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THE CENTRAL ALBERTA

# Air News



Published jointly by R.C.A.F., Penhold and No. 703 Wing, R.C.A.F.A.

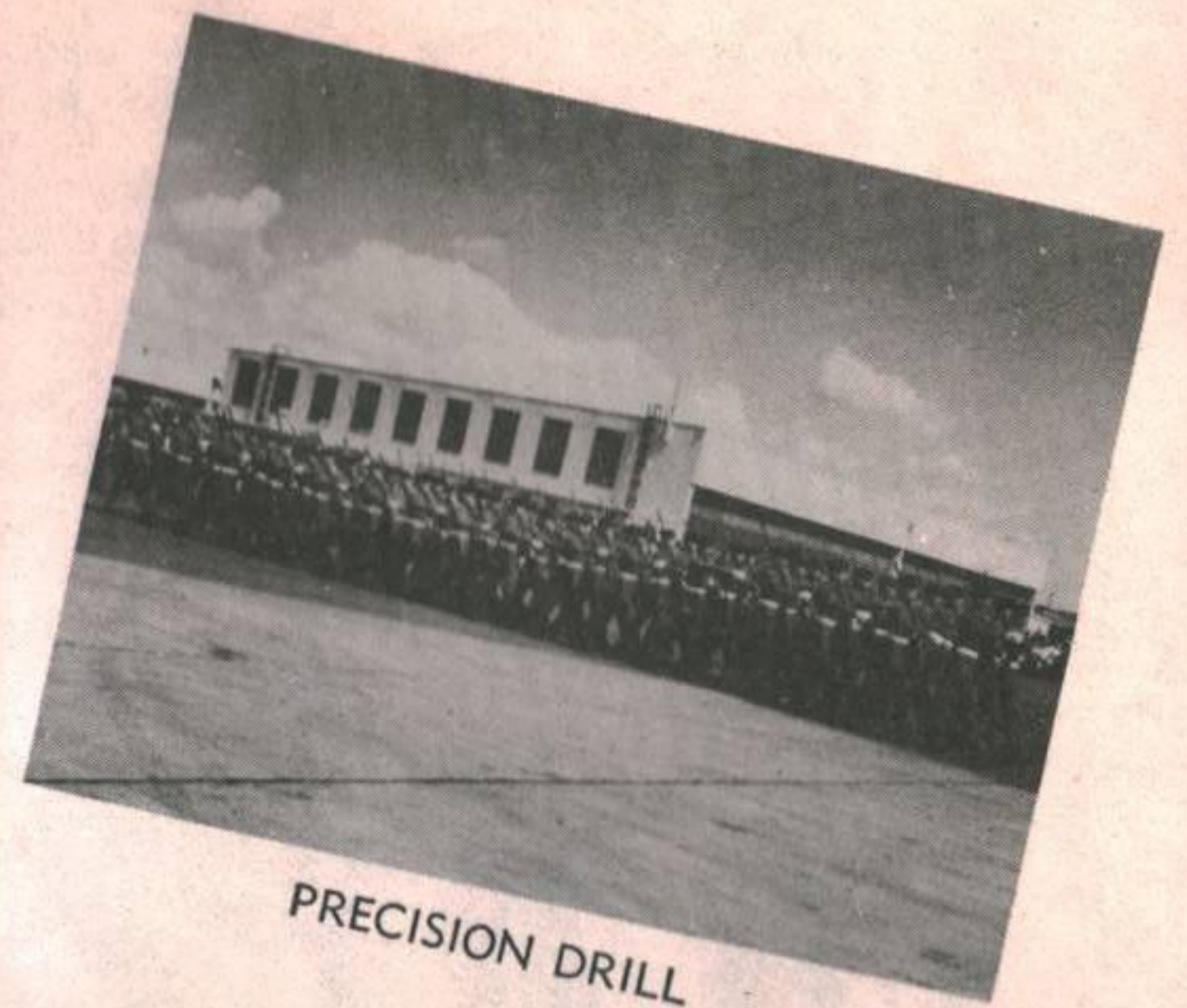
*July-August 1954*



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THE T-34 ON DISPLAY

# JUNE 1954

SOME ARRIVE BY TRAIN . . . ALL GATHER TO WATCH . . . THE AERIAL DISPLAY



# THE CENTRAL ALBERTA AIR NEWS

Published monthly in Red Deer by kind permission of the Commanding Officer, R.C.A.F. Station Penhold, G/C M. P. Martyn, C.D.  
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JULY/AUGUST, 1954

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## CONTENTS

New Wings Over Penhold .....	2
Penhold Personality .....	3
Graduating Course .....	4-5-6
Where do I Go From Here .....	7
Sylvan Lake, Alberta .....	9
Pictorial .....	10-11
Town Council .....	12
Let's Go To The Moon .....	14
Padres' Page .....	16
RCAFA .....	17-18-19-20

## Editorial

WITH the re-activating of Penhold to a permanent station it must be realized that, in fact, a whole new settlement has been raised in central Alberta. The Station personnel number close to 1,200 servicemen and with their families this figure is greatly increased. Well over 300 people live in the married quarters alone and, when construction there is completed, the village (it has its own mayor and council) will surpass the 1000 mark.

What does this mean to the district? — It has created employment, new business and social activity. All three are considered important to the Air Force. Positions are filled with local residents as much as possible. When practical, purchases are made locally and it is estimated that well over 80% of the payroll stays in the area. Social activities are not forgotten either and come under the heading of public relations. This is the field our magazine intends to cover.

In keeping with our policy of creating good public relations we are embarking on a program of featuring central Alberta towns with the hope that both the service personnel and the citizens of this district may become better acquainted. Curtains — iron or otherwise — are merely the result of misinformation, ignorance and lack of co-operation between two parties. They can arise in a home or a village, between provinces or countries. Watch for our monthly issue and get to know your Air Force — its purpose — its personnel.

Conversely, if you would like your town featured have your council contact us. We are interested in you and hope that the interest is reciprocated. Let's fraternize, for whether we like it or not, WE ARE NEIGHBOURS.

# NEW WINGS OVER PENHOLD

F/O V. VENHOLA



**L**OCAL residents have probably noticed a new type of training plane, silver in colour, in the skies of late. This is the Canada Car & Foundry T-34 Mentor. The new plane was publicly demonstrated at the Air Force Day show on June 12th, and the performance was neat and impressive. Incidentally, Mentor means "a wise and faithful counsellor."

The T-34 is a two-plane single engine trainer built under license from Beach Aircraft Corporation. The design meets the requirements of sturdiness, and safety of a primary trainer. It possesses many of the flight characteristics and operating systems of a high speed jet plane. Even the layout of the cockpit will make it easy to convert to a jet plane. An interesting feature of the plane is the tri-cycle type of landing gear, which makes for easier and better controlled landings. The landing gear is fully retractable and full size flaps are employed to enable slow and steep descents for landing.

From the instructor's point of view from the back seat the visibility is excellent compared to the Harvard. A large bubble type canopy with no obstructions in between the seats will add greater safety in all-round flying.

A proven, reliable engine is used of 225 horsepower at 2600 rpm at sea level. It is the Continental six cylinder, air cooled, horizontally opposed

engine. Slight additional thrust is obtained by an augmentor tube exhaust system. Cooling of the engine is automatically controlled by a baffling system operated by a venturi in conjunction with the augmentor tube exhaust system. No cowl flaps or other cooling accessories are required.

The radio equipment consists of a VHF set (one receiver and three transmitters) and a range receiver operating in the 190-550 Kc band. Interphone between the two cockpits is provided for instructor to student conversation.

Finally, here are the performance figures:

Landing speed .....	55 Kts	Climbing .....	90 Kts
Maximum speed ...	243 Kts	Cruising .....	125 Kts
Slow rolls .....	115 Kts	Stall .....	45 Kts
Loops .....	150 Kts	Glide .....	90 Kts
Roll off the loop ...	160 Kts	Maximum weight	
		for landing .....	2900 lbs

The airplane carries 50 gallons of fuel. The engine uses approximately 7 gallons per hour. This gives an endurance of about 7 hours at 120 Kts cruising, and giving a still air distance of approximately 840 nautical miles. It is estimated that the T-34 will save 150,000 gallons of aviation fuel over a 5-year period compared to a Harvard — both being utilized 5 hours a day.

The T-34 will be on special trial here at Penhold to prove its worth as a trainer before finally being accepted by the RCAF.



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# Personality of the Month



**WO2 F. SZASTKIW**

Warrant Officer Fred Szastkiw, the genial deputy mayor of Mynarski Park, hails from Winnipeg.

He enlisted with the RCAF in June 1937 and graduated from No. 2 T.T.S. Camp Borden as a carpenter air rigger in May, 1938.

His first unit was air navigation and seaplane school at Trenton, Ontario, which later became Air Navigation School at Rivers, Manitoba, when that station opened in November, 1940. 1942 found him at No. 10 Repair Depot, Calgary, where he spent over a year. In the period between 1943 and 1947 he was attached to 164(T) Squadron which operated out of Moncton, N.B., and Dartmouth, N.S. From here he transferred to 400 Auxiliary Squadron, Toronto, and after two more postings, one to North Bay and one to Trenton he finally arrived at the "Best in the West" in July, 1952.

Warrant Officer Szastkiw's main job on the station is Assistant Co-ordinator of Training Aids in the Ground Instructional School. This consists of preparing maps, charts, films, etc., for presentation to the students in their training.

Besides his daily routine, he finds time for many other station activities. He is on the Auto Club Committee and his smiling face can be seen at the Wilco games which are presented twice monthly in the station recreational centre in which he is actively interested. Warrant Officer Szastkiw resides with his wife and family at No. 37, Mynarski Park.

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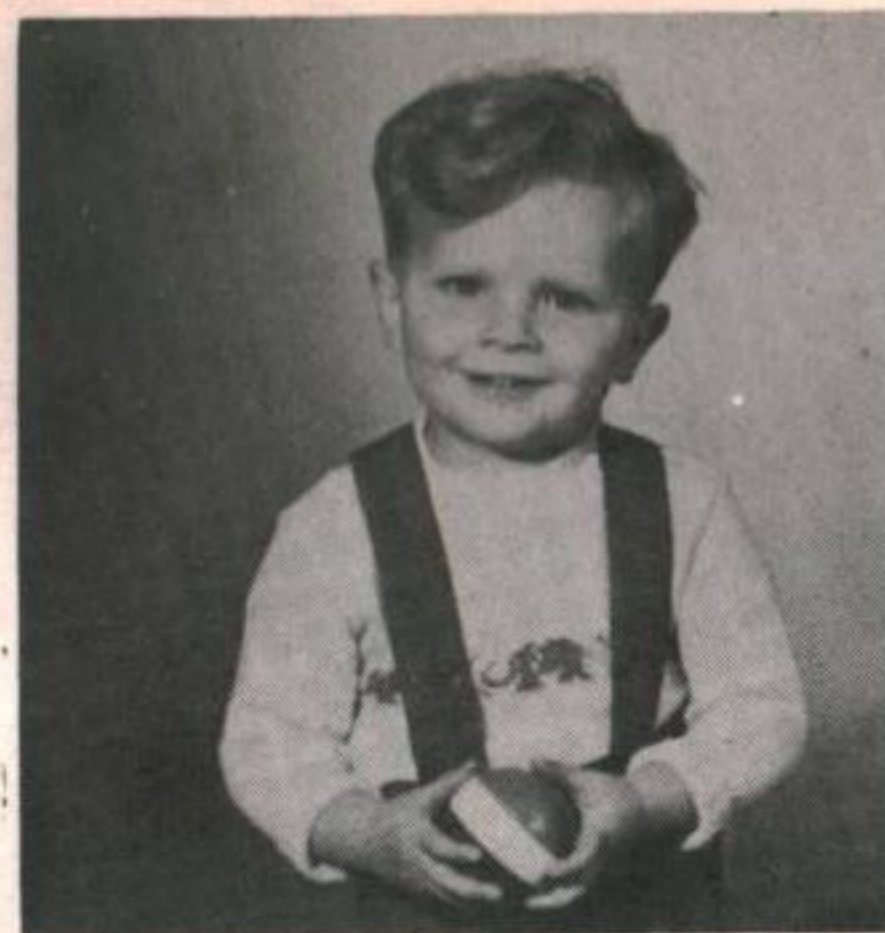
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## AVIATION ROUND-UP

Look for further development in the combination type of future light planes for travel. These are called GYRO DYNES. Basically, it is a helicopter for vertical movement plus a conversion which enables the rotors to tilt so that forward thrust can be realized thus giving maximum forward speed. Short stub wings will provide lift in level flight.

The Fairey Company in England has produced a jet driven rotary wing aircraft. The piston engine drives an air compressor which forces air through twin rotor blades and out the tips.



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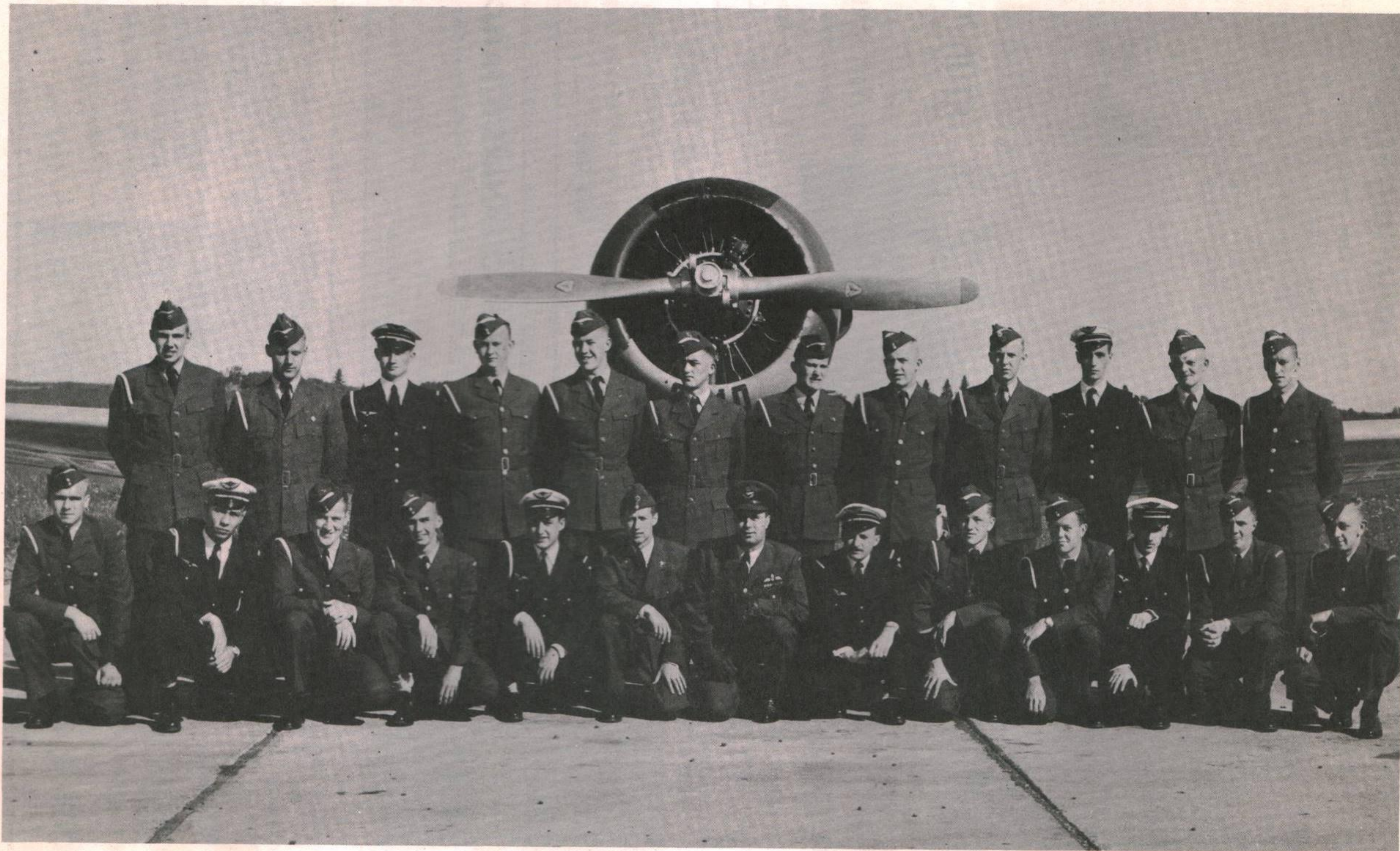


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## GRADUATING COURSE 5313



**BOTTOM ROW** — F/C E. Krahn; C/Cpl. D. Baudelot; F/C J. Nadon; F/C D. Wickes; C/Cpl. J. Marqui; 2Lt. E. Hammer; F/O S. Mooers (Course Director); C/Cpl M. Malbose; F/C E. Gude; F/C R. Mathews; C./Cpl G. Lampert; F/C D. Christensen; F/C H. Beirsto. **TOP ROW** — F/C K. Sharer; F/C S. Mellem; C/Cpl M. Marque; F/C N. Atwell; F/C T. Yggeseth; F/C O. Thune; F/C I. Eide; F/C E. Holm; F/C S. Sagflaat; C/Cpl R. de Tournemire; F/C L. Borthen; F/C H. Rose.

# Graduating Course 5313

## F/O STAN MOOERS

F/O Stan Mooers, our course director, has learned to grin and bear it during his tour of chaperoning course 5313. He came to us well qualified, having served 6½ years in the Air Force, which includes one tour of operations with Bomber Command and a total 2½ years overseas during World War II.

F/O Mooers must have heard about us in London for it was five weeks ere he took over the reins to guide us in Penhold. It is to his credit that he found the courage to do so. His is not an enviable position as our Father Confessor for we hold no claims as being model students. We believe he is unique in being the only Course Director to fly all the members of his course.

## C/Cpl G. E. LAMPERT (FAF)

Prior to joining the French Air Force in June of 1953 our Course Editor studied psychology at the University of Strasbourg. A five-year man and now a chief-corporal at the age of 23, Gerard hopes to become a jet-jockey and to attend the French Officers School. Fond of classical music and vacation trips to Mexico he also displays a strong interest in the literary field.

## F/C S. Mellem (RNAF)

The Charles Atlas of our course, Sven claims the only trouble he has with girls is that he scares them away. He made quite a name for himself in rugger although he had never played the game before. He is anxious to fly jets on his return to Norway.

## F/C I. EIDE (RNAF)

Living in Oslo, Ivar sailed in the Merchant Navy for 13 months prior to enlisting in the Air Force. A flip in a light aircraft made him decide on this career but he claims to still love the sea (sea-gull blood?). Another aspirant jet-jockey, he is a specialist in landings during storms.

## C/CPL D. G. BAUDELLOT (FAF)

Danny has lived in Paris for 20 years. He was a student and commercial traveller before enlisting in the French Air Force. His hobbies are sailing and underwater fishing. He doesn't know if he will continue his career in the Air Force or join a commercial airline.

## F/C E. GUDE (RNAF)

Eirik, another ex-sailor, roamed the seas before joining the Norwegian Air Force. Has a "yen" for letting down on the "live" side of the circuit which he is trying to live down so that he can still live.

## F/C N. G. ATWELL (RCAF)

"Gotch" came from the Barbados, British West Indies, to join the RCAF. Is anxious to fly heavy aircraft — the heavier the better. He plans to return later to his "tropical paradise". (and he doesn't mean B.C.)

## F/C L. A. BORTHEN (RNAF)

"Curly", comes from Oslo, and also sailed the seven seas for 2½ years before joining the Air Force. He is our most esteemed Bar Officer and is the right man to fill the job. He gets his name from the six struggling blond hairs on his head.

## F/C E. H. HOLM (RCAF)

Our boy Elmer comes from the Stampede City to the south of us. On leaving school he entered the RCAF and has already served 2 years with the Calgary Squadron.

## F/C D. M. CHRISTENSEN (RCAF)

"Chris", another Calgarian, was a salesman prior to enlisting. He is a Reserve type and has big plans for the future. He loves telling old, old jokes.

## F/C H. D. BEAIRSTO (RCAF)

Dave is a hangover from Course 5311 and hails from the Okanagan Valley, Vernon, B. C. Graduating with a B.A. degree from the University of British Columbia in 1950 he taught one year in the Yukon, then spent six months in public relations work with the govern-

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ment of British Columbia prior to joining the RCAF. His favourite pastimes are fishing and hunting. Looking forward, Dave aspires to flying heavies, seaplanes, or helicopters. While senior course he did a very good job as mess secretary.

**F/C R. W. MATHEWS (RCAF)**

Another "cowboy" from the Stampede City, "Ronny", is known for telling stories — nice ones of course. He won the Boy Scout's Pathfinders Badge while night flying.

**C/CPL M. M. MARQUE (FAF)**

"Mike" has engrossed us with his unusual stories about a certain "'ole bunch of rabbits" who inhabit the button of runway 29. He has grown to like Penhold so much he decided to spend his last six weeks on the base.

**F/C O. L. THUNE (RNAF)**

"Tuna," our one serious Norwegian, has used twenty-four instructors during his training career at Penhold. He proved himself rock-hard and shifty as No. 2 Squadron Commander. He has shown his dislike for certain aircraft accessories in the Harvard, especially on night navigational trips.

**F/C J. D. NADON (RCAF)**

Dale, another hangover from 5311, is a partner on a sound (???) investment which now rests in Wetaskiwin. We still wonder how it got that far.

**C/CPL J. P. MARQUI (FAF)**

"Jock", another ex-5311 member, has distinguished himself on the station rigger team. There's some talk around the base that he has a girl friend in Medicine Hat as he took time out from a night navigation trip to drop in there.

**F/C D. A. WICKES (RCAF)**

Dave, the "Bantam Rooster", is the first of our boys to cross "over the bridge." His motto is "What's good for Snuffy is good for the world".

**F/C T. YGGESETH (RNAF)**

"Iggy", our big happy-go-lucky kid, has made quite a name for himself with his superb ski jumping. He has been continually in jumps throughout the winter and

has done quite well. He is the only man who has tried to break the sound barrier while taxiing . . . at night too.

**F/C E. N. KRAHN (RCAF)**

"Black Kenny", hails from the 'Peg. He is one of the younger boys of our course and has only started to shave recently.

**F/C S. O. SAGFLAAT (RNAF)**

"Saggie", one of the Laplanders on our course, is one of the fortunate ones to have a small dealing with our famous RCMP's. He has shown quite a proficiency on the guitar as well as various other fields.

**C/CPL R. de TOURNEMIRE (FAF)**

Better known as "the sweet killer" or "the sheriff of Big Valley", he has mastered the English and Norwegian languages quite well and adapted himself to "Western ways" nicely.

**F/C K. SHARER (RNAF)**

"Sarah", who is our candidate to replace Hank Snow in the Calgary Stampede, excels in guitar playing, singing western songs, and making faces.

**2nd LT. E. HAMMER (RNAF)**

"Mike", the only officer on the course, started his military career in the Norwegian Army. Although Mike has spent a considerable amount of time in his '49 coupe, it does not show on the mileage indicator — park much Mike? Once tried his hand at bronco busting on the Banff golf course.

**F/C H. A. ROSE (RCAF)**

The "Rumpy Pump Kid" from the now famous Pioneer Gold Mine, was the big wheel of our course, holding the position of Trainee Officer Commanding. "Rosie" had the impression earlier in the course that a three point landing consisted of a wing tip, the nose and one wheel.

**C/CPL M. R. MALBOSE (FAF)**

Roy, the only French student on our course from Casablanca, has spent almost two years in the Air Force. Seemed to think that the runways were shorter at night and as a result found himself shutting down at unusual points on the field. Wants to fly the famous Mystere IV when he returns to France.





F-86 Sabre Fighter

# Where Do I Go From Here?



CF-100 All-Weather Night Fighter

**T**HE average RCAF Flight Cadet nearing completion of his course at Penhold, may find himself asking this and relative questions more and more often. In this article we will attempt to give our readers a better idea of the career ahead of these young men.

There are three fairly distinct paths which a Cadet may follow when he finishes training at a school such as we have here at Penhold. We will deal with them in the order of most probability.

Canada's main role in the North Atlantic Treaty Organization is the supplying of fighter squadrons, and with more squadrons being formed for the defense of Canada, it is quite evident that the largest number of our trainees will be required as fighter pilots.

On completion of his course at a Flying Training School, the Cadet is introduced to jet flying. The advanced Flying and Gunnery courses are done on the Shooting Star, or T33, as it is more commonly known. During these courses he becomes conversant with the handling and tactics of jet aircraft, and conversion to the F-86 Sabre or CF 100 Canuck is a simple matter from here on.

The F-86 is used for operational training, and for squadron duty in Europe, where Canada maintains twelve completely operational squadrons as part of her NATO contribution. This aircraft although originally of American design, has been produced in Canada for some time now and nearly all Sabres in use in the RCAF today have been built in Canada. They are fitted with the famous Orenda engine, which is Canadian-designed, making it the fastest aircraft in squadron duty, anywhere, at this time. The young airman that climbs into one of these sleek jets can be very proud of himself and of his country, because he is second to none in the training he has received, and his equipment is the best available. It may be summed up in using the words of General Alfred Gruenther, Supreme Commander of Allied Forces in Europe, when he praised the RCAF Squadrons in Europe by saying, "They're hot stuff. In our personnel set-up, we haven't had a single mediocre Canadian".

Squadrons based in Canada for defence purposes are loud in their praise of the CF-100 and rightly so. They feel that they have the finest aircraft available for the job. It is an all-weather interceptor which carries a Radar-Navigator as well as the pilot. Together these two men are capable of intercepting enemy aircraft in all kinds of weather, in daylight or darkness, and they form the first line of defence of the North American continent. A mighty important job and one that any Canadian can be proud to take part in.

We have discussed the most likely path of the Flight Cadet after he leaves Penhold and now we will deal

briefly with the small percentage that are required for other jobs in the RCAF.

A few pilots are needed for Air Transport Command each year and these are usually taken from the staff of the Air Navigation School at Winnipeg. Graduating pilots in this category, spend some time at this school gaining experience in twin-engine aircraft and at the same time carry trainee navigators around on their various exercises. From here they may go to any one of many transport or communication squadrons.

The last, but one of the most important postings a young pilot may expect, is one as an instructor. A small number of graduates with special qualifications are needed to maintain the staff of the training schools that turn out the hundreds of NATO pilots each year. After receiving a very intensive course in the art of instructing, a young officer can join that force of men necessary to produce the pilots of tomorrow, and he will feel a great sense of satisfaction in helping to mold the lives of other young men among whose ranks he so recently stood. —F/O D. W. McGOWAN

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# SYLVAN LAKE, ALBERTA

**T**HE town of Sylvan Lake is situated on the shores of beautiful Sylvan Lake, 12 miles west of Red Deer. The lake has been a popular resort for many years; in the early days at the turn of the century it was reached by way of a bush trail and the trip from Red Deer by democrat usually took a full day. Now a modern paved highway makes a few minutes journey possible.

The part of town west of Main Street is located on land homesteaded in 1899 by the late Alexander Loiselle. Mrs. Henry Hussfeldt, a daughter, and Mrs. Louis Loiselle, a daughter-in-law, both came here at that time and still reside in the town. Mayor Ken Wilkinson is a grandson of the original homesteader. The section of town east of Main Street was originally C.P.R. land.

In the early days Sylvan Lake was called Snake Lake, why, no one seems to know. A snake would certainly be a rarity here now. The name Sylvan much better fits its beautiful green setting.

Today Sylvan Lake still maintains its popularity as a summer resort. Its year 'round population is close to 1100, but this figure is swelled by thousands during the summer months.

The golf course at Sylvan Lake is one of the finest nine-hole layouts in the country, and is a

very popular attraction. Other facilities offered for the entertainment of holiday visitors include: Boating, Swimming, Fishing, Dancing, Theatre, Tennis, Riding, Roller Skating. The sandy beach slopes so gently that it provides a safe place for children to play. The Chamber of Commerce operates an information booth, conveniently located on the lakeshore.

There is accommodation for every budget, from luxurious cottages to cabins, auto camps, motels, inns rooms, and a modern hotel. Modern stores and shops, restaurants and coffee shops can look after the visitor's every need.

This year the town is installing a modern sewage disposal system.

The town is served by four churches: Anglican Pentecostal, Presbyterian and Roman Catholic. Organizations include the Chamber of Commerce and Agriculture, Sylvan Lake Service Club . . . recently become a Lions Club, Canadian Legion, Womens' Institute, I.O.D.E. The C.P.R. and Sorensen Bus Lines provide convenient passenger and express service.

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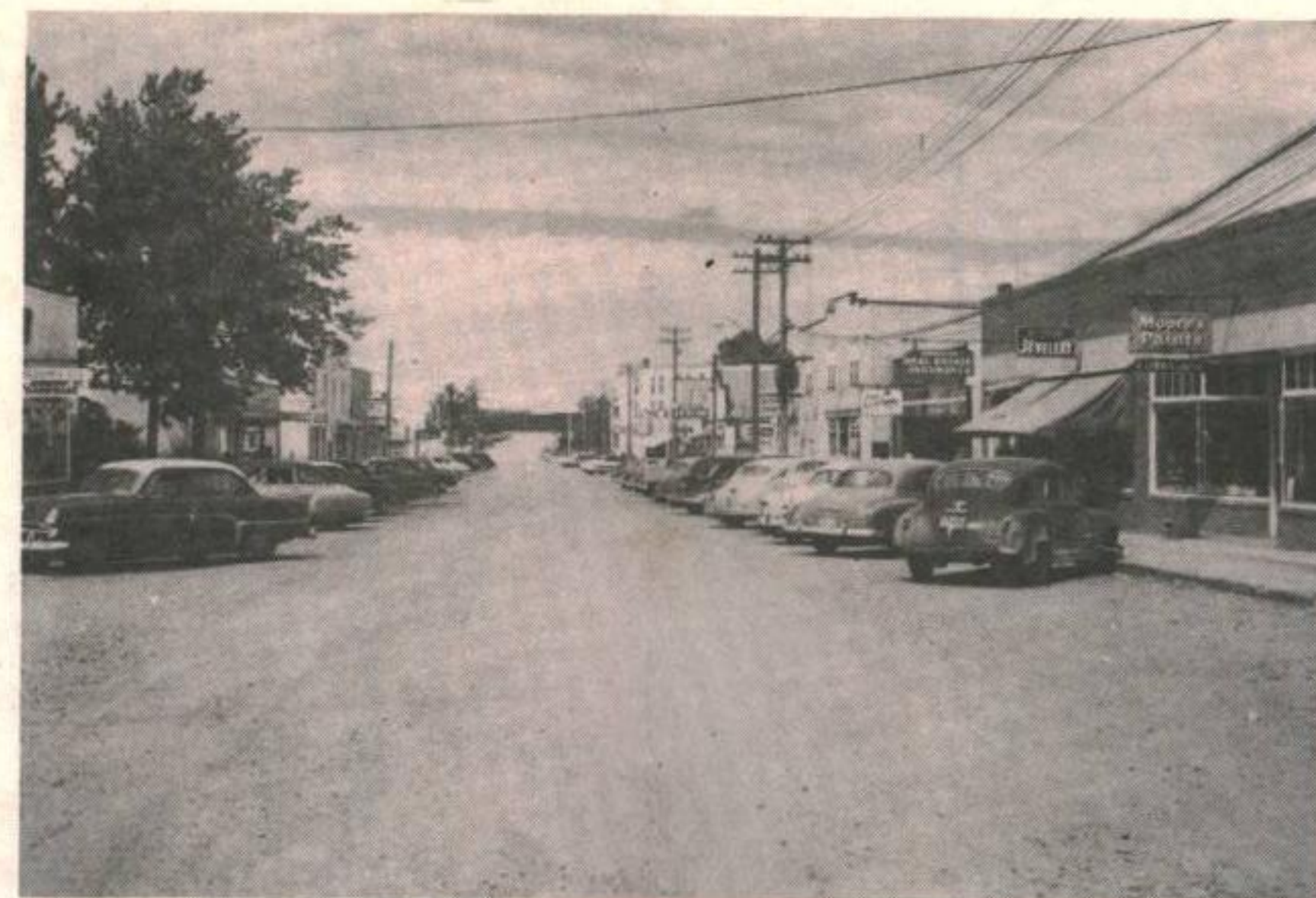
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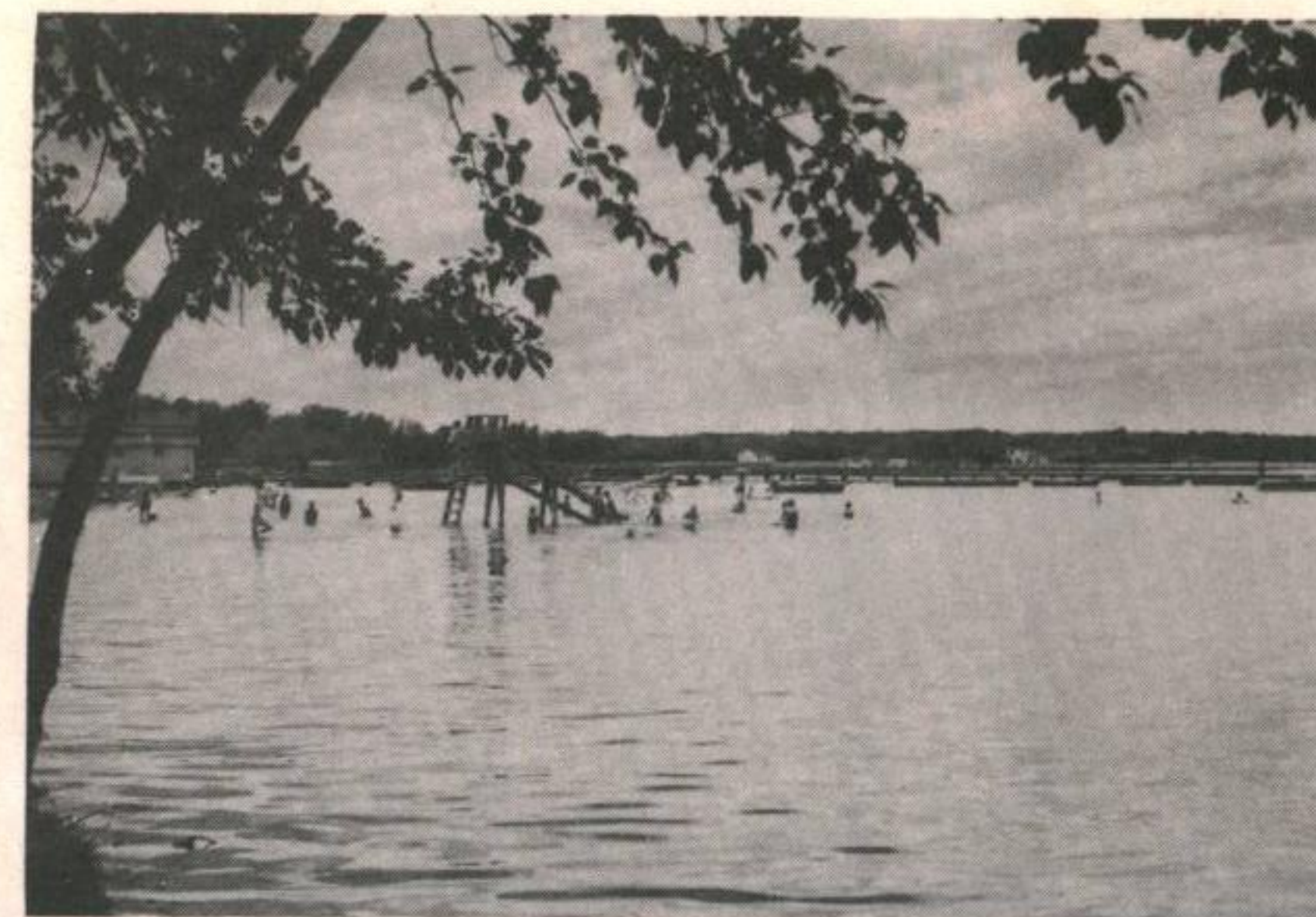
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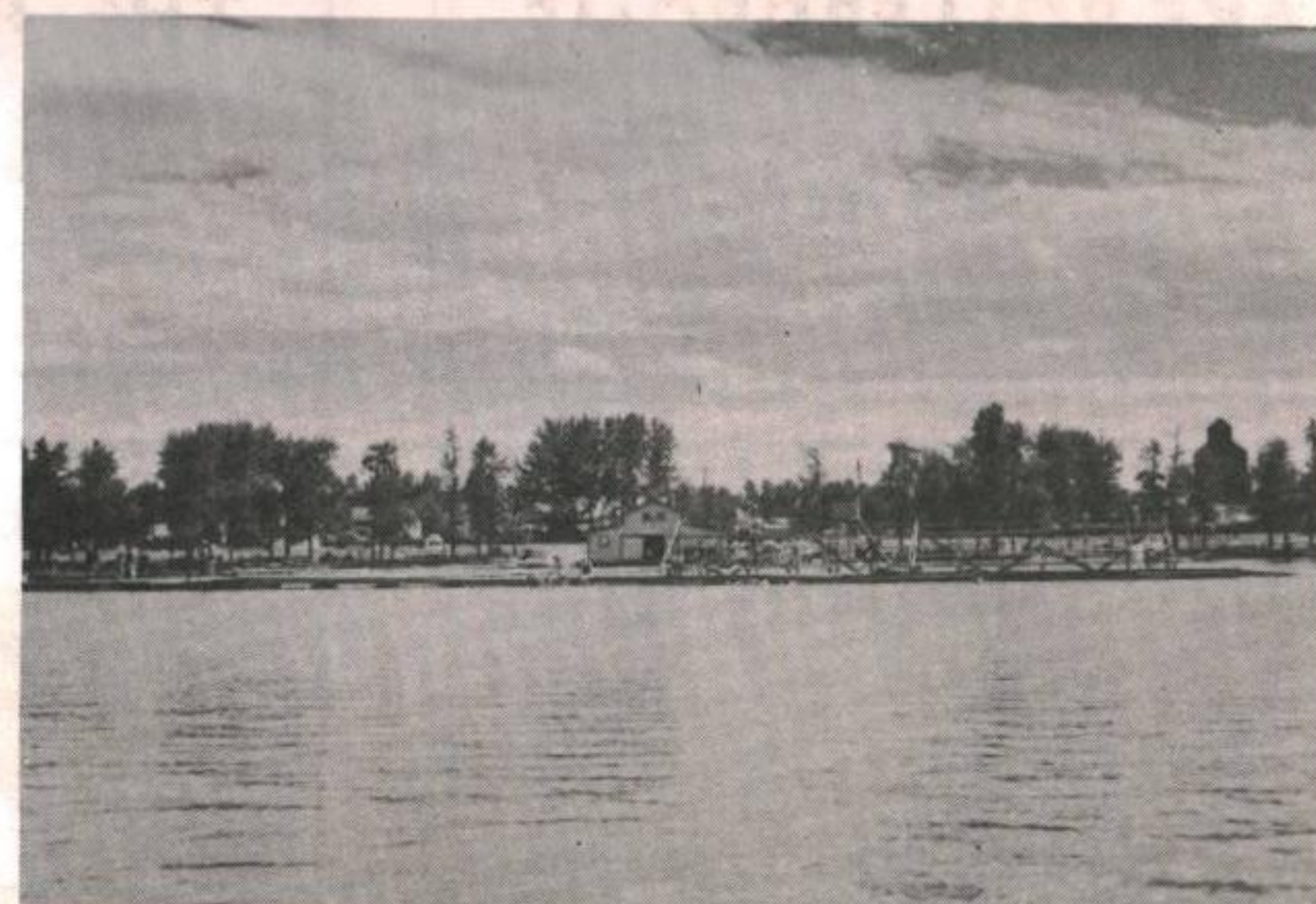
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# SYLVAN

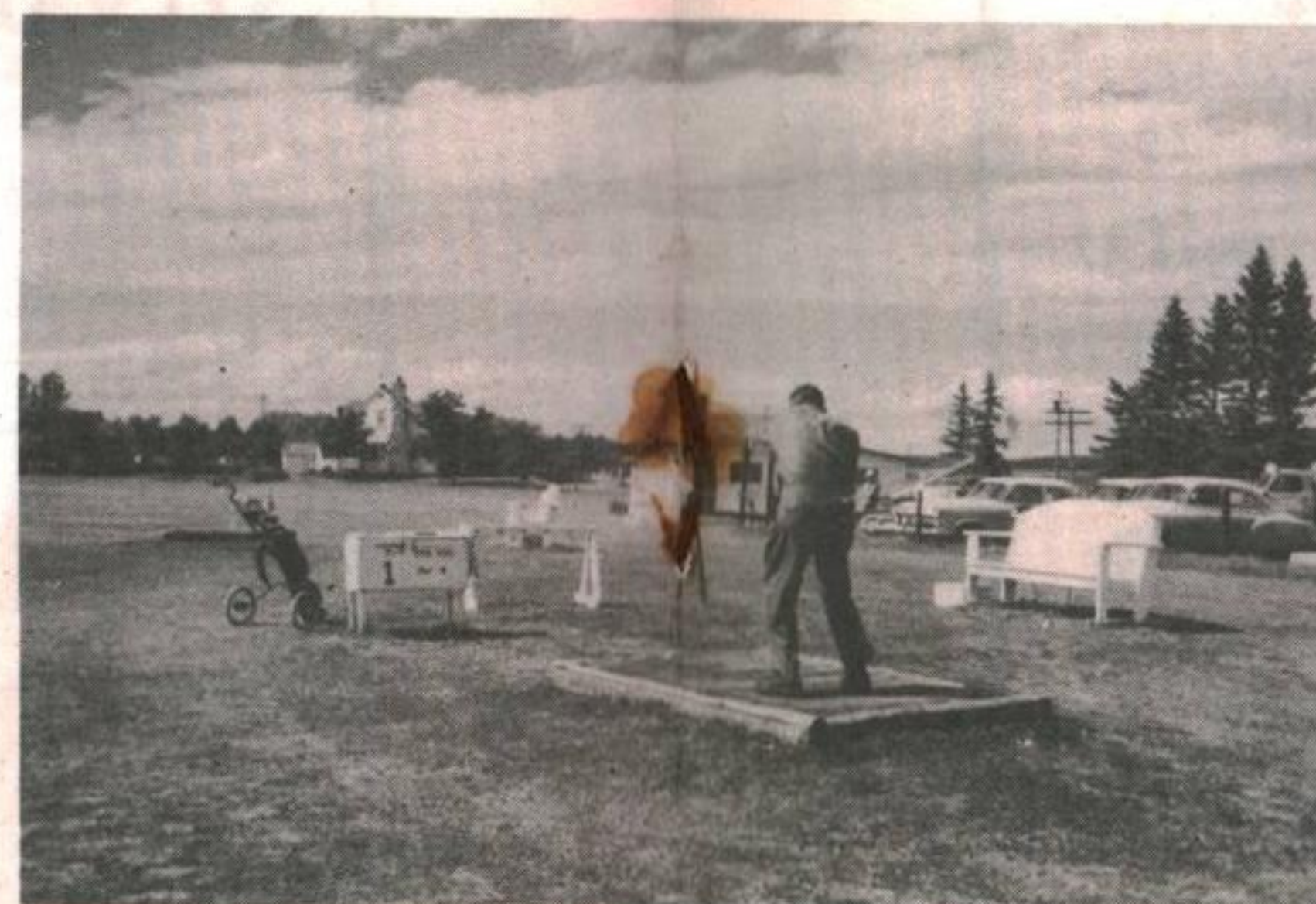


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# SYLVAN LAKE COUNCIL



Left to right: Mr. J. V. Meyers, Mr. J. E. Sunnell, Mr. A. M. Kanten, Mr. O. Tettelowski, Mayor K. Wilkinson, Mr. C. R. Ritz, Mr. H. J. Cody, Mr. A. Murray, Mr. E. S. Watkiss (absent).

## The Administration

The town council consists of seven members including the Mayor, Mr. Ken Wilkinson, Mr. J. V. Meyers and Mr. A. Murray, though not members of the council, are very active in the administration in the capacity of Secretary-treasurer and head of the Works Department.

The Mayor, Mr. Wilkinson, has held this position for eight years. During his term of office the village of Sylvan Lake became a town in April 1946. His family was one of those which pioneered the district.

Many problems face the council from time to time. The administration of a town which is also a summer resort is not an easy one. Presently, the council is arranging for the installation of a sewage system. Future requirements call for the installation of a water system and a hospital.

We are happy indeed to congratulate the council — and through them the residents — of Sylvan Lake on a job well done in creating such a refreshing and hospitable community. Its attraction is well known to thousands of vacationists and tourists who visit and re-visit "the playground of Alberta".

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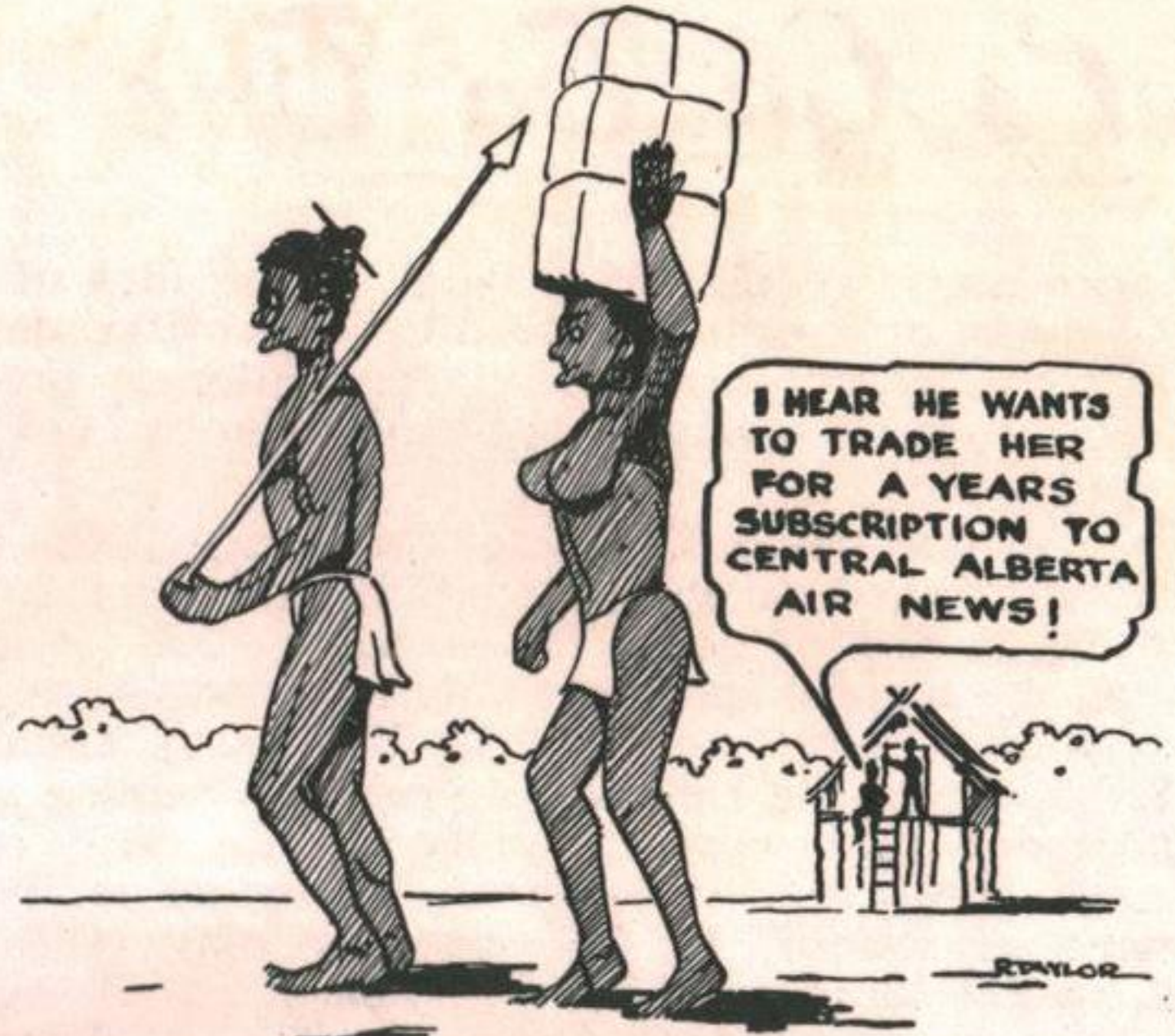
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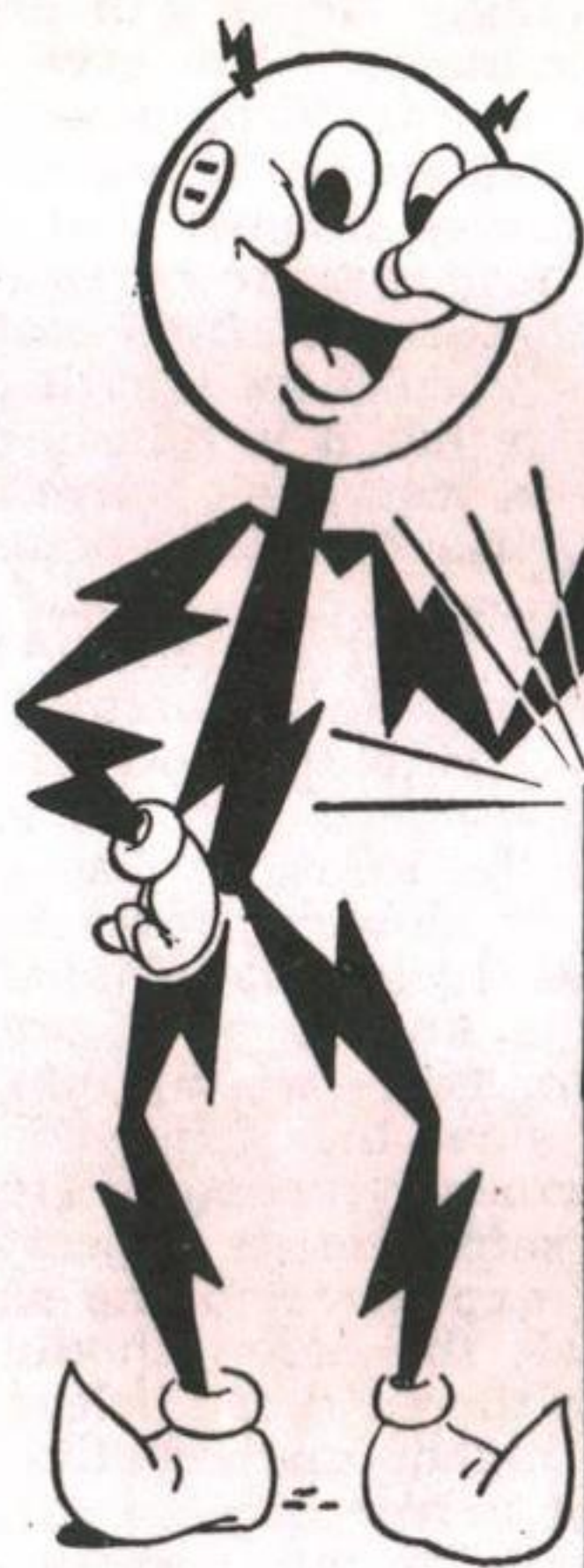
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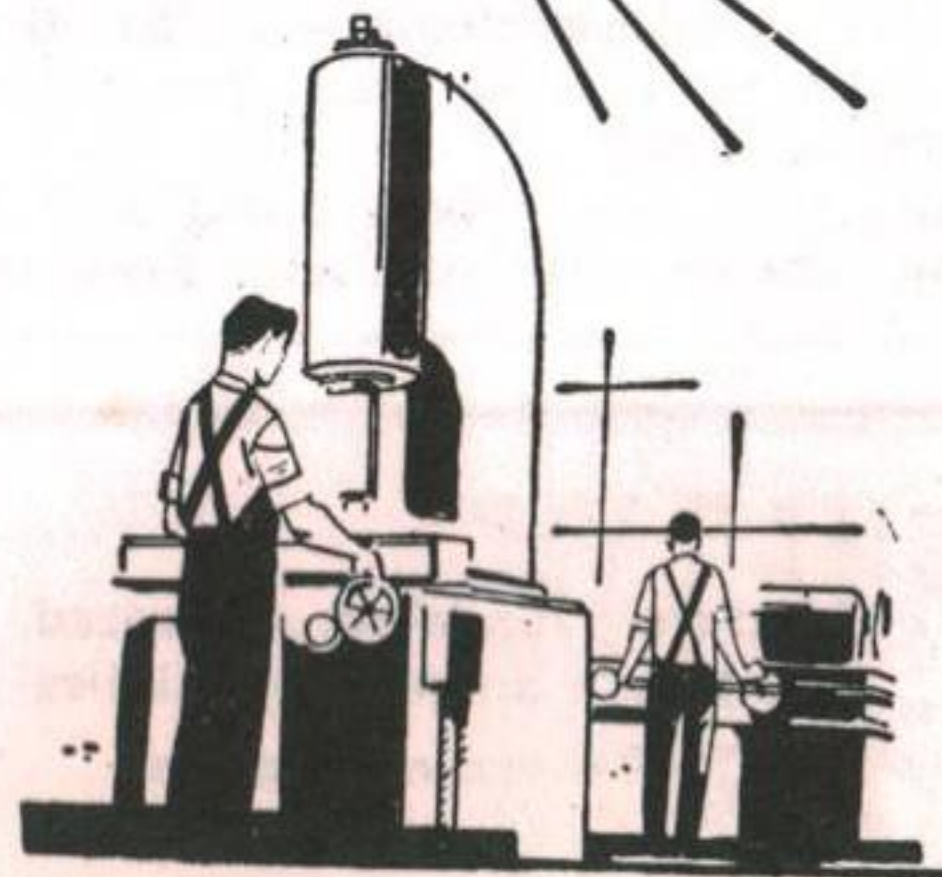
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# Let's Go To The Moon

BY

*Jornel*

A good many people today laugh at the idea of space travel, sneer at carefully compiled scientific data on the Universe, and think that science fiction is the most humorous and ridiculous thing since Punch and Judy first appeared.

These people obviously forget that since Wright first flew at Kittyhawk one half century ago man has exceeded the speed of sound on a number of occasions. Although the highest speed actually attained by the latest rocket ships is secret, an official U.S. Navy release of July 3rd spoke of the Douglas Skyrocket attaining speeds and altitudes that were "unprecedented." The release went on to speak of sonic research "in realms far beyond the speed of sound." In this case we may reasonably expect man to launch himself into space within the next ten to twenty years as the development of nuclear fuels progresses. To escape Earth's gravitational pull an "escape velocity" of about 6 miles per second or 25,000 miles per hour is needed.

Assuming that we have the fuel and the engine to burn it, and the ship capable of withstanding the tremendous stresses required of it let us imagine that we are off to the Moon. Basically, navigation is a fairly simple problem. The position of the Moon four or five days after take-off must be calculated plus a few more complicated matters such as the trajectory of our rocket, or as we might better say, our spaceship. Aside from this there is little to worry about and assuming that all goes well we arrive at the Moon 5 days and 250,000 miles later.

Those of us who have seen strange and inhospitable shores will find them tame compared to our Moon. If we land on the dark side we will find ourselves in temperatures of around -150 Centigrade, considerably colder even than Central Alberta in winter. If we land on the sunlit side we may expect temperatures of 120 degrees C, somewhat warmer than Central Alberta in summer. Since the Moon has no detectable atmosphere we will be forced to move about in tough, specially designed spacesuits after we leave our ship. These will be equipped with radio, oxygen supply and an air conditioning unit. (This garment cannot be obtained at the Clothing Stores at present.) However, in spite of this suit, the Moon's low gravity will make movement relatively easy. An average person weighing 150 pounds will weigh only  $24\frac{3}{4}$ , and so we should all have a gay time bouncing about.

If we are not among the very first arrivals we will find a highly scientific civilization in operation. With no atmosphere and associated disturbances to worry about tremendous solar power can be utilized. Giant solar reflectors provide heat sufficient to vaporize either water or metals in special boilers designed for that purpose. Steam power thus produced run generators providing electricity to the colony.

Most of the inhabitants will be underground and in airtight domes projecting above the surface. Entering

through airlocks we are able to strip off our spacesuits as we find ourselves in climatized, pressurized, electrified living quarters. Well insulated, these domes and burrows are kept at a comfortable temperature during the 14 (Earth) days and 14 nights. Note here that since solar power is available at a fixed location only during the two week "day" a similar power plant on the opposite side of the Moon, linked by cable to the first is necessary to provide power during the fortnight of darkness.

We are in a mining community. As far as is known the Moon has little practical value except as a jumping off station for space. and a rich source of mineral wealth. Due to reflection from the surface spectographic analyses are impossible, but some scientists believe that the entire surface is covered with a layer of powdered pumice. Under this, presumably, lies vast mineral wealth as great or greater than that of the Earth and much easier and cheaper to get after the initial cost of equipment is deducted.

Sightseeing on the Moon will be popular for a little while. The ability to leap thirty or so feet into the air (merely a figure of speech in this case) and to run up steep and craggy slopes will prove useful in scaling the Moon's mountains. However, from these peaks we will not be able to "drop down into lush, green valleys," to use an expression favoured by poetic authors. One British authority assumes that some vegetation exists on the Moon, however. He bases this on a study of "rays" that seem to push out from craters at seasonal intervals. A little time spent here may lead us to devise interesting games to play but it is time for us to get back to Earth.

This time we don't have to worry about escape velocity. A little boost is enough to tear our ship away from the Moon's gravity and we are away coasting toward Earth in "free fall." After doing this for about five days it will be understood that our speed of about 6 m.p.s. is a trifle fast for a landing and a bit too fast for our atmosphere. Since friction would cause us to burn up in the same way as a meteor we must devise some way of slowing down enough to descend safely through the thickening blanket of atmosphere. We go into what is known as a braking orbit. Circling the globe once or twice we dip into the atmosphere allowing friction to slow the ship and then moving out again. These movements repeated often enough will enable us to make a safe landing. Since all this business is likely to be very expensive to the sightseer, those of us who wish to visit the Moon should begin now to establish ourselves in the field of nuclear physics, reaction motors, or perhaps higher mathematics and astronomy to assure ourselves of a free trip on early rockets. Although you may not consider this necessary now, in ten or twenty years there'll be plenty of competition for a seat on a "Luna Liner."

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Are natural resources, industrial power, economic stability and youthful vigor, enough to make a nation a strong and dynamic leader? History answers this question for us with an emphatic no! Natural resources are gifts; liberty of thought, speech and religion are privileges. The more extensive the gifts, the more numerous the privileges, the greater are the responsibilities of those possessing and enjoying them. It is on our willingness to accept these responsibilities, that the continued rise of our country to a position of leadership depends.

We are mentioning but one here: the responsibility that you and I have for the growth and development of those with whom we work and live.

Whether you are an officer or an airman, whether commanding a unit or pushing a broom; as a Christian you are responsible to God for the moral life of your co-workers, in as much as you influence them. Your actions, your conversation and your whole behaviour on and off this station are watched by those who work and play beside you. You cannot isolate yourself and forget the other fellow. Certainly you are a free man. But remember with freedom comes responsibility. You are measured by how you use that freedom not by the mere fact that you possess it.

One of the greatest contributing factors in accidents, broken homes and broken lives is alcohol. All the preaching and temperance talks either religious or secular, are of no avail unless you are ready to assume your responsibility toward your fellow-men. Many tragic stories could be told of men and women whose ruin morally, physically and financially began when they were talked into taking just one more or by following the poor example of co-workers or superiors. Remember it might easily be your son or daughter, your brother or sister.

Then what about your conversation around your section, in the mess and even in your homes? Remember there are a lot of young men on this station and growing up in PMQ's who will be listening to you and whose lives will be influenced by your thoughts and speech. There are many who would be surprised and annoyed to be told that they hardly ever spoke a sentence without at least one obscene or vulgar expression in it. Just habit, you say; habit never is an excuse for anything nor does it relieve you of your responsibility as to the effect on those with whom you live.

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## PROGRESS

G. K. Chesterton once said: "There is one thing in the world that never makes any progress and that is the idea of progress." By this he meant that unless we have a fixed concept of what progress really means we can never know that we are making any headway. Unfortunately there are many who, instead of working toward an ideal, change it, and call it progress. Only when the goal is fixed and definite do we ever have a target and the energy to shoot the arrow.

Everything in earth's geology and everything on the earth's surface points to a future; the impulse of a river is forward to the sea; the little child tells what he intends to be when he is a man; thoughts fly on wings toward the tomorrow; all these impulses which carry us onward imply a future under God. Those who lose sight of the goal often concentrate on mere motion and try to derive pleasure from it. They delight in turning the pages of a book, but never finish the story; they pick up brushes, but never finish the picture; they travel the seas, but know no ports. Their zest is not in the achievement of a destiny but rather in gyration and action.

There is nothing that makes life unhappier than its meaninglessness, and life is devoid of meaning only when it is without purpose. There are tens of thousands of minor purposes, but the one great purpose is the perfection of our character from a moral point of view.

The son of Confucius once said to him: "I apply myself with diligence to every kind of study, and neglect nothing that could render me clever and ingenious, but still I do not advance." To which Confucius answered: "Omit some of your pursuits and you will get on better." The life of a man is vagrant, changeful, desultory like that of children chasing butterflies, until he has discovered for himself why he is here and where he is going. Rivers do not grow shallower as they roll away from their source, and the heart's river need not be any exception. It should flow on, widening and deepening until it meets the great ocean of Divine Love, for which it is destined, and mingles with it.

Dissatisfaction sometimes can be the motive of true progress. Dissatisfied with the pen, men invented the printing press; dissatisfied with the chariot and locomotive, he invented the airplane. There is implanted in everyone the impulse to drive on. It is for us to realize that the impulse has been planted there by the Author of nature to lead us to our real purpose of life — perfection of our own character.

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# THE ROYAL CANADIAN AIR FORCE *Association - -*

## THE FOURTH ANNUAL CONVENTION

BEAVER BARRACKS, OTTAWA, MAY 17-18, 1954

The fourth National Convention was called to order at 1000 hours on May 17th last, with the National Chairman, Air Vice-Marshal K. M. Guthrie, CB, CBE, CD, presiding.

Group Captain F. W. MacLean, Senior Protestant Chaplain, RCAF, gave the invocation which was followed by a silence in honour of fallen comrades.

Air Commodore W. E. Kennedy, AFC, CD, Squadron Leaders A. C. Golab and A. L. Jewitt, Flying Officers W. J. W. Kucharski and W. H. Dyck of the RCAF were in attendance as Observers.

The National President, Air Vice-Marshal G. E. Brookes, CB, OBE, CD, gave his report after the Minutes of the 1953 Convention had been adopted as published. The President stated that he had had the opportunity of visiting Groups and Wings of the Association in every province, as well as attending the unveiling of two memorials by Her Majesty the Queen, one at Runnymede and the other at Malta. Whilst in Europe he was able to learn at first hand what the Association amenities programme was doing for personnel on RCAF stations and units in that part of the world.

Other facts given in the President's report were:

**Membersip** — There are now 84 Wings with a paid-up

membership of approximately 8000, an increase of 600 over the previous year.

**Air Cadet Squadrons** — Twenty-eight Wings are actively engaged in the sponsorship of Air Cadet Squadrons as well as providing a number of Instructors to the Squadrons. The Association award trophy was won in 1953 by No. 22 Squadron, Powell River, B.C.

**Recruiting** — Three Wings are still actively engaged in recruiting for the RCAF — Kingston, Sudbury and Red Deer. (Air Commodore Kennedy stated during the convention that the Air Force was most appreciative of the work being done by these three Wings.)

**Accommodation** — More Wings had established themselves in permanent quarters, and during the year Winnipeg, Port Arthur, Peterborough, and Ottawa had achieved this aim.

**R.C.A.F. Liaison Officers** — To facilitate co-operation between the RCAF and the Association, the RCAF have appointed a Staff Officer Personnel Administration, at Command and Group H.Q. and a Chief Administrative Officer at Stations and Depots, as their Liaison Officer with the Association.

**York Minster Memorial** — Receipts to date total \$6220.00. There are 3537 former members of the RCAF honoured in the memorial and also 2185 former members of the RAF, RAAF and RNZAF, who served in Canadian Units, and similarly remembered.

Wings are asked to give this appeal their utmost support.

**Finances** — Expenditures exceeded revenue by \$4400 compared with a loss of \$6000 for the previous year.

**Projects** — Three major projects in the welfare field were undertaken — Bon Voyage Parties, Amenities to RCAF overseas, and Christmas hospitality for NATO trainees in Alberta.

**New Wings** — New Wings formed in 1953 were:

- No. 110 Stallerton
- No. 310 Wilno
- No. 432 Sault Ste. Marie
- No. 434 Welland

In all the Association could look back to a reasonably successful year, but he stressed that all Wings must increase their membership during the coming year.

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The Annual Convention Dinner was held in the RCAF Officer's Mess, Gloucester Street, Ottawa, on Monday evening, May 17th. Dr. O. M. Solandt, OBE, Chairman of the Defence Research Board was Guest Speaker. Air Marshal C. R. Slemon, CB, CBE, CD, Chief of the Air Staff, was also present with Mr. C. M. Drury, Deputy Minister of National Defence. The Chief of the Air Staff also addressed the delegates at the morning session on May 18th.

The Chairman recalled that at the last convention, there were three resolutions adopted which were referred to the Minister of National Defence for consideration, and were:

1. Housing shortage — RCAF Stations in Alberta.
2. Prisoners of War compensation.
3. Establishment of an RCAF Airmen's College at Camp Borden.

The Minister has replied stating that numbers 1 and 2 have received consideration and are now in hand, and number 3, the Chief of the Air Staff was prepared to discuss the matter.

## RESOLUTIONS

### FOR CONSIDERATION OF FEDERAL GOVERNMENT

#### A.—Submitted through Alberta Group by 700 (Edmonton) Wing

"WHEREAS the Minister of National Defence and the Government of Canada have recognized the importance of air power and have brought into being a modern fighter air defence wing and Maritime components within the RCAF, all of which are basically defensive in character, and

WHEREAS Canada has two large army components overseas, and an army mobile striking force within Canada, all of which require tactical air support in event of hostilities,

BE IT RESOLVED that the Government of Canada and the R.C.A.F. should consider the advisability of organizing, equipping and training an adequate tactical air force which can efficiently provide tactical air support of army ground forces."

CARRIED unanimously

#### B.—Submitted through Ontario Group by 431 (Krakow) Wing (From the Floor)

"BE IT RESOLVED that the members of the RCAF Association of Polish origin having served in World War II with Commonwealth Forces, should enjoy equal veterans' rights and prisoner of war compensation, with the exception of war gratuities."

CARRIED

### RELATING TO THE ROYAL CANADIAN AIR FORCE

#### C.—Submitted through Ontario Group by 431 (Krakow) Wing

"BE IT RESOLVED that members of the RCAF Association of Polish origin should be allowed to join the Chipmunk training scheme without having to wait five years for Canadian citizenship by which time they would be over-age."

CARRIED

#### D.—Submitted through Alberta Group by 703 (Lethbridge) Wing

"WHEREAS 250 Air Cadets are brought to private pilot standards by the RCAF each year, and

WHEREAS once these pilots have ceased to be Air Cadets it is difficult for them to receive post-cadet flying training to a higher category except in centres where RCAF active reserve squadrons are located, and

WHEREAS these young men have plainly indicated their intense interest in aviation,

BE IT RESOLVED that the RCAF give earnest consideration to utilizing suitable aircraft at flying clubs and using the services of Air Force trained Chipmunk instructors to raise the over-age cadets to the desired flying standard."

CARRIED

**E.—Submitted through Alberta Group by 700 (Edmonton) Wing**

“WHEREAS it is one of the principal aims of this Association to assist in recruitment of the RCAF, and WHEREAS there are large numbers of potential recruits at fairs, exhibitions and similar functions, especially in rural areas,  
BE IT RESOLVED that the R.C.A.F. consider the advisability of organizing a tourist flying exhibition of high speed modern aircraft, and that this flight visit these rural areas, operating from suitable airdromes, coupled with a vigorous recruiting campaign, and that this Association through Wings in the area act as liaison between the RCAF and local authorities and in such other matters as may be feasible.”

CARRIED

**F.—Submitted by 602 (Saskatoon) Wing (From the Floor)**

“WHEREAS the Girl Cadets have been recognized by the Air Cadet League of Canada at their February 1954 Annual Meeting, and  
WHEREAS the delay in recognition of the girls in the RCAC Cadets is now at an Air Force Headquarters level,  
BE IT RESOLVED that National Headquarters of the RCAF Association approach the proper officials at Air Force Headquarters with a view to urging the necessity of acceleration and recognition of RCAC Girls.”

CARRIED

**G.—Submitted by 602 (Saskatoon) Wing (From the Floor)**

“WHEREAS the R.C.A.F. has revised the Auxiliary policy to accept women in this phase of the training program, and  
WHEREAS it has been noted that the suggested establishments for (WD) Personnel have not been filled in most cases, and  
WHEREAS Auxiliary Squadrons report difficulty in securing qualified personnel (WD) to fill administration establishments, and  
WHEREAS it is felt that ex-WD members of our Association should be sufficiently interested in maintaining the highest standard of WD's in the RCAF (Regulars or Auxiliary), therefore,  
BE IT RESOLVED that this convention recommend to the Wings, at centres where RCAF (Auxiliary) units are established, that they co-operate and support the RCAF (Auxiliary) by assisting in this recruiting of suitable types of potential WD's to fill the establishments.”

CARRIED

**RELATING TO THE RCAF ASSOCIATION**

**H.—Submitted through Man.-NW-Ontario Group by 501 (Lakehead) Winnipeg**

“WHEREAS there has been formed in Europe an organization known as the World Veterans Federation, and  
WHEREAS the World Veterans Federation has as its aims and objects the furtherance of peace, international goodwill and rehabilitation, and  
WHEREAS the Federation is seeking the support of Veterans Organizations throughout the western world for the furtherance of its work,  
THEREFORE BE IT RESOLVED that this Association seek immediate Affiliation with the World Veterans Federation.”

MOVED by E. B. Fitzgerald, Maritime Group, and  
SECONDED by C. J. Thurgood, Saskatchewan Group:  
THAT the National Executive Council be empowered to investigate the cost and forward to Wings complete information as to the aims and objects of the Federation, Wings to report in writing within one month after receiving the report, whether or not they are in favour of our affiliation, and National Executive Council to be governed accordingly.”

CARRIED

MOVED by P. E. Burden, Fredericton, and  
SECONDED by D. H. Groombridge, Lakehead Wing,  
“That this letter be sent out in September.”

**I.—Submitted by Maritime Group**

“BE IT RESOLVED that National Office of the RCAF Association be requested to submit to Wings nominal rolls of paid up members in arrears at the end of each fiscal year.”

CARRIED



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J.—Submitted through B.C. Group by 802 (Vancouver) Wing

“WHEREAS the Western District of the Women’s representation of the RCAF Association comprises Manitoba, Saskatchewan, Alberta and British Columbia, and

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WHEREAS this area comprises approximately half of the Dominion of Canada, and

WHEREAS the Rocky Mountains, between British Columbia and Alberta present a natural boundary, THEREFORE BE IT RESOLVED that the Western Division as it presently exists be divided into two Divisions, i.e., Manitoba, Saskatchewan and Alberta possibly be designated as Western or Mid-Western Division, and British Columbia possibly to be designated at Pacific Division. DEFEATED

K.—Submitted through Man-NW-Ontario Group by 500 (Winnipeg) Wing

“WHEREAS the chain of command to and from National Headquarters has not been strictly adhered to, and

WHEREAS for this reason groups have not fully justified their existence,

BE IT RESOLVED that correspondence to and from National Headquarters should be channelled through Group Headquarters, with copy to any Wing directly concerned, and copy to National Headquarters as applicable.”

MOVED by D. H. Groombridge, Lakehead Wing, and SECONDED by V.P. Carroll, Saint John Wing, “That where correspondence arises between Wings and National Headquarters, a copy of such correspondence be sent to the Group concerned by the originator.” This would not apply in routine matters.

CARRIED as Amended

L.—Submitted by 702 (Lethbridge) Wing. (From the Floor)

“WHEREAS the precedent established by the Government of Canada permitting civil servants leave of absence, without loss of pay or privileges, to attend Provincial and National meetings of National Service and Patriotic organizations has not been extended to the Provincial and Municipal Government level, and

WHEREAS participation in the deliberation of such bodies, e.g., the RCAF Association, is conducive to creating and maintaining leadership in matters concerning the defence of Canada, and

WHEREAS some local municipal government bodies have indicated apathy regarding the defence of Canada, by their reluctance to grant employees leave of absence to attend such meetings.

BE IT RESOLVED that the RCAF Association take the initiative in contacting Provincial Civil Service Commissions and Executive Bodies representing city, town and country corporations and school boards, suggesting that they adopt the policy of giving leave of absence to all employees who are elected to attend Provincial and/or National meetings of the RCAF Association and similar defence organizations.

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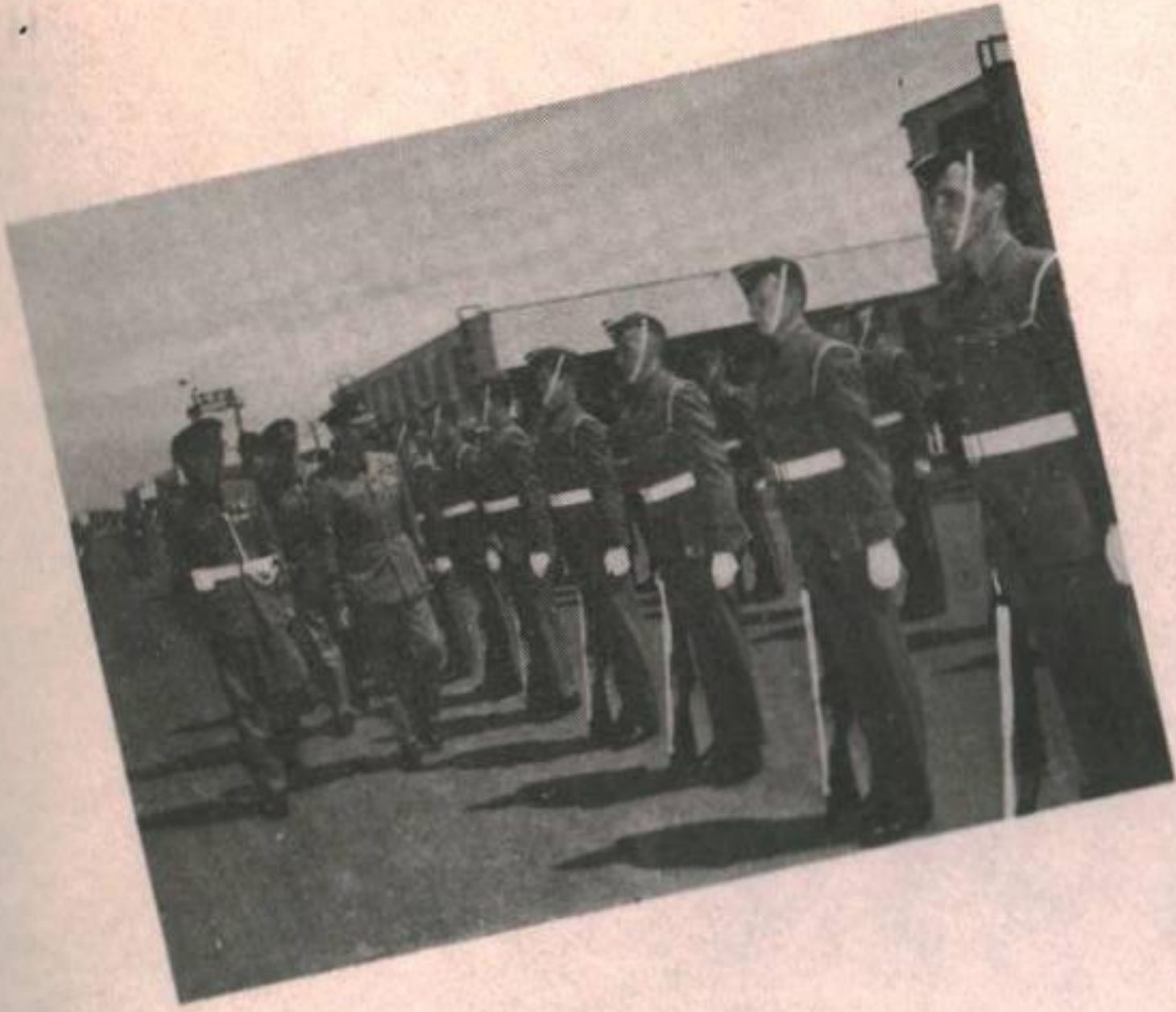
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