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THE CENTRAL ALBERTA

# Wings News



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

*October 1954*

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# THE CENTRAL ALBERTA AIR NEWS

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OCTOBER, 1954

## STAFF

### Managing Editors:

F/O B. A. MORRIS  
Mr. B. E. CRANE

### Articles—

F/L P. F. HOPE  
F/O G. L. GIBSON

### Sports—

F/O J. BROHMAN

### Graduates—

F/O A. M. SCOTT

### Advertising Manager:

F/O C. D. O'HALLORAN

### Staff Artist:

F/O R. P. TAYLOR

### Photography:

SGT. W. J. STEPHAN  
LAC A. G. SINCLAIR

### Circulation:

LAC E. TSUKIJIMA

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## Editorial

**I**T is indeed pleasant to hear that the Canadian Army has decided to bring back to a Calgary Regiment some of the colour and pomp that used to be so much a part of life in the service.

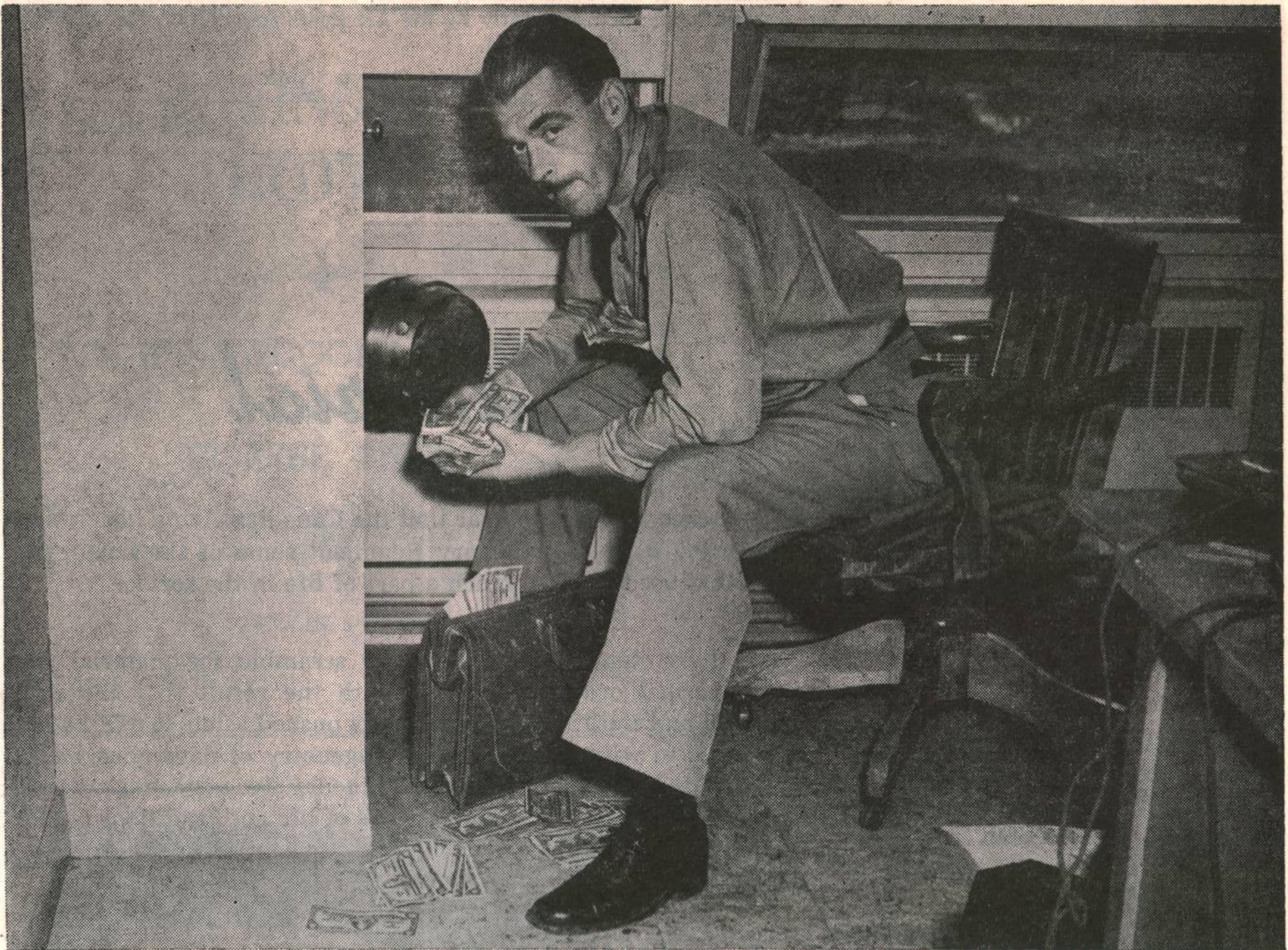
In these times, when the daily scramble for material gain is the normal order of the day with the result that the more colourful and traditional side of life is pushed aside, it will be nice to be able to witness some of the pageantry of days gone by. It must not be overlooked that people of today live very much, though sometimes unconsciously, in the ways of life and traditions handed down by our forebears. History did not start when the present generations came into this world.

So it is with the Navy, Army and Air Force, those now serving the Queen are carrying on the torch handed to them by men and women who have served in various fighting forces of the Crown right down through the mists of the history of both Canada and Britain.

The service is not just another job in the commercial sense. Those in the service have grave duties to perform, not only those demanded every day, but to maintain traditions, to add to them, and by their actions both on and off duty to help make the services something that is looked up to by the nation at large. The Army has certainly taken a step in the right direction, and the Air Force, which is constantly on guard against aggression from the air, performing errands of mercy and rescue in the north and other parts of Canada, is very able to help her sister service in this work by letting the public see a smart and proud Air Force at all times. More showing of the flag will do no harm.

# Personality of the Month

GOING SOMEWHERE, JACK?



## F/O A. J. WEGREN

The amazing picture printed above was snapped by the Station Photographer when he and your reporter appeared suddenly on the scene. Having heard that our friend (in fact, everybody's friend) had just been posted overseas we wandered into his office to see if we could get a story. At first glance it would appear that Jack was about to make off with a goodly amount of public funds, but it turned out that he was just having a house cleaning prior to turning over his duties to his successor.

Seriously, though, F/O Wegren really is everybody's friend — especially twice a month when pay day rolls around. As we all know, Jack is our Station Pay Accounts Officer and has been ever since May 12, 1952, when he first arrived at the "Best in the West."

There were times when he doubted if it really was the best in the west because, being one of the very originals when the station re-opened many trials were encountered, of which we of Station Penhold today know nothing. However, he and his wife, Joan, report, despite these difficulties an enjoyable time was had by all.

Page Two

Jack is quite at home in this Central Alberta area, having been born in Craigmyle and later attending Eastwood High School in Edmonton.

He first joined the Air Force in March, 1941, took all his flying training in Western Canada and was then posted overseas. After two years of instructing duties in England, he was attached to 150 R.A.F. Bomber Squadron until the end of hostilities at which time he was repatriated to Canada in July, 1945.

Prior to coming to Penhold, Jack was stationed at London, Ontario, and has just recently been posted to No. 1 Fighter Wing in North Luffenham, England.

Joan, a war bride from London, is well pleased with this latest move as it will afford her a chance to get home once again. A fact worth mentioning here is that Joan will be crossing the Atlantic for the fourth time on the same boat.

Accompanying Jack and Joan on this posting overseas are their two fine daughters, Jacqueline, age 9, and Judith, age 7.

The staff of the Air News and all Station Penhold join in wishing "bon voyage" to this popular couple and their family.

# A Flight Cadet's Day . . .

Reveille  
0630 Hours

Breakfast  
0700 Hours

Morning Parade  
0730 Hours

Meteorology Briefing  
0745 Hours

Ground School  
0800 to 1140 Hours

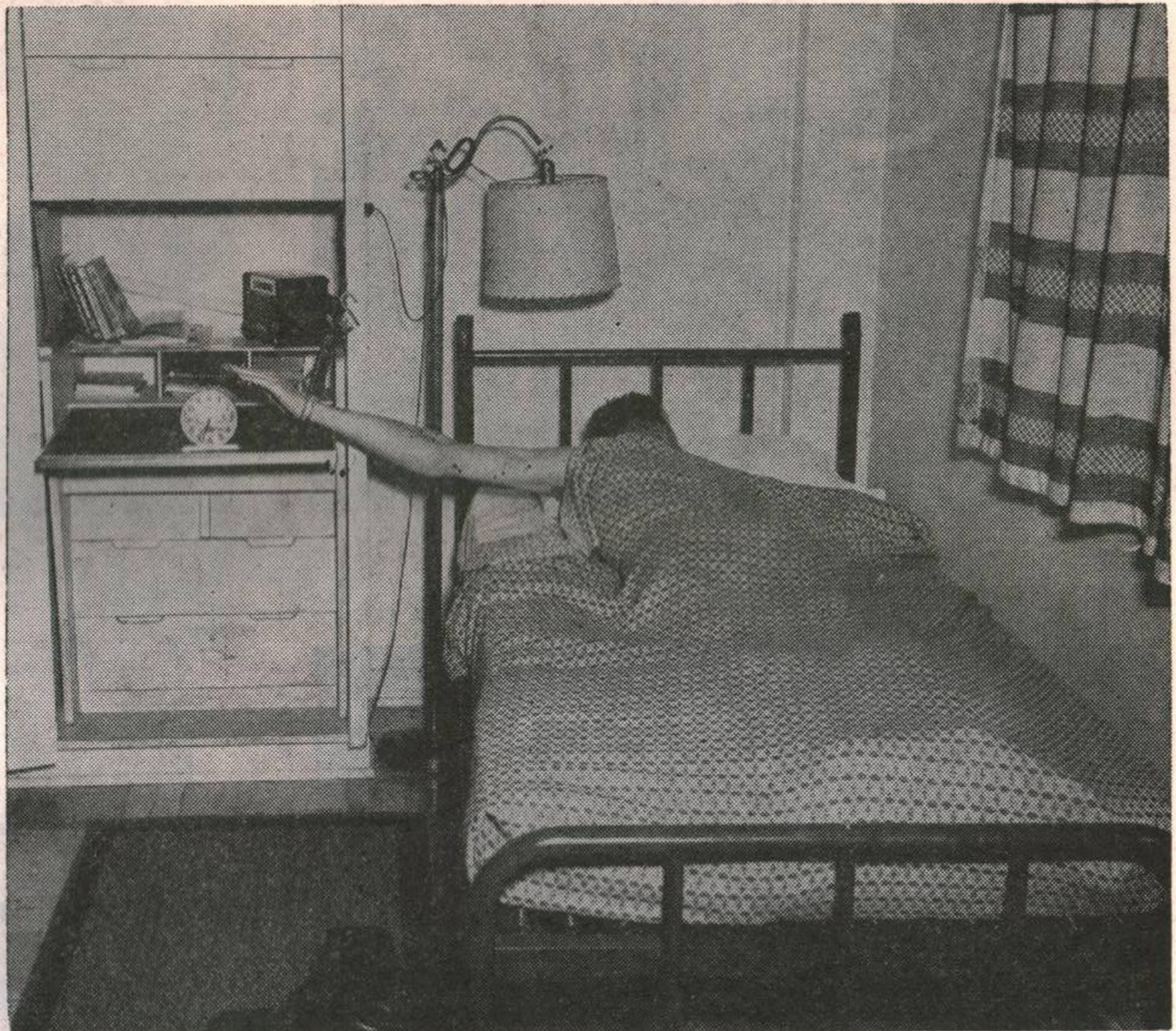
Dinner  
1200 Hours

Noon Parade  
1240 Hours

Flying Training  
1250 to 1700 Hours

Supper  
1710 Hours

Lights Out  
2230 Hours



1. Up In The Morning

Our primary job at Station Penhold is the training of pilots under the North Atlantic Treaty Organization.

F/C Garth McLean Martin (R.C.A.F.) of Lacombe, Alberta, has been chosen by the publishing committee as typical of the trainees receiving instruction under this plan.

Normally, a cadet is under training for a period of about nine months at Penhold before graduating and proceeding to an advanced flying school. His training at Penhold is most thorough. In Ground School he studies such subjects as

navigation, engineering, meteorology, radio, principles of flight and airmanship. Also covered in the ground instruction is the officer training phase, drill and sports. In the air, he receives basic flying training—both dual and solo, as well as navigation and instrument-flying practice.

As you will see, a trainee's day is well filled, and on completion the NATO countries receive a highly skilled pilot.

On the two following pages you will see a pictorial story of our cadet at work and at play.

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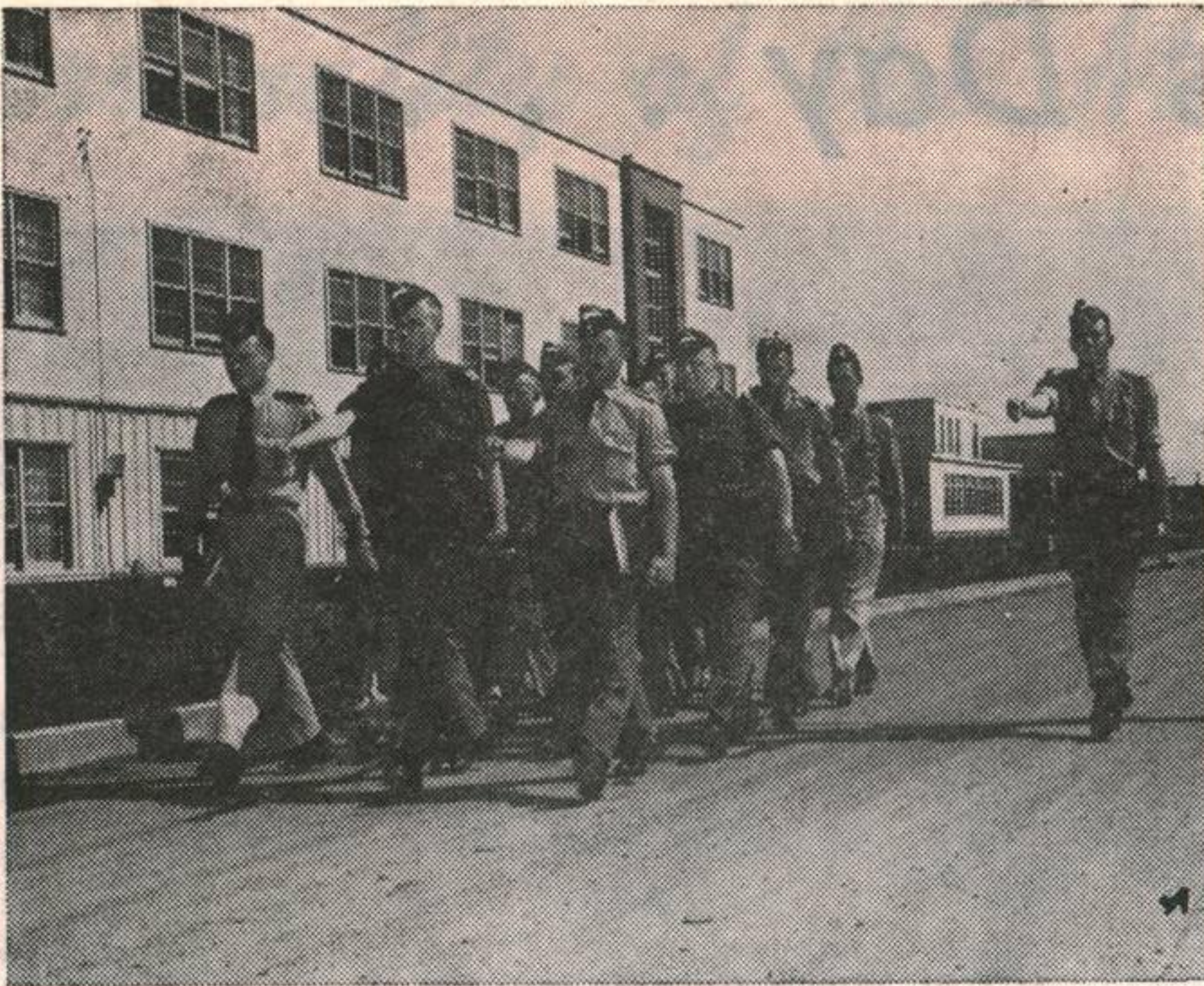
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2. Marching to Classes



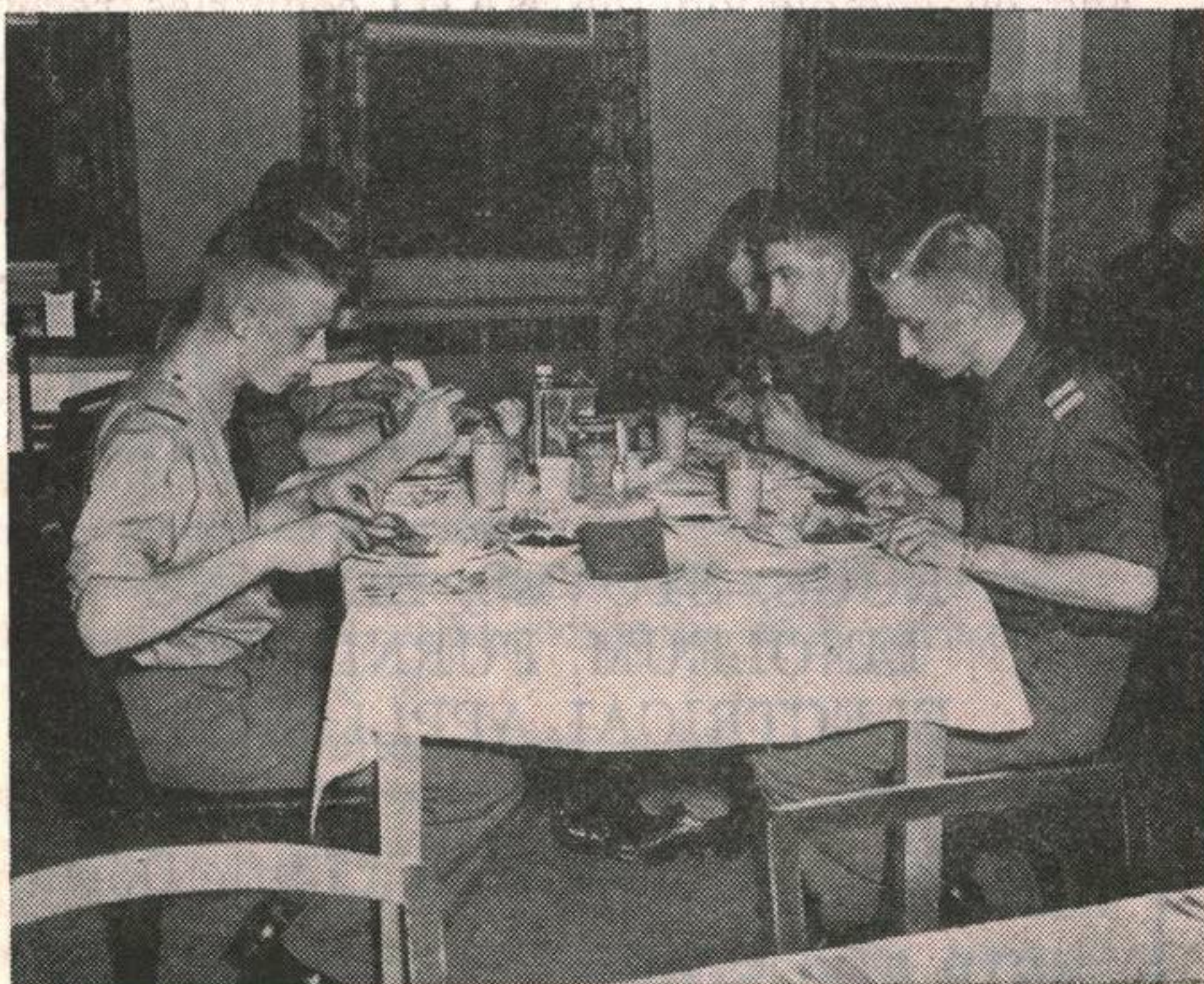
5. Pre-Flight Briefing



3. Ground Instruction



6. Away Solo



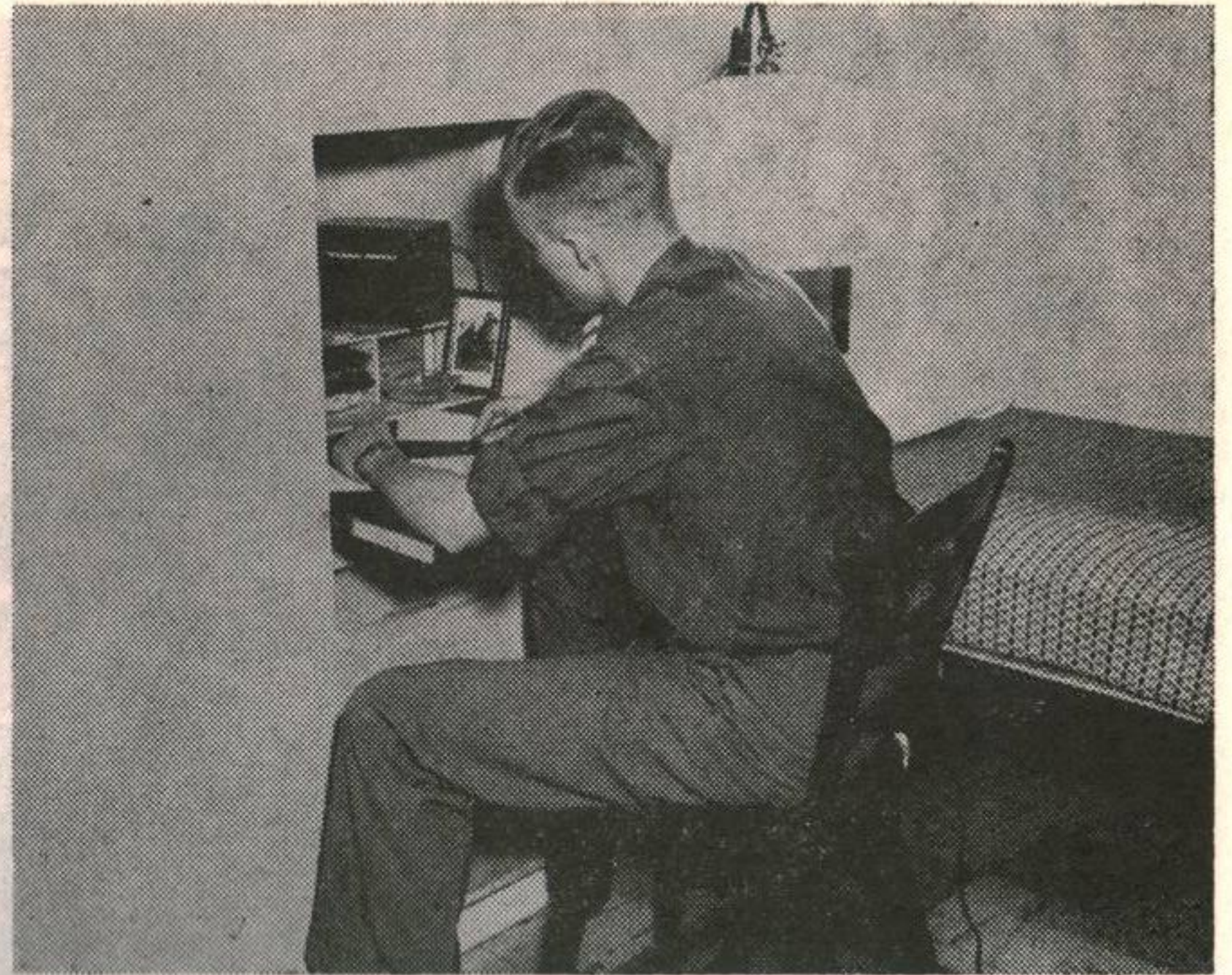
4. Dinner



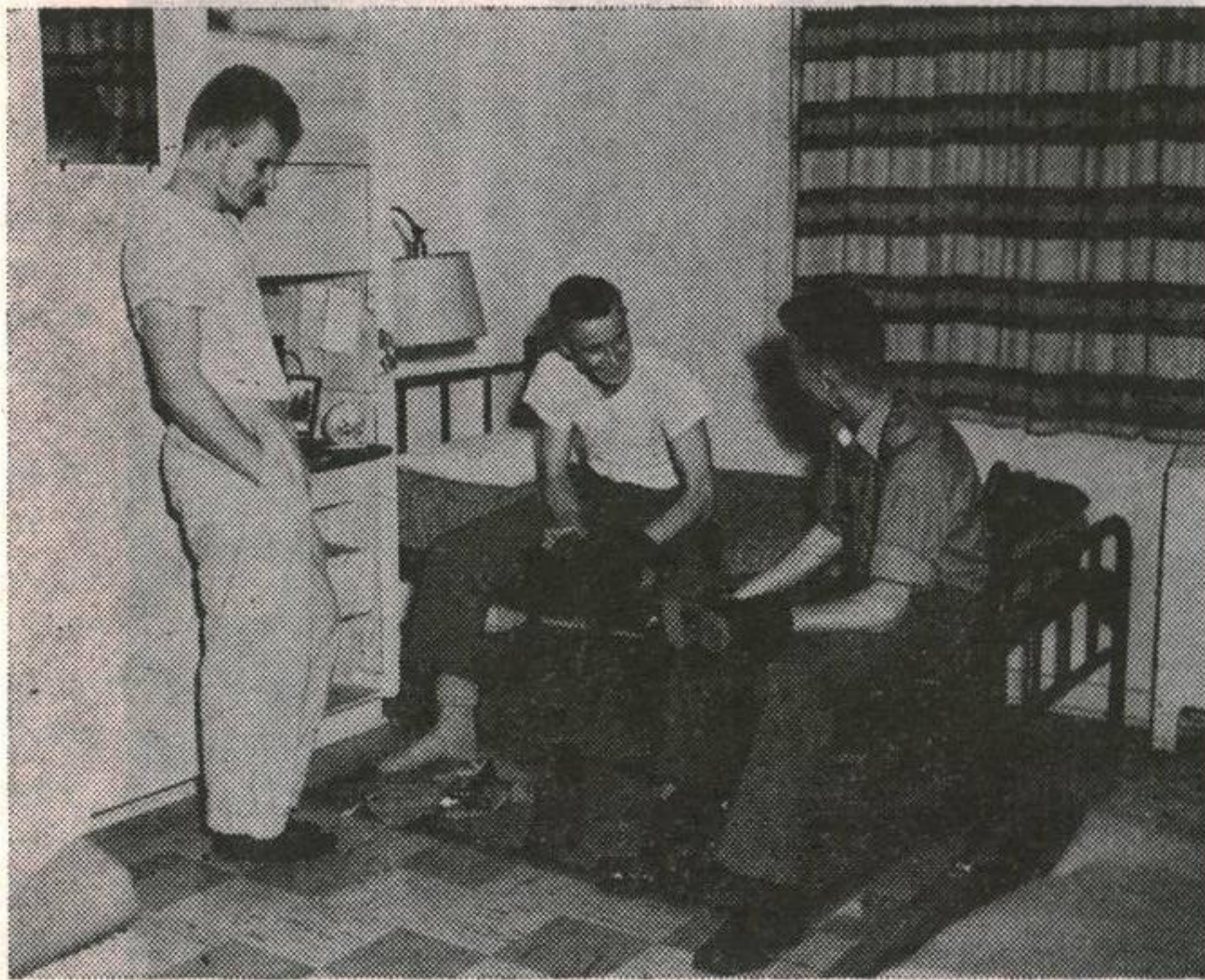
7. A Change to Civvies



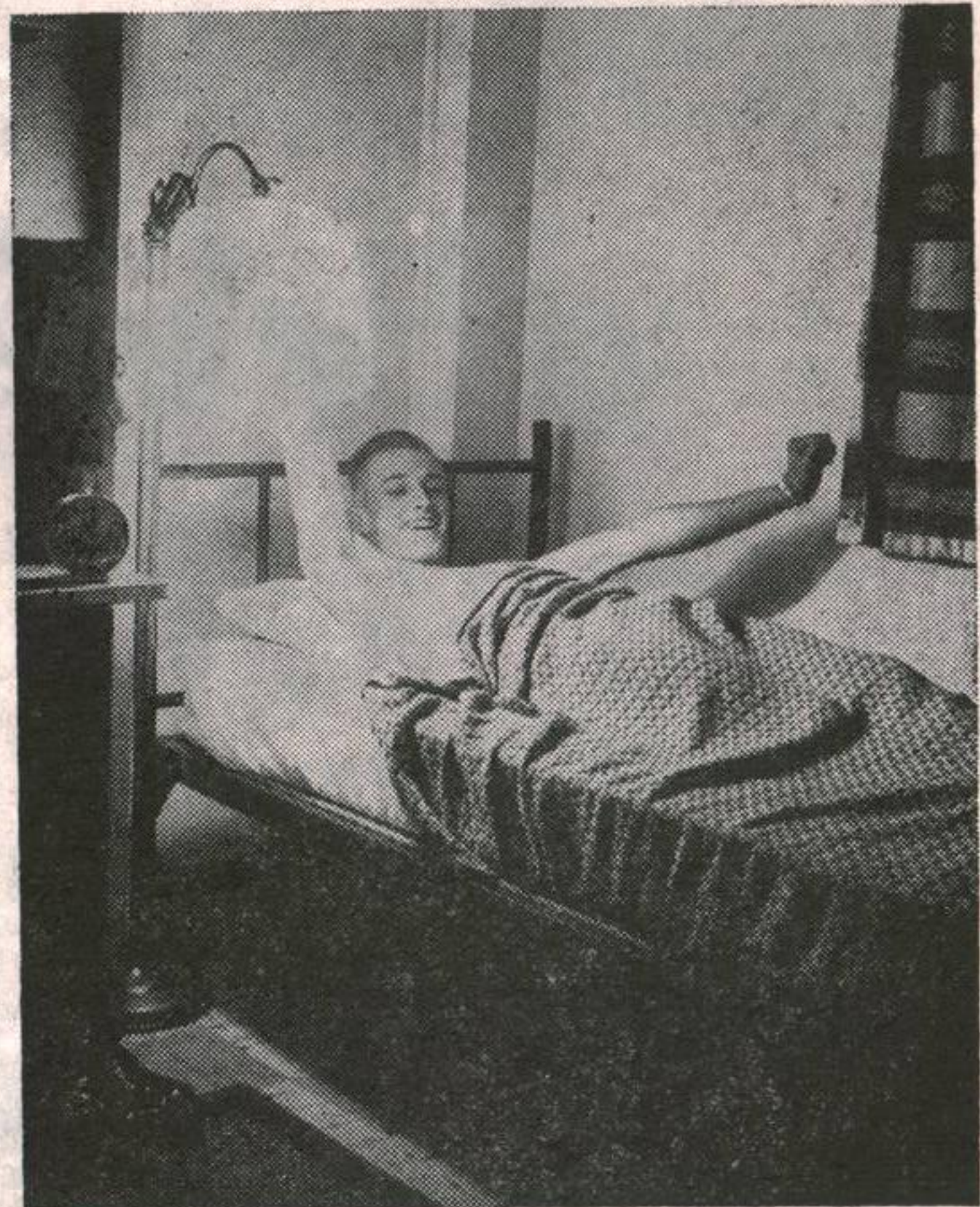
8. To the Station Theatre With a Friend



10. A Letter Home



9. Shining Up For Tomorrow



11. And So To Bed

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GRADUATING COURSE 5317



# Graduating Course 5317

## P.O. RICHARD ARTHUR BAALAM

Dick deserted his dry-cleaning business for the Air Force type, which is so noticeable between pay-days. Got his private licence by winning an Air Cadet Scholarship . . . but did they teach stalls on take-off?

## A.O.P. LUIGI ANASTASIO VALENTIO BERARDINI

"Gigi" left off studying architecture for, he says, a bet, to join the Air Force. Choosy about his aircraft . . . once got in and out of four 'planes before hittin' the sky.

## SGT. YOES COUTURIER

Having started on Course 5311, Yoes is one of our oldest inhabitants. Was a ground crew man in France, has a fiancée in Peru, is now flying in Canada, and wants to fly on "Heavies" . . . in Tibet, perhaps?

## A.O.P. AGOSTINO FERRARI

"Ago," a National Serviceman, was formerly a wheel in the electro-engineering world of foggy Milan, and intends to return there on leaving Canada.

## P.O. KARL FILO

"Circles, Customs, Cars, Cute Chickens, and Karl!" Once a Customs and Exciseman, Karl joined the R.C.A.F. to gratify a desire to leave the ground, which is often apparent when he's at the wheel of one of his super-colossal cars.

## A.O.P. CARLO FRAPPI

Once a veterinary student, Carlo decided that flight was not strictly "for the birds." Dislikes navigation; reason . . . aerobatics not theoretically possible en route.

## C/CPL. MICHEL RAOUL LUCIEN GILLET

Michel seems forever buried in the pages of a book. He hopes to fly jets, and prefers to take short-cuts across the grass when taxiing at night.

## P.O. BRUCE EDWIN PATTERSON

"Pat," who joined us from 5315, is an ex-Fighter Control Operator, and a speedboat fan. Makes full use of the writing on grain elevators during navigation trips.

## SGT. MICHEL JEAN-MARIE PELLE

Michel joined the Air Force in July, 1953, and is since considered a renegade by his family, whose members belong to the Navy. He enjoys Canada, but misses his "Champagne."

## P.O. ALFRED JAMES ROBERTS

After being recoured, through illness, from 5315, Jim soon made his mark as a lover of good things, especially a stalwart Oldsmobile. Prefers doing Flight Tests with hangovers . . . help him to relax.

## P.O. PAUL GEORGE ANGUS STANCLIFFE

Paul's flying and academic success at Penhold was crowned by six weeks of competent management as T.O.C. His hobbies are cine-photography and the remains of an old Chevrolet.

## P.O. DAVID GEORGE WATSON

After two years as a T.C.A. mechanic, "Wattie's" spare time flying inspired him to join the R.C.A.F. He calmly takes all honours . . . flying and academic . . . and excels in everything he touches,

## P.O. MAYNARD EVAN PETERSON

Due to an unfortunate motoring accident, Pete has held the doubtful title of Senior Flight Cadet for almost a year, after starting with the first course of 1953 and finishing with the last.

## P.O. ROY WILSON

Roy left Belfast two and a half years ago but still retains the Irish lilt. He's a great dancer, and has a flair for circular motion around longitudinal and vertical axes, respectively demonstrated in an Oldsmobile and a Harvard.

## P.O. JAMES BARRY GIBBONS

Nine months at Penhold have influenced Jimmy. A butch-cut has replaced his flowing hair; his perfect English accent has accepted the nasal "a"; his costume is Western, and his car a Ford.

## P.O. JOHN KITCHING

John, our hefty he-man with the musical mind, is half-owner of the carcass of a Chevrolet. His frequent visits to Edmonton in it, he claims, are for the gentlemanly sports of cricket and rugger; we think it's a different sport.

## P.O. ALEXANDER LINKEWICH

After pushing a float-plane around the Ontario bushlands for a year, Al thought he'd learn to fly, so joined the R.C.A.F. His second love is skiing. He is also a horse-lover and has been chasing a cute little filly round Red Deer — in fact, we now congratulate him on his recent engagement.

## P.O. ALASTAIR MURDOCH MACBETH

"Mac" is our tame artist, his genius ranging from painting the Rockies to cartooning of the Course 5317 "beast" and other "wheels" on the station. Claims to be a "natural" pilot (his instructor's views are censored)

## SGT. XAVIER MASSOL

From sunny Bordeaux to Sunny Alberta comes ex-artilleryman Xavier. Although from the "pays du vin," we notice he does not totally ignore Canadian beer, and . . . Xavier! is that lipstick on your collar?

## P.O. KENNETH PETER MURFITT

A former Reserve man, our Bar Officer and Secretary of the "Gopher Lovers' Society" has developed an aristocratic accent and a love of American cars . . . but there's still "no place like Blighty."

## C/CPL. FRANCOIS NEZOU

A soft, husky voice, and a sly smile surmounted by a whip of mustache; this is Albert. He was, his comrades say, a real devil when younger, but has mellowed with time.

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F/L R. J. RITCHIE,  
Station Chaplain (P)

# The Padre's Page



## Christian Attitudes

**T**HE Christian life implies action. That is true. It also implies a certain attitude. This inner attitude of the soul is absolutely essential.

Now, what is the actual inner attitude of your life? What are you really like inside? Becoming a Christian is far more than making a profession of faith with the lips, or submitting to the ordinance of Baptism, or accepting a certain brand of theology. It is, we repeat, a life attitude. What is yours?

Is your attitude one of ingrained, though possibly unsuspected selfishness? Do all your plans, thoughts, aims and feelings centre about yourself? Do you demand a lot of attention from other people, and does your self-esteem sink to a low ebb if you do not get it? If you are on a committee or are a member of a group in your church, do you really serve or simply share the limelight? Are you pleased if someone gets ahead faster than you do? Do you carry your feelings on your sleeve? Is this the attitude of a Christian? Becoming a Christian means a change in these attitudes.

Jesus said: "If any man would come after me, let him deny himself and take up his cross daily and follow me. For whoever would save his life will lose it; but whoever loses his life for my sake, he will save it." This self-denial of which Jesus was speaking means more than the interpretation commonly given to it. It does not refer to denying oneself a little silver now and then. Our possessions will take their proper place if we love Him. Jesus here had reference to the denial of the clamouring of the unruly self, a self that needs to be a discipline. The root of the two words, "disciple" and "discipline" is the same. And this matter of Cross bearing which Jesus mentioned means more than bearing our sorrows and our adversities bravely and uncomplainingly, although I believe that should be our attitude toward suffering. Paul explained the matter by saying that we are to carry a cross as did Jesus, and that on that cross we are to nail the selfishness that is within us. "And those who belong to Christ Jesus," Paul avowed, "have crucified the flesh with its passions and desires." If we are really to follow Christ we cannot escape feeling the weight of the Cross.

This is what Jesus meant when he answered the young man who came running to him exclaiming, "What must I do to have eternal life?" It is worthy of note that this man had a proper conception of the place of action in religion. "If you would enter into life," said

Jesus, "keep the Commandments." "All these I have observed," the young man replied. "What yet do I still lack?" Then Jesus said to him: "If you would be perfect, go sell what you possess and give it to the poor, and you will have treasure in heaven; and come, and follow me." It is written, "When the young man heard this he went away sorrowful, for he had great possessions." Jesus here was asking him to correct his life attitude, to change it from one of ingrained selfishness to one of health-giving, self-discipline and service to others. But the power of selfishness was great; it disciplined. After all, a disciple is one who has accepted had become deeply imbedded in his personality. We are told that "he weighed the price, decided against it, and went away **sorrowful**."

What a significant word! What depths of meaning are buried there! The selfish life becomes ultimately the unhappy life. To live for self means eventually to be held by the chains of self. To do just as one pleases means that at last one will not like what one pleases. But the Christian faith if truly embraced and applied, means the ultimate release of the inner self from the chains of selfishness. That is the way of life and happiness. "Whoever will hoard his life will lose it." But Jesus went on, "Whoever will lose his life for my sake will save it." In other words, if we give ourselves to Him He will give us back ourselves redeemed and liberated.

Dr. John Baille of the University of Edinburgh said, "What makes a man a Christian is neither his intellectual acceptance of certain ideas, nor his conformity to a certain rule, but his possession of a certain spirit and his participation in a certain life."

We live in a world that suffers from a vast neurosis and inner sickness, a world that has been attacked by a mass psychology of selfishness which is the very opposite of the Christian faith. We are immersed in it every day of our lives. It is the spirit of our times. If a man is to find himself, this spirit of selfishness which lies at the root of all our misery must give place to the higher spirit of the Christian Faith.

Self respect and personal dignity are essential. Christ said, "Love your neighbour as yourself." However, he said first, "You shall love your God with all your heart." The proper Christian attitude then is a change from a self-centred life to a Christ-centred life. He is the Lord of Life. Christ is the master of the soul.

# Lacombe, Alberta

SEE PHOTOGRAPH ON BACK COVER

Lacombe, Alberta, is a progressive community of approximately three thousand citizens, situated on the main highway between Calgary and Edmonton. The highway sign reads "Lacombe—The Home of Mixed Farming." The surrounding countryside supports this statement and the presence of a Dominion Experimental Farm clinches it. However, a visitor is not long in realizing that this is a modest claim, for it is the home of a good deal more.

The first thing that strikes you is the unusual layout of the business section. Streets angle off in several directions, forming an interestingly irregular pattern—quite out of keeping with the standard, squarely laid out prairie town. The business district features an assortment of old, rather venerable looking buildings along with several new ones. The over-all impression is that Lacombe has a definite personality of its own and that this personality is a pleasant one.

The next thing that a visitor will notice is the amount of construction going on at the present time. Building permits have been issued to the value of \$650,000 so far this year, making 1954 the biggest year ever in the value of new buildings constructed. A little simple arithmetic will show that this comes to over \$200 per capita, an exceptionally high amount for an old established town. Public buildings included in this figure are a new school, a memorial recreation centre, and an arena to replace the one destroyed by fire last year.

Lacombe is flanked by the beautifully kept Dominion Experimental Farm, on the south; a

very fine nine-hole golf course, complete with a new clubhouse, on the west; and a unique educational institution on the north. The last is in the form of the Canadian Union College which is operated under the auspices of the Adventists religious sect. The College's enrolment includes students from all over Canada and even some from abroad. The courses and credits of this school are fully recognized by Dominion and Provincial Educators.

Just as Lacombe's newspaper, "The Globe," serves the districts of Clive, Bentley, Blackfalds, Tees, Alix, Morningside, Mirror, Chigwell, Joffre and Haynes from a news standpoint, so does Lacombe itself appear to serve as the hub of these surrounding districts from a commercial standpoint.

No article on this town would be complete without mentioning the famed Lacombe Baseball Tournament. It has been held annually for several years and each year attracts top-flight semi-professional teams with its generous prize money. For that matter, Lacombe is a good, all around sports town with hockey getting as good support in winter as baseball receives in the summer.

In the final analysis it is the people who make a town what it is and maybe that is why Lacombe impressed us so favorably. For everywhere we went the people made us feel welcome. Western hospitality and friendliness was never more evident than during our visit to this pleasant Alberta centre.

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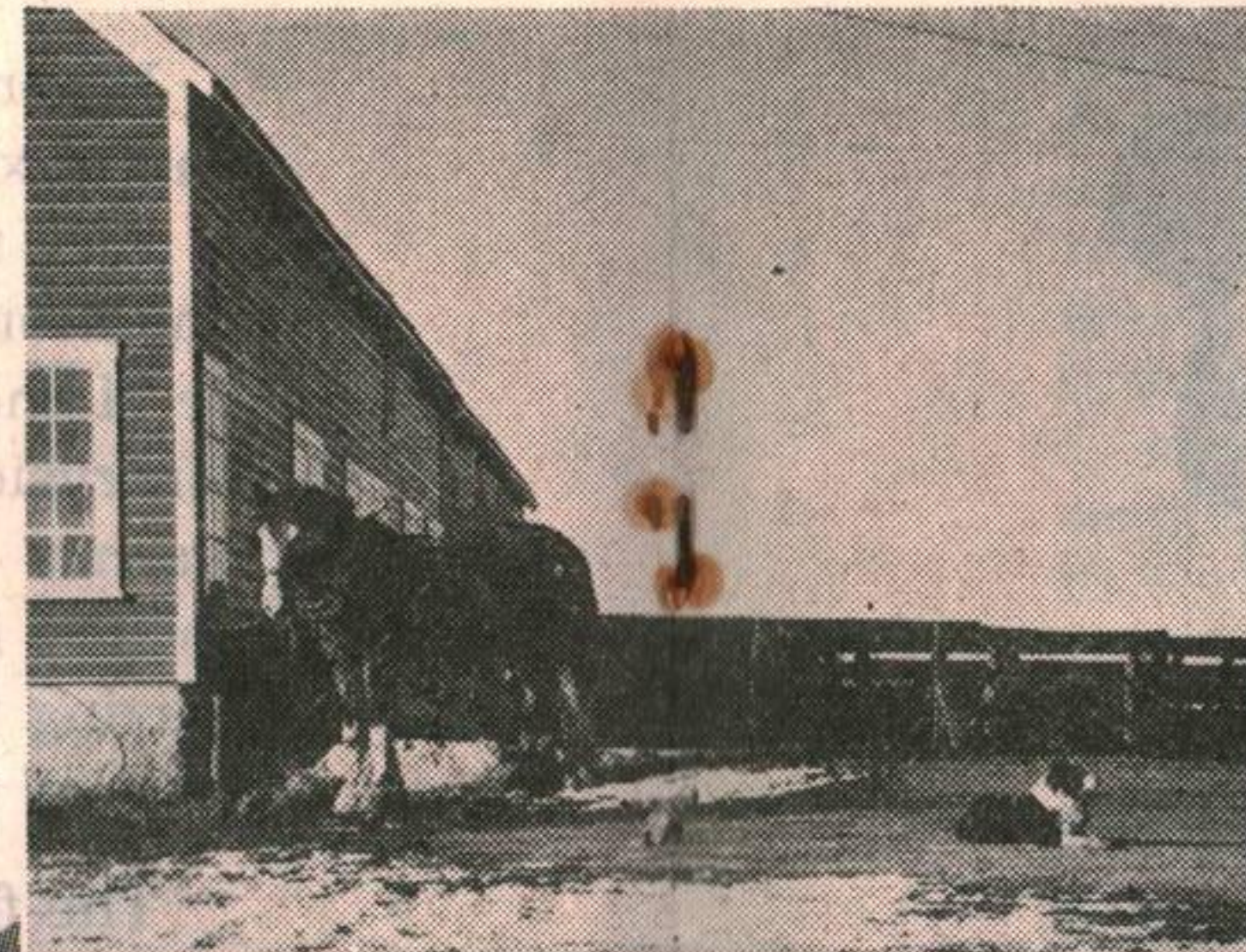
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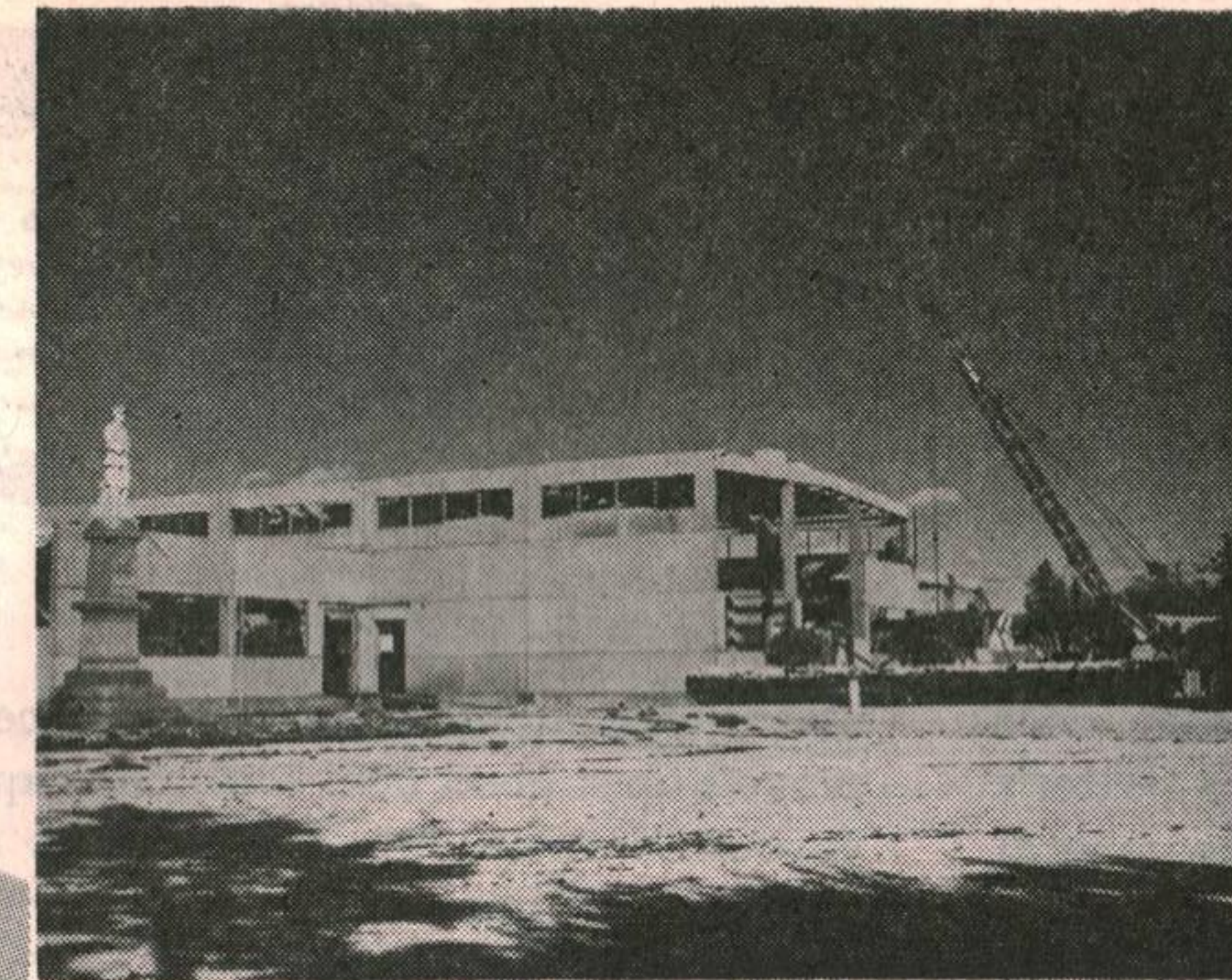
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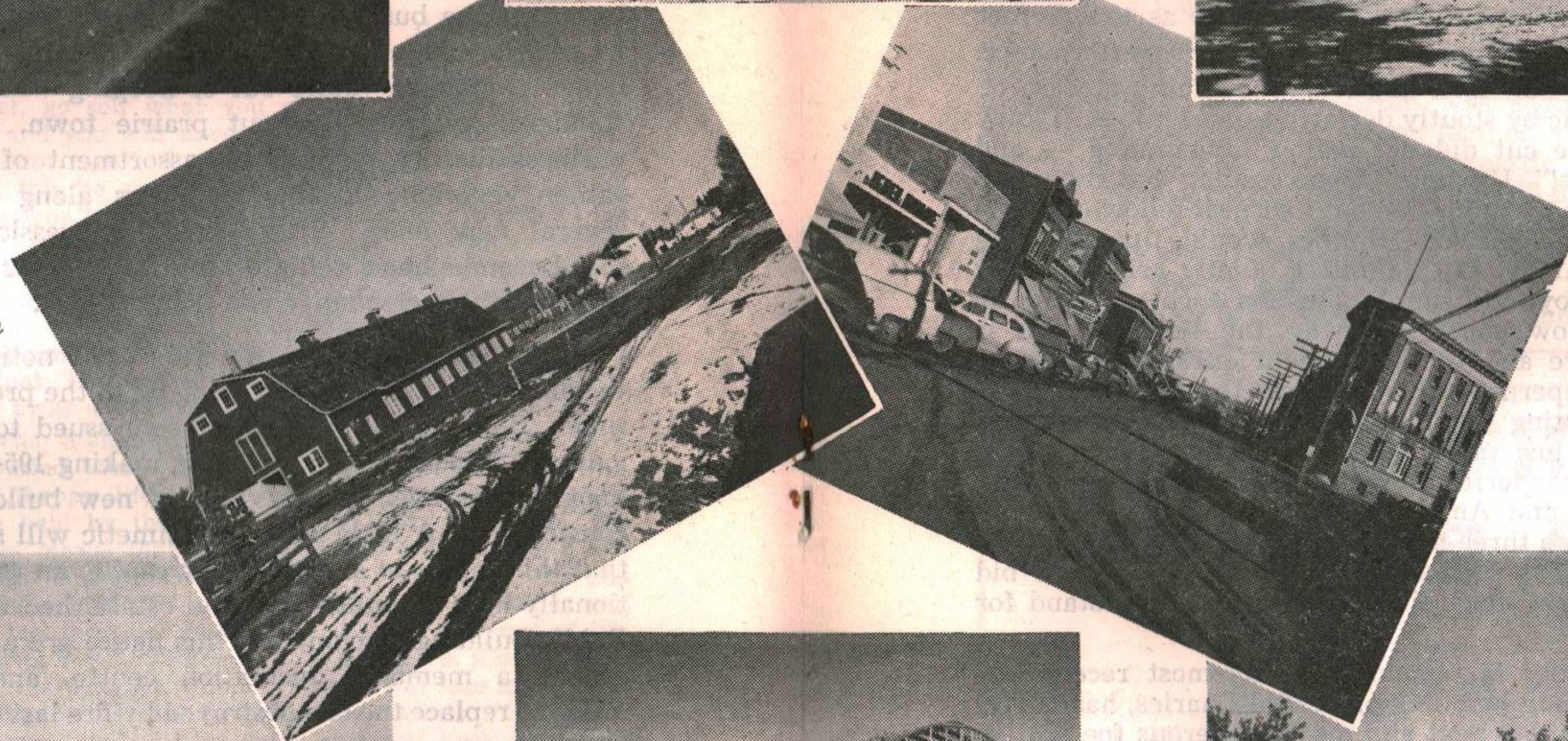
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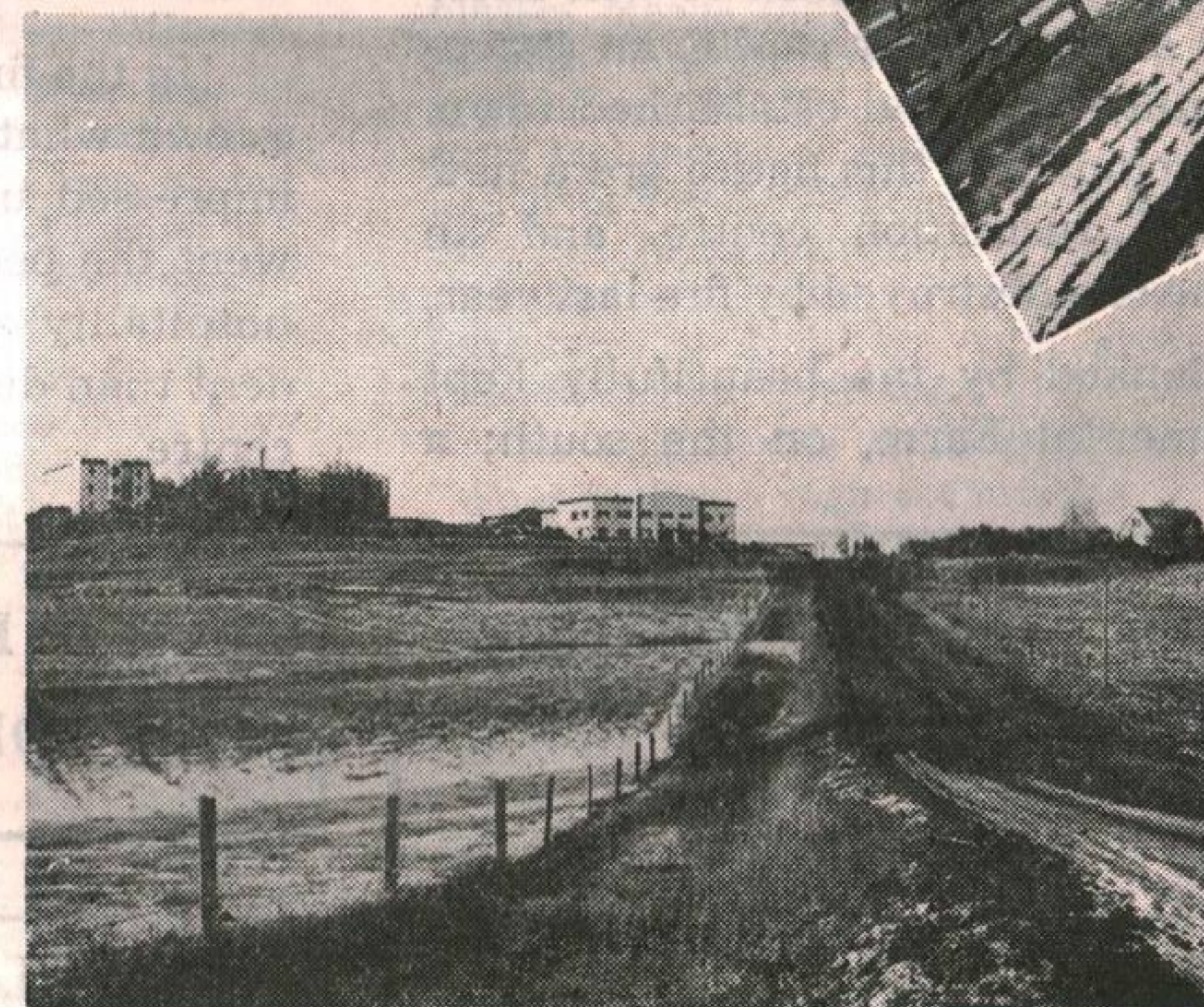
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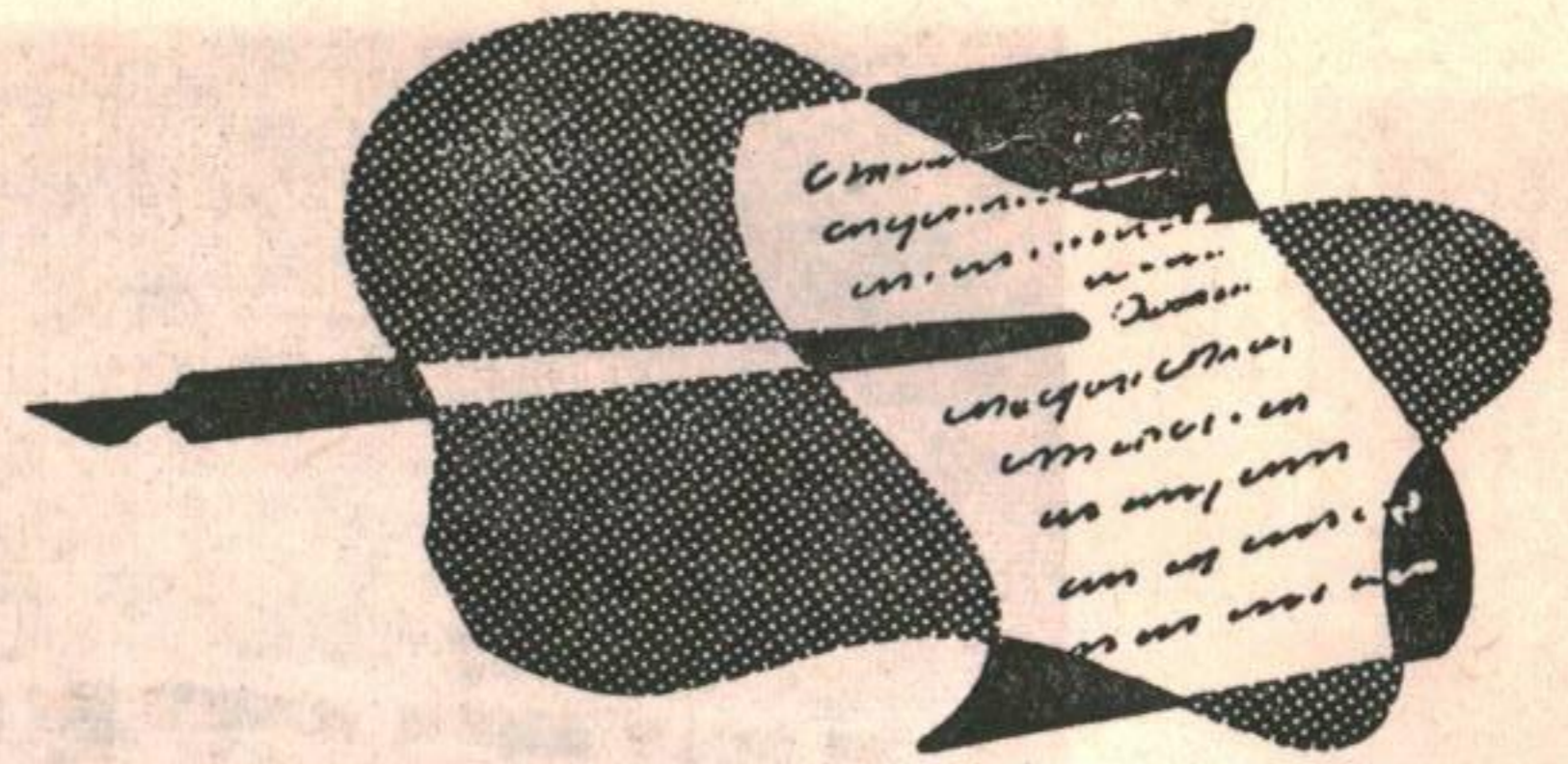
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# Monthly Sports Musings

by  
**Jim  
Brohman**



Provided the overripe fruit treatment does not commence immediately, it will be this writer's privilege to report to you his views on the general sport picture in the future. From time to time he will make ridiculous predictions, ones that will provoke controversy, but ones, nevertheless, made as fearlessly as any known professional prognosticator, and gleaned from just as shiny a crystal ball as can be found anywhere today. Constructive criticism will be used, too, but only when the sport criticized is, in the opinion of the writer, failing in any way its duty to the public that supports it.

Have you ever noticed how athletes are frequently quoted as saying things just a little goofy when under the spell of either great accomplishment or crushing defeat?

The best example I have seen of this for a long, long time was provided by jolly England's great competitive miler, Dr. Roger Bannister, shortly after he ran Australia's John Landy somewhat bandy-legged in the last two hundred yards in their mile of the century at Vancouver this summer. You will recall Landy had suffered a four-inch cut on the heel of one of the feet he runs with barely forty-eight hours before the supreme test and managed to keep the injury fairly secret until after the running of the race

had been completed. After the race the story was played up a good deal and many qualified people expressed their opinions in print as to whether or not the injury affected Landy's performance. Master Bannister set everyone's mind at ease on the topic by stoutly declaring, and I quote: "Landy said the cut did not bother his running — and it didn't!" Unquote. Upon reading that statement quickly it sounds fine but I suspect fellow countryman, one Sherlock Holmes, would, upon reading such things take Bannister quietly aside and ask an annoyingly simple question such as, "How do you know, son?" Anyway, the 4-minute mile is no more and the subsequent quest will now be for a superman who can cover the distance in 3.55. I'm getting just a bit tired about the knees and ankles just mentioning a 3.55 mile but it would be a wonderful thing if Landy (3:58) Bannister (3:58.8) and America's Wes Santee (4:00.2) could meet in a three-man showdown under ideal conditions (sans cuts and quotes) and make their bid for a final mark that could conceivably stand for ever.

Rocky Marciano, after his most recent and convincing bombing of Ezzard Charles, has boldly declared his next and most dangerous foe will be Don Cockell, the British Empire Heavyweight

(Continued on Page Thirteen)

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**SPORT MUSINGS** — Continued from Page Twelve.

Champion. Aside from the fact that I believe our own Earl Walls could take the measure of Cockell, I would like to fill you in a bit on just who this Cockell is. At one time, Cockell (5' 9" short) was a respectable 175 pounder who did, incidentally, hold the European Light-Heavyweight title. At that time he made the mistake of fighting a visiting American light-heavyweight called Jimmy Slade and was badly flattened by the same Slade in the fourth round. Not to be discouraged by such treatment, Cockell then fought Randy Turpin, former conqueror of Ray Robinson but still only a middleweight, for the European light-heavyweight title, and was again badly beaten, this time in seven rounds. Cockell then deemed it wise to refrain from future pursuit of fistic greatness and retire, which he did. His next appearance on the fistic scene created a panic, although I must admit I am not prepared to say what kind of panic he created. Cockell emerged from retirement as a full fledged heavyweight of many stones and at least 212 Canadian pounds displacement on the Toledoes. Incidentally, he was still 5' 9" — or maybe only 5' 8½" as Turpin was reported to have landed several head blows in their previous encounter. Cockell then trimmed Seattle veteran Harry Mathews three times in a row and decisioned Roland La Starza, after Marciano removed considerable starch from the same La Starza. This record now makes him Marciano's next foe and it remains to be seen whether or not the public

can be sold such a bill of goods. This writer believes Cockell will take a tremendous dusting from the rough and capable Champion from Brockton, Mass., and may even emerge from such an encounter measuring about 5' 3" high. Cuban strongman Nino Valdez deserved the match and if he can maintain his present fine record and wait long enough he may get the chance to provide a real night's work for Marciano. Although there appears no bonafide challenger now, Valdez is rated as the best of a relatively poor lot and he has earned the chance of receiving that big pay day.

Marciano, though 30 years old now, looks fairly secure as king of all fiistiana for at least another two years.

It is too bad that Milwaukee Braves were unable to maintain the torrid pace needed to overhaul New York Giants. Had they come through as the senior circuit's best they would have added tremendous color to an already very colorful scene in the World Series. Also, with the fantastic support they are accorded in Milwaukee, it is feasible that they could have pulled the mat from under the feet of the solid, confident nine Indians from Cleveland in seven games. With the Giants opposing the Indians, this writer is forced to pick Giants to win in five and if their consistently dependable pitching staff follow form, maybe four straight.

See you next month.

# THE RIGHT NOTE FOR REFRESHMENT



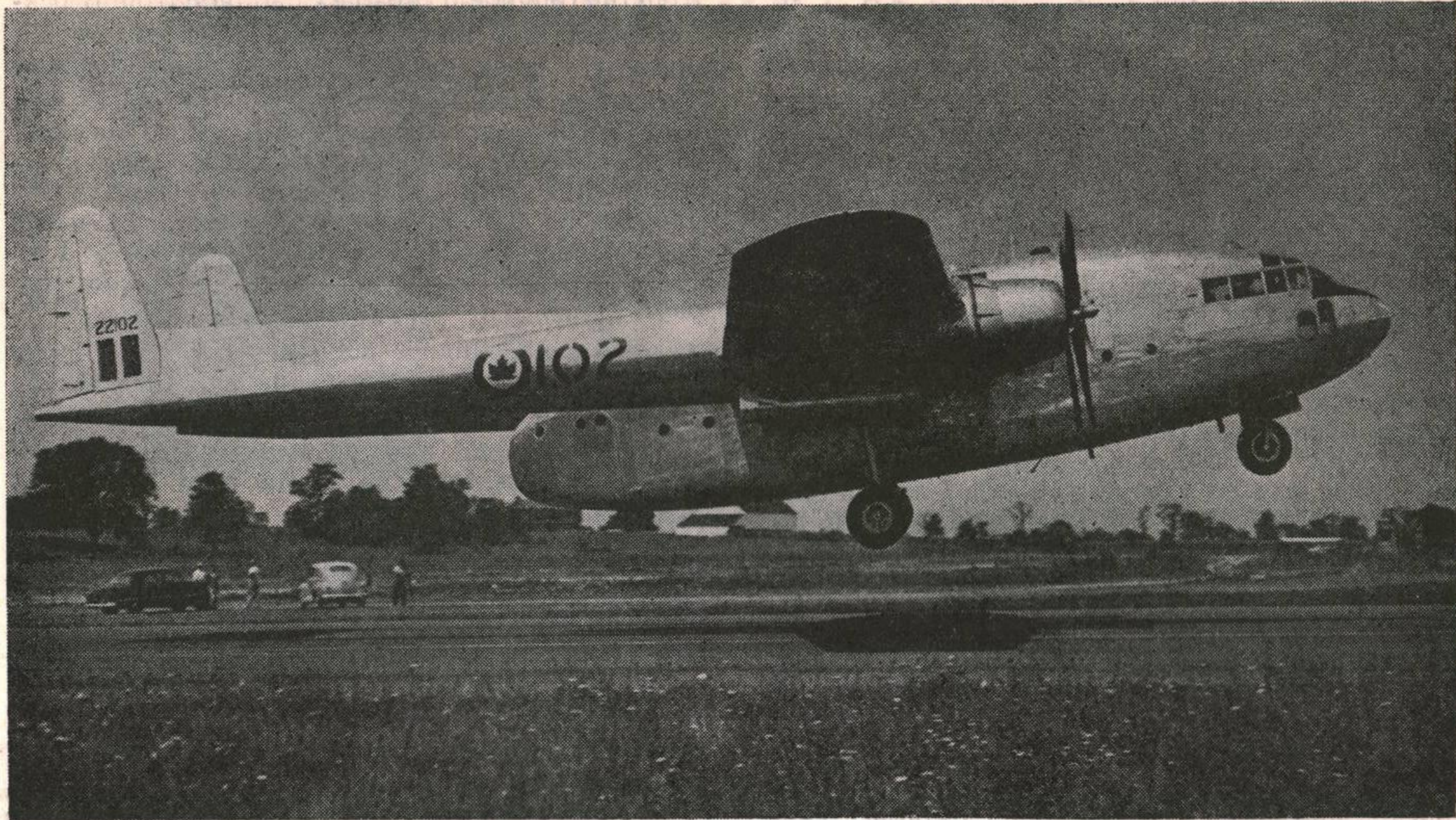
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# THE C-119

By F/L P. F. HOPE



Canadian Joint Air Training Centre at Rivers and 435 Squadron at Edmonton were the first R.C.A.F. stations to house the Boxcar.

The C-119 is built by the Fairchild Aircraft Company situated in Hagerstown, Md. The aircraft has two 3,250 h.p. Wright Cyclone engines that incorporate water injection giving 3,500 h.p. per engine for short take-offs. The propellers are four-blade Hamilton, standard hydromatic, full feathering and reversing for short landings. The engines produce 80% power in reverse pitch. Almost everything about the aircraft is electrical except the doors. The fuselage or the "Pod" is in three parts. The cargo compartment is capable of carrying 42 fully equipped paratroopers plus 10,000 lbs. of equipment, or 62 fully equipped soldiers and, in emergency, 76 personnel. The paratroopers' exit is made via two doors in the

rear. Heavy dropping such as jeeps, howitzers, etc., is accomplished by removing the clam shell type doors at the rear. Para-bundles are sent on their way by a passage similar to bomb bay doors at the front of the cargo compartment.

The crew's compartment is reached by climbing a ladder from the aft section. First we pass the crew chief's office, then the radio officer and navigator's working tables which are the last word in equipment and position. The navigator even has a True Airspeed Indicator that is as accurate as a computer. The radio officer to tune his set merely moves a selector to the frequency desired and 'lo and behold, no off-frequency transmitting.

The front office, holding the easy chairs of the president and the vice-president, is a pilot's dream.

(Continued on Page Fifteen)

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The seats are of the five position variety and have the radio console between them. Because the pilots are so far ahead of the engines only slightly above normal voice modulation is necessary. The throttle quadrant is at the top of the radio console and the propeller instruments are so many that the one check takes as long to do as the full engine check on the Expedite. It is not necessary to juggle the pitch levers as there is only one master lever and a push button synchronizes the propellers as one electrically slows off the other. The pilots' instruments are all electrical, giving more accuracy. All the instruments that the pilots may use are within easy reach and are strategically placed. To illustrate the simplicity of the pilots' position, the automatic pilot is the best example. It is activated by a switch on the console and if a turn is desired any rate of bank may be achieved by one finger which automatically puts on rudder and elevator, the auto pilot may be disengaged by a push button on the control column wheel.

The third compartment is upstairs from the pilots and houses the auxiliary power unit and all the motors for the heaters. This compartment is also ideal for placing at least three sleeping bags for a long trip.

The engine checks are conventional but very closely noted such as the tolerance for a magneto drop in 30 R.P.M. which is more easily noted by a torque meter than by a tachometer.

The de-icing is of the type that is noted on the more modern aircraft of today. Six combustion type heaters are incorporated to supply heat

to the wings and tail sections, the intensity of the heat depending upon how many heaters are used. If icing conditions are very bad then all the heat supplied to the compartments is used and electric flying suits may be brought out.

The undercarriage is the tricycle type with the mains having tandem wheels. The undercarriage is stressed for a maximum gross landing weight of 72,000 lbs.

The fuel used is 115/145 and when the Flying Boxcar first arrived in Canada only a few stations had this type of fuel on hand (thus one of the transport jobs took thirteen days to go to Halifax and back because of the shortage of fuel stop-over points. Eight of those thirteen days were in Montreal and the crew were quite put out, as the reader can imagine. Those 426 crews are awful at lies and poker dice.)

The aircraft was designed to do a job of tactical work for a tactical air force and seems to be proving itself by the amazing air lifting roles it is doing. The air force by acquiring this type of aircraft has truly helped the army to become three dimensional.

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# THE ROYAL CANADIAN AIR FORCE *Association* No. 703 (Central Alberta) WING

## Wing Bulletin Board

OFFICERS FOR 1954/5

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Vice-President: Mr. D. A. McARTHUR

Secretary-Treasurer: Mr. J. CUTTING

Public Relations and Central Alberta Air News Correspondent: Mr. B. E. CRANE

NEXT MEETINGS: Nov. 10th and December 8th

Time: 7:00 p.m.

Place: Buffalo Hotel

For further information contact Recruiting Information Centre, 4940 - 51st Street — Phone 3823

## Association Editorial

Our members—those busy members—who are so busy that to attend the monthly meeting of the Wing is almost an impossibility, are nevertheless still finding the odd moment to attend football games, bingo, service club meetings, and a host of other social engagements.

To you, ex-Air Force men and women, we know that the Association leaves a lot to be desired but the work the Association could do, and should be doing, is of the highest importance—to you, your family and to Canada. Who is to be the watchdog to see that Canada's air power is real air power? Your future and freedom could depend on it. That is your work and duty.

If the Association is not doing the work it should, you—the member—are the person to put it right. Do it now, that is if the Association means anything to you.

## Wings Visit Medicine Hat

On September 11 last, Medicine Hat Wing staged a mammoth corn roast, at which members from the other Alberta Wings attended.

As in the past No. 435 Squadron provided air lift for those travelling from Edmonton, Red Deer, and Penhold, amongst whom were the National Chairman, Air Vice Marshal R. Guthrie (ret.) and National 2nd. Vice-President B. E. Crane.

Red Deer Wing were able to include ten NATO students from RCAF Penhold. For the majority this was their first experience of a Canadian corn roast, and it was apparent that they all enjoyed themselves very much.

The trip to Medicine Hat was uneventful. Our legal adviser, Randal White, Q.C., provided the colour contrast by being decked out in gay plaids.

Members of Medicine Hat Wing were out to meet us, complete with a convoy of cars, and we were all whisked down to the city in no time flat. The NATO students were shown around the city before going to the corn roast, the more staunch Albertans were entertained by Horace Mann at the Cypress Club, which was greatly enjoyed and appreciated.

Arriving at the corn roast, which was held

(Continued on Page Seventeen)

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WING'S VISIT — Continued from Page Sixteen.

on the Army Camp site, we were hailed by the fair maidens of the city and the sum of two dollars extracted from one and all which enabled us to partake of the hospitality which was so eagerly awaited. It was quite amusing to witness the expressions on the faces of the NATO students who, in many cases, had not fought with the cobs before—and some settled for a hot dog, not daring to risk the experiment!!

Songs around the camp fire were many and varied as were the jokes recounted by our jovial MC.

At about 10:30, with a storm brewing in the West, we thought it wise to make tracks for our Dakota, but the storm beat us and we sat on the tarmac for an hour waiting for the storm to pass over. At about 0020 hours we finally became airborne, and after one or two bumps, one which sent everybody and everything flying, we arrived back at Penhold, complete with four bags of golden bantam corn—and so to bed.

### Air Vice-Marshal Guthrie Visits Wing

At the regular meeting of the Wing held on Wednesday, October 13, at the Buffalo Hotel in Red Deer, we had as our guest speaker Air Vice-Marshal K. Guthrie, C.D., C.B.E. (Ret.) We also had the pleasure of having Group Captain M. P. and Mrs. Martyn, together with Squadron Leader L. and Mrs. Limpert, of R.C.A.F., Penhold, as our guests.

About fifty members and their guests attended this supper meeting. The attendance was poor

considering the Executive had contacted over sixty members by mail, and each regular member had been asked to bring along two guests—if possible, ex-Air Force “types.”

Air Vice-Marshal Guthrie (Ret.), the National Chairman of the Association, addressed the meeting on a subject of great interest, “The Re-Organization of the R.C.A.F. Association.” He drew parallels between the work being done by the American Air Force Association and our own Association, also the general administration of the organization. He stated that our Association had relatively no influence with the government on Air Force policy compared with that of the American Association.

The reason for this, he said, was largely the lethargy of our members, the unwillingness of tackling larger jobs. The work being done now was worthwhile, but not of the calibre and type necessary to be done by an Association whose work should be the placing of the absolute necessity of air power before the public, and seeing that the government is keeping our Air Force in top-notch condition to meet present world requirements and commitments.

A full report of the National Chairman's interesting subject will appear in the November issue.

The meeting was followed by an informal “get-together,” at which the speaker was able to discuss some of his points with members of the Wing over a noggin or two.

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### "THE MORNING AFTER"

(The Wife Speaks)

Good morning to you, my wonderful mate,  
My outstanding genius in problems of state,  
I trust all is clear in that wonderful mind  
Which last night remodelled the whole of  
mankind.  
Your handling of Russia, the Ruhr, Palestine  
And China and Greece it was masterly fine.  
You're sure to be named the "Man of the Year"  
Here's four or five asperins, swallow them Dear.

Awake my fine songster, it's well on to noon,  
All morning I've waited just hoping you'll croon  
A measure from "Chloe" or "Deep Rolling Sea"  
Which last night you sang till half after three.  
You wakened the neighbours, you tripped on  
the mat,  
And one of your props was your Hostess's hat.  
I'm sure she will want you again for to-night,  
The life of the party whenever you're tight.

Arise my Sweet Prince, but be careful don't skid,  
Arise and consider the things that you did.  
The uprooted garden, the splintered garage,  
It sounded just like an old fashioned barrage.  
Go see your Hostess and carry a cheque,  
I think if you sign it just "Pain in the Neck"  
The bank will o.k. it—'twould have to be you,  
The Clown that went berserk twixt Dawn and  
Dew,

So drink up that Seltzer, you chattering Drone,  
It's said to be good for a splintering dome,  
I wish I were Sandow, How far would I throw you?  
For the next thirty days please pretend I don't  
know you.  
My Juvenile Jackass—My Dim-Witted Duffer,  
You say you feel awful? Well go ahead and suffer!

### "THINK THIS OVER FOLKS"

Are you an active member, and the kind that  
would be missed,  
Or are you just contented that your name is  
on the list?  
Do you attend the meetings, and mingle with  
the flock,  
Or do you stay at home, and criticize and knock?  
Do you take an active part to help the work along?  
Or are you satisfied to be the kind that "just  
belong"?  
Do you ever go to visit a member who is sick,  
Or leave the work to just a few, and talk about  
the clique?  
There's quite a programme scheduled that  
I'm sure you've heard about,  
And we'll appreciate it if you, too, will come  
and help us out.  
So, come to the meetings often and help with  
hand and heart,  
Don't be just a member, but take an active part.

—Compliments of Stan T. Malach, RCAFA,  
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## Electric Light Bulb Day

To help raise funds for the proposed Air Force Club building, the Executive of No. 703 Wing have decided to sell \$1.00 wrapped packages of electric light bulbs which will also include bulbs for Christmas tree sets, to householders in Red Deer and the P.M.Q.'s at Penhold.

The Executive feel that most householders are usually in need of electric light bulbs and would be willing to purchase from members of the Association such a useful everyday article.

This day will be held most probably on the first Saturday in December, and house-to-house sales made during the same week.

It is expected of all members that they will pitch in and make this novel method of raising money a great success — do not leave it to the few, please!

## Air Cadets

Negotiations are now in being between the Lions Club and the Air Force Association for the latter to take over the sponsorship of the Red Deer Squadron of the Air Cadets.

This move is in accordance with the present policy across the country for the Association to take a more active part in the Air Cadets.

It will be a job worth doing and a very strong committee will have to be formed to execute this most important work.

## Remembrance Day -- November 11th

As in previous years, the Canadian Legion will be holding a Remembrance Day parade on November 11 next.

There will be units from R.C.A.F. Penhold, together with those from the Army Militia in Red Deer. The Association will parade with the R.C.A.F. and it is to be hoped that all members will attend.

## Station Magazine

At the last meeting of the Publications' Committee, it was decided to ask the Association if they would resume the job of selling advertising in Red Deer for the Station magazine, as was done by them up to last September.

It was felt that members of the Association could maintain a better liaison and continuity with the businessmen of the city than is possible at present by Station personnel, who are subject to postings, etc. This request will no doubt be met by members of the Wing.

## Farnborough Air Show

The Farnborough Air Show Film will be exhibited at the next meeting of the Association, Wednesday, November 10, Buffalo Hotel, at 1900 hours.



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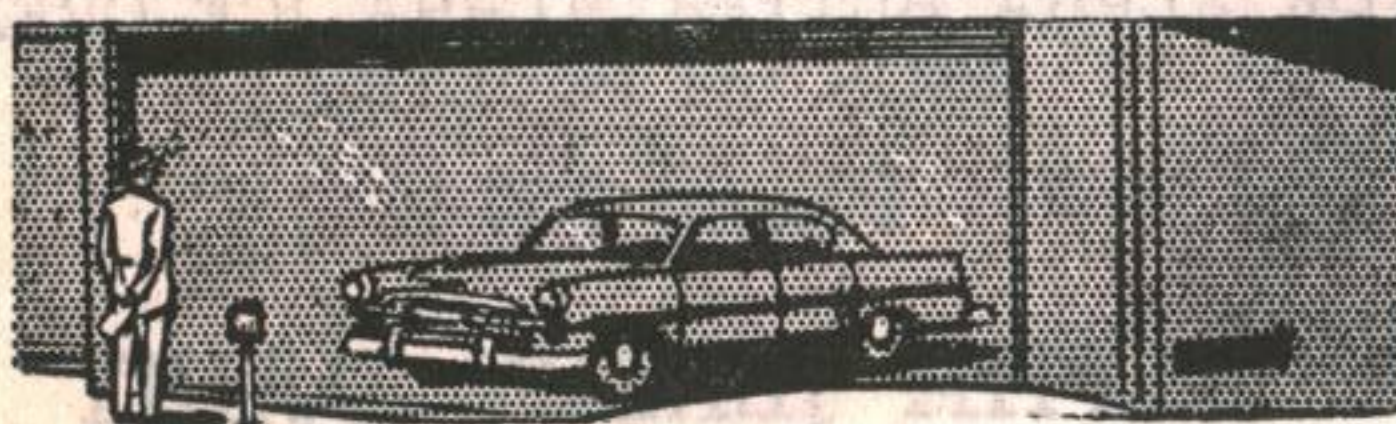
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