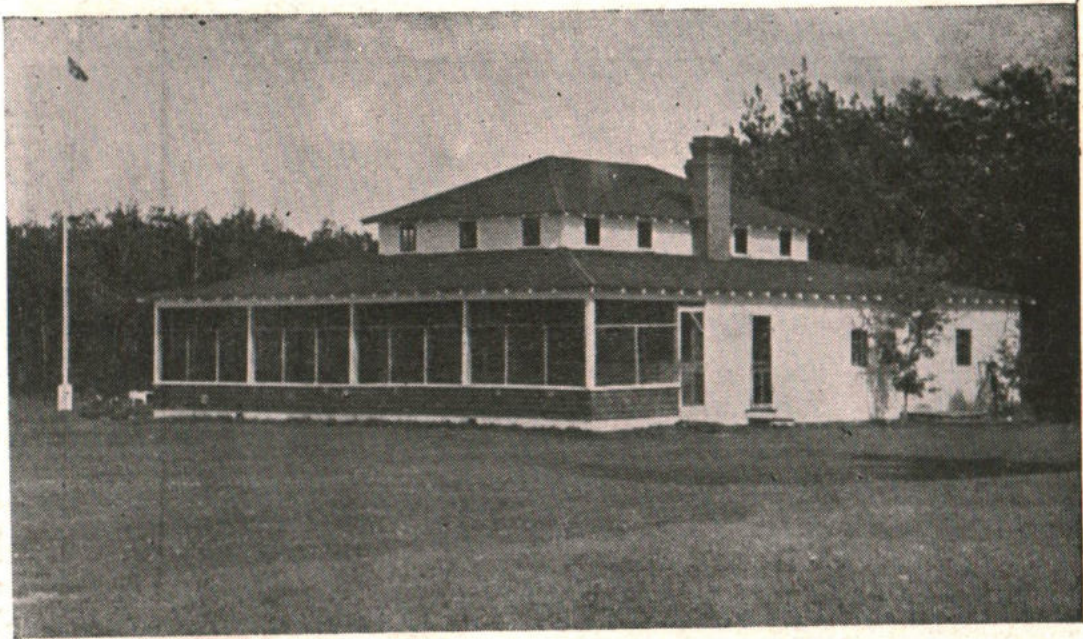
THE TWO RED DEER CINEMAS AND MOST OF THE CAFES ARE IN THIS STREET



THE CALGARY-EDMONTON ROAD RUNS THROUGH RED DEER, AND HERE IS THE SHOPPING CENTRE



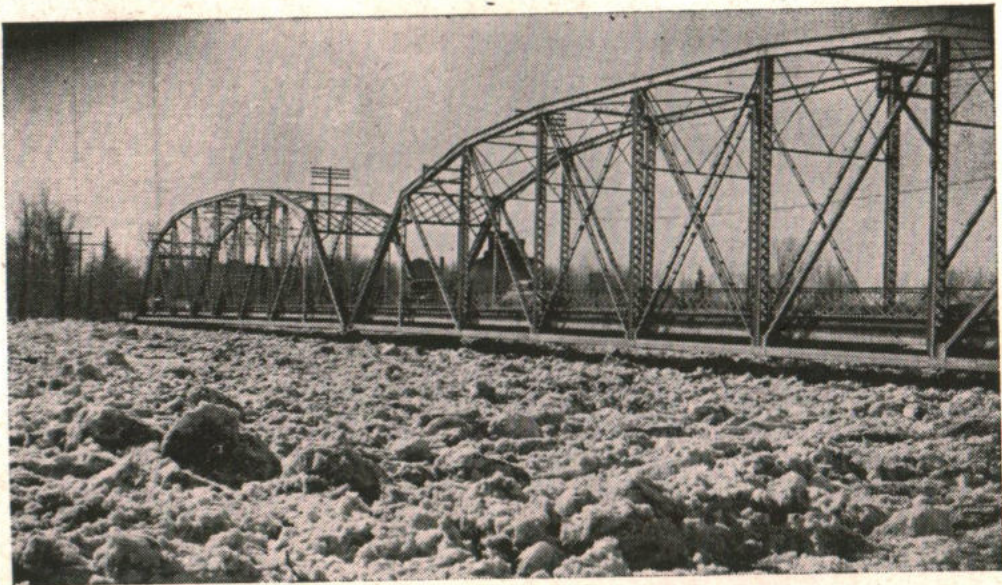
IN WELL STOCKED STORES WE BOUGHT PARCELS TO SEND HOME



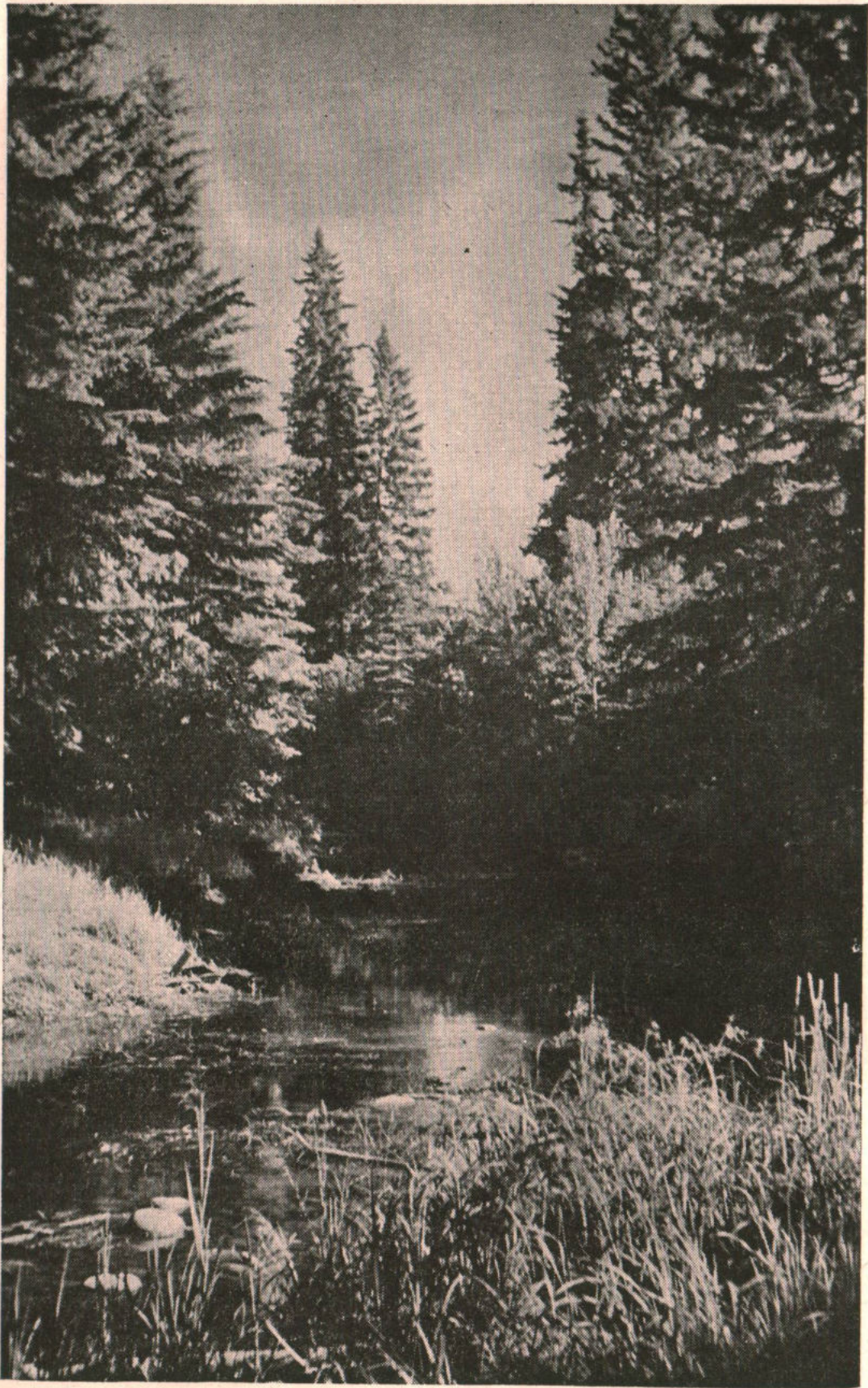
GOLFERS SPENT MANY PLEASANT HOURS ON THE BEAUTIFUL  
BUT TRICKY 18-HOLE RED DEER COURSE. THIS IS  
THE CLUB HOUSE

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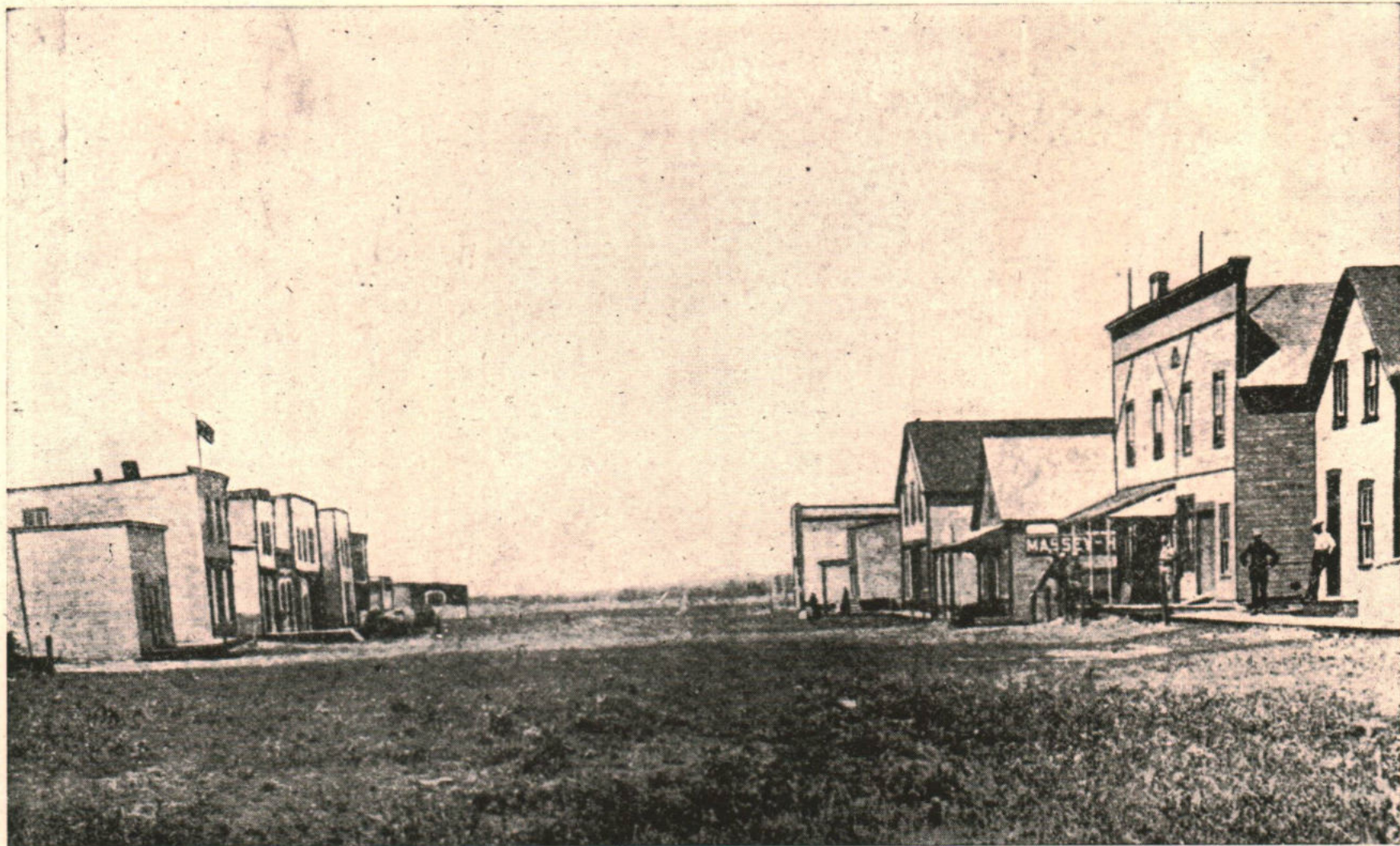
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DURING THE SPRING BREAK-UP IN 1943 THE RED DEER RIVER  
WAS PILED HIGH WITH A HUGE ICE JAM WHICH  
CAUSED FLOODS IN PARTS OF THE TOWN



WASKASOO CREEK RUNS THROUGH RED DEER



FIFTY YEARS AGO THIS WAS RED DEER — ROSS STREET IN 1894

# SORENSEN'S

SORENSEN BUS LINES LTD.

1942 No. 54

PASS **OLD "BOB"**

ACCOUNT **STATION MASCOT**

BETWEEN *All Stations All Lines*  
Until December 31st, 1942, unless otherwise ordered.

**SUBJECT TO CONDITIONS ON BACK**

COUNTERSIGNED *[Signature]* when countersigned by  
J. O. SORENSEN or G. L. SORENSEN

Sorensen's Bus Lines linked the Station with cinemas and T-bone steaks in Red Deer. There can be few, if any, of the Station personnel who did not buy at least one ticket on a Sorensen Bus. Penhold's pet dog in 1942 made regular trips to Red Deer, and was given a special pass.





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## Winter

*Though often  
a thing of  
beauty, it  
seemed to  
last forever*

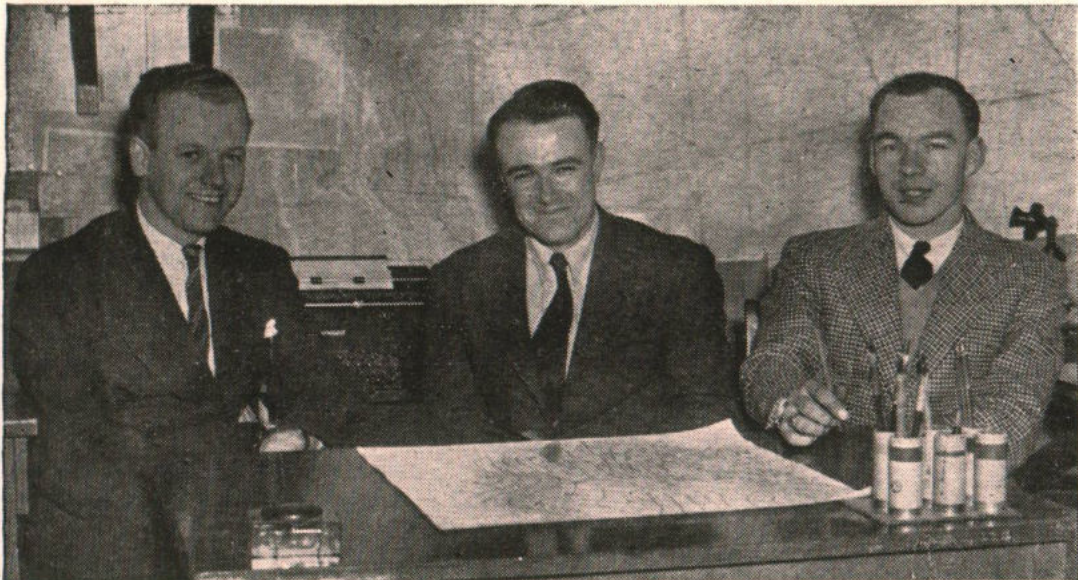
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THERE WAS PLENTY OF WORK FOR THE SICARD SNOW  
PLOW IN WINTER. THE WORST BLIZZARDS DID  
NOT STOP FLYING FOR LONG



FORECASTING A DROP IN TEMPERATURE OF 50° F.—AND  
BEING RIGHT—MADE THE MET. MEN SMILE



GROUP CAPTAIN PRINGLE  
helped to serve the 1943 Christmas Dinner  
to the Airmen -



—AND THE CHILDREN OF RED DEER CAME TO A CHRISTMAS PARTY



## A BIT OF A LINE

Arctic Penhold will no doubt produce even bigger and better lines than this. Just to cramp everyone's style, here are the facts about the three winters. The first winter, 1941-2, was exceptionally mild, with little snow, lots of sun, and a couple of short cold snaps with temperatures between 20 and 30 degrees below zero. The third winter, 1943-4, was an even milder version of the first, with as little snow and only one short cold spell which did not touch 30 below. The second winter, 1942-3, was terrible, some said the worst since 1906-7. There was snow by the end of October and blizzards at least once a month till next March. The snow-blower is claimed to have buried itself digging its way from Innisfail to Big Bend. The average temperature in January, 1943, was 3 degrees below zero, with an average temperature of 27 below for a ten-day period. In three days the temperature fell 68 degrees, and in eight days it fell 93 degrees to reach the lowest official figure of 49.5 degrees below zero.



## Winter Sport at Penhold

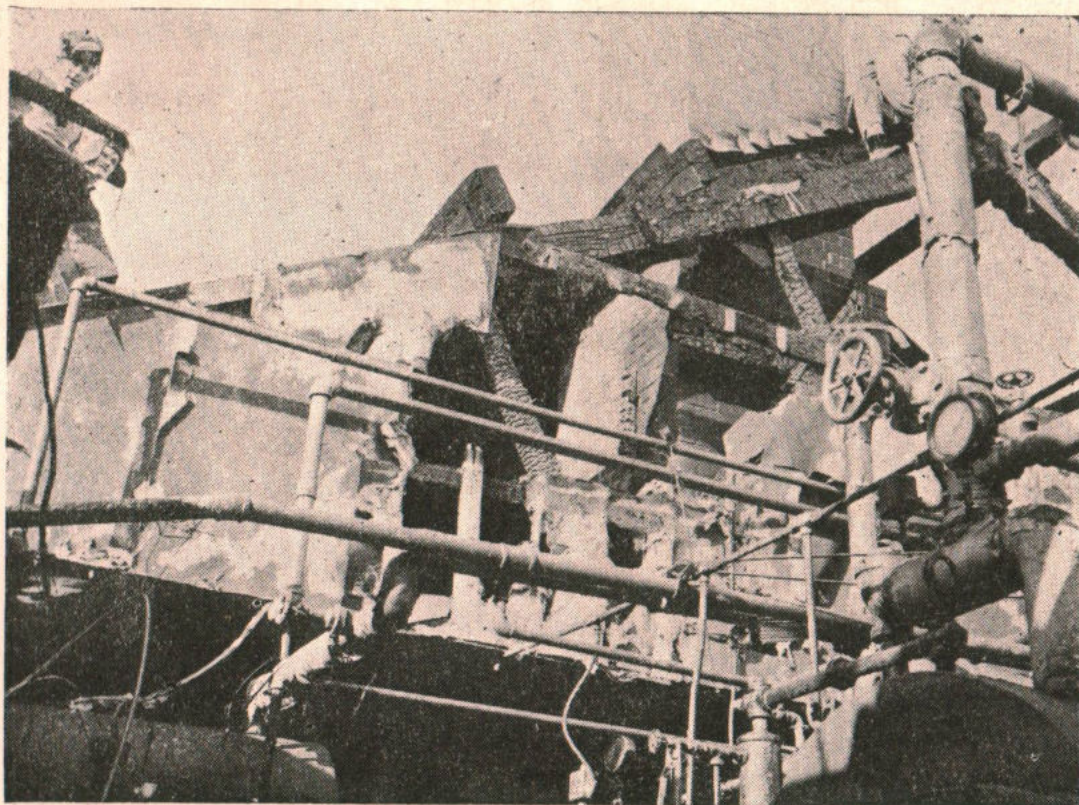
In winter, most sport took place in the Drill Hall, which was also the stamping ground for daily P.T. Boxing tournaments drew big crowds. Tennis and badminton tournaments were also popular. During the last year, a Bowling Alley was opened at the far end of the Hall. The Drill Hall also managed to house a miniature rifle range, a cricket net, and much weight-lifting apparatus.



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Basketball, which is a girls' game at home, proved a popular Drill Hall sport which could be fast, clever and rough.

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In February, 1944, the Drill Hall became an emergency dining hall, after a fire in the Airmen's Mess which burnt out the kitchen store rooms. The picture shows the damage to the kitchen roof. Happily the dining halls were saved.

## Ski Trail



Many of us had our first taste of the thrill of ski-ing in the Rockies. The slopes at Banff were pitted with craters marking the falls of R.A.F.—and R.A.A.F.—and R.N.Z.A.F.—beginners. The more proficient, or the more adventurous, went to the high mountain lodges above timberline.



EVEN THOUGH WE COULD NOT ACHIEVE THIS FLUID MASTERY—



THE AVERAGE BEGINNER COULD FOLLOW EXPERTS TO THE VIRGIN SNOW

# ... SKATING ...



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Most of us took a crack at skating, which was at least one way of getting to know people. Finally we produced an ice hockey team, which was all Canadian except for the goal-minder.

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THE STATION HOCKEY TEAM PLAYED GAMES IN RED DEER ARENA

## Summer Sport

According to some authorities, Alberta has two seasons, July and Winter. If this may be condemned as an exaggeration, it is still true that England's winter and summer sports all have to be crammed into the few short summer months, and soccer, rugger, cricket and athletics at Penhold made a crowded season of outdoor games. Soccer, although sometimes played on hot, dusty evenings alive with mosquitoes, was the most popular and successful game. The Penhold soccer eleven, calling themselves the Fliers, won the Alberta Inter-Services Soccer championship in 1942 and 1943, and by the middle of 1944 had made certain of a place in the final. In the first two seasons, R.A.F., Calgary, were our rivals in the final, but since the closing of the Calgary R.A.F. station, Penhold is matched for the first time in the final against a Canadian team, the A-20 Army side from Red Deer.

Our athletics team won the Alberta championship in 1942, came second in 1943, and was second in the Northern Alberta meeting in 1944. Rugby football was confined to friendly matches until 1944, when a contest between Alberta air training schools was arranged and gave Penhold the chance of proving its rugger prowess by winning the championship. The station cricketers found many good teams to play against in Calgary and Edmonton, and during the last two seasons made tours to Vancouver and Victoria.



PENHOLD FLIERS, 1944



PENHOLD FLIERS WERE ALBERTA CHAMPIONS IN 1942—



—AND PLEASED THEIR ENTHUSIASTIC FOLLOWERS

## CALGARY--The City of Cowboys and Chinooks



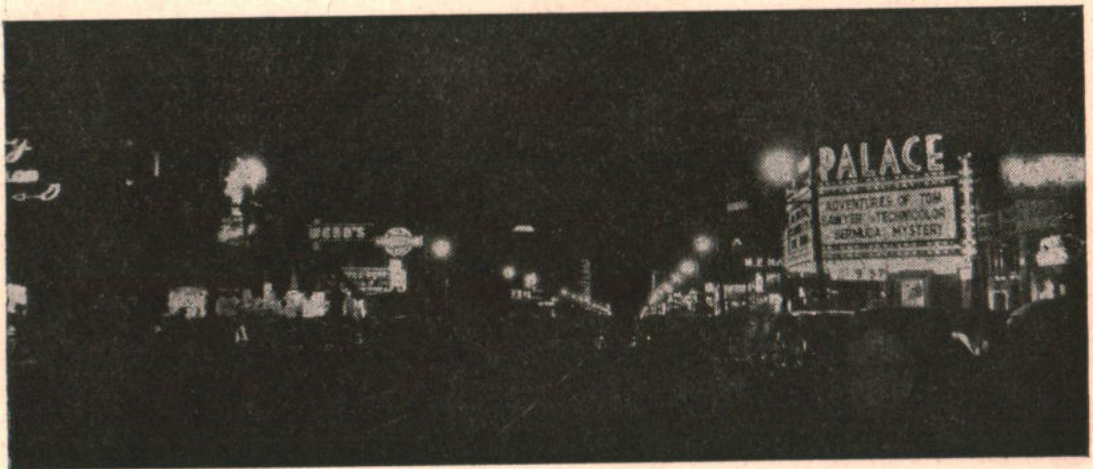
Those who expected hitching posts in Calgary may have been disappointed in this city of 90,000 people, luxurious hotels and fine shops. It was, nevertheless, a popular haunt for week-end leave, and we spent lots of money and made many friends here.

The Chinook arch is often seen in the western sky at Calgary—and sometimes at Penhold. The Chinook is a warm wind blowing over the mountains from the Pacific. It forms a characteristic arch of high cloud when it meets the cold prairie air in winter.



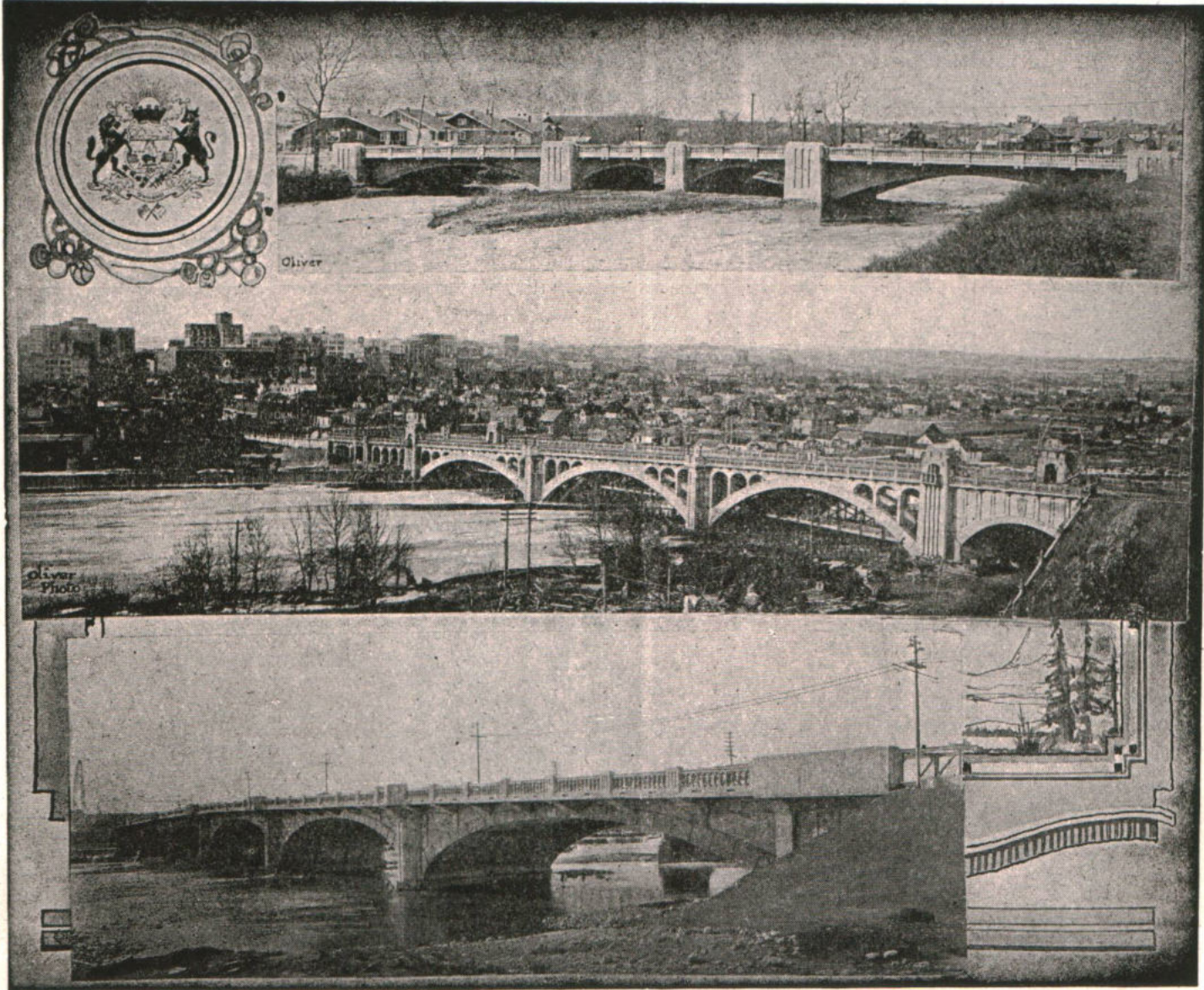


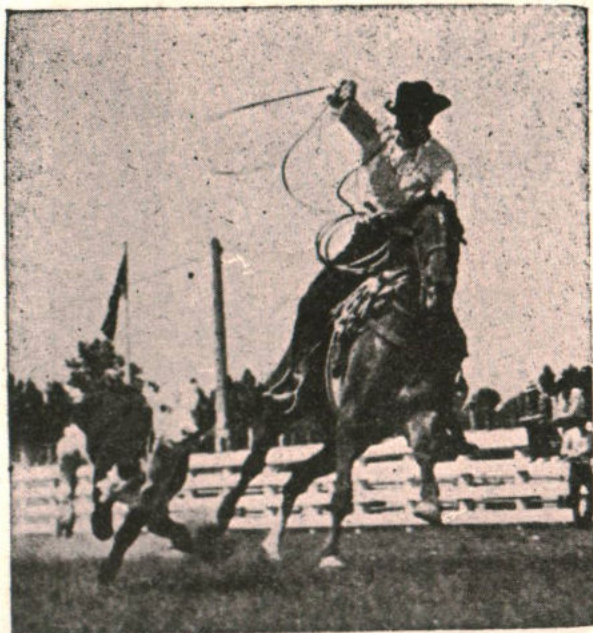
To black-out accustomed eyes, Calgary at night was ablaze with bright lights. Above is a view from the Palliser Hotel, and below is a scene on Eighth Avenue.





*Fine Bridges  
Span  
Bow River  
at  
Calgary*





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The Calgary Stampede, held each year in July, is world famous. The wartime stampedes drew record crowds. Many from Penhold went to see calf-roping (left) and bronk riding (below).

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BAREBACK STEER RIDING WAS A FEATURE OF THE CALGARY STAMPEDE

## Cross Roads of The World



Somewhat snowed up after a blizzard, this is the heart of Edmonton and, to quote the radio, the gateway to the north-west and the crossroads of the world. It was in 1942 that Edmonton sprang into world prominence as the jumping-off point for the Alaska highway, and a natural air terminus for great circle air routes from North America to China and Russia. Though one hundred miles away, Penhold had a fellow feeling for Edmonton in its expanding greatness! Following U.S. announcements that aircraft and supplies have been flown to Russia over this north-western route, we can now say that Penhold occasionally served as an emergency landing ground in bad weather for aircraft destined for the Russian fronts, and the R.A.F. had the pleasure of welcoming the U.S. flying crews who were forced down here.

Edmonton shared with Calgary about equal popularity for leave and "48's", though it was generally more difficult to get accommodation there during the time of the American occupation. But as in Calgary and elsewhere, many Canadian homes were opened to us in this city which we thought of as the northern limit of civilisation. Few of us went farther north than Edmonton, and yet Alberta stretches for another 500 miles towards the Arctic.



THIS IS THE HEART OF EDMONTON, WITH THE MACDONALD HOTEL IN THE FOREGROUND



THE ALASKA HIGHWAY, BUILT IN 1942, RUNS FOR 1,500 MILES THROUGH NORTH-WESTERN CANADA—



—AND CROSSES THE PEACE RIVER BY THIS MAGNIFICENT BRIDGE

# FAREWELL . . .

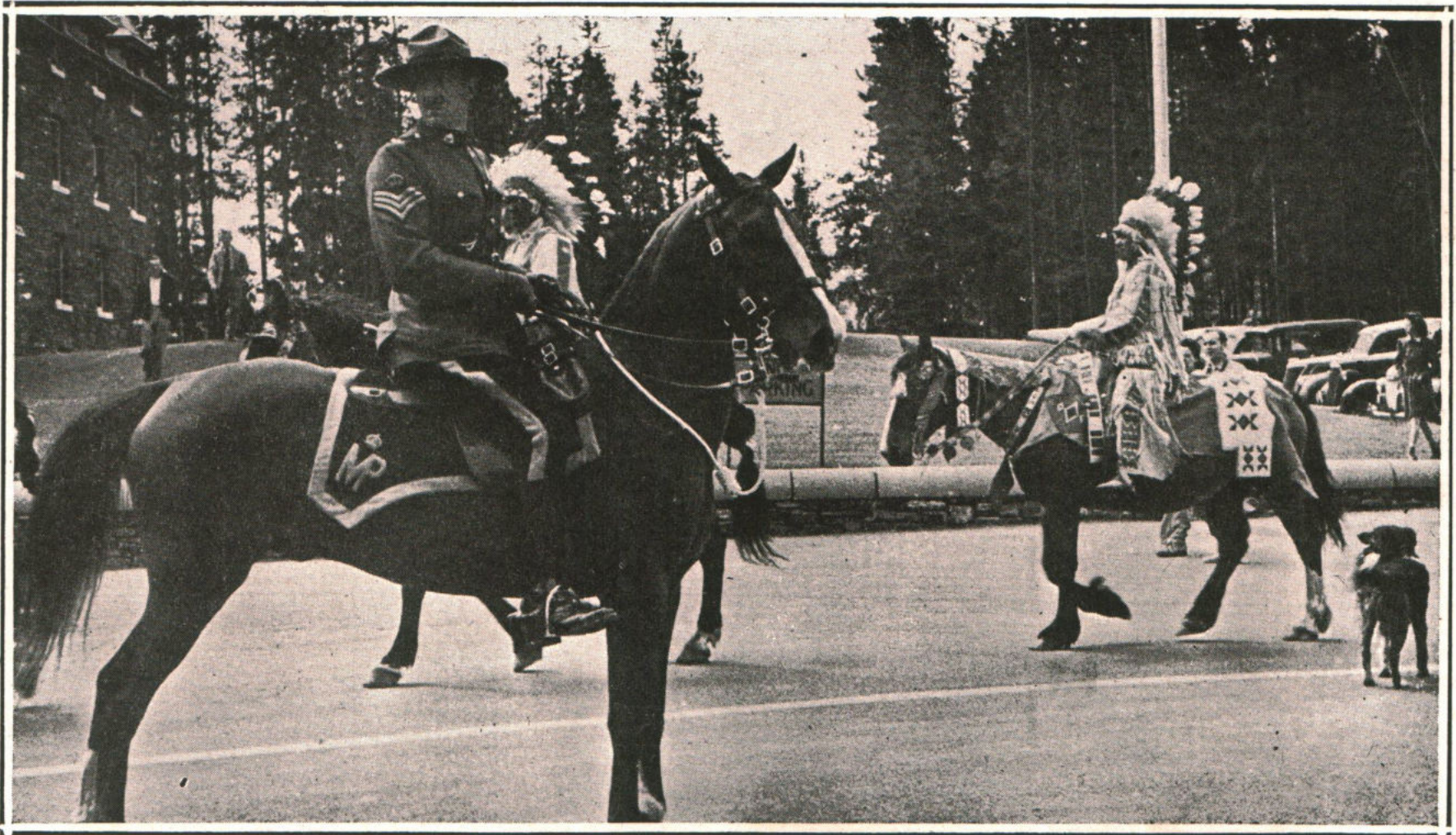
## To The Rockies



On Penhold's western horizon stand the massive eastern ranges of the Rocky Mountains. A forbidden land for pilots, it was a favourite country for leave both in winter and summer. Ski-ing enthusiasts even managed to get to Banff and back on a "48". Pupils with their newly won wings and their first leave for many months regularly celebrated with a visit to Banff, and on the Norquay ski slopes enjoyed greater risk of physical injury than they ever did as pilots under training. In the depth of winter many bathed in the Banff hot springs, and had their photographs taken standing in bathing shorts holding a ball of snow. In summer there was canoeing on the Bow River . . . beavers at work in the evenings on their dams . . . and bears rummaging in the garbage cans (we mean dust bins) even in the middle of the town. A few went deeper into the mountains, to the magnificent Lake Louise, or far up the Banff-Jasper road to the Columbia icefields, where the biggest glaciers south of the Arctic feed rivers running to the Pacific, Atlantic and Arctic oceans. All who went to the Rocky Mountains saw some of the most magnificent mountain scenery in the world.



BANFF IS DOMINATED BY BEAUTIFUL CASCADE MOUNTAIN



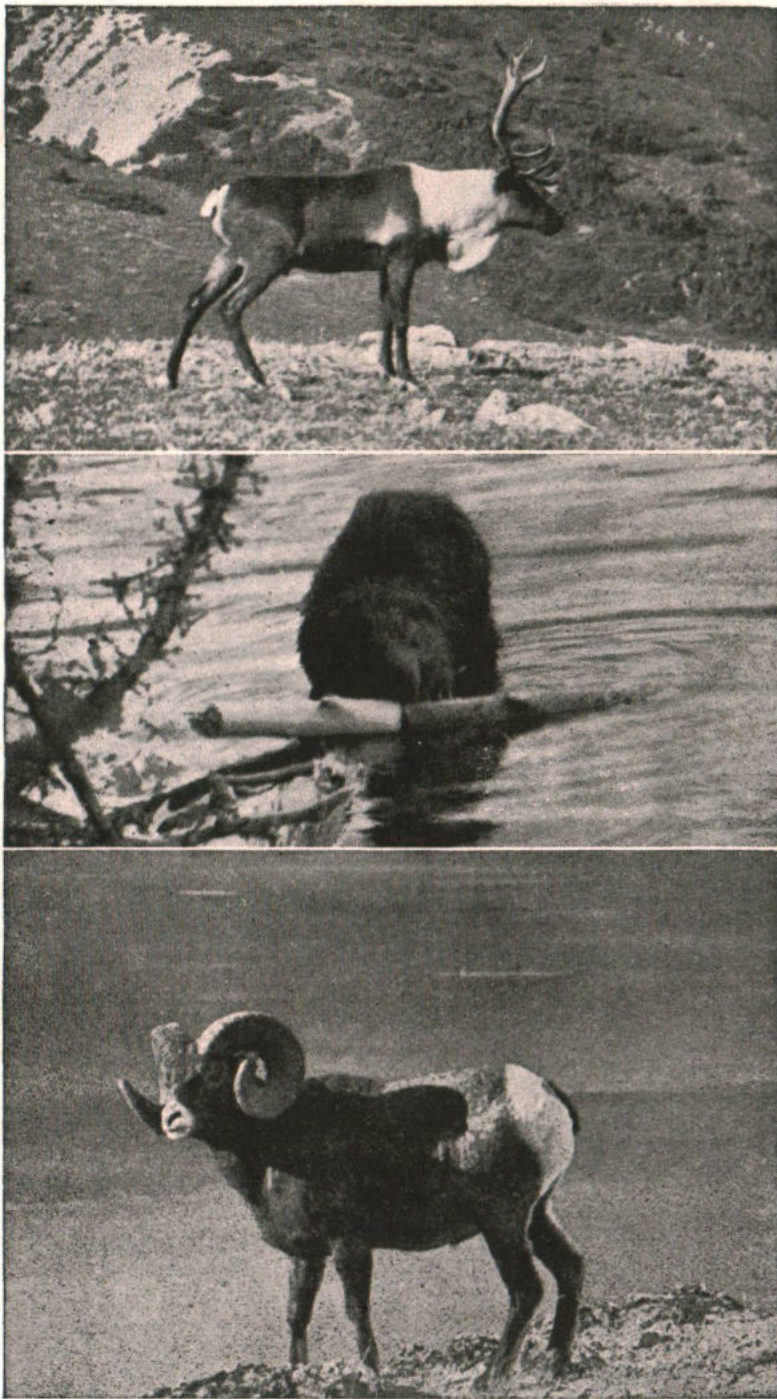
DURING THE "INDIAN DAYS" AT BANFF IN SUMMER, THERE ARE RED COATED MOUNTIES AND INDIANS IN TRIBAL DRESS



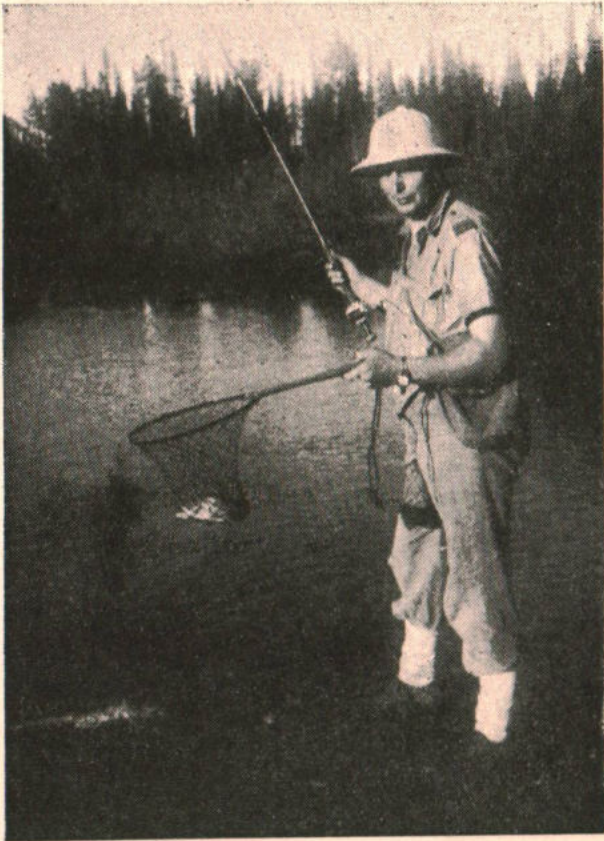
HIDDEN AMONG THE MOUNTAIN FIRS ARE PICTURESQUE LOG CABINS



MAGNIFICENT SCENERY ON THE BANFF-JASPER HIGHWAY



THE ROCKY MOUNTAINS NATIONAL PARKS ARE  
A SANCTUARY FOR WILD LIFE. HERE ARE  
THE ELK, THE BEAVER AND THE  
MOUNTAIN SHEEP



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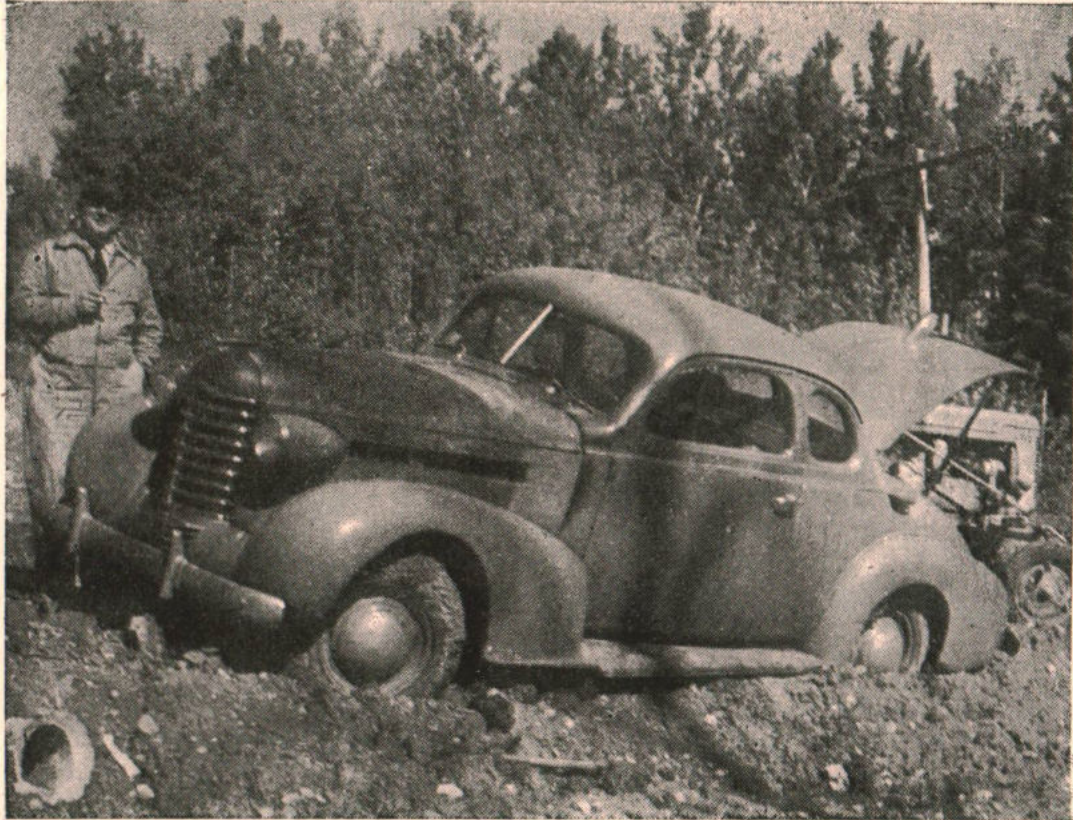
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## Fishing

There was magnificent fishing in the foothills. To get to it you crossed 60 miles of dirt road . . . if there had been rain you didn't.

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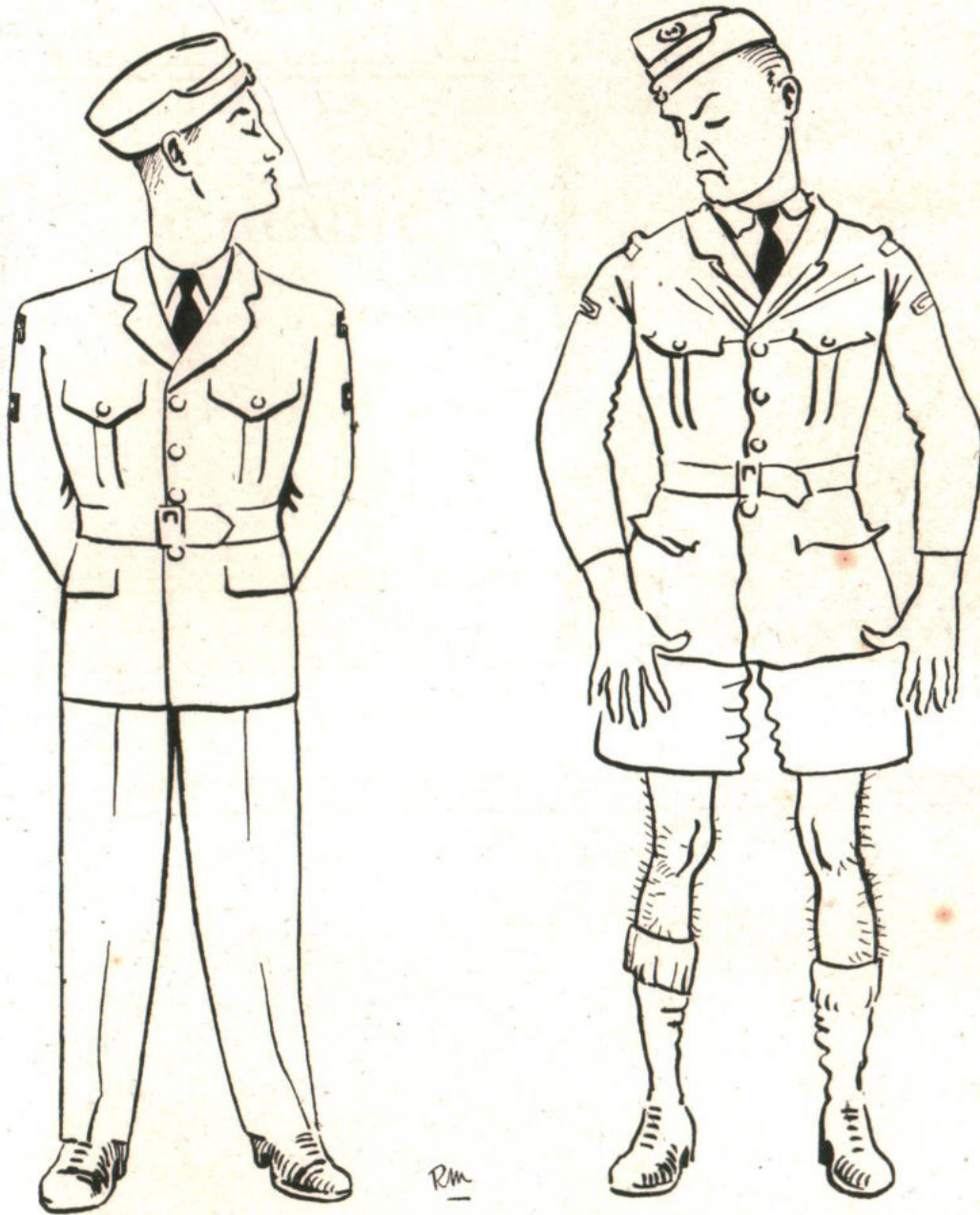
## Summer

The Gopher is the first sign of summer, and harvesting marks the approach of another winter.

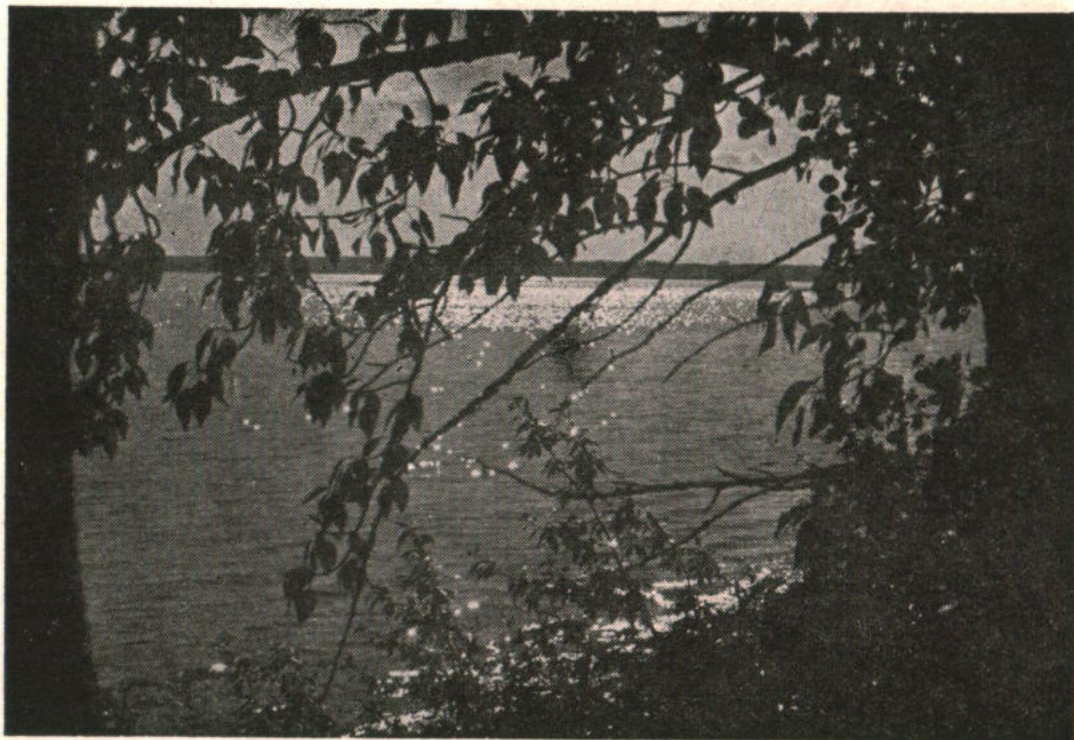
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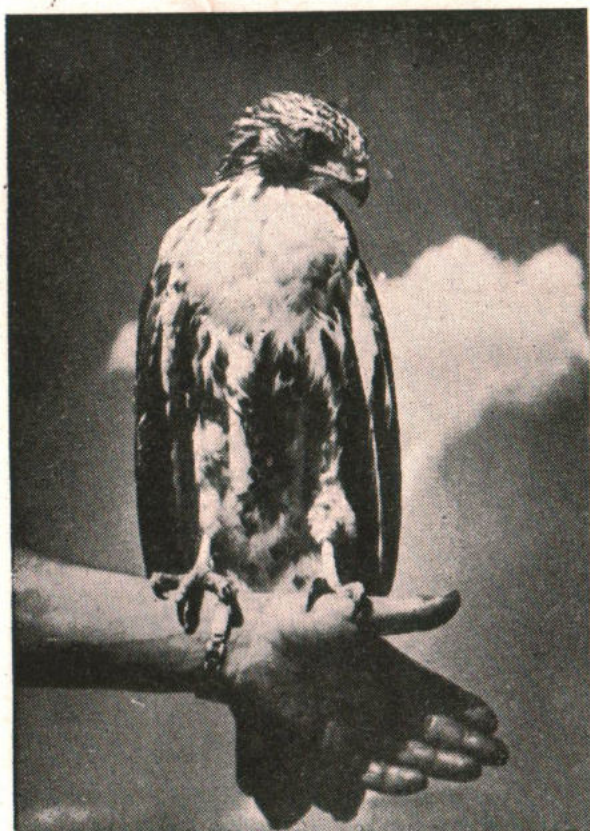
We wore tropical kit in summer, usually with raincoats and winter underwear. When the sun came out, mosquitoes came out, too, and feasted on bare knees. Taking it all round, we found blue more fitting. Everybody said the summers were unusual. The records showed the summers of 1942 and 1944 were the wettest for many years. The summer of 1943 was not so hot, either. Someone said: "If this place is drought-ridden, Manchester must be the dust bowl of the universe."



THERE WERE HOT SUNNY DAYS AT SYLVAN LAKE—



—AND COLD WET DAYS ON THE DIRT ROADS



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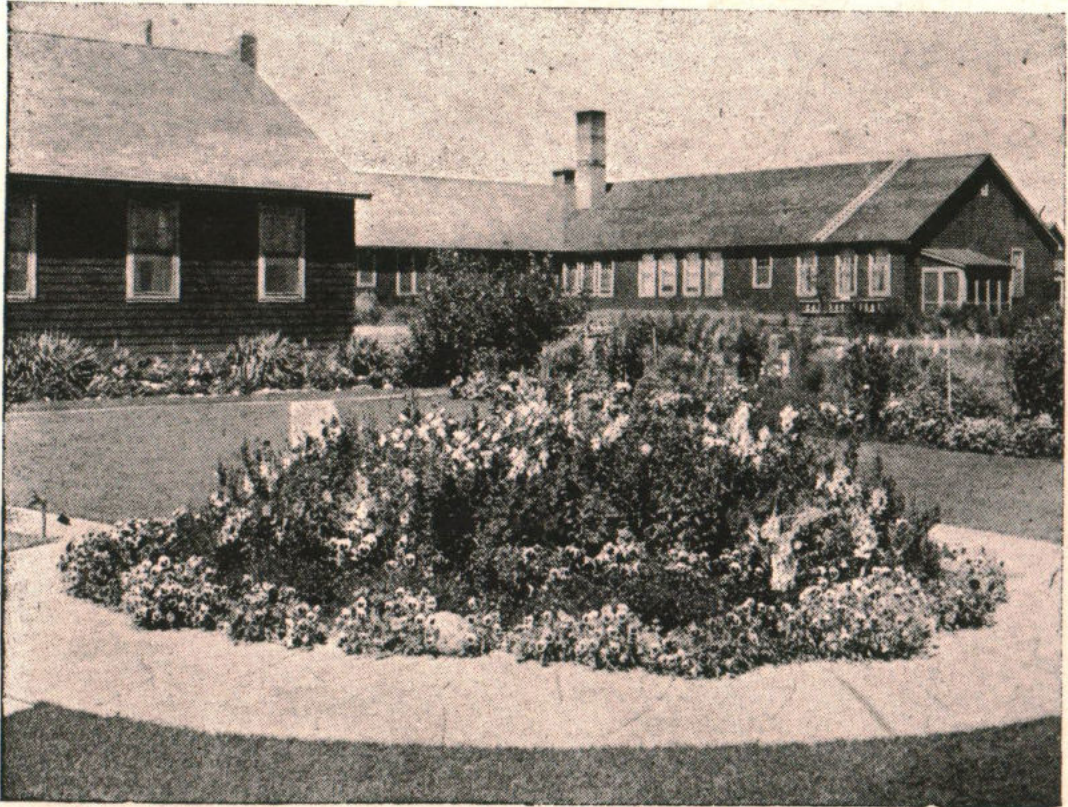
The Station had many and varied pets. Perhaps the most colourful was Percy the Hawk, of Maintenance Wing.

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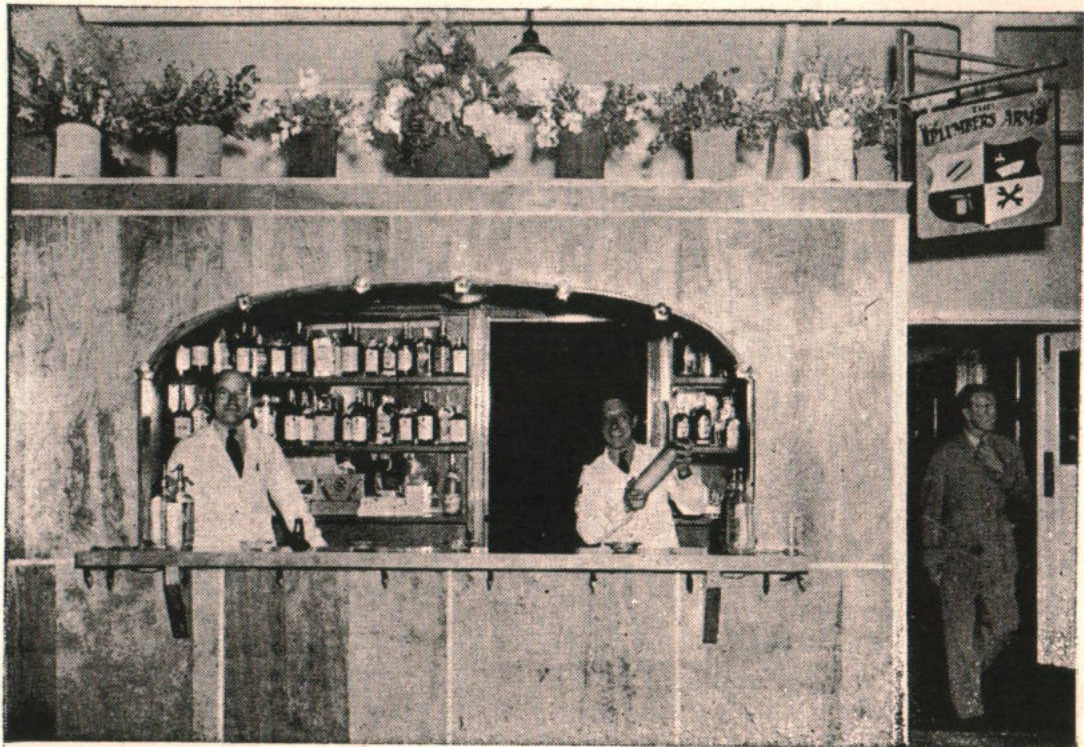
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## THE OFFICERS' MESS



THE GARDEN WAS PLANNED BY THE FIRST C.E.O., W/CDR. MILL

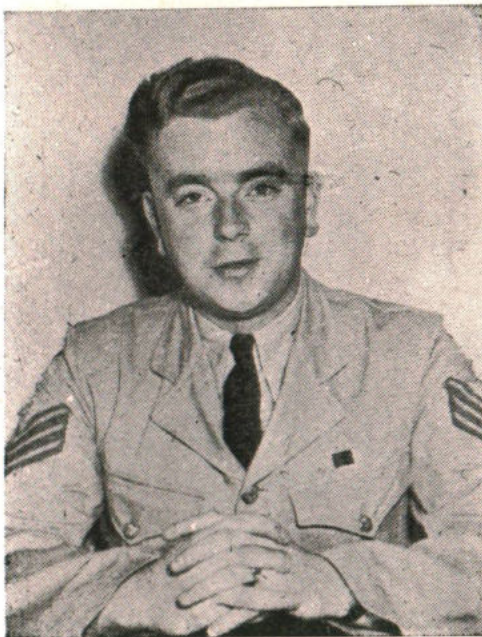


—AND THE BAR BY THE SECOND C.E.O., W/CDR. GIFFORD

## *Sergeants' Mess*



MANY FAMOUS FACES LINED THE SERGEANTS' MESS BAR



F/Sgt. Sutherland, N.C.O. i/c S.H.Q. Orderly Room, arrived at Penhold in August, 1941, is still with us and likely to be one of the last to leave. He is the final authority on the history of the unit. No doubt, realising he was a Penhold institution, he married the daughter of the owner of the land on which the Station was built.

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## OUTPOSTS



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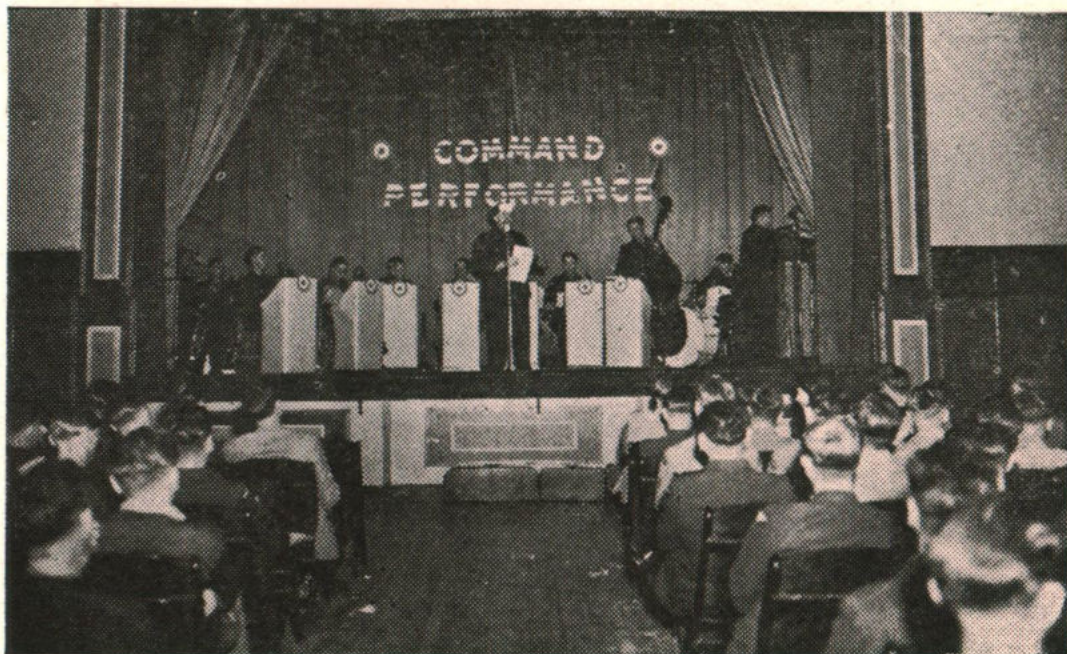
Penhold had two outposts. Innisfail had a remarkable guard room, and at Blackfalds there was a sea of mud. There were good things to be said for both of them, and the staffs there liked the life.

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# Entertainments



There were few nights when there was no entertainment in the Recreation Hall. There were stage shows, first class films, and Station Dances. Revues and concerts were brought by travelling companies, and we produced some gay concert parties of our own. Two of the most popular and talented



of our stage stars were LAC Atkinson and LAC White-Ridley. On the left they are seen in an unusual revival of "Tea for Two," with Atkinson as glamour girl. This was in the last Penhold Revue, produced in August, 1944.





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THIS TRIO SANG AS  
SWEETLY AS THE  
ANDREWS SISTERS  
EVEN IF THEY  
LOOKED MORE  
LIKE MAORIS

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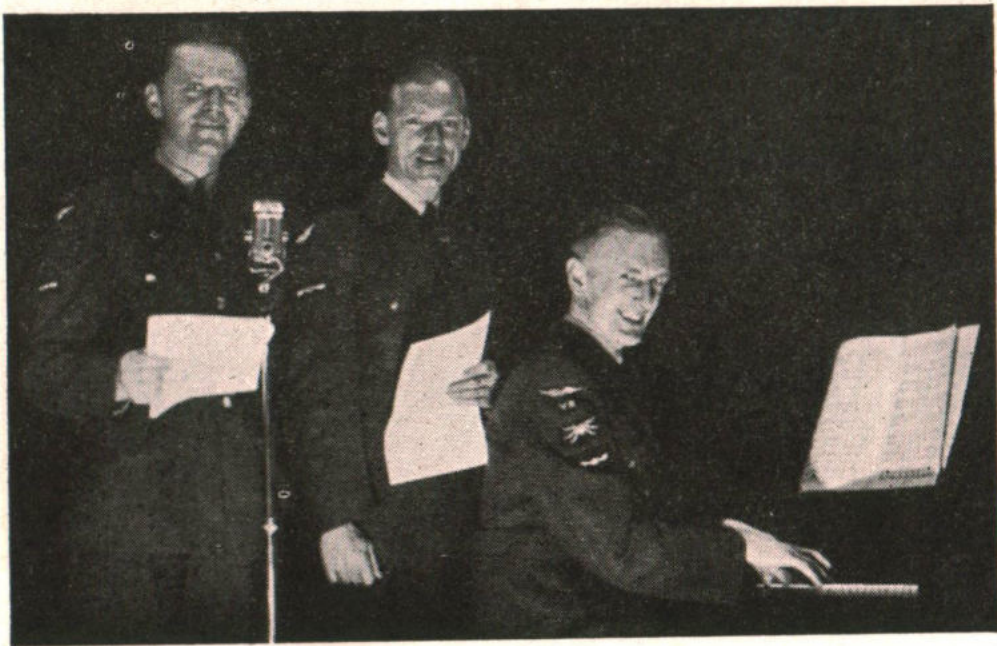
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THE "R.A.F. RASCALS" HAD GLAMOUROUS CHORUS GIRLS



LAC GORDON MORRIS LED A FINE STATION ORCHESTRA—

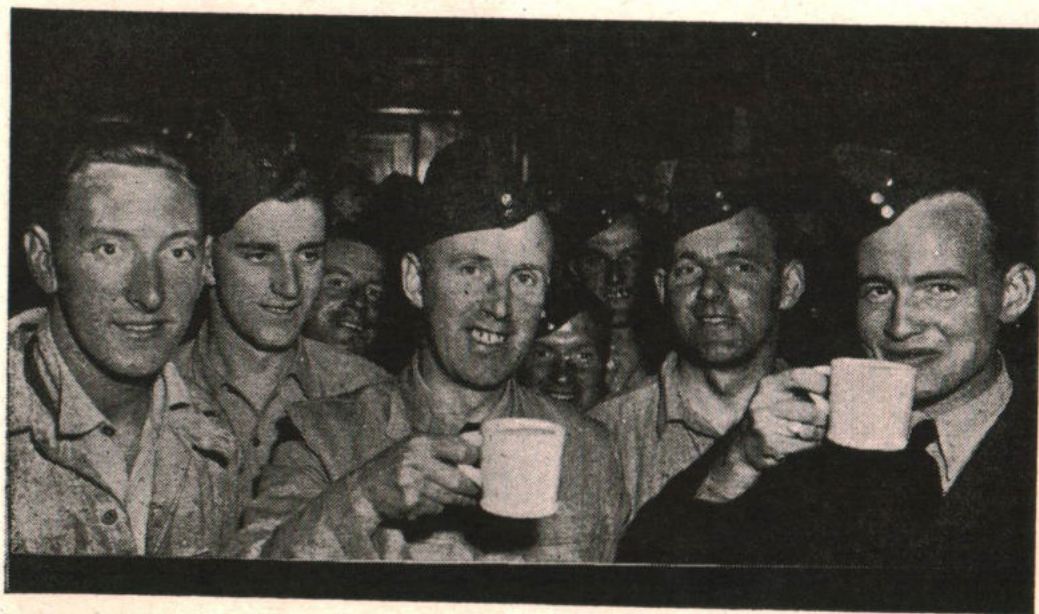


—AND THE PENHOLD TRIO BROADCAST FREQUENTLY

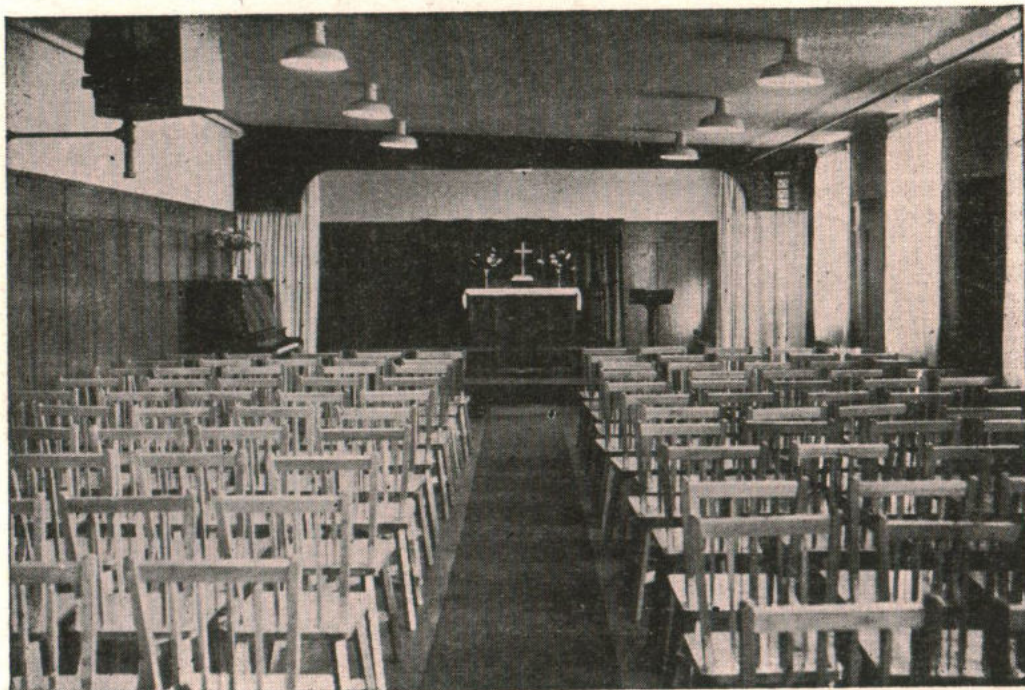


NEARLY EVERY WEDNESDAY THERE WAS A DANCE IN THE RECREATION HALL. PENHOLD HAD ITS OWN EXCELLENT STATION BAND

## *The "Y" Canteen*



THOUSANDS OF GALLONS OF TEA AND COFFEE WERE SOLD IN THE "Y" CANTEEN



### *The Old Station Chapel*

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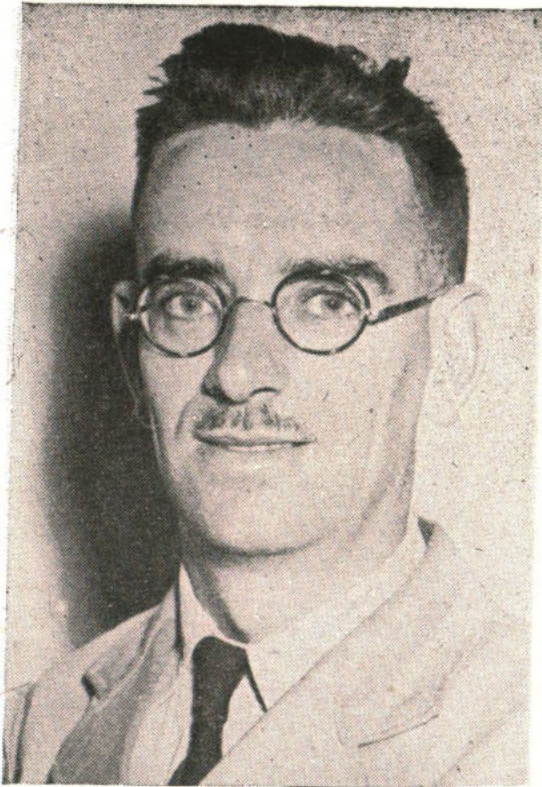
The first Station Chapel was in the back of a hangar. There is now a Church, with Catholic and Anglican altars. The Works and Buildings Section built a font out of propeller bosses.

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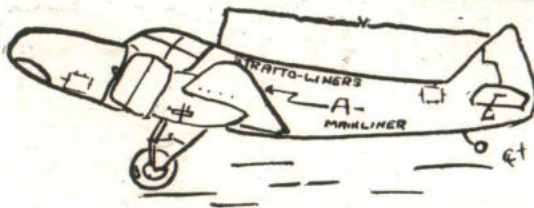
ANGLICAN ALTAR AND FONT  
IN THE NEW CHURCH



## The "Log"

The "Penhold Log" ran continuously from December, 1941. Cpl. McLellan Jones, writing under the pseudonym of "Mac," has been a humorous feature writer since February, 1943. His work was at last properly recognised when it reached the C.B.C. News and national papers in August, 1944.

The most wicked cracks came from the pen of F/O Street, who wrote constantly and anonymously for more than a year. He also was quoted in the newspapers. In "Flaps From the Flying Wing," nothing and nobody was immune from attack. In this popular column he immortalized—



Not to be outdone, the present Editor claims a story of his about a skunk was used by the B.B.C.

The "Log" always had good illustrators. These cartoons are taken from back numbers.



### GEORGE "THE ERK"



### HORS D'ŒUVRES





THIS IS THE "CHINOOK" WHICH TOOK US ON LEAVE—



—AND THIS WAS THE FIRST OF THE BOAT TRAINS TO TAKE US HOME



**THE END**

