

THE CENTRAL ALBERTA

AIR NEWS



AIR FORCE DAY
September 1953

Nº 2528

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Welcome to Penhold

On this, Penhold's first Air Force Day, it is my great pleasure to welcome you to one of the newest stations in your rapidly expanding Royal Canadian Air Force. As you look around you will see that it is by no means complete. However, there has been sufficient construction to date to indicate that when it is finished it will be second to none in Canada.

R.C.A.F. Station Penhold is now taking its place in the Red Deer district as a proud and permanent symbol of Canada's international role in the vital air defence of the Western world. Through its flying training facilities, operated by No. 4 Flying Training School, are passing hundreds of RCAF and NATO student pilots.

The presence here of air-minded young men from the Netherlands, France, Italy, Denmark, the United Kingdom and Canada is proof indeed that NATO is a living thing and a concrete example of practical international co-operation to preserve peace in our time.

I am sure that your visit here will be worthwhile. This is the one day in the year when the Royal Canadian Air Force can show you, the public who make it possible, that your Air Force is deeply conscious of its responsibility and that it is efficiently carrying out the important task with which it has been entrusted.

M. P. Martyn, C.D., Group Captain

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Central Alberta Air News

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Publishing Committee (Joint R.C.A.F. and R.C.A.F.A.)
F/O D. W. McGOWAN, D.F.C.; F/O R. J. MacDONALD, A.F.C.;
F/O C. I. McKINSTRY, D.F.C.
B. E. CRANE, C. MARTIN (R.C.A.F.A.)

VOL. 1, No. 9

SEPTEMBER, 1953

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Editorial

PUBLIC RELATIONS: The Royal Canadian Air Force is a proud body of men and women, it is very aware of its fine tradition and the deeds of valour performed by its personnel when the call to duty is there. This call is not only heard in time of war, but in days of peace as well. The many stories of sorties to the Northern parts of our country to rescue or find a crashed and lost aircraft, or to bring in sick persons from these remote areas, month in and month out, are continually being related. It is a glorious record.

One of the many jobs of the Air Force is to keep the public informed, not only of the work being done by their Air Force, but also how they do this work and of the kind of men and women who make up the Royal Canadian Air Force. This work is known as "public relations" — a most essential work.

In Central Alberta, this magazine will endeavour in the months to come to keep citizens living in this area informed of the work of the Air Force, not only on a national basis, but on a local level. We should all be interested in the work that R.C.A.F. Station Penhold is doing in the cause of peace and security, and we believe that, given the opportunity, citizens will be only too willing to learn of our activities. News of the work of the Air Cadets and the Air Force Association will also be given.

It is the intention of the publishing committee of this magazine to have copies available to all those interested. If you would like copies as they are issued every month just fill in the form appearing in another section of this issue and forward it to the station. The Air Force is interested in you, and we hope you will be interested in us. How about getting to know one another?

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Penhold Personalities . . .



Squadron-Leader C. F. GRIGG

S/L C. F. Grigg, The Chief Ground Instructor, has had a wide and varied career in the RCAF since he enlisted in 1940. After finishing training at Camp Borden he went to the United Kingdom and served with 403 Squadron until the end of 1941. From there he was transferred to India where he flew Hurricanes first with a fighter squadron then with a Photo Reconnaissance Unit. After completing his operational duty he acted in the capacity of Liaison Officer to the Indian Army. Returning to Canada, S/L Grigg served as a recruiting officer, an Adjutant and a flying instructor and then assumed responsibilities for the ground training of pilots at 4 FTS when that unit was being organized in 1951.



Flight-Lieutenant L. FOSTER, D.F.C.

F/L L. "Cap" Foster, No. 2 Squadron Commander, was one of the pioneers of 4 FTS in its early stages. During the war he instructed at Camp Borden, Ontario, before going overseas to 403 (City of Calgary) Squadron. Flying Spitfires, he completed two tours of operations during which he acquired six confirmed enemy aircraft, four probables and damaged, and many enemy trucks and trains. For this impressive record F/L Foster was awarded the Distinguished Flying Cross and toward the end of his operational duty was Acting Officer Commanding of the squadron. After the war he attended the University of Toronto, re-enlisting in 1951.



Flying-Officer P. R. CUMBERBIRCH

F/O P. R. Cumberbirch, Flight Commander of "A" Flight, has been with 4 FTS since very shortly after it commenced operations in Calgary in 1951. He has considerable flying experience, having flown in Canada and England for more than three years during the war. A high school teacher between periods of enlistment, he has had a good deal of experience, too, in instructional work. Well known and liked, F/O Cumberbirch spends much of his non-flying time modestly expounding the merits of "A" Flight and the gracious, civilized beauty of his native Victoria, B.C.



Mr. K. M. KORVIN

Mr. K. M. "Ken" Korvin, the Senior Meteorological Officer has worked with the Department of Transport since 1940. During the war he was stationed at Suffield Experimental Station in Southern Alberta and before arriving at RCAF Station Penhold in April 1953 had served at Trenton, Fort Nelson and Calgary. In charge of the Meteorological Section here, Ken is responsible for co-ordinating the "Met" training of our pilots and for supplying forecasting and weather briefing services for the station. One of the Met Sections larger problems, he tells us, is forecasting our local summer thunderstorms.



Sergeant H. V. KUMPULA

Sgt. H. V. Kumpula heads a very essential branch at RCAF Station Penhold, the Safety Equipment Section. Here, he is responsible for the packing and maintenance of such useful items as parachutes, "Mae Wests," dinghies, flying rations and similar others. Great pains are taken to acquaint the student pilots with the use and care of their parachutes. Sgt. Kumpula lecturing to each new course as it arrives. "Our method of packing is foolproof," he states, "and one of our chutes at all properly treated, will never fail to open."

First enlisting in Saskatchewan in 1942, the Sergeant has worked with safety equipment from Patricia Bay, B.C. to Dartmouth, N.S.

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Corporal J. A. KERR

Cpl. J. A. Kerr, N.C.O. in charge of Flying Control at R.C.A.F. Station Penhold, is one of our more travelled staff members. Since he first joined the R.C.A.F. in 1941 he has been stationed in widely separated parts of Canada, the United Kingdom and the Continent. Cpl. Kerr was fortunate enough to go to France with the Tactical Air Force shortly after the invasion and moved with them through France, Holland and Germany. A Calgarian originally, he returned to Calgary for a space of two years between periods of enlistment, and has spent most of his service since with 4 F.T.S. at Calgary and Penhold.



Corporal D. H. WILLIAMS

Cpl. D. H. Williams, who serves in the capacity of Disciplinarian and Sports Instructor, represents the large number of former R.A.F. airmen who have joined the R.C.A.F. A motor-transport man during World War II, and active in sports, he was a school coach in soccer and swimming after hostilities. Cpl. Williams came to Canada in 1951 and shortly afterwards enlisted in the R.C.A.F. At R.C.A.F. Station Penhold his great ambition, he tells us, is to build up a top-notch soccer team, and he regrets that soccer here is not the popular game it is in his native England.



LAC G. F. CARRUTHERS, D.F.C.

LAC G. F. Carruthers, an Aero Engine Technician at R.C.A.F. Station Penhold, is one of the several airmen here who, after flying as aircrew during the war, returned to serve in a ground trade. LAC Carruthers, who originally enlisted as an aero engine mechanic in 1940, afterwards remustered and went overseas as a bomb-aimer. In Britain he worked with No. 12 Squadron, an R.A.F. unit operating with Lancasters. With them he completed a tour of operation, including several trips to Berlin. At this time LAC Carruthers was presented with the Distinguished Flying Cross. After a period of instructing in England he received his discharge and tried his hand at farming in Saskatchewan. Re-enlisting in 1949, he served for four years at Rivers, Manitoba, arriving here in June of this year.



Mynarski Park

After World War II and when the strength of the Regular Air Force had been decided, the planning staffs of the R.C.A.F. soon realized that there existed a requirement for the establishment of married quarters at most units. This requirement was based on the necessity of accommodating the families of married men in the service, especially at those units that are some distance removed from urban centres.

With this in mind, it was decided that the Government of Canada through

the Department of National Defence would provide married quarters on the basis of 60% of the authorized married establishment of the R.C.A.F.

At the present time, contracts have been awarded for the construction of 183 housing units at R.C.A.F. Station, Penhold, as married accommodation. These houses have been divided into Class I for Airmen and Senior N.C.O.s; Class II for Warrant Officers and Junior Officers; Class III for Squadron Leaders and above. The Class I and II houses are divided into two and three bedroom houses, with and without dining rooms,

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In Memoriam

ERIC IAN COWARD

SYDNEY EDWARD SMITH

It is with proud regret that we record the passing of these two gallant young men in an operations accident near Innisfail on the 30th of July.

Eric Coward was born in Regina on August 28, 1930, and received all his schooling there. His interest in flying was evident at an early age and he spent three years with the Regina Air Cadets, attaining the rank of Flight Sergeant. He enlisted in the R.C.A.F. in 1951 and after the usual period at Officers' School in London, was posted to Claresholm where he received his wings in September 1952.

Chosen for instructoral work, he graduated from the Instructors' School at Trenton in May of this year, was transferred to 4 F.T.S. Calgary, and came to Penhold when the School was moved here from Currie. As a boy he sang in the choir of St. Paul's Cathedral, Regina, and it was from there he was buried on August 4th. The Church of England has lost a devoted son, for it was Eric's intention, upon retirement, to offer himself for Holy Orders. May his soul rest in peace.

* * *

Sydney Smith was born at West Bolton, County Durham, England, on August 10, 1927, but while a small boy his parents moved to Selby, Yorkshire, where he received his education. As soon as he was of age he enlisted in the R.A.F. and served in the Iraq Command as a Wireless-Airgunner from 1945 to '48. After demobilization he worked for the General Post Office for a while as a Telegraph Officer, but the call of the air was too strong and he re-enlisted in the R.A.F. in October, 1952, and shortly afterwards was posted to Canada under the NATO scheme. After a short course at London he was sent to 4 F.T.S. Calgary, moving with the School to Penhold in June.

Sydney's sister resides in Winnipeg, and at her request he was buried there with due military honours, 4th August.

Rest eternal grant unto him, O Lord, and let light perpetual shine upon him.

and four-bedroom houses with a dining room. The Class III houses have three and four bedrooms and all have dining rooms.

Contrary to the opinion of many of the general public, the serviceman who occupies one pays rent for his married quarter. Rentals are based on rank and vary from \$71 per month for an L.A.C. to \$119 for a G.C. This includes heat, light, water, garbage removal, stove and refrigerator.

The allocation of permanent married quarters on any unit is based on rules and regulations laid down by Air Force Headquarters and a qualifying point system, whereby two points are allowed for each twelve-month period of full-time military paid service; one point is allowed for each twelve-month period of full-time military service subsequent to 1st October, 1946, for which marriage allowance has been paid; ten points are allowed for each dependant child who is under the age of eighteen years. With the exception of the Commanding Officer, the Chief Administrative Officer, the Senior Medical Officer, the Station Protestant Chaplain and the Station Warrant Officer, who are allotted houses on a permanent basis, all married quarters are allocated on a total-point basis.

At most units, just as at Station Penhold, the Commanding Officer authorizes the formation of a town council, which is elected annually by the servicemen and their wives who live in permanent married quarters. The town council is the civic body governing the married quarters settlement at Penhold Air Station and is known as the Town Council for Mynarski Park. It is directly responsible to the Commanding Officer through the Chief Administrative Officer and in broad terms functions in a similar manner to its civilian counterpart.

There may be some interest in the reasoning behind the selection of the name for the married quarters area, "Mynarski Park." This can be stated quite simply by saying that it was named to perpetuate the memory of the late Pilot Officer A. C. Mynarski, Victoria Cross, who lost his life while rescuing and attempting to rescue members of his bomber crew after a crash during World War II.

* * *

"Could I try on that red dress in the window?" asked the bright young thing.

"There's no need to do that," the elderly lady answered coldly, "we have several fitting rooms."

* * * * *

The rooster, crossing the barnyard, came across a football that the school-boys had been kicking around.

"Ladies," he crowed, "come here and observe carefully! I don't want to complain, but I'd like you to see what's being done in other yards."

* * * * *

We hear of an airman from Penhold who rented a house without the convenience of indoor plumbing. He describes his home as "four rooms and a path."

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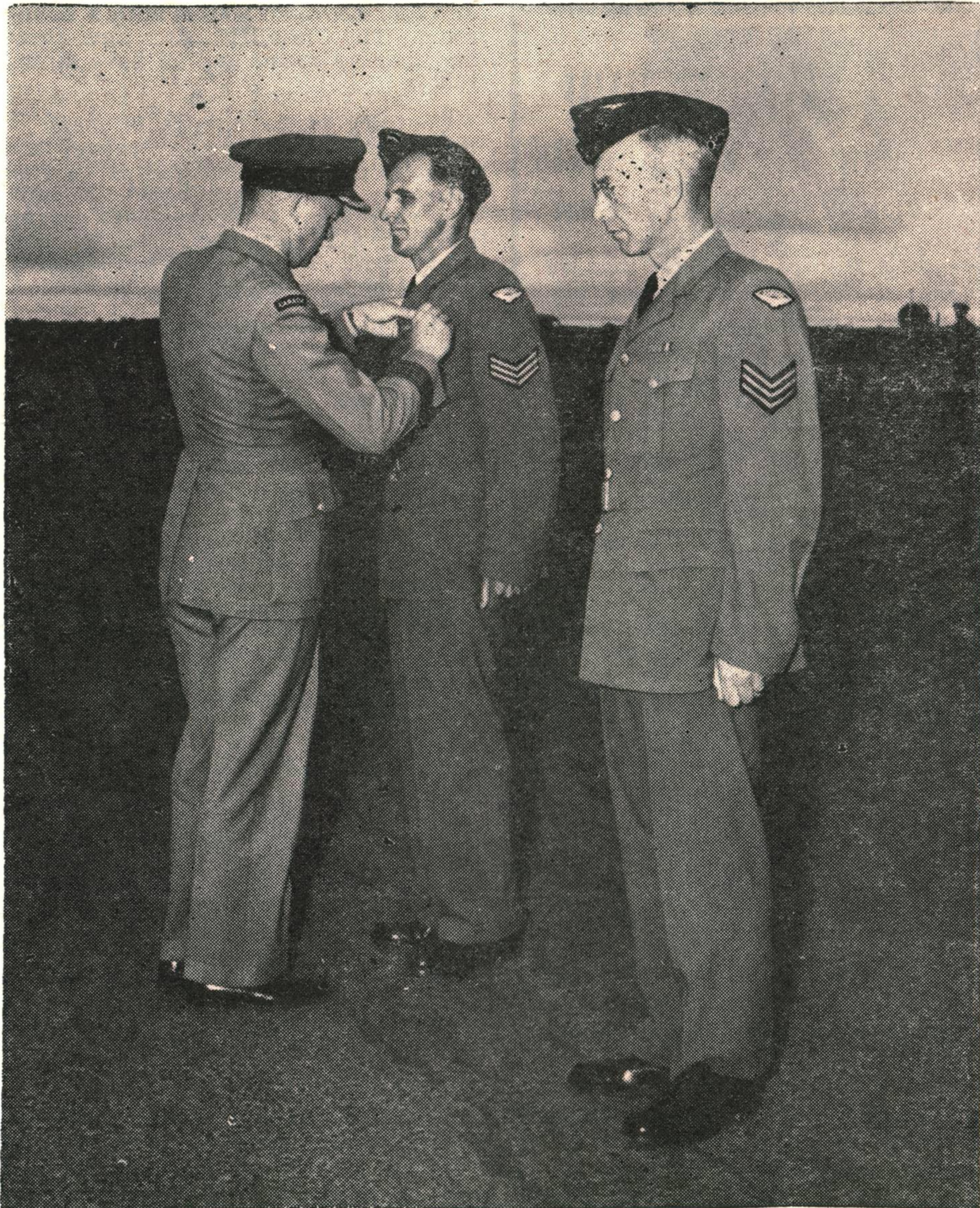
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Group Captain M. Martyn is presenting the Canadian Forces Decoration to Sgt. John Holmes of RCAF Station Penhold.

Sgt. Holmes enlisted in 1940 as an Airframe Mechanic serving three years with Western Air Command, Vancouver, B.C. He was then posted overseas where he was with 426 Transport Squadron until the end of hostilities. After the war he was stationed at Trenton, Ont. for seven years, then to No. 4 FTS Penhold. He is employed as NCO in charge of servicing in No. 3 Hangar at Penhold. He is married with four children. They are presently residing at Trenton, Ont.

Also receiving the Canadian Forces Decoration is Sgt. John MacPherson.

Sgt. MacPherson enlisted in 1941, he spent the next four years with No. 4 Training Command, Calgary. He was then posted to North Western Air Command, Edmonton, (later Tactical Group) where he was employed until his transfer to Penhold. He is presently employed in Maintenance Squadron.

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As Time Goes By

To one who was stationed at Penhold in 1941, before it was taken over by the R.A.F., it is interesting to see the changes that have taken place through the years, and to visualize the station as it will be.

We were here when it was a training depot and one of our earliest, but not fondest, memories of the place is a two-hour parade on the square, standing bare-headed and skull-shaven under the hot summer sun. It was intended to build up character and fortitude, we believe. We also remember a scarlet fever epidemic that resulted in our being permitted to toil in the hospital kitchen (being theoretically immune to the disease) where we looked after the germ-laden dishes of the patients. Well, times change; now we can wear our hats on parade, and we haven't seen a scarlet fever streptococcus for months — too heavy to float, possibly.

However, it is pleasant to see the

station being built up all around and to imagine what it will be like in a year or so. "The Trenton of the West," it has sometimes been called, and we hope that one day it will surpass even that pioneer station as an example of what the R.C.A.F. can do.



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Penhold History

At the beginning of World War II a plan for training members of the Air Forces of the Commonwealth was started. This plan was known as the British Commonwealth Air Training Plan (B.C.-T.A.P.). This enabled air crew to be taught flying, navigation and other trades away from the warring skies of Europe.

Penhold was to become one of the places chosen for this purpose, and on August 22, 1941, Group Captain W. B. Farrington, D.S.O., of the R.A.F. assumed command from S/Ldr Sewell, the then commanding officer of No 2A Manning Depot, R.C.A.F. and No. 36 Service Flying Training School was born.

The first draft under G/Capt. W. B. Farrington totalled six hundred officers and men. The party had a wonderful reception right across Canada and were given a great welcome when they arrived at Penhold.

Training at Penhold was done on the Oxford aircraft and this plane became a familiar sight in the skies around Red Deer.

The station remained operative under the R.A.F. until October, 1944, when it was handed back to the R.C.A.F. and became No. 2 S.T.U. The last R.A.F. member left on December 16, 1944.

No. 36 S.F.T.S. had three Commanding Officers, G/Capt. W. B. Farrington, D.S.O. handed over to Group Captain H. J. Pringle, A.F.C., at the beginning of May, 1943, and Group Captain W. T. F. Wightman, D.F.C., took over command of the unit at the end of July, 1944. Overall, forty-three courses graduated.

Penhold was reactivated on July 7, 1953 as the new home of No. 4 F.T.S., R.C.A.F., under the new expansion program for Canadian defence in conjunction with N.A.T.O.

AIR FORCE DAY

19th September 1953

Official Program

1:30—Continuous Conducted Tours of the Station, Starting at Main Gate

1:30-3:45—Continuous Displays Of:

FIRE EQUIPMENT : PARACHUTE PACKING
COMMUNICATIONS : SUPPLY : AIRCRAFT

1:30-3.45—Continuous Truck Rodeo

3.45-5.00—Aerial Show

AEROBATICS — T33 Jet, R.C.A.F. Station Namao.

GLIDER DISPLAY — F.O. A. Scott, 4 F.T.S.

FORMATION AEROBATICS — Mustangs — 403 (Res.) Squadron, Calgary.

FORMATION AEROBATICS — Harvards, 4 F.T.S.

BOMBING DISPLAY — 4 F.T.S.

AERIAL and GROUND DISPLAY — C119 (Flying Boxcar) 435 Squadron, Edmonton.

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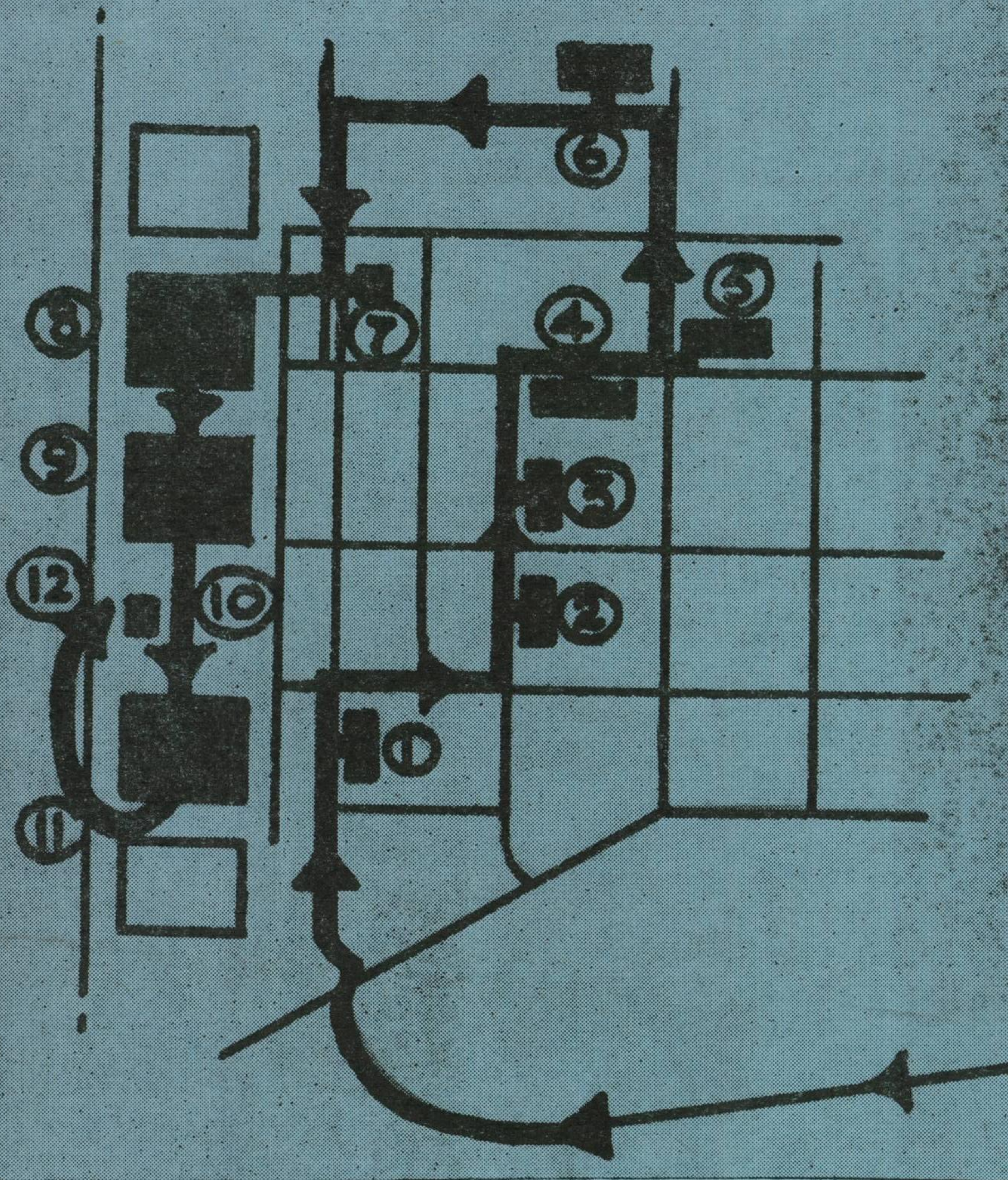
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Battle of Britain

The story of the Battle of Britain has past into the realm of history, yet, to us who lived through those anxious days some thirteen years ago, the words of Sir Winston Churchill still bring a sense of proud sorrow: "Never in the field of human conflict was so much owed by so many to so few." And today their proud and sorrowing comrades witness to the world that their superhuman achievement is not forgotten. Their story still has the power to inspire us, whom they have left behind, to deeds of daring and honour should the need arise, as well it might, to defend our homes, our loved ones, and our way of life from an aggressor.

But their sacrifice will have been in vain unless we go a necessary step further and in our turn inspire the youth of our day with the spirit of true patriotism. Each succeeding generation builds on the foundation it inherits — spiritual, moral and material. The strength of the Canada of tomorrow, the patriotism of her sons and daughters, will stem from the values we leave them. It is our solemn responsibility to see that we leave them a Canada vibrant and strong spiritually and morally, as well as materially. Only thus, shall we truly honour the heroes of yesterday; only thus, shall we ourselves earn a place of honour in the memory of those who follow us.

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No. 703 Wing News

Box 391, Red Deer, Phone 2126.

EXECUTIVE:— President, G. E. C. Macdonald;
 Vice-President, Dr. W. A. Carter;
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 Hon. Treasurer, D. MacArthur,

Editorial

The evenings are drawing in, harvesting is in full swing, and signs of Fall appear in many ways. No. 703 Wing, unlike other Wings in the Alberta Group, does not close down for the summer months but, nevertheless, we must start drawing up our plans for the coming winter.

The first important thing is to draw up our schedule of meetings and what we intend to put on at each of these meetings. There is plenty of room for improvement, and we should try to get some form of entertainment, speaker or film show lined up for each of the coming meetings. In fact, if we improve our meetings by 100% we shall be starting in the right direction for the months ahead. Why not try to be the best run organization in the city? — we have a lot of competition, as we all know.

At the present time we have one meeting a month, which we do not think is too much of a burden on our members, but when we do hold our monthly meeting do try, as far as is possible, to set the evening aside for it. We cannot put on a supper, meeting, and some form of entertainment, and be finished in less than about two and a half hours. There has been a tendency of late of rushing through the meeting and away — of course that may be due to the summer months, or uninteresting meetings, we suspect the latter. We will try to do better, but do not forget that you yourself are a member of the Association and could help in this direction.

The problem of bringing the Association up to better standard and thereby attracting more members is one of the chief worries of your Group Executive. We feel that in Alberta we have not the strength of membership or interest to place ourselves on an equal footing with other organizations such as the service clubs— this we want to rec-

WING NOTICE BOARD

Meetings — Supper meetings are held on the second Wednesday of each month at 1900 hours in the Buffalo Hotel, Red Deer. Ticket, \$1.25.

Dance — Last Friday of each month at the Armoury. Next dance, Monday, September 21, in the Red Deer Armoury, with R.C.A.F. band. Tickets, \$1.00 each.

Membership Dues — \$5 annually, payable April 1 in each year or on election to membership.

tify. Until that condition is obtained we cannot hope to attract new membership, however worthy our cause may be. You, the present members, are the persons to correct this situation.

* * *

Recreation Centre Negotiations

It has been the intention of the Wing Executive to have a recreation centre active directly conditions warranted it. It was with this idea they approached the army authorities of Western Command two years ago to obtain a lease on two lots of land at the rear of the Red Deer Armoury. This lease was obtained.

During June of this year the Association was approached by the Council of the City of Red Deer to ascertain how they could assist us with this project. At their request we called a meeting consisting of

(Continued on page 13)

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We See and Hear—

that BARBARA (MORE) is now assisting various ladies of the district to organize a hostess club for R.C.A.F., Penhold — this will make you especially popular with the boys in blue — are they just waiting for such an organization? We'll say they are! And when they know that you were once one of the ladies of the W.A.A.F., they will appreciate it all the more—no pun intended here!! And to the ladies assisting and organizing we say thank you. Being the end of the holiday season we have to look a bit harder to see if our members are returning to their old haunts once again. Ah, yes! Here is JERRY, back from Ottawa, having done a good job for the Scouting movement. He should be round for more beer bottles soon—get them ready chaps, and don't pretend that you haven't got any, we know better! VIC went down to Hollywood, we understand, but he returned without a contract. You should go with CHARLIE next time, he should be able to give them enough Scottish humour to make them realize that they have one of the world's funny men around! Or perhaps BILL CARTER could tell them the one about selling a vacuum-cleaner to a non-user of electricity — it's quite funny. We never look at a horse now without laughing! GEORGE (MACDONALD) has entered the show business, at least it seemed so, if you happened to be up the north

hill about three weeks ago. There were more people at the show he put on than there were at the Drive-In Theatre — or were you starting a museum? JOE (DOWLER) appears to be contemplating flying without any visible means of engine-power. That is a fine thing for an ex-engineering officer — anyway, Joe, we hope that the air currents of Central Alberta will keep your glider aloft. DON (MACARTHUR) is finding that the life of a Wing treasurer is not all that it is cracked up to be. At times he is the much-wanted man and gets quite a number of imposing looking letters, bearing the Ottawa postmark — it is always a busy time three months after the date that dues become payable and diplomacy is required in large lumps! SMOKIE does not get enough of the Air Force with the Association, so has joined up with the reserve — one of the more active reserves that will no doubt satisfy his enthusiasm for this form of life — and they say that he has joined the R.C.A.F., too — what is the R.C.A.F. coming to, taking on the D.P.s from the R.A.F.? Well, that is all chaps for this month, but hope to see more of you in the Fall.

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Name

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First LAC: "Did you tell the Sarge. I was a liar?"
Second LAC: "Gosh no, I thought he knew."

RECREATION CENTRE
(Continued from page 11)

representatives from R.C.A.F., Penhold, the R.C.A.F. Association and the City, and the outcome was that we should approach an architect to draw up plans to renovate an old army hut that we hope to obtain for this purpose. His findings, when complete, were to be submitted to the city council for their consideration and, as we understood, further action.

The plans were obtained and handed to the city for an estimate of the cost of renovations and were to be presented at the next council meeting held at that time. Unfortunately, the Wing Executive were not able to find out what the estimated cost was to be before the plans were presented to the city council—we, ourselves had a figure of approximately \$7,000. So, when we heard next morning that the figure given was \$20,000 and consequently turned down, we were somewhat at a loss — but not for too long! It was decided to request an audience at the next council meeting and to try to put matters into their proper perspective. S.Ldr. L. Limpert and Mr. B. E. Crane of the Association attended this meeting and put forth our case, which was sympathetically listened to by members of the council but, as luck would have it, most of the council were AWOL, so it had to be deferred until a full meeting was in attendance.

What happens next? We hear over the radio and in the local press that owing to other commitments our request was to be shelved until 1954 — and so to the pending-basket and dusty pigeon hole.

The Association is far from satisfied at the result, especially as the Association was approached by the city on the project. We consider that this matter is of the greatest urgency and its importance to the welfare of the services stationed near Red Deer cannot be overstressed. The community should realize that to have a large number of persons from all parts of Canada and the countries of Europe requires special treatment and attention.

Many towns and communities would like to have a station such as R.C.A.F., Penhold, on their door-

step. Does Red Deer realize the benefit she will be getting from having such a station close by? Does she realize the help to local employment alone? Not only are there service personnel there but a large number of civilians recruited from the local district, as well. All this goes to help the stability of local economy. Even if the airmen and officers of the station spent only 25% of the monthly payroll in Red Deer for various services it must make a big difference.

Those persons who have been in the services know only too well the great help such a recreation centre can be. Waiting for buses on a cold winter night on the front doorstep of a restaurant can be rather trying, and we are sure that the local restaurants don't want all their seats filled by waiting airmen, keeping out potential customers. We are sure that the average citizen realizes that perhaps this project should take some precedence over other deserving local requirements. After all, Red Deer, to some extent, are hosts to R.C.A.F., Penhold, and to be thought well of when these men get back to England, France and the many other countries, is worth something. Do not forget that to these men Red Deer represents Canada to a great extent. They will be spending most of their time here with us.

So, think it over, Red Deer.

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Current Affairs

IRAN

The swift moving events of the past few weeks have resulted in the downfall of Mossadegh's impossible government. It was a government operating on a false economy. The operation of a country as complex as Iran requires a large revenue. The latter was not available behind the isolation policy of Mossadegh. We now have the Shah back from exile and General Zahedi of the army as premier. To the people of the Western world, what does this change mean?

Premier Zahedi has an anti-British record and is a firm nationalist, as was Mossadegh. However, Zahedi seems prepared to face situations and ready to lower the isolation barrier to remedy the financial problem. Already, he has put out feelers to re-open the oil negotiations and get the largest source of revenue back into production.

However, once the wraps of isolation are discarded, Iran has two ways open to obtain aid — to the West, or to Russia. Russia is only too willing to aid Iran, but on her own terms. Further, Iran was under Russian occupation during World War II and when the russians withdrew their forces (after Iran's appeal to the U.N. Security Council) in 1946, they left behind the Communist-inspired Tudeh party. Thus Russia has many established contacts there. Geographically, if Russia could expand her satellite ring to include Iran, she would have an outlet to the Arabian Sea, and thus by-pass the Suez Canal. Further, India would be in a serious position.

Consequently, the West, if it hopes to prevent Russian expan-

sion, will be forced to step in and aid Iran. This aid will have to be substantial, but carefully handled. Iran is a country of feudal social and economic conditions which have kept masses of people in a state of poverty, disease and ignorance. The leaders have been anti-West in two world wars. Also, Iran is in close proximity to the Arab countries to her west that have experienced nationalist movements in recent years. This complexity of situations leads to demands upon rulers. Turbulence occurs. New leaders are established overnight, such as Zahedi's rise to premier.

Also blended into this social set-up is oil, which may well be the fuel that will keep the anti-West flames burning.

It appears that the change of government in Iran means that the West must settle the oil dispute and be ready and willing to give aid to Iran in the near future. The opportunity is here now to establish strong relations with a key country in the West's defence of Asia. Further, if the situation is handled correctly in Iran, the West may raise the confidence of Asian peoples in our sincerity towards them. — B.A.B.

* * * *

An airman was out with the boys one evening and before he realized it the morning had dawned. He hesitated to call home but finally hit on an idea.

He rang his house and when his wife answered the phone, he shouted "Don't pay the ransom honey, I've escaped."

* * * *

Instructor with thinning hair: "But how can you have the unmitigated gall to try to sell me a bottle of hair tonic, when you have no hair yourself?"

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