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Our Views



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

December 1954



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Editorial

CHRISTMAS is an old, old festival, the great Holy Day of the Christian year, and it is celebrated in many lands, in many different ways. Some of these we describe this month. However, no matter what we do in celebration, in all Christian countries it is a time of joy and friendship, of renewed family ties and affection. Whatever we may say or hear said at times—that it is too commercialized, that it is of pagan origin, that here we go into debt again—very few of us can help experiencing the great wave of goodwill toward others that seems to fill us at this time. Sometimes it does not last long, we admit, but it does show what we are capable of in our better moments. We feel increasingly benevolent and affable as we think about it. MERRY CHRISTMAS, TO ALL!

MANY thanks to Sergeant and Mrs. Grey and their son, Morgan, for their kind co-operation in the production of the Christmas pictures on Page Three. We hope that the bills really won't be so bad, Pop!

And on behalf of the personnel of Station Penhold, we thank those people near and far who have offered hospitality in their homes over Christmas Day. Such thoughts are very much appreciated.

And now, a sadder task. We bid farewell to L.A.C. E. Tsukijima, who has abandoned us for Winnipeg. "Tuk" has done a world of labour in distribution of the Air News and Penholder locally, from coast to coast, and to points abroad. Good luck, boy!

Aviation Round-Up

By F/O CLAY BIRD

The recent news of the successful testing of the Lockheed and Convair VTO (vertical take-off) aircraft in the United States, and the "flying bedstead" in the United Kingdom, brings us to another milestone in the history of aviation. Man has now conquered the take-off straight up from the earth's surface in a conventional (?) aircraft, without the use of rockets or helicopter-type revolving aerofoils, the only previous possible means of doing so.

The stumbling block to this whole problem has been one which Orville and Wilbur Wright themselves bumped into head on in their first attempts to fly. This stumbling block has been the development of an engine sufficiently powerful to do the required amount of work. The Wrights could not find, anywhere, an engine which was sufficiently light that there was even a reasonable chance that it could lift itself from the ground, along with the rest of their contraption (as it was no doubt termed by many at the time) and one of themselves as well. So they set to work and designed and built the engine which was ultimately the first heavier-than-air power plant.

Since those days, the power of the aircraft's power plant, or rather the lack of it, has been the limiting factor in the design and construction of airplanes. In order to get off the ground it has been necessary in the past for an airplane to run along the ground until it has gained "flying speed." This means that the wings have become sufficiently efficient as airfoil surfaces to enable the airplane to fly off the ground. It has been the job of the engine to build up this necessary speed. And the power of the engine has determined the length of this take-off run, along with other basic factors as the weight, maximum speed, etc. Now aircraft power plants have reached the stage of development where the take-off run is no longer necessary! Just point the nose up and go! Similarly with the landing. Point the nose up, and settle down. As Convair state in their advertising, any backyard is now a landing field.

Seriously, it does appear that we are entering upon another stage in aviation history. Just how this new development is likely to affect the commercial flying or the light plane field, is still difficult to visualize. At the present it does not appear too likely that the airliner of five or ten years' time will take off straight up. Nor that we will have Piper Cubs which can be landed and flown

from a 50-foot lot. But don't sell our designers short. Remember the Edmonton Eskimos! (Now how did that get into an article on flying, or were they flying that memorable Saturday?) The fact remains that it requires a very high horse power/weight ratio at the present time to accomplish this type of vertical flight. Which does not mean to say that at some time in the future a way will not be found of converting power into thrust more efficiently, or of producing power more efficiently—that is to say, with a h.p./weight ratio undreamed of at the present time.

Of course, the first thing to occur to mind in this connection is that magic word, "atomic" power. However, there are tremendous difficulties in the way before we can utilize this new power source. Once again we run into the same problem that faced Orville and Wilbur; we have engines that will run, but how to reduce their weight sufficiently to get them into an airplane? And the job is going to be vastly more complicated than it was for the Wrights, and will take rather a few years, in all likelihood, to accomplish.

So, for the time being, it would appear that we will have to be satisfied with the fact that a conventional power plant will do the job, though only when fitted in highly specialized aircraft. The present developments, the British excepted, are fighter type designs. The British "flying bedstead" has been designed solely as a test bed for studying the utilization of turbine jet thrust for vertical flight. The American aircraft convert much of the power produced into thrust by means of contra-rotating propellers (necessary to absorb the power of the engines, and to prevent the tendency of the aircraft to rotate about a propeller of conventional type) the remainder being utilized as jet thrust. In any event, it is the possibilities of the new development which excite the imagination to wondering just how far off we are from Buck Roger's style of travel, and interplanetary voyages.



Here comes Santa whistling down from his toyshop in the far northland to spread good cheer among his friends at Station Penhold. By special arrangement with the Department of Transport, Santa was cleared for IFR on the airways, provided that he leave his reindeer behind for the night and rely on the trusty Harvards of 4 Flying Training School.

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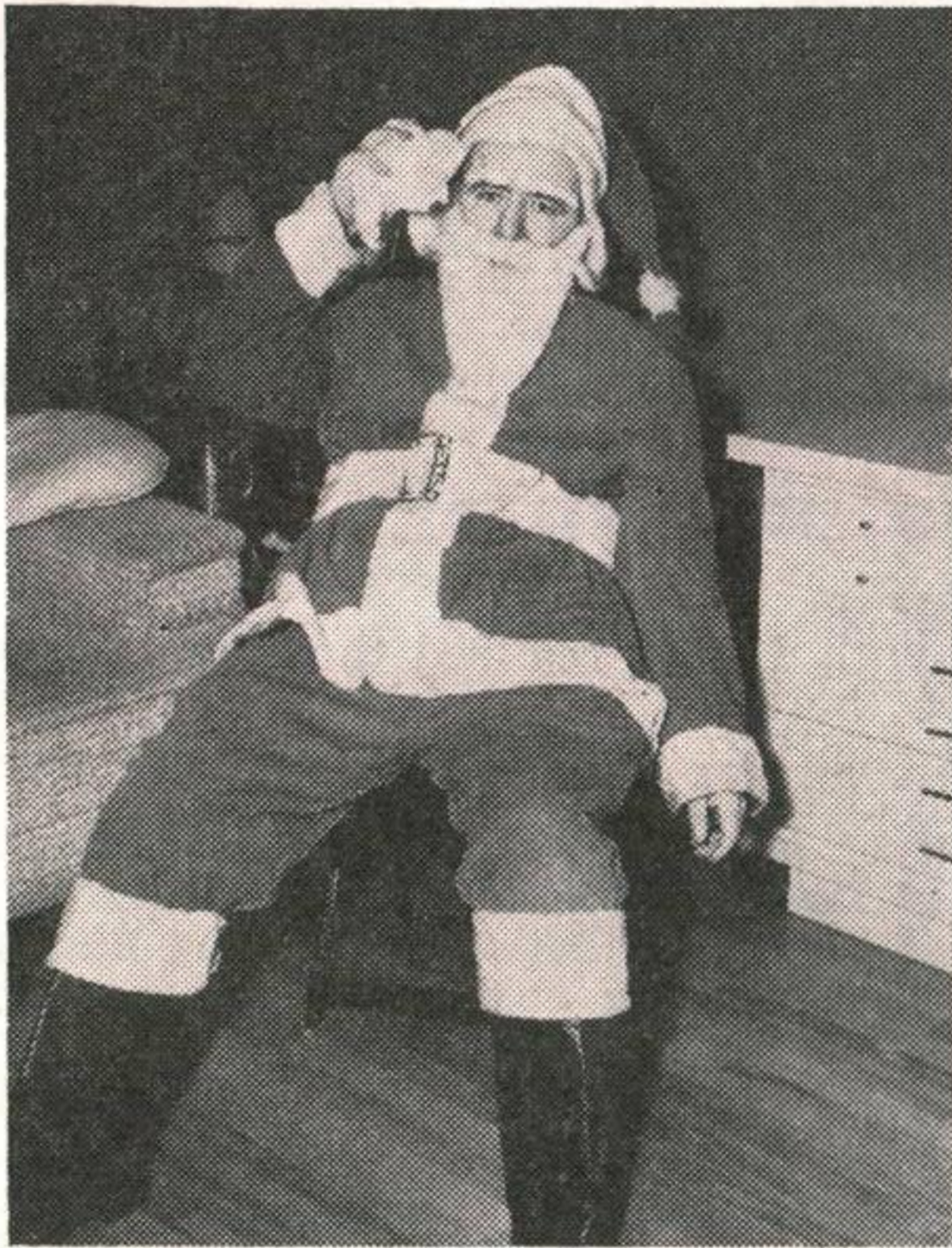
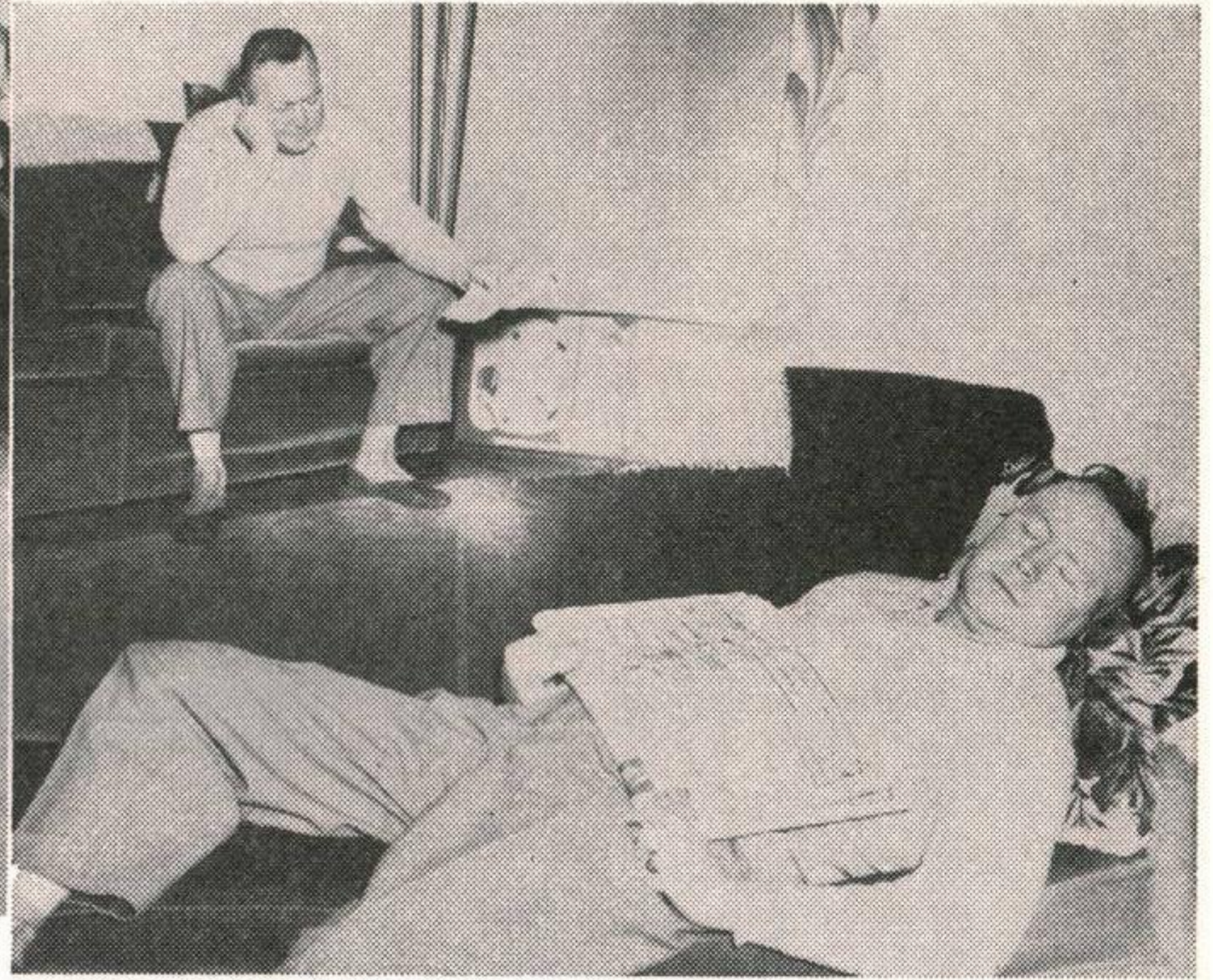
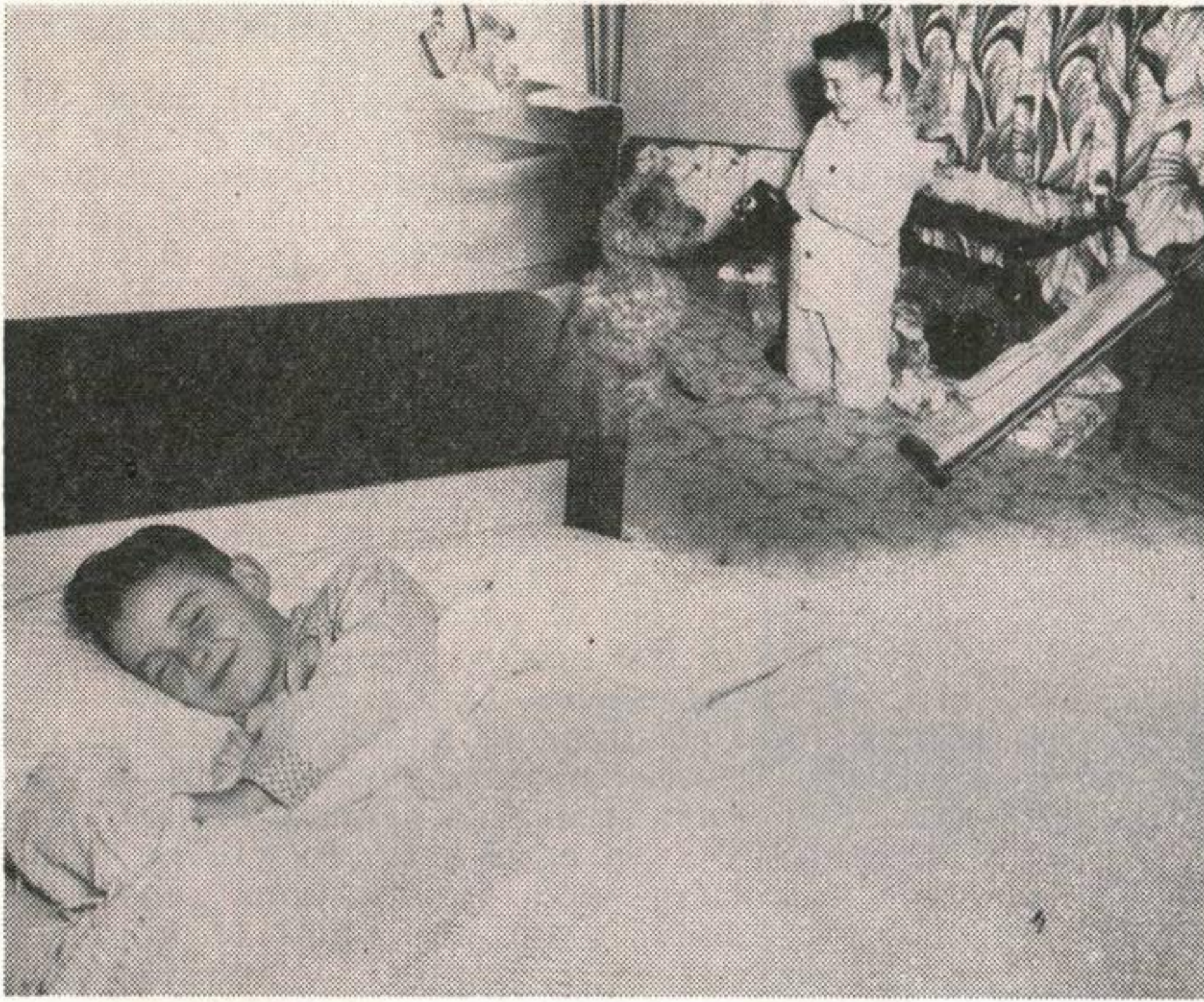
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Merry Christmas



'Twas the night before Christmas
And out in the fog,
Not a creature was stirring
Except our photog.

Then right in the midst
Of this Gulliver's travels,
He saw an odd dream
Begin to unravel.

He saw little Butch,
All tucked in his nook,
Who for weeks had been wearing
An angelic look.

Butch had his visions
Of a football and train
To keep him contented,
In sunshine and rain.

He then looked to father,
Whose dreams were beset
With mountains and mountains
Of bills he would get.

But still through it all,
Pop's face was right happy,
And our boy gave three cheers
For the man they call pappy.

When looking in Mom's dream,
Our hero did spy
Coming out of the oven
A fat Christmas pie.

But though this was toil,
And things went amiss,
Mom's face, too,
Was the picture of bliss.

Then all of a sudden,
He heard a loud clatter,
But he'd read the poem
And knew what was the matter.

Kris Kringle paused
And his handkerchief drew,
And wiped from his brow,
What we will call dew.

For one, in particular,
Christmas is work,
But here is a man
Who never will shirk.

Now if you are a skeptic
And think this untrue,
That it's just the result
Of too many brew,

Then pause for a moment,
And think of that day
When troubles and problems
Just float away.

And while you are thinking,
We'll bring to a close
This that's not poetry
And neither is prose.

And though it's poor rhyme,
Alack, and alas,
You'll get what we mean by
"HAPPY CHRISTMAS!!!!"

Compliments of LAC Al Sinclair, Staff Photographer

Christmas At Home

CHRISTMAS IN THE NETHERLANDS

By Lt. Buining (R.NETH.A.F.)

More than in Canada and America, Christmas is in our country a family event. Everyone, at least when they are able to do so, goes home on the 24th of December. A difference again is that with us the 24th is a normal workday. The celebration of Christmas starts the 25th. In the North especially it is a very quiet event. To the South, the people are different and the celebration is more gay. However, everywhere the stress is laid upon the religious side of the event. In towns and villages every public establishment is closed on the 25th. We don't give each other presents, we don't have a Santa Claus, at least not on the 25th of December. Our "Sinterklass" has his 987th birthday this year on the 5th of December and comes from Spain with a great number of helpers (Black Peters) over the ocean. After arriving, he is welcomed by our Queen and during the night of the 5th he travels on a white horse through the country and throws for every child presents through the chimney. Also, older people give each other, of course without knowledge of the children, lots of presents. Altogether our Christmas is spent in a more quiet way. There are, of course, Christmas trees in lots of homes, around which one is singing many Christmas songs. In the afternoon of the 25th in nearly every church is held a Christmas feast for old and young. Lots of Christmas stories are told then and Christmas plays, dealing with the birth and life of Christ, are enjoyed. As you see, we are rather quiet the first day.

On the 26th, however, we have the Christmas dinners (without plum pudding) and one can go to Christmas balls or you can watch the great Christmas fires, for which the wood, straw and paper is gathered by young and old. On the whole, however, we can say that Christmas with us is more a time for reflection and of being together with your family once again.

CHRISTMAS IN FRANCE

By 2nd Lt. C. L. Choplin (F.A.F.)

As time goes by, and the Christmas holidays approach rapidly, one cannot but stop and think and always regret the time when the only worry was to know if Santa Claus would bring the toys that had been ordered previously. Joy and happiness was filling the whole house. It was, first of all, the two weeks of holiday that had been waited for with growing impatience during the whole school term, and then—well, it was simply Christmas. Home was filled with as much activity as a beehive. Mother was busy making all sorts of cakes and father was doing a mysterious work at his desk, and we were simply a hindrance in our impatience to please. A few minutes before midnight we all ran outside to the car and all went together to the Midnight Mass. The pine trees were slightly covered with snow and were twinkling in the moonlight. The Cathedral was packed and we had great difficulties getting to our bench.

The inside was brightly lighted and the stone sculptures of the Gothic Cathedral were projecting huge shadows on the ancient walls. Presently, the service began, accompanied by the organ and the hymns of the choir, and slowly the smell of the incense filled the Cathedral and I looked at the representation of the Nativity, with Jesus and the shepherds — scenery decorated with ivy and resembling much more the green pastures of France than the barren hills of Bethlehem.

Then we came back and gathered around the Christmas tree, covered with stars and brilliantly reflecting the lights of the room. We unwrapped our gifts feverishly, with hearts of joy, transforming the sitting room into a battlefield, proud of our toys which we had wished with so much intensity. And during all that time, our parents were observing us—thinking probably of their own childhood.

It was simply Christmas.

CHRISTMAS IN ENGLAND

By A.P.O. B. S. Taylor (R.A.F.)

Though the message of Christmas is the same all over the world, celebrating customs differ greatly in various countries. In my native England, for instance, a peculiar situation exists in that though the South celebrates Christmas in much the same fashion as do Canadians, the remainder of England, and Scotland, place more emphasis upon New Year festivities.

The consecutive festive seasons we "let in" to the house when, before zero hour on Christmas Eve and New Year's Eve, the darkest male member of the household leaves the home only to return after midnight, opening the door to wish all within the greeting appropriate to the occasion. The Northerners perform the ancient New Year rite of carrying coal and bread across the threshold of the newly opened door.

The modern trend seems to be away from the religious origins of Christmas to a riotous rotation of family gatherings. However, since my collar is to the front, I shall not preach upon this delicate matter. In the majority of cities, open carol services will be held, while the local churches and organizations send out their groups of carolers. From the point of view of entertainment, every theatre produces a pantomime, while the radio and television stations gather a large selection of first class performers for unusually spectacular and versatile productions.

Then we have that commercial safeguard, the New Year Greeting Card. When the narrow-minded one omits to send greetings to his cousin Cecil, twice removed, because he received no greeting card from that quarter last Christmas, he can send a New Year Card if cousin Cecil becomes overgenerous with his greeting cards this year.

CHRISTMAS IN DENMARK

By S/Sgt. O. Ahn (R.DEN.A.F.)

To start with I have realized that I've got to find the difference between a Danish and a Canadian Christmas. To tell the truth, I've never experienced a Christmas in Canada, so . . .

Well, first of all, the climax of our Christmas is on the 24th of December. On that particular day, there is a vast difference between morning and afternoon. The day starts like any other day of the year. Everybody goes to work in the morning (even at this time of the year at least fifty per cent go by bicycle) but they leave work at noon and only the wives and maids are busy in the afternoon. However, they have their busiest day of the year, so they do not have any problems of killing time, in contrast to the children for whom this afternoon seems eternal.

We don't eat turkey and plum pudding. We have "flaeskestag" and risengrd" (a fried pork steak, usually a whole ham, and a sort of rice-porridge). The wives can't eat anything, neither can the children. The reasons, however, are entirely different. The mothers can't stand the smell of food, whereas the children can't get their eyes away from the Christmas tree underneath which they can distinguish all the Christmas presents. The grown-ups are forced to hurry their meal, even by the most well educated child, and, having danced round the tree, the father reads out the presents. Now the usual thing happens. The master of the house is trying to help junior play and he helps so much that he forgets that the present wasn't for himself but for junior, and his wife finally has to remind him of going back and admiring his own Christmas present — new socks.

Everybody stays at home on that night and they do not leave until the 25th in the afternoon, partly because they didn't get to bed until it was late, but mostly because they couldn't move anyway. (Yes, we make good food in Denmark. Pay us a visit once, and we'll prove it.)

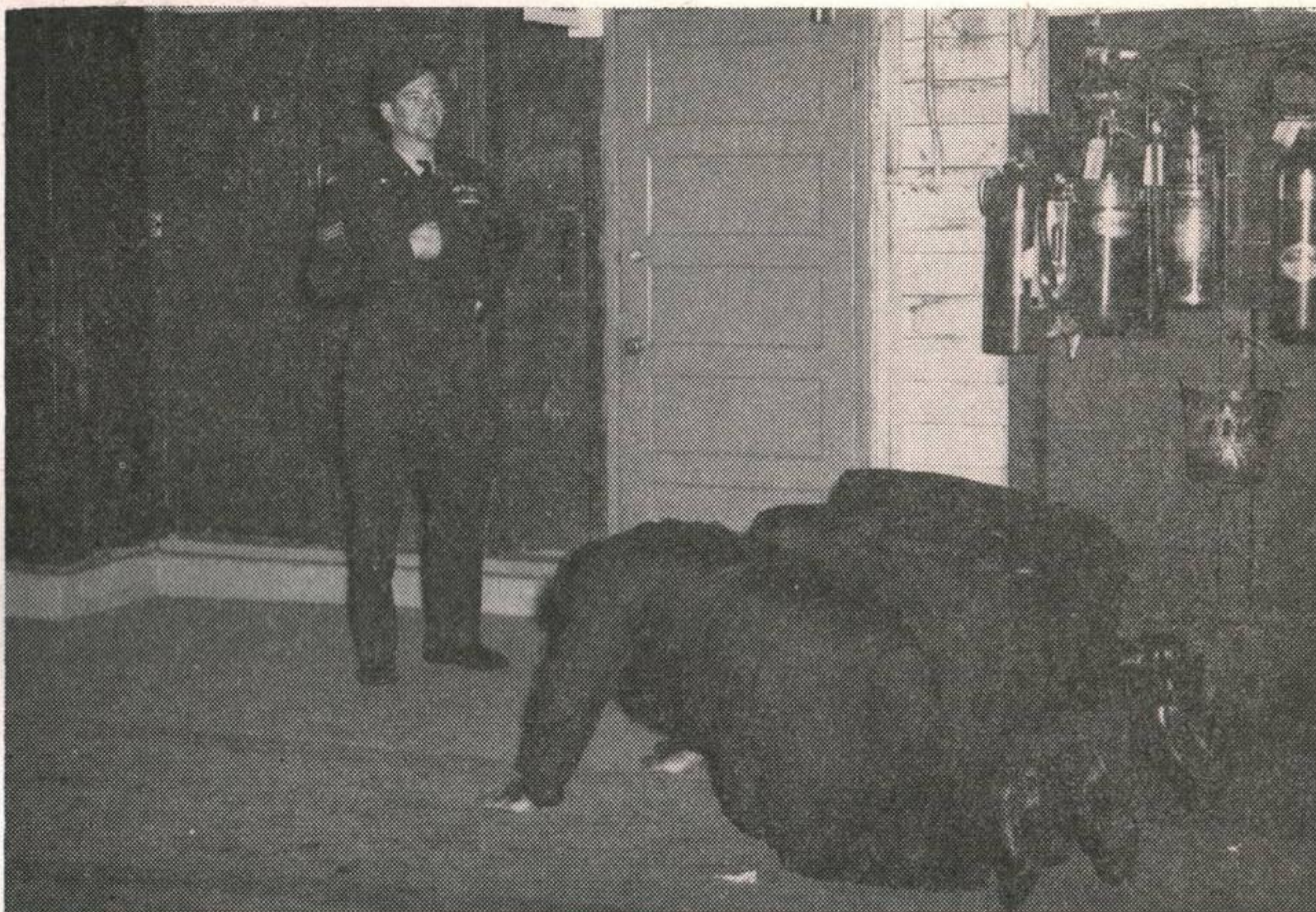
Personality of the Month . . .

SERGEANT N. H. DIXON

We have known a good many N.C.O.'s in our day but never have we seen one who has things so completely under control as Sergeant Dixon obviously has.

When the above photo was taken we were undecided as to whether the three men at his feet were there in fear of retribution, a display of devotion, or merely asking for leave.

Of course, Norm, in true N.C.O. style, has accepted the challenge and from the expression it is quite evident he is thoroughly enjoying the situation. Somewhere in history, another chap (Napoleon, I think his name was) used to stand in such a stance but, unlike him, Norm hasn't any plans of world conquest. As a matter of fact, he informs us he has a full-time job keeping the "A" Flight crew-ship on an even keel and all hands happy.



This congenial sergeant of No. 1 Squadron hails from Montreal, P.Q. Educated in that city, he joined the Air Force in June, 1938, in the aero-engine branch.

After postings to various units, he eventually found himself at Dauphin Man. Here he re-mustered to air-crew and took his flying training at Oshawa and Uplands, Ontario. On being posted, he was attached to 426 Transport Squadron on Liberator aircraft. At this time the squadron was flying transport trips from the United Kingdom to India via the Mediterranean route. After making several of these trips Norm was repatriated to Canada in April, 1946.

He then again reverted to ground crew and for a time was attached to 413 Squadron at Rockcliffe. Later he transferred back to 426 Squadron and spent considerable time during 1950-51 on the Korean airlift, flying as flight-engineer. Based at Tacoma, Washington,

he made numerous trips to Tokyo, Japan via Alaska. He also made several return trips by way of Wake Island, Honolulu and San Francisco. On these trips the North Stars, with which the squadron was now equipped, were carrying wounded from the Korean war front.

For his services on this squadron Sgt. Dixon was awarded the Korean medal. At a parade held December 3, G/C Martyn presented the sergeant with this award. Posted to Penhold on May 18, 1953, Norm is quite sports minded, taking a keen interest in golf, tennis, hockey and skiing. When asked about any hobbies he had, he smiled and said keeping his car in good condition was a full time one for him.

Residing in P.M.Q. 150, Norm and his wife, Betty, have two children, Nancy, four years old, and Donald, six weeks.

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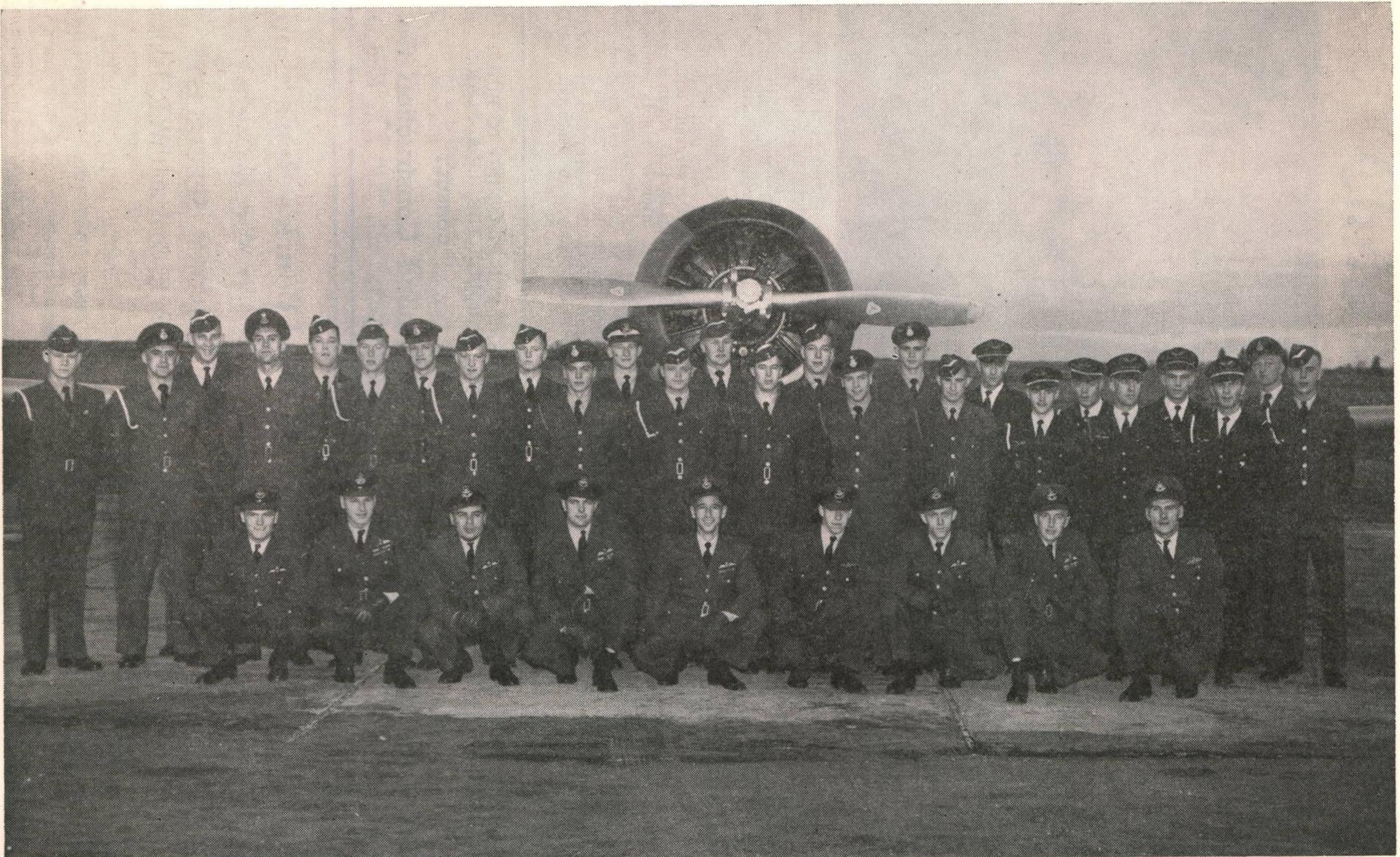
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F/O Hopkins, F/O Keeper, F/O Chevrier, F/O Beeby, F/O Cumberbirch, F/O Hamilton, F/O Sigurdson, F/O Andrew, F/O Dzendolet.

Graduating Course 5403

F.O. T. J. BEEBY

Our Course Director has infinite patience which is so much the more noticeable since he has had to listen to each student's private problems — and this is quite a thing as foreigners often want considerable time in order to express themselves. Nevertheless, F.O. Beeby always has a big (and often loud) "smile," which seems to solve all problems. We realize that we have caused him much more work than we ought to have done, but it is our hope that the day will come when we can repay him for his patience.

SERGEANT DENIS ADAM

Born in Fillieres, a small town near Nancy, "Nini" went to Africa, where he took a paratrooper training course. He is the eldest of the French students in our Course. However, his mind is not so matured as not to enjoy a Western in the Penalta Theatre.

S/SGT. HANS C. E. F. AHLEFELDT-LAURVIG

"Lau" always has plenty of time, even though he is the last to rise in the morning. (What, no breakfast!) Originally "Lau" was in the army and he spent a glorious time while stationed in Germany for a year. Not content with the frauleins, however, he came to Canada, only to meet a young Swiss lady. He got the highest mark in H.H., so his secret is, maybe, that he has always plenty of time. Aristocratic blood thus came to Alberta — "Lau" is a genuine Count.

S/SGT. OVE AHN

Ove fooled around as a staff-photographer before joining the Air Force two years ago. At home he was a big wheel drill sergeant for the Danish group but later grew smaller to a "fly-wheel" for our Danish contingent. Although a fine pianist, he still fancies himself before the jet aircraft keyboard.

P.O. RUSSEL BENNETT

"Benner," who hails from the great seaport of St. John, N.B., has the distinction of being the only re-mustered airman in our Course. With his infectious grin and ready humour he has made himself a host of new friends.

P.O. TERRY CHAMPION

In his hometown of Edmonton Terry joined the Reserve Air Force and thence he will return after gaining his wings. He is an ardent Eskimo fan and, as a result of his faith, he collected dollars after the Grey Cup game.

SERGEANT ANDRE COUDRAIS

Besides his hometown, Baulon, in Brittany, "Petit Bill's" pride and joy is his moustache, which was nearly dissected by some playful young ladies. The first indication of Bill's presence, however, is not his moustache, but his voice. He studied the dead languages at college but the past was a little too past, so he threw all his sixty inches into the Air Force.

SERGEANT MICHEL DARIDAN

"Dada" was born in Orleans, in the "Garden of France." But he hasn't got any special hometown. He'll take a lot of drinks at the graduation party — fruit juice! He is thrifty to the point where he becomes the Frenchmen's best friend near the end of the month.

SERGEANT HENRY DEGRAENE

Henry spent all his youth in the rich and fertile Flanders, where he was studying before his enlistment in the Air Force. Meanwhile he gained a command of his native language, as shown by his witticisms.

P.O. WARREN L. DONALD

Don, who hails from Winnipeg, decided after kicking around a garage for a while to put the boot to a few aircraft. His current nickname of "Blue Boy" originates from his outstanding achievement in his final instrument test. Besides the three vices, his latest hobby of philately seems to have flared suspiciously near one of his periods of C.C.

F.C. AAGE ERIKSEN

Ever since "Erik," the always-smiling retired postman joined the R.No.A.F. he has been accepted as a daredevil. His favourite flying is inverted formation. Being Norwegian, he loves skiing and hunting — anything exciting.

SERGEANT JACQUES FAUVEDER

Jacques insists that his hometown of Brest is the best of the best in the west of France. Bouboule, unlike his ancestors with naval connections, preferred the speed of flight. It is rumoured that he is willing to jump from the third floor for the small charge of \$5.

SERGEANT PER KIRSTEIN HANSEN

"27," as he is known to his friends, is another recruit from the army. His piano playing is excellent and even improves with an increase in alcoholic content. Being also a good mixer, we found him extremely useful as Bar Officer of the Senior Course.

F.C. BJARNE HATTESTAD

A country lad from just outside Lillehamer, a Norwegian holiday resort, Bud is another converted student. Besides letting the aircraft do a dainty reverse turn on the runway, Bud's other relaxations seem to depend on his skiing ability and his plimping of the guitar strings.

P.O. GORDON J. HOWARD

Better known to his Course-mates as "Okie," due to the proximity of his hometown to the Okanagan Valley, Gordon is the most competent of mess secretaries in a long time. Okie is a staunch believer in the two-finger method of typing — "develops the muscles."

SERGEANT KNUD THUE JORGENSEN

Knud worked in a leathershop for two years before attending commercial high school in Aarhus. On graduating in 1953 he decided against his old (slow) trade and enlisted. He was the first to solo on our Course and, we hope, he is just as successful on jets.

SERGEANT OLE JORRING

After leaving high school, Ole spent three years figuring out the best way of living. Different occupations, such as student of commerce, building engineer and even a grocery clerk, convinced him that flying would win.

P.O. HARRY KELLY

To help achieve his ambition of becoming a good pilot, Harry adopted a hobby in close connection with his future trade, and could be frequently seen strolling down to the hangar during the evening to wash aircraft.

F.C. ARNE MOLLATT

Arne served his apprenticeship as an electrician after which he answered the call of the sea. However, the sight of an Albatross made him long to fly and he now specializes in landings from the opposite end of the runway.

C/CORPORAL FRANK NAMBLARD

Frank, who is the only Parisien on our Course, is a great lover of modern music and hence at dances can be seen exhibiting his be-bop. After the exertion of lunch time table tennis, he has been known to take a nap, so for Christmas we think a further and more efficient alarm clock an appropriate present.

SGT. BENNY HOLMASTROM PETERSEN

"Pete" came straight from high school into the Air Force thinking to escape periodic progress tests, only to find he was given an overdose at Penhold. Being quite a gambler, he tried to fly his Wings-Nav. on his right gas tank. Unfortunately, the engine was not fair and it quit over Red Deer. Pete wondered whether he could make a straight in on "20" but the test-instructor, not being a gambler, decided to buy a couple of gallons from the left tank.

(Continued on Page 8)

SERGEANT BENT NIELSEN

Having served four years' apprenticeship in a machine shop, Bent decided to join the Air Force. The change seems to have suited him since he says he will never start working again. His spare time he spends with relatives at Standard, still finding time to study and achieve top ground school results, and to take care of his job as T.O.C.

P.O. ERNIE REYNOLDS

"Mouse," as he is popularly known, has the reputation of being the class wit. That is only half right. Hailing from "The Hat," he obtained his private pilot's licence before he joined the R.C.A.F., and he was the first Canadian on 5403 to solo.

P.O. JOHN W. G. SANDFORD

"Sandy" hails from his "God's own country" of Ontario. After five years aboard ship, he decided to ascend a little. Incidentally, the "Sandford Homer" is famous for its 180 degree ambiguity. His main hobby is dancing and we believe he is in a hurry to get back east to take a steady partner. Tingle Bells.

P.O. DELPHIS HENRI TANGUAY

"Hank" emphasises that his first home is Montreal and his present residence always comes second. Before starting his career in the Air Force he worked for the Imperial Oil Company in Goose Bay and spent a great deal of time in the frozen north on the Alaska Highway.

P.O. BARY STUART TAYLOR

Alberta's female population was enthusiastic over Bary's broadcasts from CKRD, but we do not share their opinion of the mellow bathroom baritone. After going completely off the map during a navigation trip, our rigger expert was heard to exclaim, on seeing a Saskatchewan telegraph pole, "Eh! Is that a totem pole?"

F.C. GUNNAR BORRE THORESEN

The "Student Prince," Gunnar has never really worked since he came straight from school into the R.No.A.F. On his first solo in Norway he happened to get lost in the circuit, and he was found performing loops, rolls and spins at 10,000. He is a good, all-round skier, but in Alberta he is more famous for his frequent visits to Lethbridge hospital, where he seems to have connections.

Over The Hills And Far Away By C. A. SELFE

As we see elsewhere in this issue of the Central Alberta Air News, Christmas customs vary widely from country to country. Too, they differ a good deal even across Canada. I would like to say how well I remember the Christmas of my childhood on Vancouver Island but actually they all seem to have run together into a general blur in my memory. I do recall, however, that I received probably more undesirable, useful articles such as socks, ties and handkerchiefs than any other kid I knew. With what sort of simulated enthusiasm I accepted these things I don't remember, but I doubt if it was very convincing.

Living where we did, it was our habit on Christmas Eve to go out in our swimsuits, more or less standard wear over the holidays, and pick a large bunch of roses for the table. We would surround this with other lush produce of the garden—figs, bananas, pomegranates and dates—usually ripened just in time. My father would take his 30.30 and slaughter one of the giant eight-legged octoturks which he had bred by crossing a turkey with a fine specimen of octopus captured off the beach. I remember that I never did grow entirely accustomed to drumsticks with suckers on them. Some ingrained prejudice, no doubt.

Our Christmas dinner on the lawn, the gaily colored parrots and macaws, which we had trained to recite

carols, strolling over the grass around us, was really a very pleasant occasion.

It has always distressed me a little to find through talking to natives of other parts of the country and observing their quaint ways that these activities are not supposed to be in the traditional spirit of Christmas. It seems that a proper Christmas has snow, lots of it, banked up against the storm windows, and everybody feels gypped if the mercury is higher than zero. Santa Claus is rumoured to arrive in a sled drawn by reindeer, of all things. The idea has always seemed ridiculous to me, accustomed as I have been to the story of Santa coming on a surfboard towed by sea-horses and water-buffalo, their necks garlanded with flowers. And this routine about coming down a chimney. Never having seen a chimney or a fireplace until I visited Vancouver at the age of seventeen, I have always found the superstition rather laughable.

Oh, well, I suppose there's no accounting for taste and if people like an Arctic atmosphere for Christmas, more power and blubber to them, I say. I've always been broadminded. As for me, I shall endeavour, amid all these stunned and eccentric doings, to find solace in the memory of the lost days of my youth and Christmas at home—the mellow harmony of the bells borne toward us on the warm, fragrant breezes and, in the background, the chirping of the crickets.

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Commercially the city is the hub of a large and prosperous district and distributes goods and services over many hundreds of miles of Central Alberta. Two railways and a network of all-weather highways radiate from the city and bring people in and take goods out. Mixed farming, with heavy emphasis on dairying and hog raising, furnishes the foundation of the district's prosperity. Two seed warehouses ship quality seed over a wide area.

The Central Alberta Dairy Pool condensery packs 1,500 cases of milk a day and a transformer manufacturing plant is kept busy.

A new brewery, a bottling plant, three greenhouses, five elevators and two creameries are among the services, and wholesale warehouses include grocery, fruit, confectionery, hardware and plumbers' supplies. The Chrysler Corporation has opened a \$400,000 parts plant.

A GOOD PLACE TO LIVE

Red Deer has all the advantages and none of the disadvantages of a large city. Electric light and power, natural gas, an excellent water supply, good schools, hospital, churches, theatres, hotels, motor courts, swimming pool, golf course, hockey and curling rinks are some of its many attractions. Ten thousand, seven hundred and eighty-nine people live here and enjoy it.

The city is 93 miles north of Calgary and 98 miles south of Edmonton on the Canadian Pacific and Canadian National Railways and No. 2 provincial highway. Highway No. 11 runs west through Sylvan Lake to Rocky Mountain House where it connects with the proposed David Thompson highway to Banff and Jasper.

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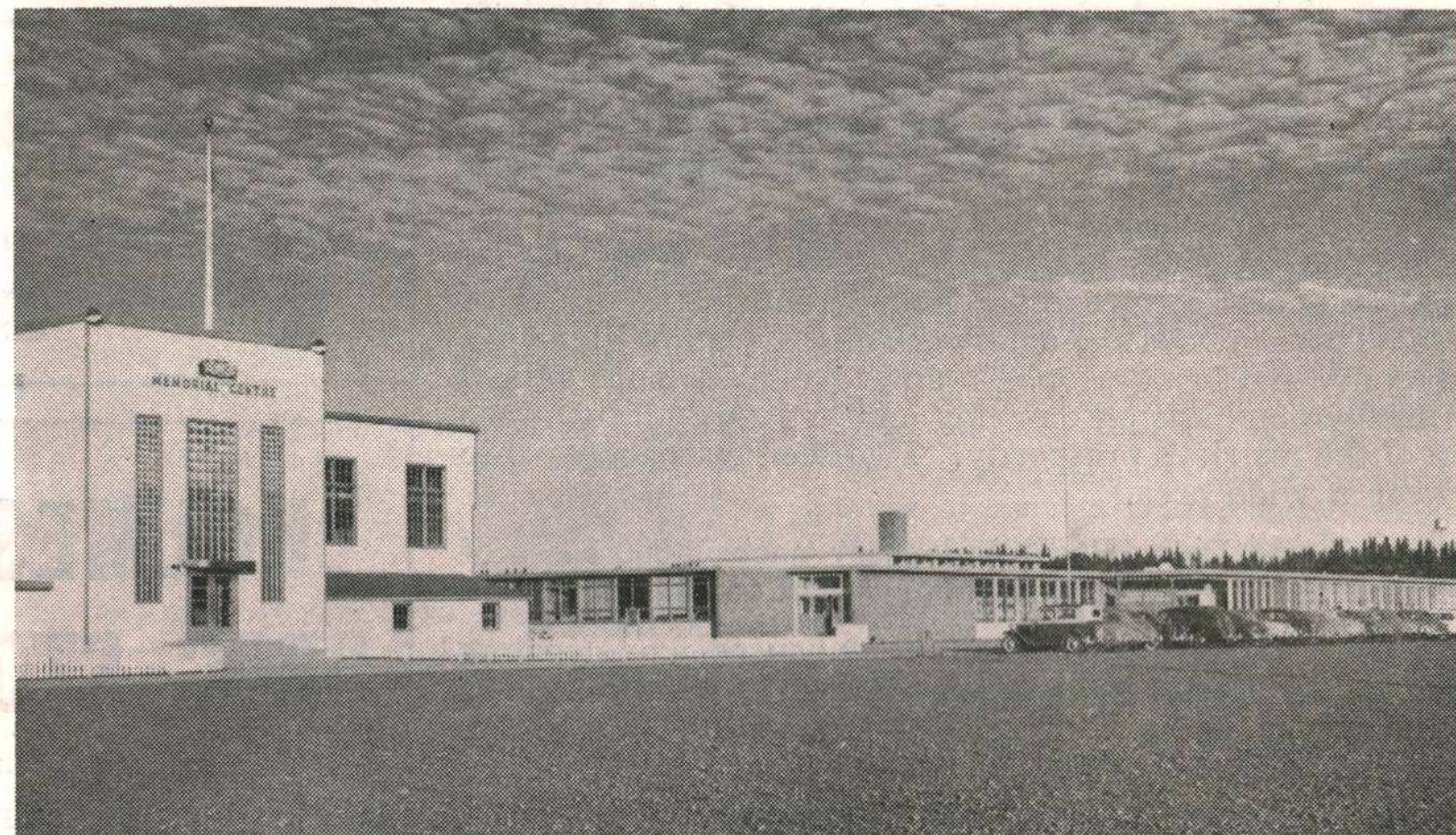


Coronation Park by Waskasoo Creek

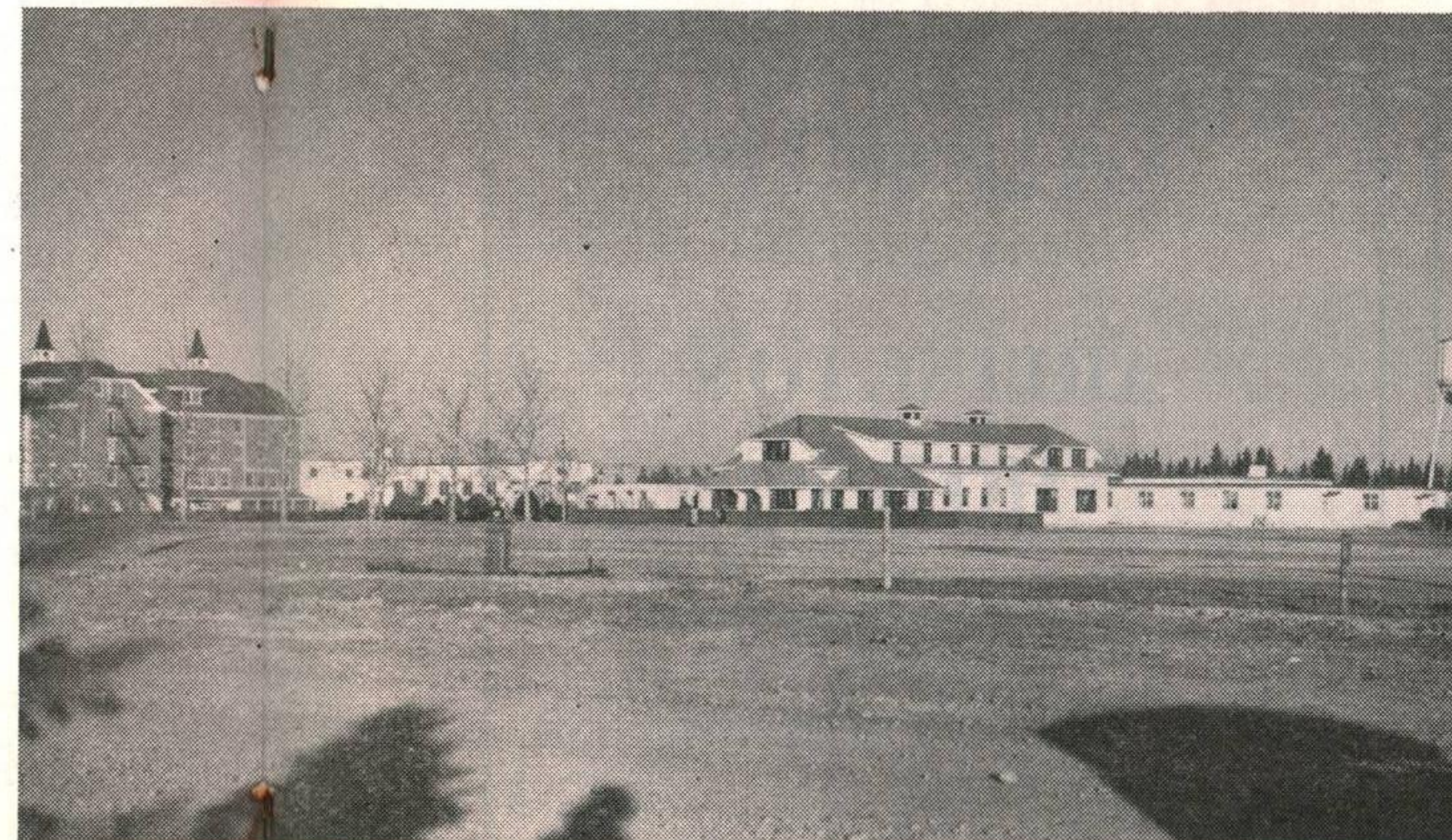


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Station Chaplain (P)

The Padre's Page



A Merry Christmas

With all its rush and bustle the Christmas season catches up with us again. Filled with rounds of last minute shopping, visiting, partying and all the attendant festivities; this season of the year lifts everybody from the usual run of mundane things into a world of fantasy and lightheartedness.

Let's have Santa Claus, gaily decorated trees, multi-coloured lights and all the accepted trappings of our traditional Christmas. Away with those who would rob our children, yes and us grown-ups as well, of the anticipated visit of "Old St. Nick." I am all for seeing that fat and jolly character with his attendant reindeer skimming across the rooftops and sliding down the chimneys of our homes. Nor do I believe the bag he carries is full of "neurosis" for our children. Rather is it full of expressions of love and sacrifice from fathers and mothers; husbands and wives; brothers and sisters; sweethearts and friends, the world over.

What newly married couple ever forgets the first Christmas tree in their own home? Or the first Christmas for the baby? What can gather the family, from youngest to eldest, together more happily than decorating the tree and hanging on the gifts? Who of us hasn't experienced that last exciting dash to the corner store the day before Christmas to get a gift for "Aunt Maude," who always pulls your home apart when she comes to visit but who nevertheless calls forth a note of love at this season of the year.

Then comes the dawn. The mad scramble downstairs, the laughter, the noise, the squeals of delight and surprise and then — that dinner! Yes, that dinner — that scrumptious, savoury, over-abundant orgy of turkey and all the trimmings. The climax—the room a mess of paper wrappings, candy and gifts; the whole family gradually sinking into a delightful stupor.

But wait a minute! In this brief summary of the gaeity, laughter, colorfulness and joyousness of Christmas festivities have we not forgotten something? Yes, we have. Let us stop for a moment from our feverish activities of Christmas preparation and listen.

"Joy to the world! The Lord is come."

"Hark the Herald Angels sing
Glory to the New-born King."

"Good Christian men rejoice,
Remember Christ Our Saviour
Was born on Christmas Day."

"Christians awake! Salute the happy morn
Whereon the Saviour of the world was born."

Here, in the message of these oftentimes too familiar carols, is the real source of exuberance and joy to the Christian man and woman. All the other festivities which we have mentioned are but the effect. Here, in the simply told, yet profound, message of the birth of Jesus Christ, is the cause for the deepest and most lasting happiness mankind can ever know.

Some people here and there throughout the world will meet in churches, mission halls and in private homes on Christmas Eve, on Christmas Day or on the Christmas Sunday. They will not meet to put a blanket of sadness and gloom on this season, but rather to lift up their hearts and voices in hymns of praise and joy that God, in His great love and mercy, sent Son Jesus Christ into the world that the light of truth might shine in the darkness of men's lives.

To those who take time out from gift wrapping, partying and all the pressure of this season of the year to join with others in the churches and chapels of our land as they rejoice and give thanks, will be revealed the true glory, joy and peace of Christmas. To them, when the tinsel and the decorations are put away, Christmas will not be over.

By all means let us enjoy what has become our traditional Canadian Christmas. Let us have, in 1954, the merriest Christmas of them all. May it be not only the merriest, but the most significant Christmas in our lives as we accept the invitation contained in the following Christmas hymns:

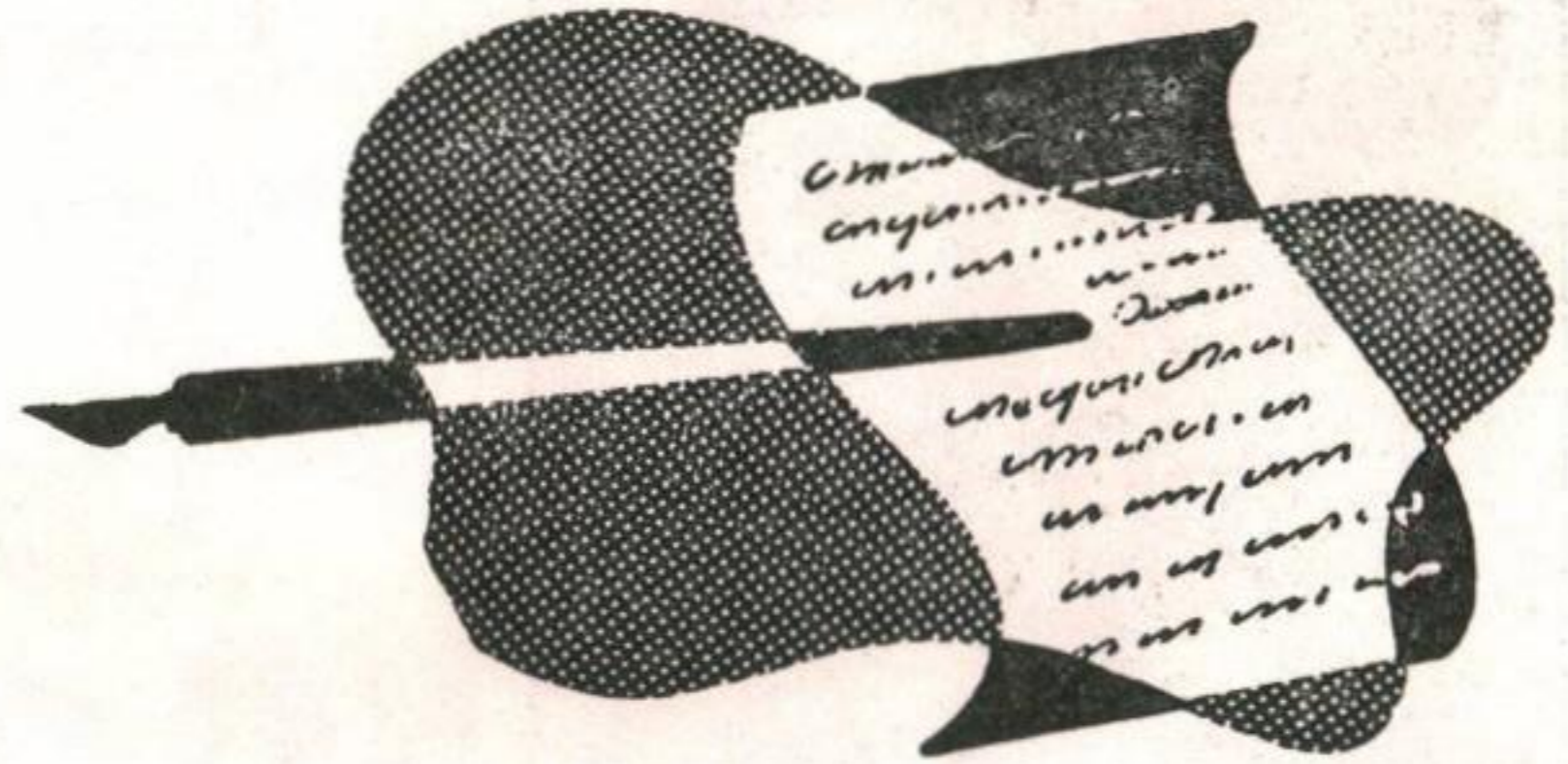
Christians awake! Salute the happy morn
Whereon the Saviour of the World was born;
Rise and adore the mystery of love,
Which hosts of angels chanted from above;
With them the joyful tidings first begun
Of God Incarnate and the Virgin's Son.

O come, all ye faithful, joyful and triumphant,
O come ye, O come ye to Bethlehem;
Come and behold him born the King of Angels;
O come, let us adore Him, O come, let us adore Him,
O come, let us adore Him, Christ the Lord.



Monthly Sports Musings

by
**Jim
Brohman**



Is any reader old enough to recall a more satisfying and stimulating period in Canadian sport than that which we have passed through in the last two short years?

There may be, but if there is, he must first match my list of nationally and internationally known Canadian athletic stars to convince me. Stars that have emerged only lately, but stars that promise to burn brightly for Canada for many years to come.

Perhaps the greatest accomplishment by a Canadian in the recent past, if not in the history of Canadian sport, was provided by a little Toronto school girl. I refer, of course, to Marilyn Bell and her fantastic feat of swimming across Lake Ontario! This 16-year-old, 5' 1" tall and weighing less than 120 pounds soaking wet (Hey! hey!) swam for 20 hours and 59 minutes, and covered over 40 miles doing so. This is roughly the equivalent of swimming from the Park Hotel in Red Deer to the Massey-Harris combine parked on Stan Reynold's place at Wetaskiwin. This epic demonstration of courage, coupled with endurance and skill, started at midnight and did not end until eight o'clock the following night. Four times during this diminutive little girl's mission of greatness she wanted to be lifted from the water, as was the internationally known Florence Chadwick and fellow Canadian Winnie Roach Leuszler, and four times her coach and master strategist, Gus Bell, was able to talk her into carrying on. She had stomach cramps for over 12 hours, she was nearly frozen by the water, four times during the first night's ordeal slimy eels attached their hideous selves to her, and she gamely fought waves that were, at times, 12 feet high. But she

defeated each and every terrible adversity in its turn and in so doing brought everlasting credit to herself and Canada. Can we ever realize the magnitude of the boost this little girl gave young Canada by her sterling display of perfection? I think not.

We all know of Roger Bannister and John Landy providing unmatched drama at Vancouver last summer, but how much should have been said that was not said about young and gritty Rick Ferguson, also of Toronto. This young Canadian was not given a ghost of a chance when he lined up at Vancouver in what was to have been and was the "mile of the century." That this was the mile of the century there is now no doubt, but how many know that Ferguson that day, by placing third, had run the fastest mile race ever accomplished by a Canadian, and finished less than a scant six seconds behind the greatest runners the world has ever known? Certainly then, another reason for all Canadians to be proud of their athletic ambassadors of good will.

And how about Doug Hepburn of Vancouver? This burly lad made people's eyes pop in Vancouver last summer by performing weight lifting feats of such prodigious import as to stand head and shoulders over the rest of the world. Yes, Doug Hepburn, Canadian, is the world's heavy weight lifting champion and promises to exceed even himself in future professional assaults on the force of gravity.

Fonthill, Ontario, in the last three years has time and again sent one of her better known citizens to national and international golf tournaments. During this time the Eastern Canadian athlete referred to has

(Continued on Page 15)

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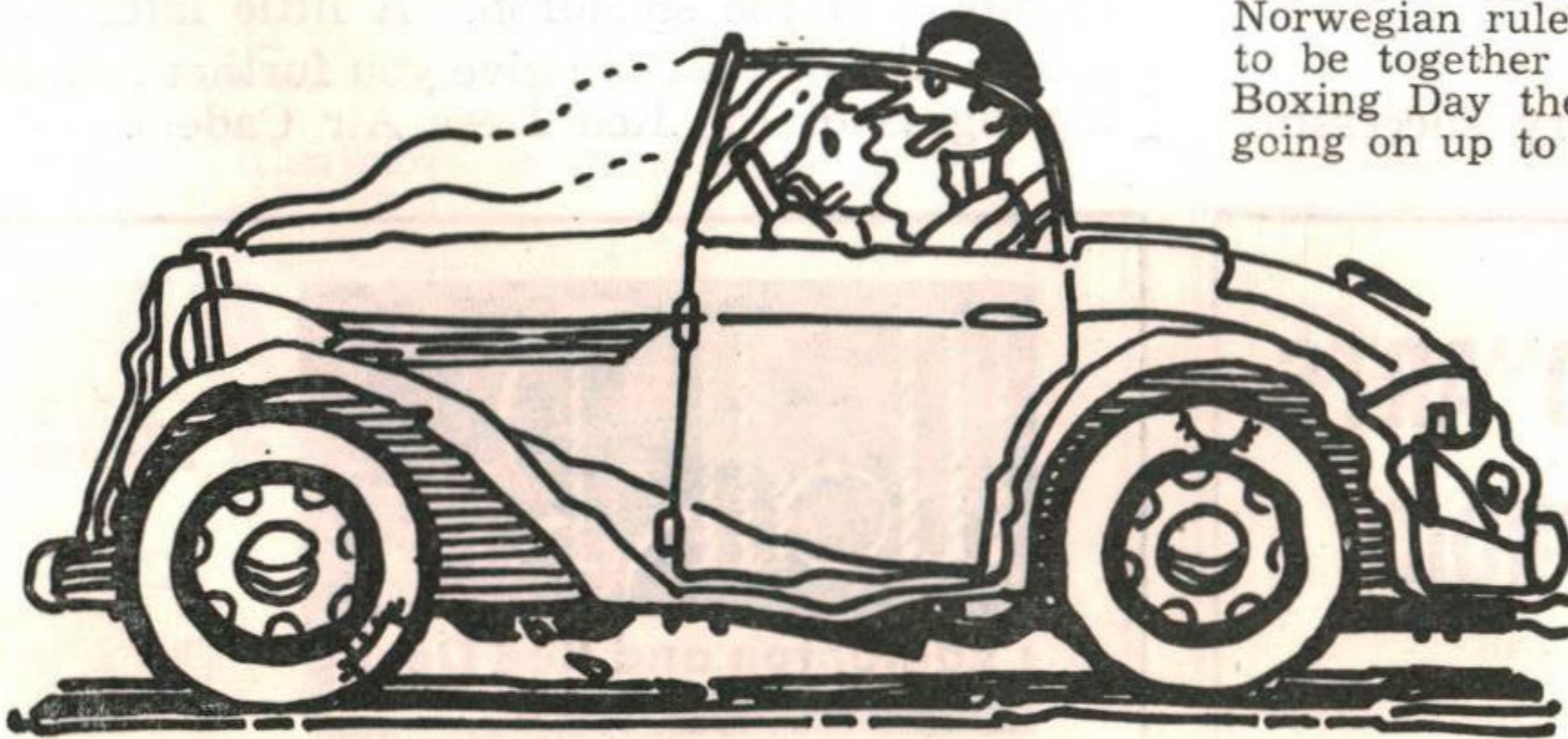
consistently wooed and won the rest of the far world by a consistent display of good sportsmanship and a wonderful will to win. The Canadian spoken of? Oh, yes, Marlene Stewart, a 21-year-old girl who is considered one of the best women golfers in the world today — and so petite it would take about 18 Marlenes to make a dozen. Indeed, and again, a source of justifiable pride for us all.

The list is nowhere near finished. In the field of men's golf we have a young Canadian, Jerry Kesseling of Kitchener, who has followed the American tournament trail for the past two years. Although this boy has not set the golf world on fire in this time, he has gained valuable experience and great things are still expected of him. Win or lose, however, he is one of many furthering the cause of Canadian sport away from home, and this influence must be felt by coming Canadian youngsters in this field of sporting endeavours.

The boxing world has been stirred, slightly perhaps, but nevertheless stirred, by the activities of a large Windsor boy, named Earl Walls. This Canadian-born fighter is rated in the first ten heavyweights and, although I do not think he will ever win the big one, it is not impossible that he will get his chance to do so. He must first get by fellow Canadian James J. Parkes of Toronto. This match goes on January 11, and I believe Walls will win the decision. He then could be matched with Nino Valdez of Cuba and if he could get by this one we would enjoy the spectacle of seeing a Canadian fight for the heavyweight title in latter '55 or early in 1956.

Space does not permit our mentioning them all, but believe me the list is endless. Canadians, such as Jerry James of Winnipeg, are changing the football scenery, too. This change, although gradual, is taking place and the day may not be too distant when Canadian football players will be able to stand beside the very best produced in the United States. If and when this comes to pass, it will be owing to the ground now being broken by such stalwarts as the mentioned James.

Truly, then, our sports future is not bleak. The stars mentioned are the forebearers of an assured great future for Canadian athletes and, indeed, a wonderful source of inspiration to the Canadian sport heroes of tomorrow. In closing, do not overlook our thousands of hockey stars. Contrary to anything the Russians might say, we still produce, and always will produce, the finest hockey players in the entire world.



— W. B. TAYLOR —

'I'M GLAD WE DECIDED TO BUY A NEW CAR — AND TO THINK! — ONE MORE PAYMENT AND IT'S OURS!'

CHRISTMAS IN NORWAY

By Lt. M. B. Krogh (R.N.A.F.)

Christmas might be celebrated in many ways, it just depends upon what part of the country you are living in, but still, there are many things that are equal for the whole country. Old customs which have been connected with Christmas for a long time are still alive, especially in farming districts in our valleys.

We start celebrating Christmas on Christmas Eve, the 24th of December, but, by the way, the preparations for this feast started perhaps many weeks ago. Everybody has had rather busy days. The whole house is washed and cleaned from the basement to the loft, everything is polished and shining. Mother has been busy baking the loveliest Christmas cakes you can imagine. The children have got new clothes which maybe mother herself has stitched. When the day comes that father comes home carrying the Christmas tree, which he might have bought at the market or cut in the woods, everybody knows that Christmas is not so far away.

All preparations are supposed to be finished at 5 o'clock in the afternoon on Christmas Eve. It's an old Norwegian rule because at this time the bells start ringing from all the steeples over the whole country. Mother opens the door to the sitting room and there is the Christmas tree standing which she has decorated with candles and Norwegian flags, and in the treetop "the shining star," as we are singing one of our Christmas songs. Under the tree are the Christmas presents, but nobody is supposed to touch them yet, first we are going to eat. This particular meal consists of roast rib of pork or cod prepared in a special way. In Norwegian, we call it "lutefisk." Before we start eating and all are sitting around the table, father reads from the Bible about the first Christmas Eve. After finishing the meal, you may have a closer look at the presents under the Christmas tree to see if there is something for you and soon the whole room is scattered with papers and ribbons. Later on, we are going around the Christmas tree singing our Christmas songs and playing games. After the children are put in bed, the others are sitting for a while talking together and listening to the radio. But it's getting late for them, too, and light by light is turned out till at last there is only one left, the moon, still shining on the snow covered mountains, making the snow crystals glitter like millions of diamonds. The whole of nature is asleep, only the sparrows are still eating of the lovely oats which they could find in the sheaf.

At 11 o'clock Christmas Day, everybody is going to church. From the country, the farmers are coming in sleighs with harness bells on the horses. An old Norwegian rule says that on Christmas Day you have to be together with your family and so we do. On Boxing Day the Christmas parties start and they are going on up to the 13th of January.

Season's Greetings

To All Our

Readers

The Royal Canadian Air Cadets

No. 24 SQUADRON RED DEER

During the past few weeks the Cadets of the Red Deer Squadron have been actively engaged and have had several interesting and informative meetings. On Tuesday evening, November 16, they visited R.C.A.F. Station Penhold and attended a lecture in the Ground Instruction School. Also during the evening, F/O Beeby, the R.C.A.F. Liaison Officer for the Squadron, showed some interesting films. November 23 again saw the Squadron visiting the Penhold Station for another lecture in the G.I.S. building. F/L Morrison, O.C. of Air Cadet training in Alberta was present at this meeting.

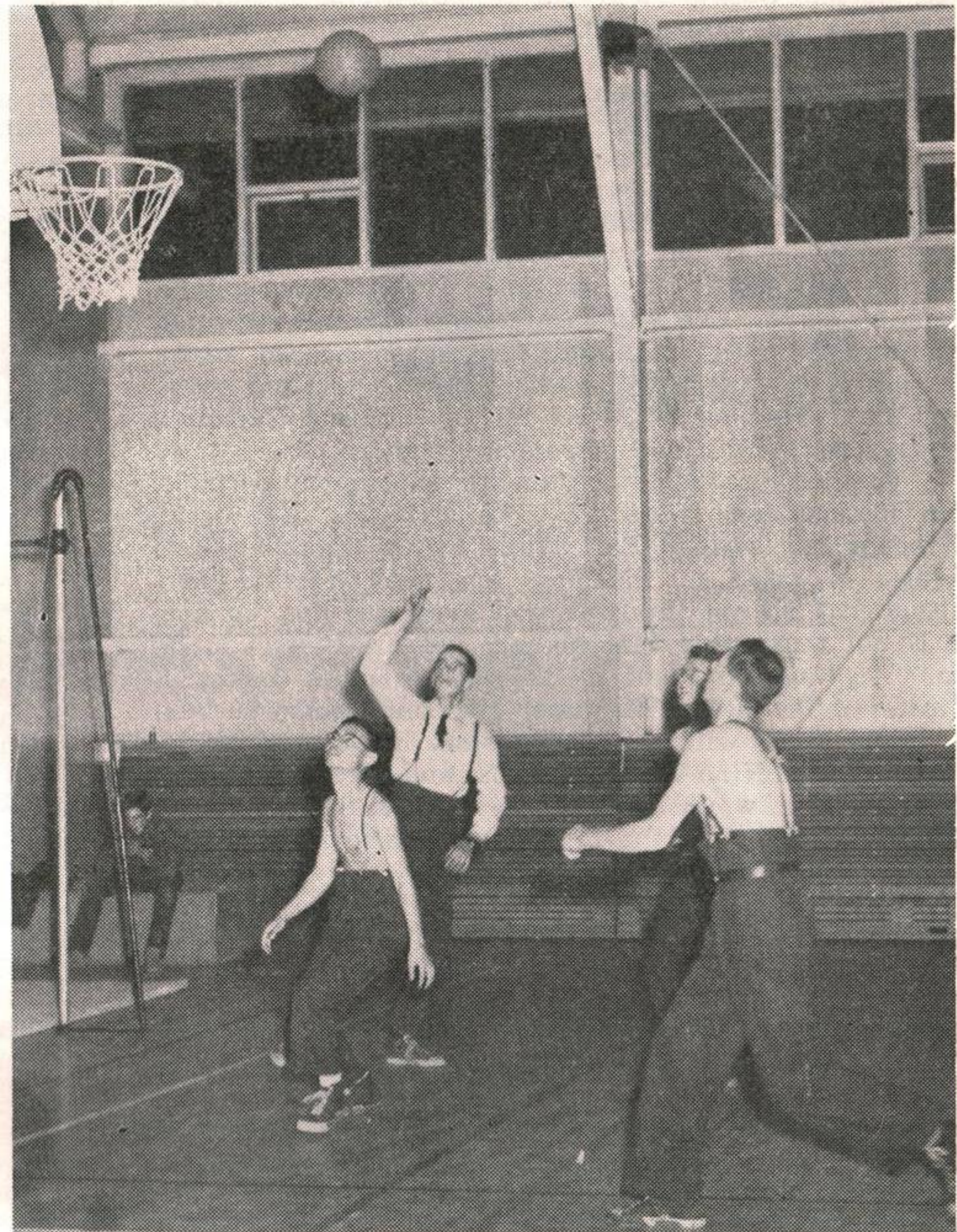
During the course of the evening the Cadets were taken over to the Recreation Hall and enjoyed a game of basketball. F/O Beeby himself joined in the game and proved by his adeptness at this sport that it wasn't the first time he had played.

On the evenings of November 30 and December 1 the Cadets conducted their annual nut sale. It was a very successful drive financially, thus enabling the organization to carry on for another year.

On Tuesday, December 7, the Squadron was visited by the recruiting unit of Calgary, headed by F/O Keier. This meeting was open to the public and a good number turned out to support their cadets.

During the evening F/O Keier showed several films, including "The Farnborough Air Show," "Powered Flight" and "The Shooting Star." These were all excellent pictures and provided an interesting evening for all those present.

So far, this year has been very successful



Several Air Cadets of No. 24 Red Deer Squadron enjoying a game of basketball in the Recreation Hall at RCAF Station Penhold.

and each meeting is eagerly anticipated by all members of the squadron. A little later in the season we hope we can give you further news and highlights of the Red Deer Air Cadets.

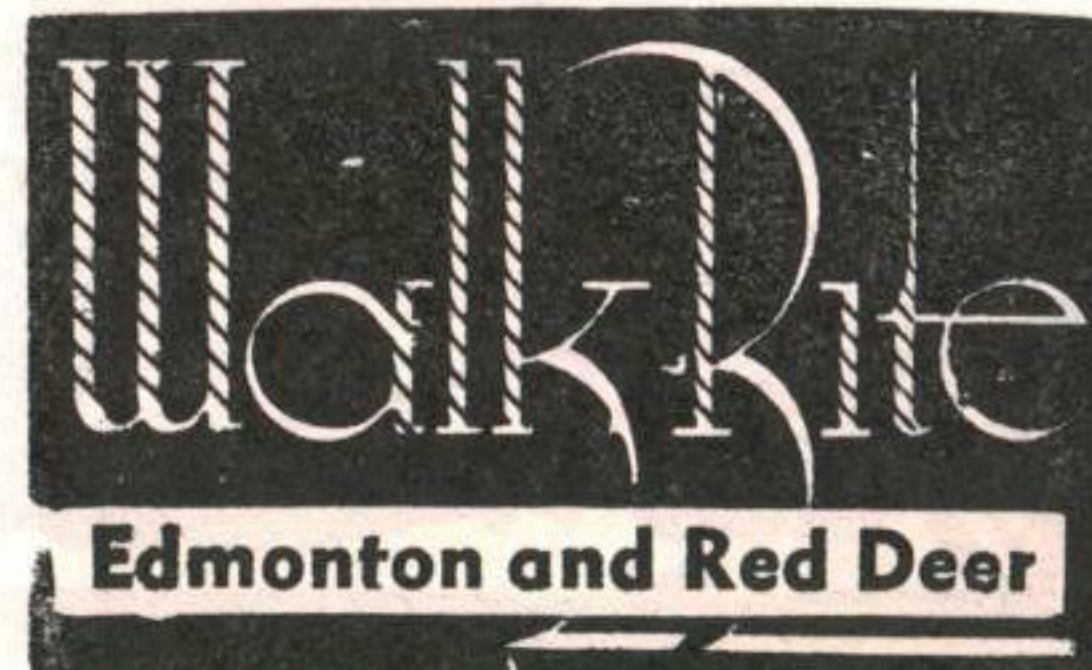


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THE ROYAL CANADIAN AIR FORCE *Association* No. 703 (Central Alberta) WING

Report of National Executive Council Meeting

HELD AT A.F.H.Q., OTTAWA, NOVEMBER 25-26

Members of the National Executive Council gathered in Ottawa for the Council meeting held in the C.A.S. conference room on November 25 and 26.

The members from west of the Great Lakes were transported by No. 435 Squadron, Edmonton, arriving at R.C.A.F. Station Uplands at 0030 hours on the morning of the 25th in driving snow, quite a change for those of the west who had left an Indian summer behind them!

The delegates were welcomed by the National President, Air Vice-Marshal G. E. Brookes, C.B., C.B.E., C.D., after which the minutes of the 1953 Council meetings were read and adopted. The Financial Reports were presented. The National Headquarters' Report came in for a fair amount of discussion and it was decided that in future all expenditures were to fall within a financial budget, to be drawn up by a budget committee, the first meeting of the new committee to be held in Ottawa, December 6.

Annual Group Reports revealed that most Wings were active and that good programmes had been drawn up for the coming months — Group Reports appear at the end of this report.

Bon voyage parties came in for a number of observations, it being felt that perhaps this project is one of the most useful of all Association activities, but costs were quite high and steps had to be taken to meet them. Generally, it was felt that the cost should be borne by all Wings across Canada.

The outcome of resolutions submitted and passed at the National Convention held last May were reported upon. Some had already been acted upon, for example, the visit of a jet squadron to various prairie locations to back up recruiting campaigns in city and rural areas was very well received by the public and large crowds turned out to see this display.

The highlight of the first day was the visit of the Chief of the Air Staff, who spent over an hour partici-

(Continued on Page 18)

Wing Bulletin Board

OFFICERS FOR 1954/5

President: Dr. W. A. CARTER

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: January 12 and February 9.

Time: 7:00 p.m.

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Group Reports — Continued from Page 17

pating in an informal discussion on the various ways and means the Association could actively assist the R.C.A.F. The members of the Council were greatly appreciative of the time and attention the C.A.S. gave us.

During the evening a cocktail party was held in the Gloucester Street Mess, at which many senior officers of the Air Force, together with some distinguished persons from other walks of life, were present.

After a very short snooze for some (or many!) at the Lord Elgin, members re-assembled at 0900 hours for the second day deliberations which were mostly devoted to considering a suggestion brought before the house by A/V/M K. M. Guthrie, C.B., C.B.E., C.D., for the re-organization of the R.C.A.F. Association. This subject, being of great importance, would obviously bring up many questions, and it was given to members to take back to their Groups and Wings for their consideration and will be brought up again at the next annual convention.

The Minister of National Defence paid the meeting a visit during the afternoon of the final day, and gave some facts and figures for us to ponder over. He was then introduced to each individual council member.

The Western members of the Council would like to say "thank-you," to the R.C.A.F., F/Lt. Miller and his crew of Aircraft 971 for the fine trip and the courteous attention afforded us.

For general interest we append the reports given by the Groups and the membership breakdown.

QUEBEC GROUP REPORT

There are twelve Wings in the Quebec Group, some of which are very active. There is a total of 1,072 paid-up members—Wing members 766; members-at-large 306.

No. 518 Rosemount Squadron and No. 555 Maple Leaf Squadron of the Air Cadets are sponsored by two of our Wings. Our Montreal Wings and No. 302 Quebec Wing have been very active in Bon Voyage parties. With the closing of the Port of Montreal this work will ease off for the winter.

Nos. 301, 302, 304 and 306 Wings carry out very commendable work in visiting the hospitals and bringing cheer to the inmates.

Our plans for the coming year are: To amalgamate some Wings; to re-activate others and build up all Wings; to endeavour to sponsor further Air Cadet Squadrons; to examine the possibility of forming a new Wing in Three Rivers and other places.

—George R. Ellis, President Quebec Group,
November 15, 1954.

ONTARIO GROUP REPORT

The Ontario Group now consists of 35 Wings — an increase of two over last year. Of these, 18 are active, 10 fairly active, and 7 are inactive.

Total Wing membership paid up to March, 1955, as of October 1954, is 1,700, the same strength as last year, while members-at-large show a slight increase to a figure of 900.

Six of the Ontario Wings support Air Cadet Squadrons, and three more are contemplating support. Nine Wings in Ontario have their own club rooms. New Wings are located at Renfrew and Welland and we have one re-organized Wing at Sudbury.

The Ontario Group has contributed its full quota to the Bon Voyage Fund, and would like to take this opportunity to compliment those Wings who are carrying out the physical work connected with the Bon Voyage parties.

The Ontario Group Executive have held two meetings, one immediately after the National Convention and one in Toronto on October 16. Preliminary steps have been taken to arrange the Ontario Group Convention in Toronto in February, 1955.

A notable project of No. 426 (Brockville) Wing has recently become an accomplished fact, when they were successful in obtaining the option on a tract of land suitable for a municipal airport.

—J. P. Frame, President Ontario Group,
November 15, 1954.

MAN - NORTHWESTERN ONTARIO GROUP

At the date of this report there are three Wings comprising this Group, with a total membership of 729, of which 399 are paid-up members to March 31, 1955. The membership is broken down as follows: regular Wing members, 709; regular serving members, 14; regular honorary members, 6.

No. 500 Wing sponsors and provides the local committee for No. 220 Red River Air Cadet Squadron. A squadron at Brandon is in the process of formation under the sponsorship of No. 502 Wing.

When the R.C.A.F. Jet Cavalcade toured the western provinces, No. 501 Wing participated when the tour

(Continued on Page 19)

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Group Reports — Continued from Page 18

visited the Lakehead and No. 502 Wing was prepared to take part when the jets reached Brandon, but the event was rained out.

Wings of the Group can only participate in Bon Voyage parties by contributions as levied by National Headquarters, which the National Convention set at 25 cents per member.

In their sponsorship of No. 220 R.C.A.C. Squadron, No. 500 Wing is always ready to assist recruiting by arranging interviews for those cadets who express a desire to join the regular R.C.A.F. No. 501 and 502 Wings also work in close co-operation with recruiting units in their respective areas.

On Battle of Britain Sunday over 100 members of No. 502 Wing paraded and attended ceremonies held in Brandon. Officers of No. 220 R.C.A.C. Squadron, who are 500 Wing members, paraded with their squadron in Winnipeg.

Having permanent quarters, No. 501 and 502 Wings hold weekly dances. 500 Wing holds a dance once a month. During the summer the Wing held a corn roast. 501 Wing held a children's picnic and 502 Wing held a chicken barbecue. Hallowe'en parties were held by 500 and 501 Wings.

—W. A. Mildren, Group President.

SASKATCHEWAN GROUP REPORT

There are five Wings in the Saskatchewan Group, with a total paid-up membership of 361—Wing members, 242; members-at-large, 119.

No. 24 R.C.A.F.A. Cadet Squadron is sponsored by 600 Wing, with officers and executive of the squadron being members of the Wing. No. 107 Squadron of the Air Cadets has been sponsored by 602 Wing since December, 1949. The Air Cadets in Prince Albert

are instructed by members of 604 Wing, and full co-operation is maintained with the civilian committee.

602 Wing was instrumental in securing four persons for entry into the R.C.A.F.

Remembrance Day and other commemorative days are generally observed by all Wings in the Group.

Social activities include dances, and the provision of prominent speakers for their meetings. These are well attended. All Wings have contributed to the Bon Voyage Fund and to the Yorkminster Memorial Fund.

Wings in the Saskatchewan Group are looking forward to increased activity during the winter season and, as a result, to an increase in the membership.

ALBERTA GROUP REPORT

There are five Wings in the Alberta Group, with a paid-up membership of 336—Wing members, 197; serving members, 3; life members, 1; honorary members 3; members-at-large 132.

Three Air Cadet Squadrons are sponsored by: 700 Wing, Indian Squadron; 701 Wing, Buffalo Squadron; 704 Wing, Medicine Hat Squadron.

A very successful air show was held at Lethbridge during the summer and was attended by some 22,000 spectators and many favorable reports were received.

No. 703 Wing at Red Deer operates a daily office for prospective recruits for the R.C.A.F. Lethbridge Wing provides assistance to N.A.T.O. trainees.

A rest centre is being built at Red Deer, and 704 Wing at Medicine Hat are busy repairing and furnishing the Fire Hall at Medicine Hat.

In conjunction with the observance of the Battle

(Continued on Page 20)

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Group Reports — Continued from Page 19

of Britain Sunday, the members of Red Deer participated in conjunction with R.C.A.F. Station Penhold.

None of our Wings have their own permanent quarters as yet, but 704 Wing has just taken over the old Fire Hall, in October. Social activities included a golf tournament, sponsored by 703 Wing; a corn roast, sponsored by 704 Wing, and a bonspiel, sponsored by 702 Wing at Lethbridge.

Progress in 700, 702, 703 and 704 Wings was evidenced by a greater interest in Wing activities and meetings, but 701 Calgary Wing was rather disappointing.

Our principal plan for the ensuing year is the re-organization of the Calgary Wing, and to work, generally, to the advancement of the other Wings in the Alberta group.

—Charles H. Linn, President Alberta Group,
November 15, 1954.

BRITISH COLUMBIA GROUP REPORT

There are five Wings in the British Columbia Group, with a paid-up membership of 225—Wing members, including life members, 62; serving members, 3; members-at-large, 160.

Members of 802 (Vancouver) and 804 (Prisoner-of-War) Wings participated in and attended services on Battle of Britain Sunday.

Social activities included Battle of Britain Banquet, one dance and one cocktail party.

The Group is hopeful that in the coming year, a Wing will be formed with Flights at Penticton and district.

—G. A. Brebner, President B.C. Group.

**ROYAL CANADIAN AIR FORCE
ASSOCIATION MEMBERSHIP**

Regular Members of Wings

Groups	Wings	Tot Pd	Pd To	Pd To	Pd To
		53-54-55	31.3.53	31.3.54	31.3.55
Maritime	20	3,032	416	818	1,798
Quebec	12	1,050	121	163	766
Ontario	35	2,677	472	518	1,687
Man-NW-Ont.	3	529	138	109	282
Saskatchewan	5	452	68	142	242
Alberta	5	450	147	99	204
British Columbia	5	116	30	24	62
	85	8,306	1,392	1,873	5,041

Regular Members-at-Large

Groups	Total Paid	Pd To	Pd To	Pd To
	30.9.53	30.9.53	31.7.54	30.9.55
Maritimes	270	140	17	113
Quebec	625	265	54	306
Ontario	1,408	397	155	856
Man-NW-Ont.	180	47	16	117
Saskatchewan	191	49	23	119
Alberta	173	25	16	132
British Columbia	283	92	31	160
Other Areas	160	40	10	110
	3,290	1,055	322	1,913
Total Wing Members	8,306	1,392	1,873	5,041
Total Members-at-Large	3,290	1,055	322	1,913
Grand Totals	11,596	2,447	2,195	6,954

Above figures include Honorary and Serving Members. Not included in above figures are approximately 4,500 Wing Members who were paid to 1949-50-51-52 and some 800 Members-at-Large paid to same dates.

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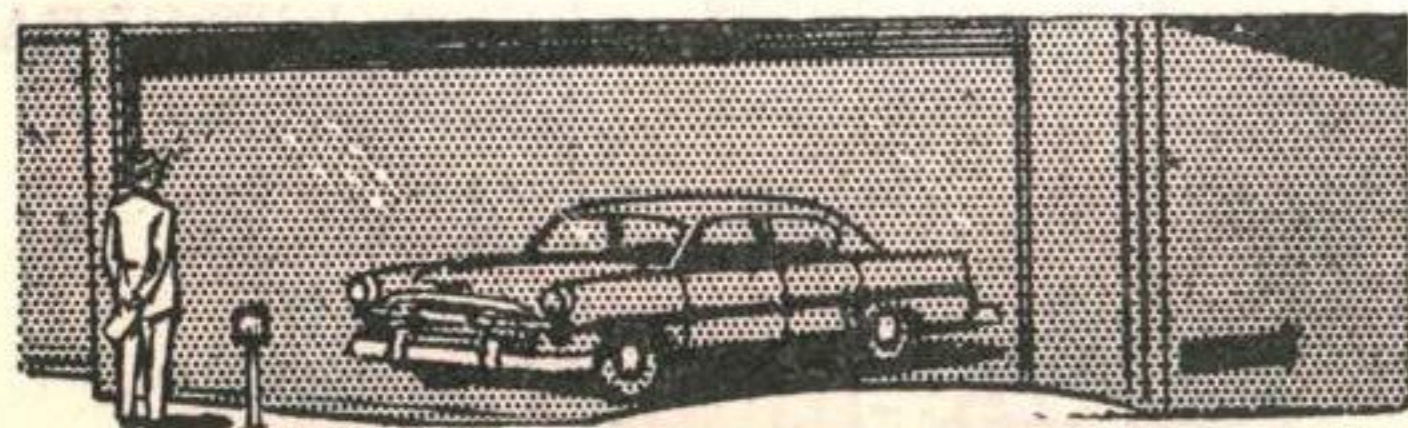


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AERIAL VIEW OF RED DEER See Story on Pages 9, 10, 11 and 12

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AREA -----	2,131 Acres	NUMBER OF DWELLINGS -----	About 3,100	BANKS -----	6
POPULATION -----	10,789	NUMBER OF SCHOOLS -----	10	HOTELS -----	6
				AUTO COURTS -----	6