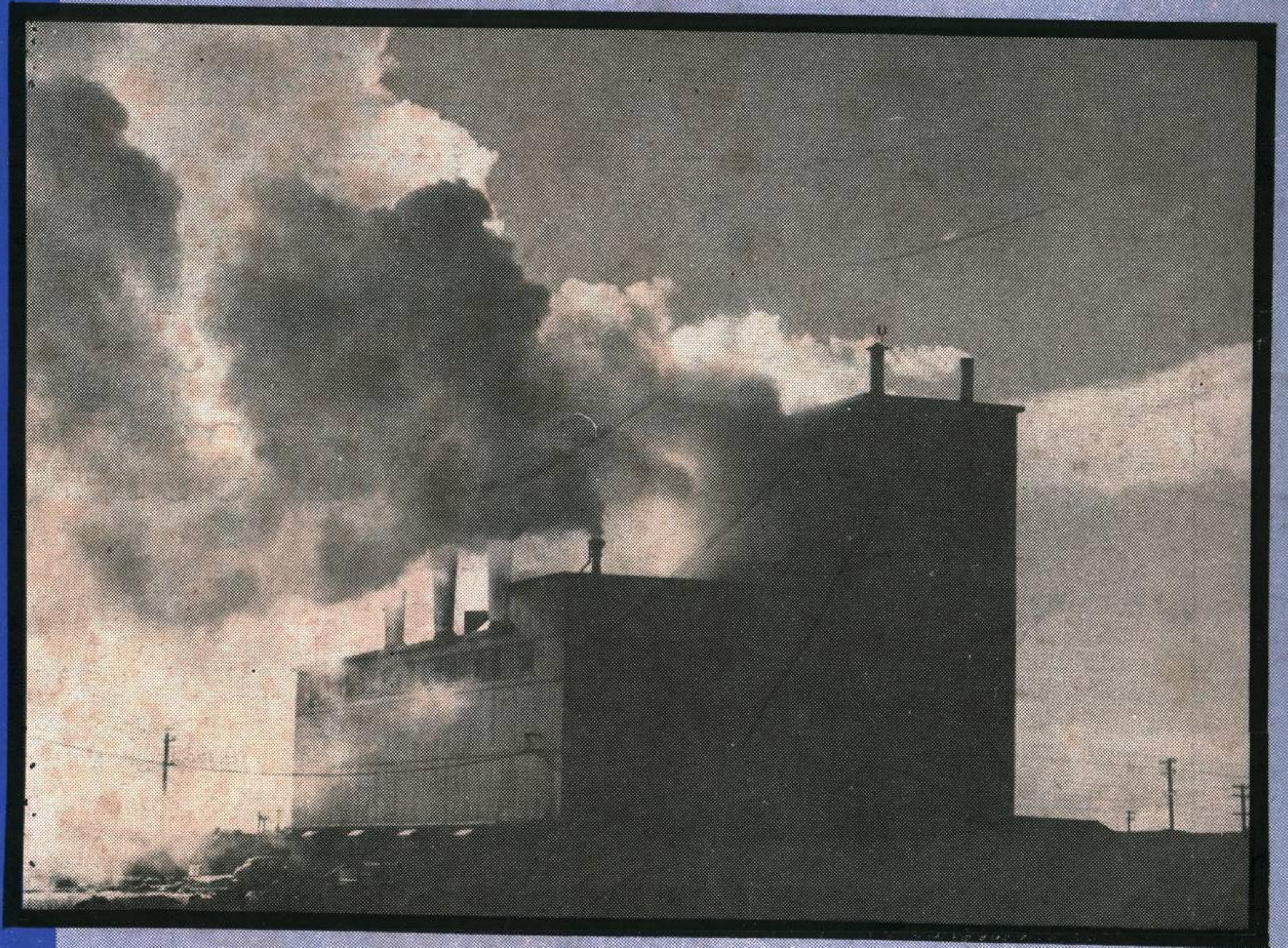


THE CENTRAL ALBERTA

Oil News



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

March 1955

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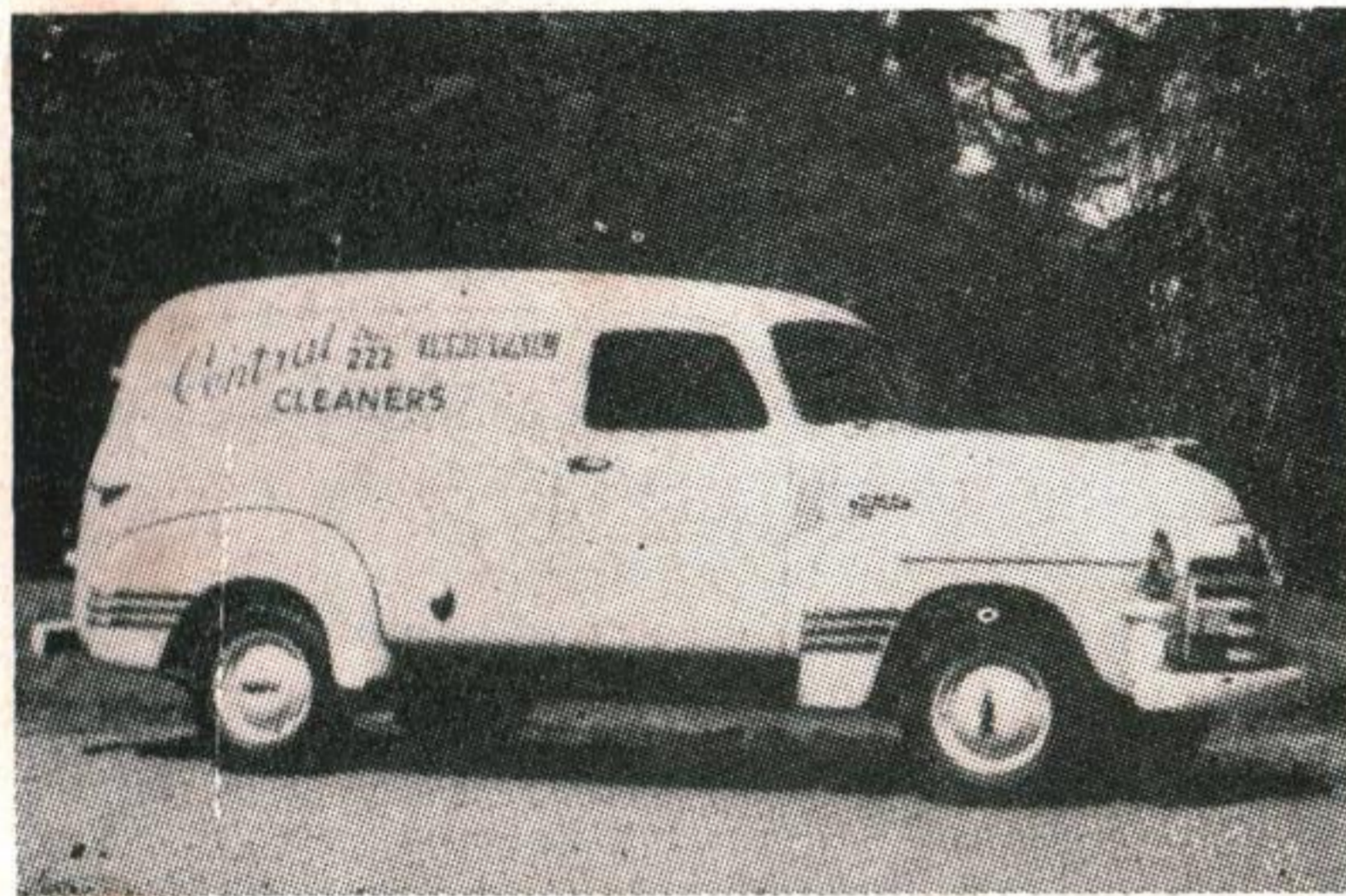


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MARCH, 1955

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Editorial

WE have been wondering why it is that the various Air Cadet squadrons in Central Alberta do not seem more interested in letting other squadrons know what they are doing, through the medium of the Air News. Can it be lack of confidence in the importance of what they are doing? Why so few pictures, so few names, so few reports of plans and activities? We feel that on the whole they are doing a fine job and that their efforts should receive more publicity than they do. How about it?

TO those concerned with the defence of the free world, and those concerned refers to the people generally, not merely to the Armed Forces, it is satisfying to think of the great help to international friendship on a practical level by the very active training of NATO servicemen in Canada. The extent to which the young men of many nations come to know and like each other in the close relationships of Air Force training will be reflected on a much larger scale by the attitude they develop among their friends at home after their return. The public of Canada can do a great deal to add to this international understanding by as much as possible making the stay of the NATO trainees in Canada one that they can describe to their friends and relatives with pleasure, and genuine regret at leaving.

Aviation Round-Up

By F/O V. VENHOLA

A new aircraft high latitude compass has been recently developed by the Kollsman Company. It is designed for operation above Latitude 70° north in twilight conditions. For Arctic flights the standard magnetic compasses become unreliable about Latitude 65° N in Canada. Therefore new developments have always incorporated a gyro coupled to the earth's magnetic field. For polar flying the compass is cut out or de-slaved and the flight carried out maintaining the gyro heading. Sextant sights on the sun every fifteen to thirty minutes are taken to check the true heading of the aircraft which is steered by reference to the gyro heading. The gyro maintains its position in space by rigidity to produce a datum point to steer by. The new Sky Compass uses polarized light which is present in the sky when the sun is not visible above the horizon. Operation of the Sky Compass is by rotating it while looking through an optical eyepiece to observe the varying light intensity. When the instrument is lined up on the sun's direction, the pattern of polarized light becomes solid grey. This is the "match point" and the navigator can read off the true direction the aircraft is heading on an appropriate scale. Thus the sextant and its many calculations are eliminated, reducing error probability.

Not much is heard of the progress of liquid fuel rocket motors that produce their own oxygen for combustion. The German scientists of World War II showed that such engines are practical. All projects are security wrapped, mainly in the design of guided missiles and, eventually, interceptor aircraft propulsion units. These interceptors are to gain altitude to 60,000 feet on rockets and then cruise on gas turbine engines. This is but a step to the pilotless interceptor and manned space stations. Incidentally, it is reported that two large meteors have become earth's satellites recently about 500-600 miles up. These meteors caused serious military concern in the U.S.A. as to the probability of the meteors being manned space stations.

Bristol have announced that their Olympus jet engine has attained 11,000 lbs. thrust in an official 150-hour test run. This is the first engine of that rating publicly announced to pass an

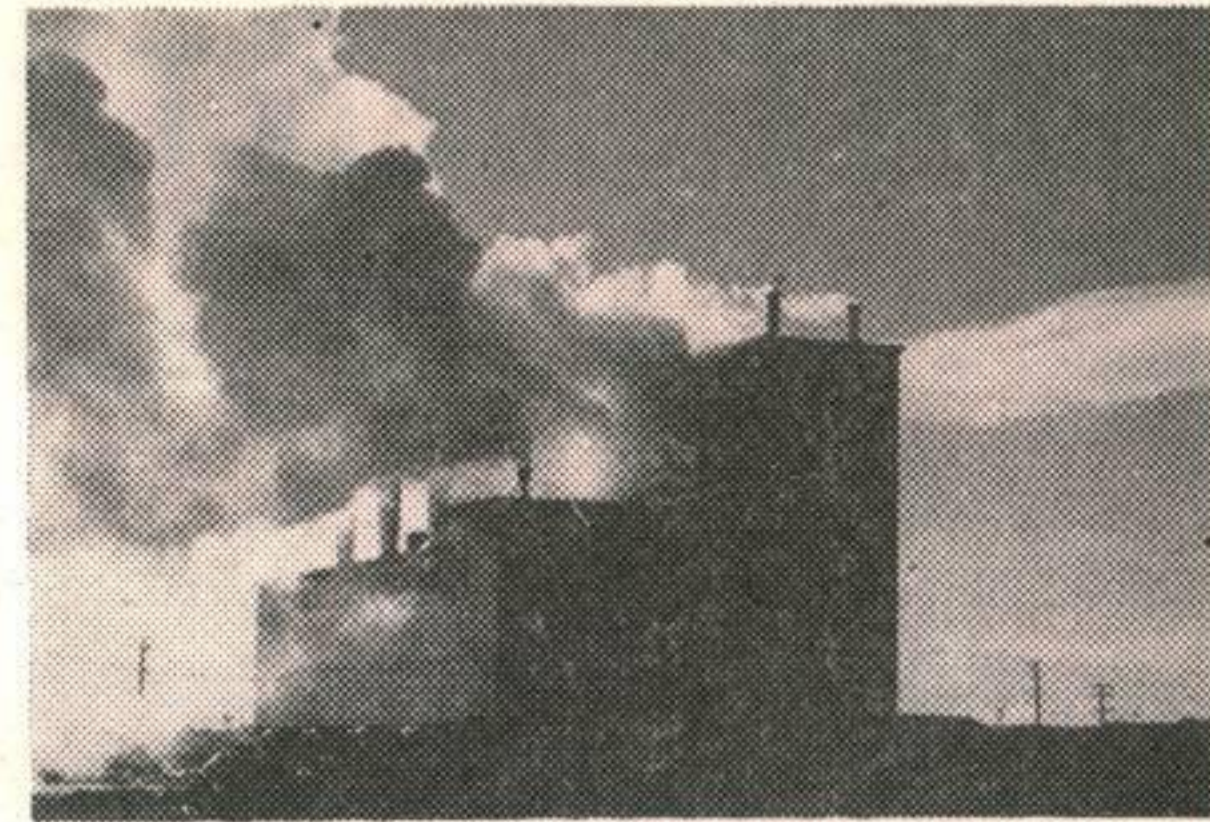
official-type test. The Americans have the J-57 of 10,000 lbs. thrust, the J-75 of 15,000 lbs. thrust and the J71-J73 of 9,000 lbs. thrust. For approximate comparison, 10,000 lbs. thrust equals 20,000 horse-power. This means that design and development in gas turbines is now at the 15,000-20,000 lbs. thrust stage. Look for our own A. V. Roe to announce a 20,000 lbs. thrust Canadian designed engine soon, with expected mating to a new Delta Wing interceptor fighter.

In the navigational field, the Sperry Company of U.S.A. have announced a new Pictorial Computer. A twelve-inch circular chart of the area of flight is displayed on the pilot's panel. The airplane's path is drawn on the chart and the chart rotated so the track is vertically upward. A radial arm with a stylus and rotatable arrow is positioned at the start of the trip in the air over a radio aid ground station. The computer is set in motion and the stylus then records the airplane's track and position at all times. This information is supplied by radio stations en route. The arrow on the stylus indicates the heading of the aircraft from the aircraft's electrical-gyro compass. The British have also developed the Decca Flight Log, but presentation is different.

It is well known that large airplanes reverse their propellers and use the power from the engines to slow down and even back up. Boeing has supplied the answer to future jet transports for braking by the jet thrust reverser. Jet transports, to compete favorably, will require some auxiliary device for stopping, due to higher landing speeds. This is achieved by two steel clamshells that hinge out and back at the tailpipe opening. These clamshells fold into the jet blast and by means of baffles set about 45° deflect the blast about 135° in arc. In effect, the jet thrust operates at 45° opposition to the airplane's direction of travel on either side of the fuselage on the landing roll.

In the field of supersonic research, as the speeds become greater, the engineering problems are becoming tougher. The Bell X-1A has flown at a speed of Mach. 2.5, two and a half times the speed of sound, which is 760 m.p.h. at sea level. The altitude

(Continued on Page 14)



Belching clouds of vapor is the Steam Plant at Station Penhold, which provides heating for a large part of the camp.

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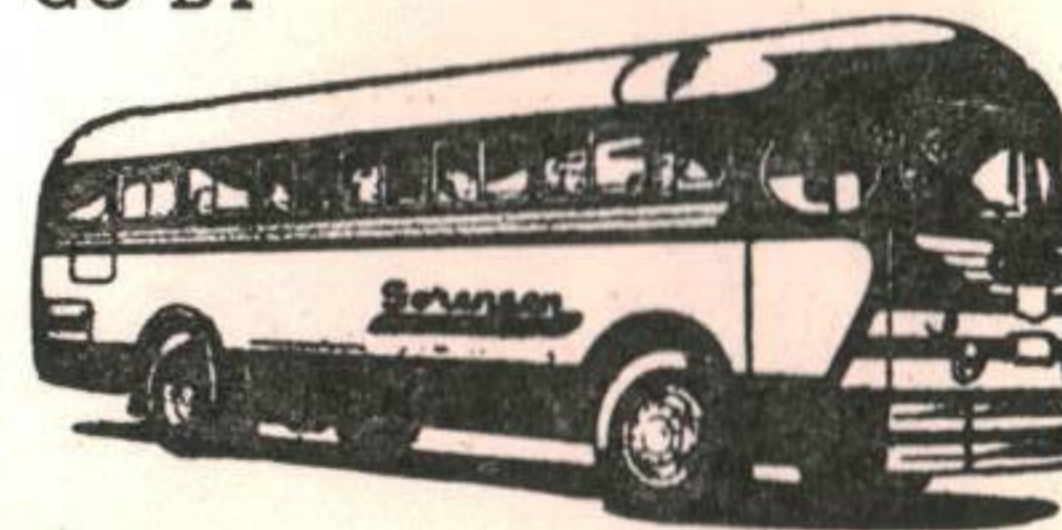
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Personality of the Month . . .

F/O F. M. BAILY



Although at time of printing Frank is no longer in our midst (having been just recently posted to Winnipeg) we feel we would surely be in error if we did not include him as one of our Penhold Personalities.

Having been at this unit from October, 1953, to March of this year, he and his family will most certainly be missed by all ranks.

Born in the city of Montreal, Frank was, however, raised and educated in Vancouver, B.C. Later, returning to his birthplace, he enlisted there in the R.C.A.F. in January, 1940.

During the war he served at stations in Alaska and on the West Coast.

Post-war units began with Manning Depots at Toronto, Aylmer and St. Johns, Quebec. Having risen through the ranks to a commissioned rank, Frank later served on the staffs of K.T.S. Trenton and the Officers' School and Personnel Selection Unit at London, Ontario.

Since his arrival at Penhold, although participating in many varied jobs, his main duties were along administrative lines and were ably carried out from his office in the Headquarters building.

Residing in Mynarski Park, Frank and his wife, Belli, have two children, Frank Jr., aged 13, and Georgina, aged 9.

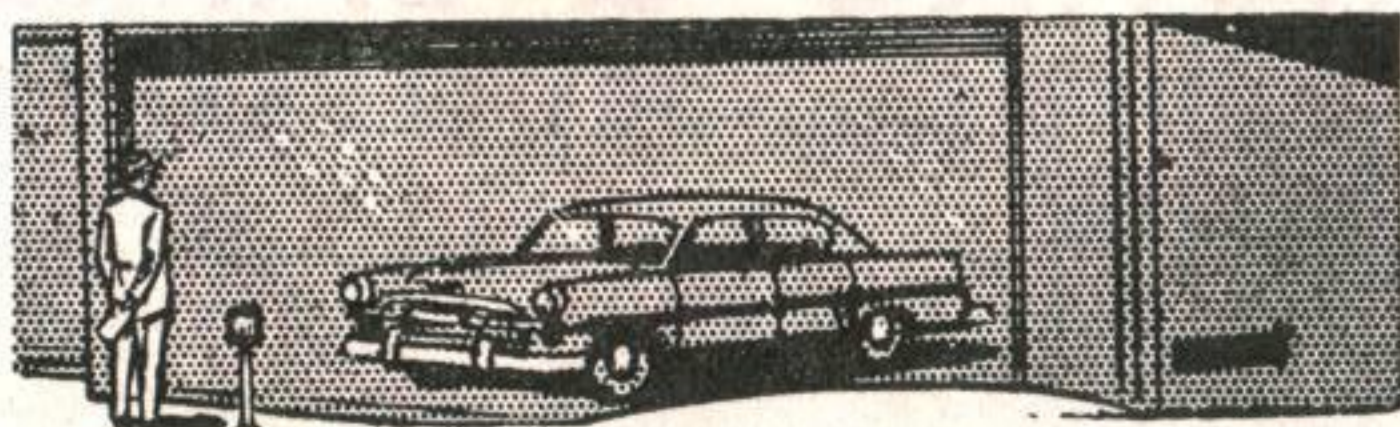
The family all agree that as far as they are concerned the "Best in the West" has really lived up to its name and it is with much regret that they bid adios to Station Penhold.

However, the old saying that "someone's loss is another's gain," is here again exemplified and the Manitoba capital is in this case the winner and we the loser.

The staff of the Air News join in wishing Frank all the best in his position as Personnel Officer in the maintenance branch of R.C.A.F. Station Winnipeg, and all good luck and fortune to his wife and children as they later journey to join him in his new unit.

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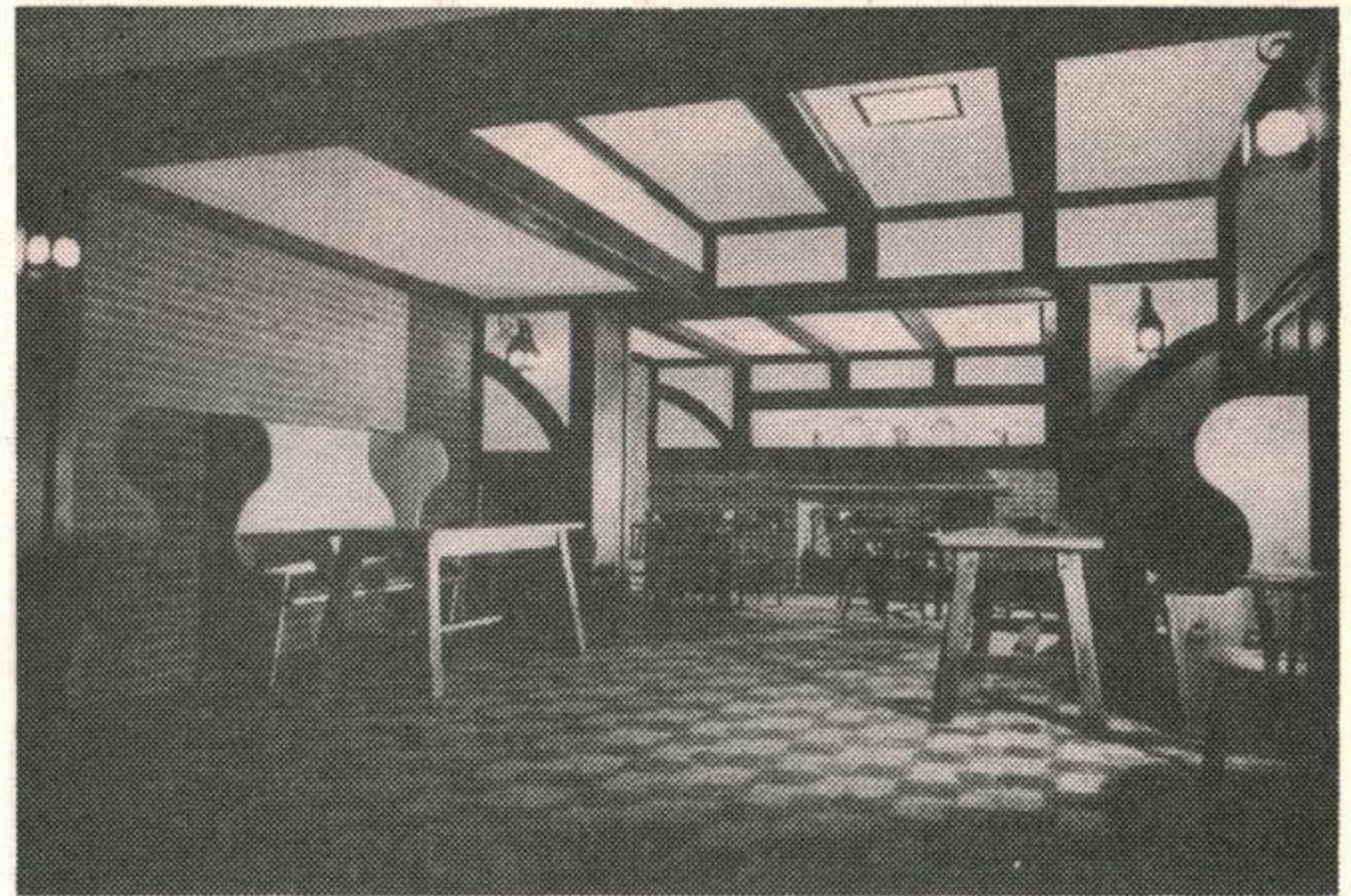
Around The Station . . .

It is our intention to bring you every month odds-and-ends pictures of Station life and activities. Naturally, Penhold being a flying Station, there is more interest in flying than in anything else but, of course, many other doings are worthy of mention and showing.

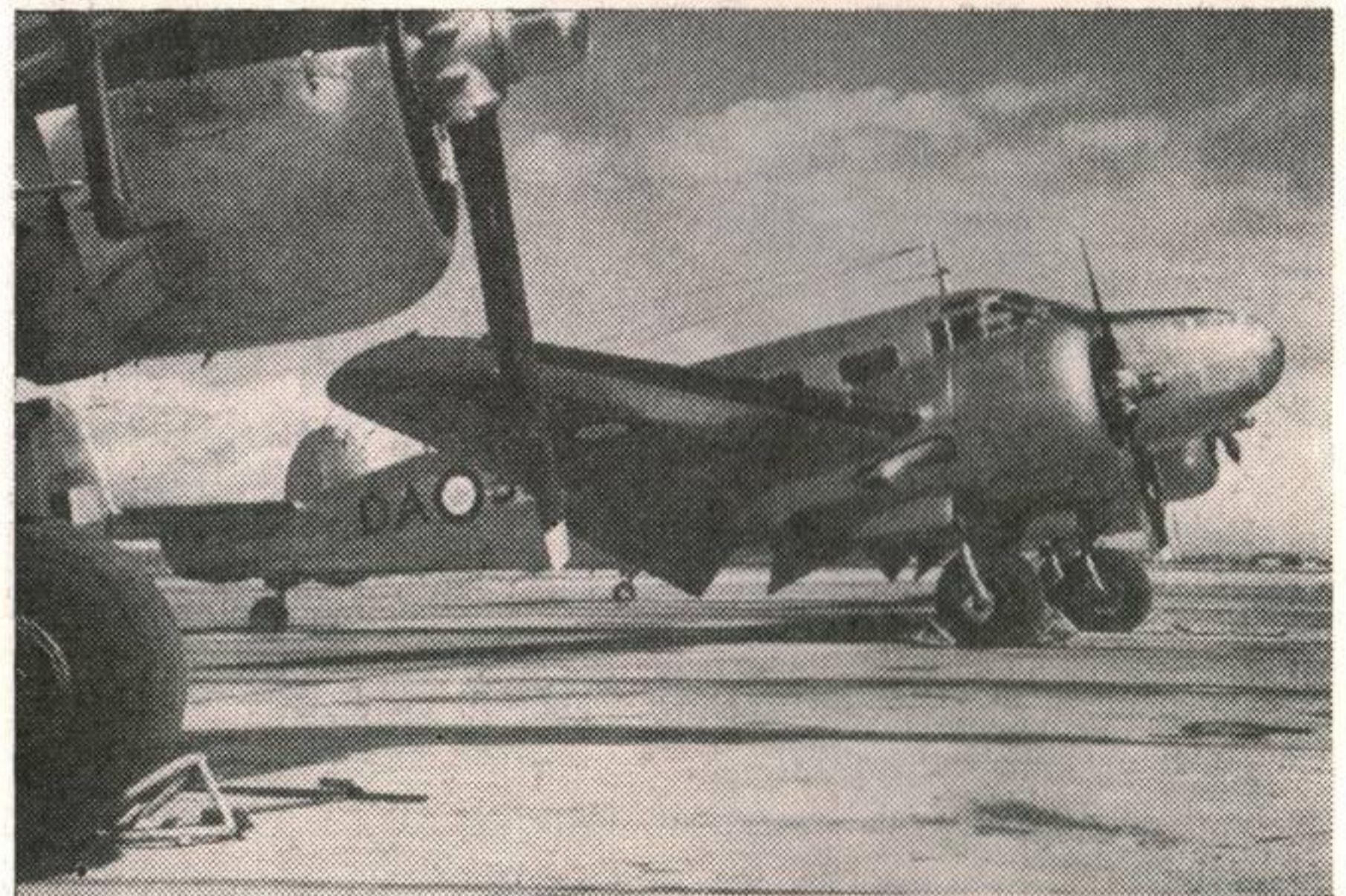
The control tender you see, it might be mentioned, is on the spot for all normal duty flying, night and day, and is in free communication with the control tower. From the tender, incoming aircraft are closely watched and controlled to permit an even safer flow of traffic during take-offs and landings.



A Harvard on the approach as seen from the control tender.



The Tudor Room on the lower floor of the Officers' Mess of Station Penhold, at present not quite complete.



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YES SIR ! ! !

I have noticed that there is one great difference between people, a difference often contributing a fair amount to the relative success of their various careers. Some have learned the art of getting along with their superiors, whatever their ranks may be, and some haven't. To a bod new in the outfit this may seem less important than other skills and talents but as he gets in his time he will become aware of the enormous field open to him and the advantages which constructive application to the matter will give him.

Although servicemen of higher ranks than oneself all have certain undesirable characteristics perfectly obvious to their underlings, let no one assume that because of this they can all be dealt with in the same way. We will, for lack of a better system, classify them as thick-skinned and thin-skinned superiors, to be treated differently. Observe them closely, for many a thick-skinned superior is a thin-skinned one in disguise. The reverse is seldom true.

The greater, or thick-skinned superior, is the easier to handle. Whole-hearted enthusiastic agreement with all his comments are accepted without question, as he usually expects, and he is without difficulty persuaded that any wrong decisions he has made were really correct ones except for circumstances impossible to foresee and control.

The thin-skinned superior is trickier. Distrusting himself as he does, he will be suspicious of flattery. To any of his ideas one should at first be in firm disagreement, establishing oneself in his eyes as honest, if somewhat dim. From this stage one should gradually be won over, the final phase being a moment when a great light apparently comes, to end in complete conversion. He will still suspect something but his doubts can be allayed by another disagreement a moment later on some extremely trivial matter. A more

By C. A. SELFE

grudging acceptance, as if against one's will but overwhelmed by superior mind, will be more effective with other thin-skinned types. The above techniques apply both to one's daily duties and particularly to committee work one has failed to avoid. Judicious seconding also has its merits, particularly with thick-skinned superiors.

What I have said about agreement can also be said in connection with buying drinks, placing chairs, offering cigarettes, opening doors, etc. With the thick-skinned, such tasks should be performed with joyful humility, hovering about constantly as if to bask in the sunshine of his presence. With the thin-skinned, they must be done absent-mindedly as though accepting one's lower position without thought or self-consciousness. Take care, however, how you handle the two types together. The thick-skinned will notice nothing, but the thin-skinned will.

If the chips are down and it is absolutely necessary to disagree with one's superior about a point, having right on one's side, do it tactfully and manoeuvre the conversation to the stage where you are, of course, obviously in disagreement but willing to give way if he insists. This attitude will reassure him as to his authority and usually he will give in. The proper follow-up is to introduce another matter as irrelevant as possible and indicate your wish for advice. Having got it, as you undoubtedly will, you can forget it but the incident will leave the superior with a warm little glow.

Study your superiors closely and ascertain their little peculiarities. As a rule, they have many and a large number can have useful applications. Do not overdo your slavishness, even with the thick-skinned variety. Offers to lend them money and to shine their shoes should be saved for the proper moment. And remember, if you are fortunate or have a highly placed relative so that you are promoted ahead of your present superior you will be in a position to make up for what you have had to take.

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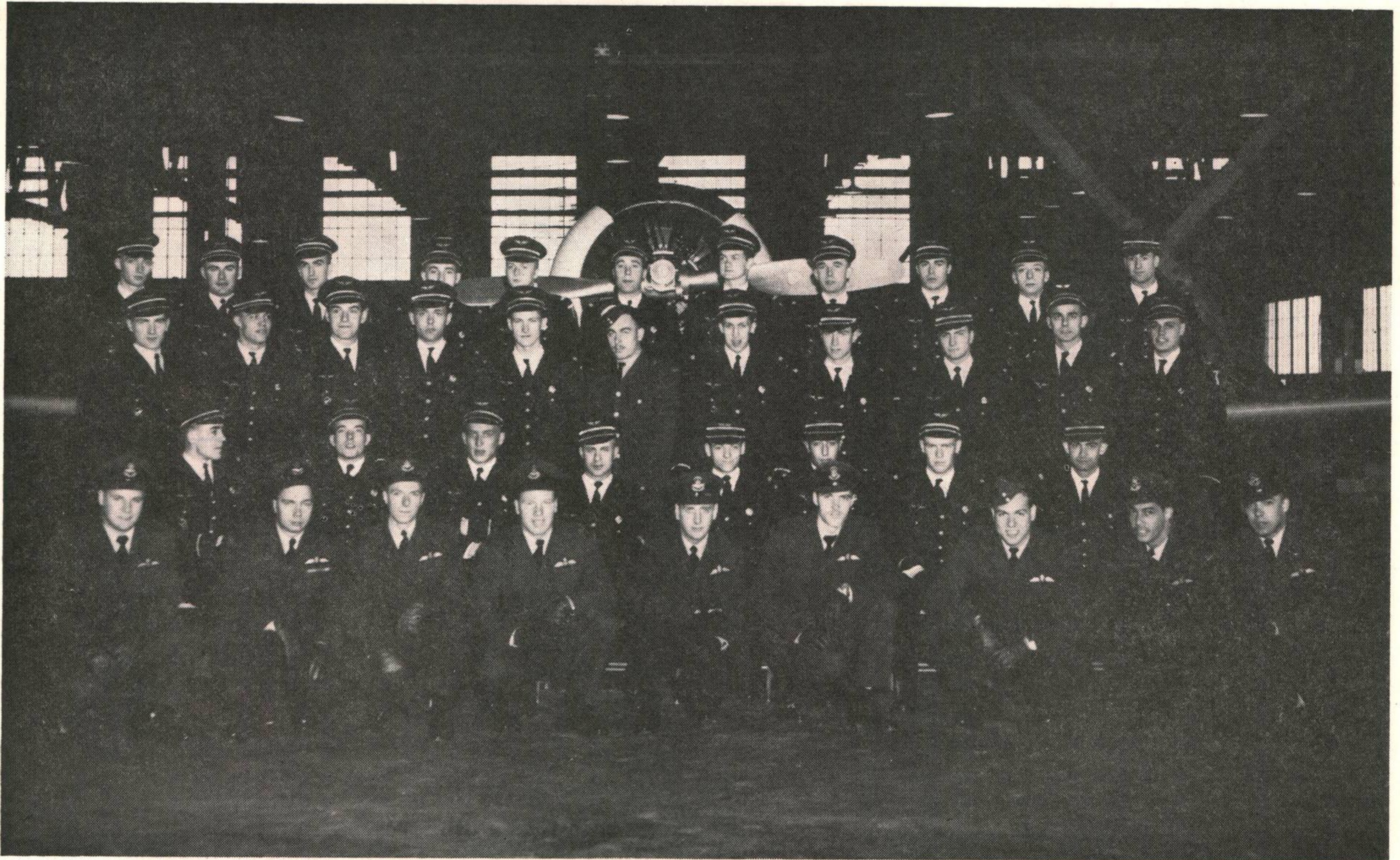
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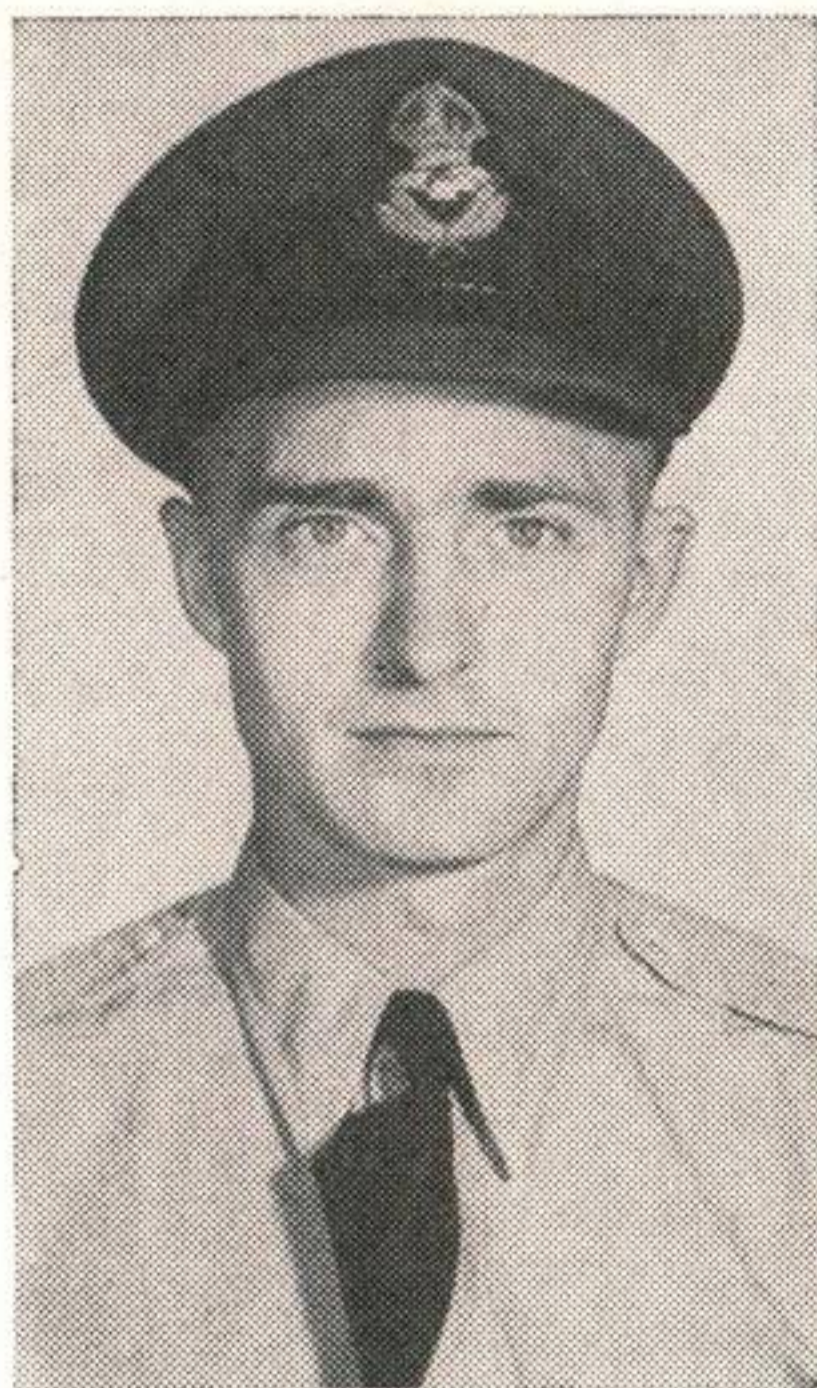
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2nd Lts. Robardet, Osdoit, Gerbus, Ceillier, Gachot, F/C Bendera, 2nd Lts. Georges, Sapin, Delepine, Laborie, Lenfantin.

2nd Lts. Borel, Jarriges, Boichot, Varin, Laffont, Devilliers, Cointet, Lockhart.

Instructors: F/O Deakin, F/O Rundle, F/O Leake, F/O Johnson, F/L Le Valliant, F/O Hamel, F/O Richard, F/O Fielding, F/O Watson

Graduating Course 5407



COURSE DIRECTOR

F/O NORDMAN

Inherited the calmness from the Northfolk of Iceland. One of his jobs is Bar Officer of the Flight Cadets' Mess. Can make a very lovely cocktail. However, he won't give us his secret. Beloved Course Director of 5407, understanding and sympathetic, he has been missed by all when he was away.

2/Lt. G. G. VARIN

Georges comes from Paris, France. After the gliders, the Stampe, the Harvard, he wants to try the jets. He likes flying, playing bridge and his slippers. After several hobbies, he sticks now to the one he always preferred — writing and receiving letters; nobody ever could do any better.

2/Lt. GERARD LOCKHART

He was born in Paris and used to live in Cherbourg but his great-grandfather was a Scotsman. However, that did not help him at all when he learned the English language. He has two peculiarities — he talks a little too much and too fast; and he is a very good nurse for people who are feeling their alcohol.

2/Lt. N. Y. GACHOT

Spent all his time in a contemplative life saving money month after month. Is the more secret "bobonnard" of the Course but Noel's hobby is the fossil animals from the bee to the diplodocus. Incidentally, lives in Vitre, France.

2/Lt. JEAN LABORIE

TOC of the Course. Nickname "Tonio." On the top of his long thin legs and body you can see a "small head" which bothers you because you are always wondering what joke is under his skull. From his own declaration he thinks modestly to be nearly one of the best jet pilots.

2/Lt. J. C. CHABAGNO

"de Barbeau" does not make a lot of noise; he prefers to sleep. Tries to harvest more with less work. He says it is best for efficiency. Despite his size, he thinks he is the "strong man" — very funny, indeed!

2/Lt. Y. M. C. LENFANTIN

Always in agreement with the "Big Wheels" so he was the sweetheart of the French Air Force Academy. Calm, peaceful, anti-sportive boy who has been changed into a tiger when he was leading the Junior Course of the Air Academy.

2/Lt. P. P. M. J. DANNAY

Is nearly a Parisian but is not interested in the "gay Paris." He was born in a cockpit. Nevertheless he got a broken leg jumping out of a glider after landing. On another time he nearly had the same accident descending from a Link-Trainer.

2/Lt. H. M. L. MARTY

A native of St. Germain En Laye, France. Although interested in women, he would like to remain single. Is said to be a great pianist but too shy to play in front of an audience. Great lover of sports cars. He is an expert in five point rolls on highways as well as in airways.

2/Lt. G. SAPIN

Our dear P.M.C. was born in Dunkerque. By this fact, he liked the Navy during all his youth but he realized in time that he will be more capable, and he proves it, in the Air Force. As a P.M.C. he made us hungry every day. Anyway he did a good job by bringing a lot of newspapers into the Mess.

F/C E. A. BENDERA

He comes from the wild cowboy country up north (Edmonton) and is the only Canadian of the Course. If you are used to listening to CKRD you certainly know "Texas Roy." Our Canadian boy is a serious concurrent of him; he plays the guitar and sings "This Ole House" with Hank Williams voice. Wants to have a band — "The Band-Era" — with a French girl as a singer. Fortunately, he has a good temper, but those Frenchies are such teasers that when he is in a bad mood he used to say "Better don't fly with me in gunnery!"

2/Lt. M. T. F. POULET

"Poupoule" — as a good Parisian his father was born in Burgundy, his mother in Normandy, and was hunting, a few years ago, Marseilles' Virgius with great success. Wanting a rest after these flights, he chose the heavies.

2/Lt. M. LAFFONT

2/Lt. Laffont "Vacho" hails from "gay Paris." A typical Parisienne, loves wine, women and song. His ambition is to fly heavies — "the bigger the more Cognac he can carry." He is quite famous around the Flights for his drawings which are of the "Al Capp type."

2/Lt. D. S. GEORGES

"Jojo" was born at Rosheim, France. Came to Canada to do his pilot training. Uses his spare time playing bridge, skating and even fishing through the frozen lakes. Is slightly "cheesed off" with Canada; misses his native Alsace.

2/Lt. ROGER PESSIDOUS

Being the very representative of uncivilized Africa, although has been able to adapt himself to the Canadian life. Will leave some souvenirs around Albertan pubs, Calgarian females and runways of Penhold. Thinks Algiers is the best town in the world.

2/Lt. H. A. COINTET

If somewhere, someday, you see a man wearing a tweed cap, hunting, fishing, skating or taking pictures in the most uncomfortable positions, you have just found this rarity named "Felix" who comes from Burgundi. Wishes to fly a jet fighter and to remain a bachelor as long as possible.

2/Lt. J. PLAUD

Better known as "Pinoche," C.O. of a wing of thirty-six different model airplanes. Wearing a red shirt, with a "big game licence" in the pocket, he used to spend his week-ends shooting pop bottles or caps with his 30-30 Winchester rifle (model 1893).

(Continued on Page 8)

2/Lt. MICHEL APARD

Nice fellow who, during his training in Penhold, thinks he learned to skate. When not working hard on ground school subjects, he writes long, long letters to his French girlfriend.

2/Lt. G. BOREL

Take-off on a Harvard is nothing! Better ask him—he will tell you it is even possible to take-off without the stick when flying instruments! Will his mark at the final exam make us believe that is the key to success?

2/Lt. ROBARDET

Comes from Isle Sur Le Doubs, France. Is said to be of a "strong, silent type" as far as low flying is concerned. As a NATO officer, is extremely co-operative with Norway girls.

2/Lt. A. ARTHUIS

Arthuis was born in LaFleche and lived in Paris. Is a picture chaser, and has the largest amount of movies and photo cameras in Penhold, which are not very successful in his hands. After having claimed that he was afraid to be CT'd for his Harvard handling, he had the best mark in the Flight.

2/Lt. JEAN MARCHAND

Well known all around for his bargains in motor car business. Member of the famous "Yellow Dog Team," had his best bargain in San Francisco. Could be called either "Lightning" or "Rich Man." Appreciates his homeland Bordeaux wine much more than Cokes.

2/Lt. M. R. L. JARRIGES

"Charlie," the only "Plouck" of the Course, comes from the world renowned town of Pontorson. His ancestors, the Vikings, were tall and strong, with fair hair (Charlie, incidentally, is rather short-legged, thin, has brown hair and a delicious little mustache.) Strong minded, his jokes are famous all around the Station — his car, too. Flying characteristics — tried desperately to do bumps when landing the Harvard, but he never succeeded.

2/Lt. MICHEL CEILLIER

"Le Grand Zouets," as is his nickname, is another Parisienne. He was attracted to aeronautics while very young — he has already bailed out more than fifty times (not as a pilot) and now he would like to fly jets. He owns and defends special theories about "Laminar Profilas." His hobby is to learn how to play the guitar by correspondence.

2/Lt. J. G. F. DEVILLIERS

"Gaston," our father, is the oldest of the Course and his way of being always "in the mood" makes him consider life with a great philosophy. He has a very peculiar idea about punctuality which makes us say that when "Gaston is here, everybody is here!"

2/Lt. C. P. R. OSDOIT

Osdoit, more often called "Yellow Dog," comes directly from the pea soup town of Saint Quentin, north of France. He spends his spare time building model aircraft. He is our "specialist" in taxiing aircraft during night flying. We are sure he will enjoy flying the jet aircraft where visibility is much better.

2/Lt. R. G. DELEPINE

Bob always has trouble with the Canadians when he says that he was born in Indo-China, lived in Syria, Lebanon, Egypt — but he is definitely a real Parisian boy! He enjoys playing basketball and bridge, but don't worry, if he loses he becomes angry — and he has a very good temper, too!

2/Lt. M. L. GERBUS

Gerbus, nicknamed "Bush," is tall and big enough to be respected. When he talks about Cahors, his hometown in southern France, we doubtlessly think it is the most beautiful town in the world. We all know that nature gave him a very powerful voice, agreeable too, that's true, but especially powerful. When he sings one can do nothing but listen to him. When he doesn't, he plays a flute and its sound makes everybody unhappy. Altogether, the best man we can find.

2/Lt. JACQUES BOICHOT

From Vesoul, France, known among the other French trainees as "Popoff," he has a loud voice, and always has some good stories (true or false) to tell the others. During the hunting season he almost exterminated all the rabbits of Alberta. If you don't know where to go on leave, just ask him. He will tell you of some good spots in the States or Mexico where you are sure to have an enjoyable time.

2/Lt. J. LEMERCIER

Lemerrier Jacques is a Mussipontain — a long name for such a short guy. During his spare time he could be found engraving roses in wood; after that he has to find what to do with them. He is very co-operative and is always willing to help his fellow students. He hopes to have his Dyna 54 on the wharf of LeHavre when he returns to France.

2/Lt. J. C. DeCHASSEY

If it were possible to open the skull of DeBuretel DeChassey one would find a camera, a blue-blooded ancestor of the 17th century (that's what he says), a "bobanne" of the 20th century (that's what he doesn't say), three little model aircraft (to send to his teen-aged brother, he says, but don't believe him) and a constant effort to find a joke — that he never finds.

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SCOUTING . . .

By SGT. C. E. NELSON



Back Row, left to right: Bill Horn A.S.M., Wayne Holland, Jim Lewis, Doug Robinson, Chuck Nelson S.M., George Webb, Wayne Messenger, Cliff Perry, Doug Hambrook A.S.M.

Second Row: Donald Martyn, Robert Fisher-Smith, Harold Pardy, Peter La Montagne, Richard Brega, Mike Evans, Doug Hutchison.

Front Row: Frank Baily, P.L. of Owls, and Pat Lemna, P.L. of Wolves.

Lord Baden-Powell started the Movement very innocently by publishing a book called "Aids to Scouts," a military book on observations of the Boer War. This book was used in England to help train boys in youth organizations. It was basically an adult book, so B-P (as most Scouts refer to him today) was asked to re-write the book so that young boys could understand it. The book re-written was called "Scouting for Boys," and an experimental camp was set up in 1907 on Brownsea Island to test the ideas expressed in the book.

The camp is a success; the book was published and quickly bought from bookhouses all over England. This book, bought by the boys, started Scouting and, in most cases, without adult help. The adventurous program outlined in this book gave them new activities and a new outlook on the business of growing up.

B-P was given the job of organizing the growing number of boys who liked playing the game of Scouting. They learned to cook without pots and pans, camping, tracking and woodcraft, signalling and knots that have special uses. These are mostly activities that can be easily adopted to games and the training is thus absorbed more readily than by lectures. The Scout Movement has rapidly spread all over the world and in the British Commonwealth there are over 1,500,000 Scouts. In Alberta there are over 7,000 Scouts, not counting Rovers or Cubs.

In September of 1954, the Mynarski Park Group joined this world Movement knowing that the boys of our town could benefit from the training received in Scouting. Scout Troops associated with the Air Force are not new. Most stations in Canada have troops in their communities made up of Air Force personnel. An Air Force base overseas started the first Maple Leaf Group and now most all Canadian bases, army and air force, have Scout Troops. So, if a parent is moved, the boys still have a chance of continuing their Scout training.

Our troop, the 1st Mynarski Park, started with two patrols of seven boys and three leaders. Now, thirteen of the original number have been Invested and some are on their Second Class Tests. If we lose a boy (we have had two whose parents have been posted) we give them a transfer and their records so that their tests will not be repeated in the new troop and dull their interest in Scouting.

At this time in our Troop the emphasis is on camping so that the fellows will save and work towards the summer camp. In joining Scouts, there are two things

that should be every Scout's goal — to be a First Class Scout, and to attend all annual summer camps. A Scout can only attend five annual camps because of the age limit of Scouts, from 12 to 18 years. In camp, for ten days or two weeks, a Scout gets more Scout training than in the rest of the year. He also finds out that he can get along on his own with other people without help from his parents and the leaders guide them to learn from experience, so they find out for themselves. Sometimes, by burning their dinner and having to eat beans, they learn to cook a steak the right way next time. Quite a few of us have pleasant memories of these summer camps and especially the camp fires, with songs and stories in the evenings.

Our troop meets in the new Andersons School on Thursday nights at seven o'clock, in the playroom, and the leaders extend an invitation to anyone interested in Scouting to come out (especially the parents of our boys) and see and talk about our favourite subject — "Scouting for Boys."

Mynarski Park Brownies

1st Mynarski Park Pack — 6:00 - 7:00 p.m., Wednesdays

Mrs. Hazel Merkley ----- Brown Owl

Mrs. Julia Manuel ----- Tawny Owl

2nd Mynarski Park Pack — 6:00 - 7:00 p.m., Thursdays

Mrs. Virginia Taster ----- Brown Owl

Mrs. Margaret Morris ----- Tawny Owl

Brownie meetings open with the Fairy Ring, formed by groups of six around the Toadstool, hands joined and singing, "We're the Brownies, here's our aim — lend a hand and play the game." After this, each Six dances around the circle singing their Sixer Rhyme. All Brownies then shout "Lah, Lah, Lah," and salute. "Lah" means "lend a hand," the Brownie motto. This is followed by all squatting in circle, Indian fashion, in a Pow-Wow, when we have our discussions of tests or any new ideas that the Leaders or Brownies may have.

Following this, each Six go to their corner and prepare for the evening's program, which is carried out in 15-minute periods — 15 minutes for knots, knitting, skipping; 15 minutes for games, and so on for the hour. One 15-minute period is always kept for story-telling which the Brownies really enjoy.

Tawny Owl prepares the Brownie for her test and Brown Owl passes her. The Brownies work first for their Golden Bar, then their Golden Hand. On receiving this award and having passed their 11th birthday, the Brownies can then "Fly Up" to Girl Guides.

The meetings close with a Fairy Ring around the Toadstool, the Brownie prayer, Brownie Taps — ending with a salute, smile and good-night to their Brown and Tawny Owls.



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LAC MacGinnis, Akela of Cubs, and Cub Donald Leland at Investiture.

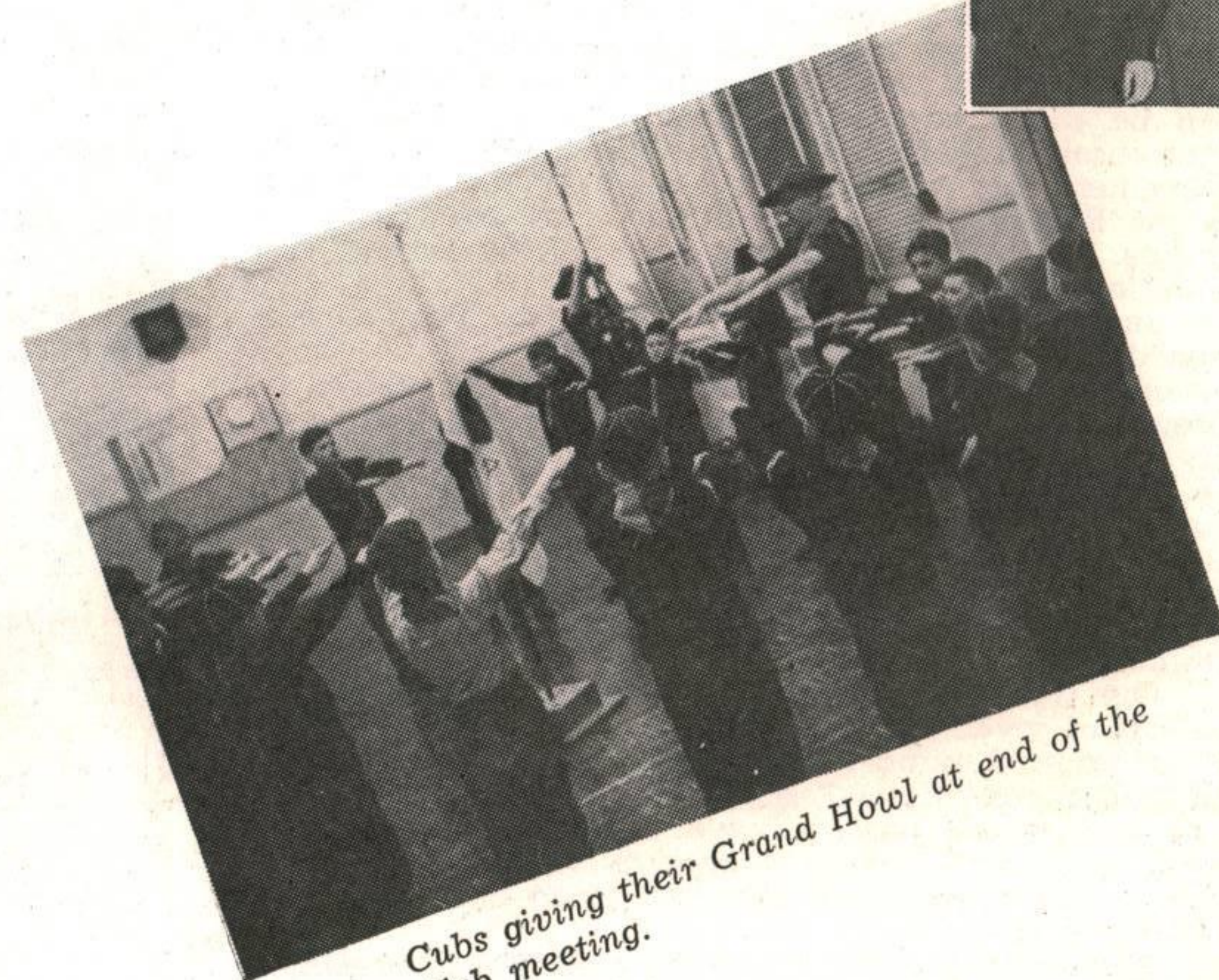


INVESTITURE
Left to right: Sgt. Nelson, Doug Hambrook, Cliff Perry.



Back Row, left to right: Lynn Shier, Cary Robertson, Marjorie Szascki, Heather Martyn, Kathleen Brown.

Front Row, left to right: Kathleen Tennyson, Judy Foster, Karen Hubley, Jacqueline Allan, Marilyn Harvey.



Cubs giving their Grand Howl at end of the Cub meeting.



Guide Captain Francis Dobinson, Guide Deris Whittemore of the Red Deer Troop.

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WOLF CUBS . . .

The first meetings of the 1st Mynarski Wolf Cub Pack were held in the playroom of the new Andersons of Craigmyle School on Monday and Tuesday nights about the middle of September, 1954.

From the beginning, it was realized that there would be about 35 youngsters between the age of 8 and 11 years. With this in mind it was decided to divide the boys into two packs within a pack, as it were. This was done because most of the boys were going to be in Cubbing for the first time in their lives — there being only one or two with any experience — and because all the leaders, except one, were also new at the job.

So far, the results of this decision have been very happy ones. From the beginning, there have been four permanent leaders and several excellent part-time helpers, mostly from the newly organized (and Air Force) River Scout Crew in Red Deer.

LAC Jack McInnis was named the senior Akela and, with the able assistance of Cpl. Al Evans, leads the Monday night pack through their paces. F/O Clay Bird became Akela for the Tuesday night pack, with Sgt. Herb Weisenber as his very capable Bagheera.

At the beginning, for about five or six weeks, all the leaders attended every Cub meeting, as LAC McInnis was the only one who had had previous Cub leadership experience. By this means, everyone had a greatly reduced load during the difficult formative meetings and, also, everyone learned twice as quickly how to conduct successful Cub meetings as a result of Jack's very capable tutelage.

Originally, each pack has two First Star Cubs, about three Tenderpads, and the rest were New Chums. Now, we have about forty Tenderpads and a few New Chums who are first waiting to be invested as Wolf Cubs. The First Star Cubs are working hard on their Second Stars which we hope they can attain, as this spring it is planned to have a "Going-Up" ceremony, in which those Cubs approaching Scout age are received into the Boy Scout Troop, and say farewell to their Akelas and old packs.

For the benefit of the uninitiated, perhaps a few terms should be explained. Cubbing is based on the

Jungle Books of Rudyard Kipling and, rather than being "junior" Scouting, is intended to prepare the boys for the time when they are old enough to become Scouts.

Akela was the leader of the wolf pack in Kipling's story of "Mowgli." Bagheera was the black panther which taught Mowgli how to hunt. Another name often given assistant Cub Masters is that of Baloo, the bear, who taught Mowgli the how of the Wolf Cub Pack and the how of the jungle.

A New Chum is a boy, usually around the age of eight years, who has just joined the Pack and has not yet been invested as a Wolf Cub. After a period of from three weeks to three months, during which time he has learned and understands the meaning of the Wolf Cub Promise, the how, the Salute and the Grand Howl, the New Chum is invested as a fully-fledged Wolf Cub. He then begins work on eleven tests which constitute the First Star. Included in these are: the National Anthem, God Save the Queen, the composition of the Union Jack, and the stories of the Patron Saints of England, Scotland and Ireland, knots, etc.

The Second Star denotes a Senior Cub and involves another group of tests, more advanced and including such items as semaphore. There are also twelve proficiency badges which a Cub may earn.

In closing, I would like to leave this thought with anyone interested in boys. While we are not short of leaders at the present, we are not flush either, and would certainly appreciate assistance. It is not necessary to have had either Cub or Scout experience. Half of our present leaders haven't had any. On the other hand, there is a tremendous lift out of watching the young rascals work as though their lives depended on it, and five minutes later you have a pack of "Banderlog" (Kipling's name for the monkeys) rolling, tumbling screeching and generally getting rid of their over-exuberance as only a Cub Pack can. For both the Cubs and their leaders, Cubbing is a tremendously satisfying experience out of which everyone gets just as much as he puts into it.

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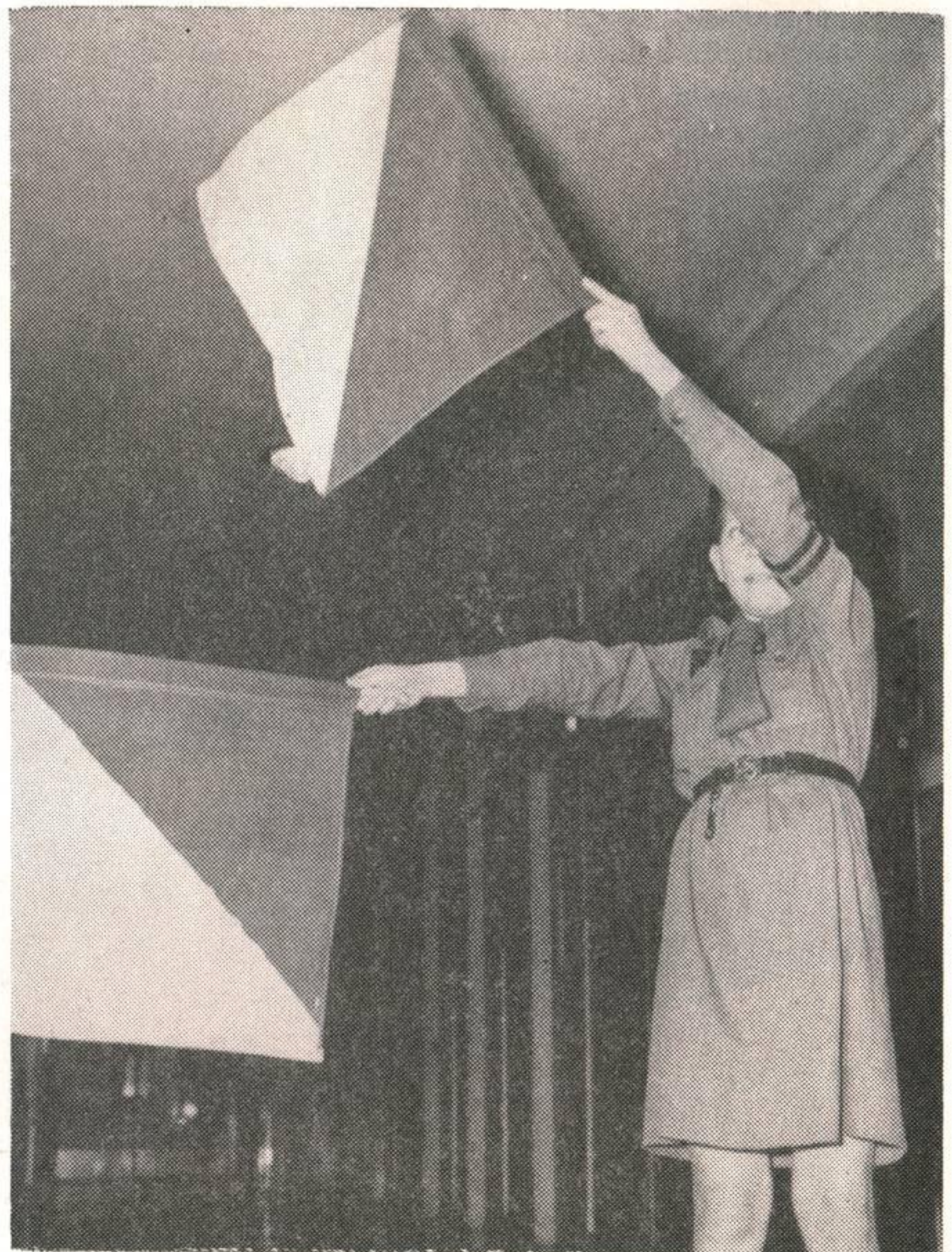
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Brownie Judith Blaker practicing semaphore.

Hand-Over Of Mentors

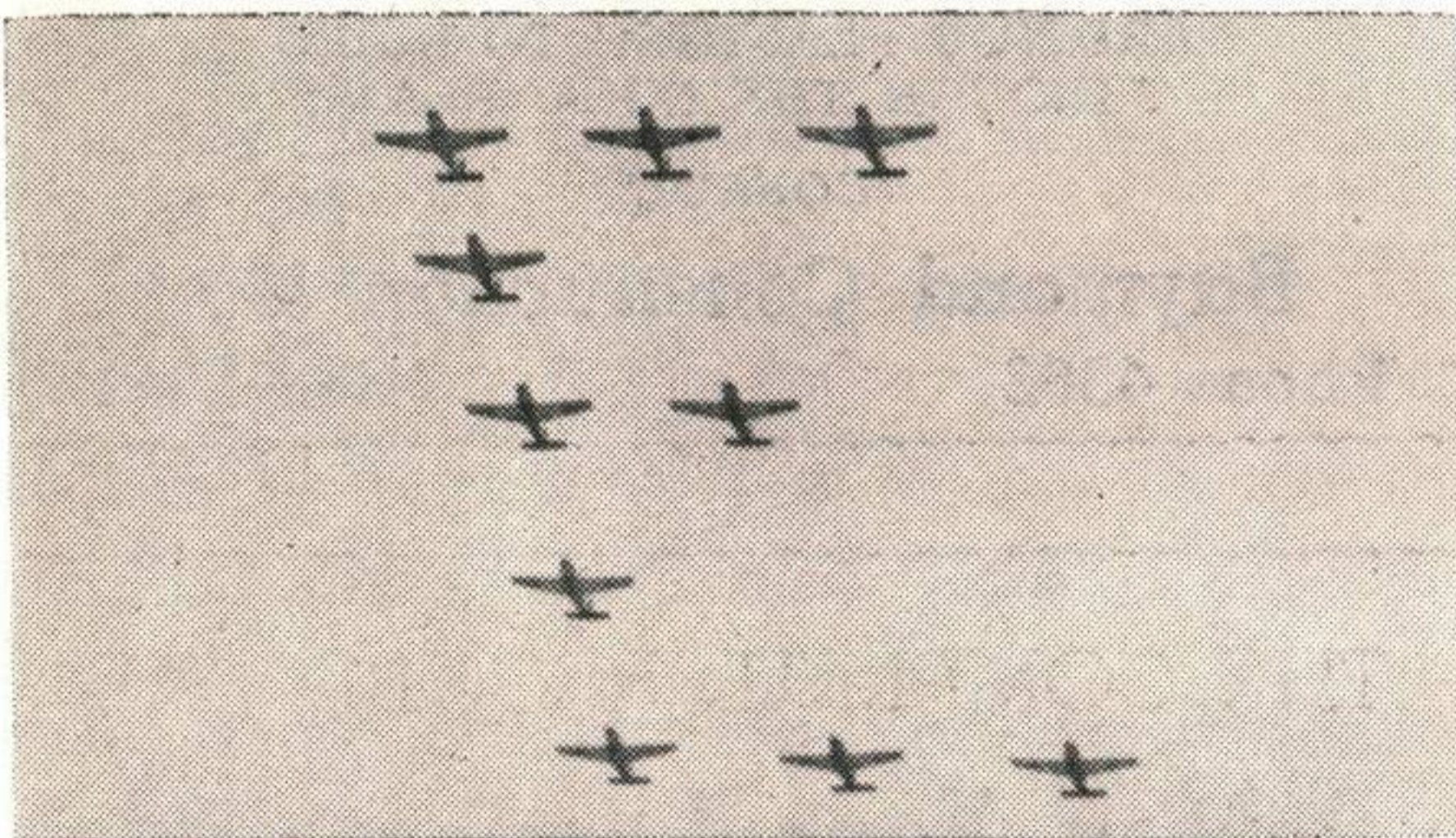
By DON MURCHIE



Group Captain M. P. Martyn, Commanding Officer and Wing Commander J. C. McCarthy, O.C. 4 FTS, with the presented Mentor propeller.



Inspection of the Mentor Flights. F/O Geordie Gibson on the right.



'E' Flight makes their run over the station during the ceremony.

Thursday, February 10, 1955, was a day for nostalgic celebration for R.C.A.F. Station Penhold. This was the day the handsome T34's were to perform their final official flight at this airfield.

The departure of these trainers could not be sentimentally looked upon as the end of an era in the flying training field, but perhaps the beginning of one. The Air Force for some time has been considering various types of training aircraft to supercede the Harvard as a basic trainer, and the Beechcraft T34 was given to Penhold on an experimental basis. With the experiment completed, the personnel involved considered a formal tribute forthcoming. The instructors, students and technical personnel of No. 3 Squadron were formed up on the tarmac in front of eighteen of the aircraft. Wing Commander J. C. McCarty, Officer Commanding, No. 4 Flying Training School, was the parade commander. Group Captain M. P. Martyn, Commanding Officer, R.C.A.F. Station Penhold, took the salute and inspected the Squadron. Flight Lieutenant L. G. Shield presented the station commander with a Mentor propeller, suitably mounted and inscribed as a remembrance of the experiment. The Last Post was sounded and the flag lowered to half-mast. This was followed by Reveille and the raising of

(Continued on Page 14)

The Back Cover Story

On our back cover this month we show an interesting version of the De Havilland Beaver, the "Amphibious Beaver." From water, this type is airborne in 900 feet and from land, in 700 feet, at gross weight at zero wind. The nosewheel unit on each float when not in use rotates up and over the front of the float to lie on the float. The main wheels retract into wells in the floats when the aircraft is in use as a seaplane. Braking is the same as on the land Beaver.

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Hand-Over Of Mentors

Continued from Page 13



The Mentors On Parade

the flag. At this moment eighteen engines roared into life and the flying portion of the programme was about to commence. The aircraft were taxied in formation to the runway and were quickly airborne and soon out of sight. A short time later they returned in two perfect formations, a capital "E" followed by a capital "F" which are the letters designating the two Flights which carried out the experimental programme. The formations were broken off and reformed into three echelons of six planes each, and a precision "break" for a stream landing was impressively performed. The aircraft were taxied back to their original positions on the tarmac. The simultaneous stopping of eighteen propellers was the finale of a spectacular demonstration.

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Aviation Round-Up — Continued from Page 2

record of 83,325 feet (15½ miles) set by the Douglas D558-11 has again been broken by a U.S. aircraft. Biggest problem is lateral stability. There is a very erroneous belief by many people that there is a barrier of air when approaching 760 m.p.h., in actual fact it is a region. Normally, a wing travelling through the air warns the particles ahead of its approach. The air is already in partial motion when the wing arrives. The air then flows over the top surface of airfoil in the well known theory of lift. At the speed of sound, the air particles have no warning of the advance of the wing and consequently the wing strikes the air particles and they flow over the contour of the wing in a turbulent manner, destroying lift. An increase in speed will put the airplane past this region when lift will again be obtained in an almost normal manner. Why is the speed of sound the point at which this loss of lift occurs, causing loss of control? Because the moving airplane wing transmits a message ahead and the air divides to let the wing through. This is done by pressure waves travelling at 1,100 ft./sec. (760 m.p.h.) or the speed of sound at sea level. At the speed of sound then, the airplane wing has no time to message ahead, the air then is not divided, and a shock is felt on the wing. This is called the Sonic Range. Past the shock is the Supersonic Range where almost normal flight is encountered. In this latter range the lift gradually decreases as the faster you travel above the speed of sound. A point is reached then when a slight turn will produce less lift (due to change in angle of attack) and the airplane becomes unstable in turns at about Mach 3, or 2,200 m.p.h. The next barrier or region is the temperature zone. The air passes over the airplane at such a speed that the cabin temperature is raised as much as 50 to 70 degrees Fahrenheit at Mach 3, necessitating refrigeration cooling of the pilot's cockpit. These problems are not insurmountable and it is only a matter of time before new aircraft are probing these regions.

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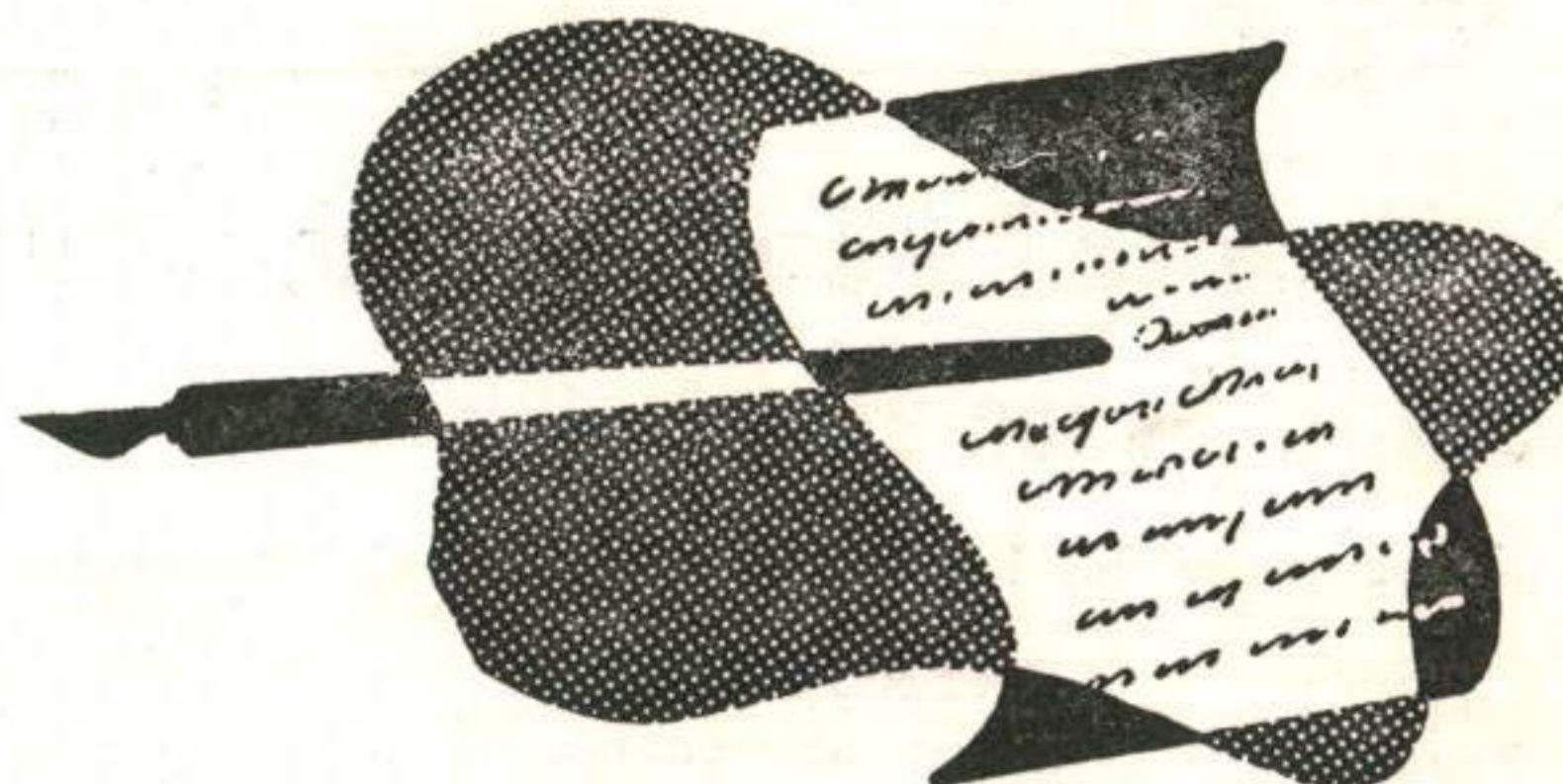
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Monthly Sports Musings

by
**Jim
Brohman**



This month we intend to be short and sweet. It seems this is the season for predictions, so in keeping with the season, it is my intention to do just that.

Since my last month's article it was noted, somewhat sadly, where Sugar Ray Robinson took multi-lumps in his second comeback fight and a little earlier than expected. Ralph "Tiger" Jones turned the trick over the ten-round route and by all reports did a pretty fair job of giving Robinson reason to reflect. The same "Tiger" was later reduced to "Tabby" size by Carl "Bobo" Olson, the present middleweight king. Olson handled Jones with such vicious ease that I am sure several thousand people were glad Robinson was not facing Olson instead of Jones. The same Jones is a tough nut, however, and was much too rough for even the great Sugar Ray to test after such a long lay-off; but Robinson's showing was, to me, much better than expected with such opposition. Ray Robinson is determined to come back and after such a showing, I predict he will come back. His next start is against one Georgie Small and if he is given a half-dozen wisely chosen tune-up matches, I predict he will make things interesting for any middleweight or light-heavyweight in the world by . . . the summer of 1956! An interesting sidelight to Robinson fighting Small — both have killed a man in the ring! Robinson against welterweight Jimmy Doyle and Small against ex-marine Laverne Roach in 1949.

The Montreal Canadiens are on the march — Beliveau, Geoffrion and Richard — to say nothing of Olmstead and his ability to lay down the passes. The Canadiens have tremendous scoring punch this year and if they can maintain the pace through the playoffs,

should waltz home with the Stanley Cup but, like so many other great clubs of the past, I predict they will have much trouble in the Stanley Cup playdowns and will win the Stanley Cup only if they meet Detroit in the finals; if they meet Toronto in the finals, I predict the Maple Leafs will prove themselves the Cinderella club under the big top and defeat Montreal in a gruelling seven game series! Also, the Edmonton Flyers to not only finish on top of the WHL but also, after edging the Victoria Cougars in the league finals, to romp home a relative easy winner of the coveted Alexander Cup.

Regina Pats should win the WJHL crown this year. Humboldt Indians should be their opposition from the Saskatchewan Junior Hockey League. I predict the Pats will win this one in a hard fought series and then go right to the Memorial Cup finals. Although this series will be played in the west this year, I look for the Eastern representative to retain the Memorial Cup of Canadian Junior Hockey supremacy after a bitter struggle with the Regina Squad.

Back to boxing. A Californian heavyweight named Charley Powell could be a strong contender for the heavyweight title before the middle of 1955. This boy is being handled very well — he stands 6' 3" tall and weighs 220 pounds — a real heavyweight. Also an interesting sidelight on this boy — he was a pro-football player two years ago with San Francisco and is one of the only pro footballers in history to make the grade after playing no college ball at all! This is quite an achievement and speaks well for his all-around sports ability. He could be IT!

See you next month, even if my face should be red.

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The Need To Re-Organize The R.C.A.F. Association

(Address by K. M. Guthrie, National Chairman)

INTRODUCTION

First of all, anything I say, views I express and recommendations I make to you are purely my own, as an individual member of the Association. However, I do plan to bring them to the attention of our National Executive Council and, possibly, to our next National Convention.

I do not propose going into all the membership statistics of the past four years to bear out the assertion that this Association is losing ground as a national body and, today, is certainly not the large and influential organization in Canada we all thought and hoped it would become.

Our present situation is not new among associations such as ours. The Canadian Legion has had serious difficulties from time to time. But more important to us is the fact that an identical situation developed in our sister association, the U.S. Air Force Association, after the same number of years operation as a veterans' body. And though comparisons are said to be odious, I am going to be a stinker and compare the two Air Force Associations.

In my comparison I shall give a very brief outline of their respective beginnings, early history, aims and objects, membership systems, and then give you some "gen" on what the American A.F.A. has done and is doing and suggest some reasons and pointers on what we could and should do in our Association.

HISTORY

The U.S.A.F.A. was incorporated in February 1946 and started operations shortly afterwards in that year. It was purely an Air Force veterans' organization for veterans of the world wars who had served with the American Air Force.

The R.C.A.F.A. was incorporated in 1949 and started

(Continued on Page 17)

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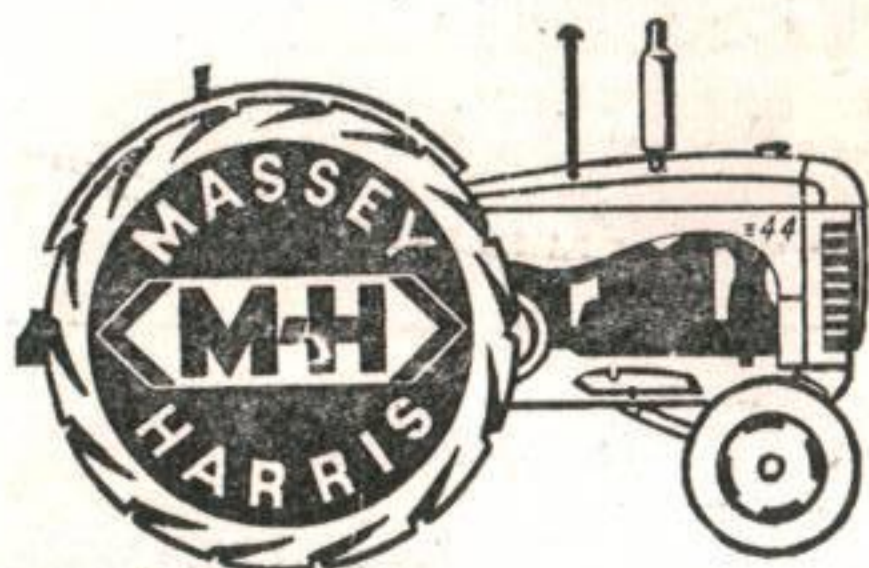
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The Need To Re-Organize—Continued from Page 16

operations in the winter of 1949-50. It was, and is still, purely an Air Force veterans' organization.

The U.S.A.F.A. was enthusiastically received by U.S. Air Force veterans in 1946 but by 1949—after four years' operation — it had suffered a drastic reduction in membership and was rapidly becoming just a small group of veterans, with little hope of growth as a national body and, certainly, no hope of being a real voice in the United States.

In Canada, the R.C.A.F.A. was started too late to get the early support of World War II air force veterans, many of whom in the period 1945-49 either formed air force clubs or associations representing specific units, or joined the Canadian Legion. A few Air Force Chapters of the Legion were established. There was, however, considerable initial success with our Association when it was established — clearly indicating that an ex-airman does like to belong to some form of air force organization.

Now, four years later (1954), the R.C.A.F.A. faces the same dilemma as did the U.S.A.F.A. after four years' existence — a drastic reduction in overall membership, a degree of apathy among its earlier supporters and, to all intents and purposes, no voice in matters of very real national concern.

RE-ORGANIZATION OF U.S.A.F.A.

In the winter of 1949-50, a small group of ex-senior officers of national fame and the Executive Director of the U.S.A.F.A. decided the A.F.A.'s aims and objects of their Association were practically unknown to the general public and to many ex-airmen, and that the methods used to further these aims and objects were far too narrow in application. In other words, it was decided that a purely air force veteran type of organization, working along lines of interest only to those veterans themselves, would not get large scale public and U.S. Air Force recognition and support unless the Association broadened its interpretation of its aims and objects and widened its appeal to gain the close support of the government, the Air Force, industry and the ex-airman veteran.

AIMS AND OBJECTS

This group, and later their National Council, decided that "Airpower for National Security" with its corollary of a strong and efficient U.S. Air Force should be the principal aim and objective of the U.S.A.F.A. The second aim and object to be an A.F.A. membership and general public which was kept informed and abreast of developments in aviation. And, lastly, the preservation and fostering of good fellowship among former and present members of the Air Force. Those are the accepted

"Aims and Objects" of the American Association today.

In our Association's own aims and objects we stress loyalty to the Crown — the American takes this for granted — even though it is already stressed in our "Principles." We advocate good fellowship among former members of H.M.'s air forces, but make no mention of fellowship with those who are serving now in those air forces. We plug for the maintenance of an adequate and efficient R.C.A.F. — the same as the Americans — but there is no mention of Canadian "Air Power for National Security" and what use is an air force without "Airpower" behind it? We use forty-three words against the American's fifteen words to say we will keep our members and the Canadian public informed of developments in aviation, but has anyone any knowledge of how we have done this? We are prepared to back every organization which might help the ex-air force individual; and wind up with a pat on our collective heads in the name of "tradition" which is fine as long as we don't get a permanent bend in our necks looking backward and can't look forward, and I suggest the future is what we should worry about. As a finale, we express some rather pious hopes for international goodwill and peace which, again I suggest, is the wish of practically all civilized beings today and hardly requires writing out in print.

To draft aims and objects is one thing. To apply and make them work is another thing, and quite an organizing task. Yet the U.S.A.F.A. did the job — and quickly, and it certainly works today.

MEMBERSHIP

The first thing done by the U.S.A.F.A. was to broaden its membership system and to get the non-veteran type of aviation supporter into the membership or, at least, taking a close interest in and financially supporting the U.S.A.F.A. I shall make a brief comparison of our two membership systems.

The U.S.A.F.A. has as its primary class "Active Members," who are ex-air force people, with voting and office-holding privileges in the Association. We have the same class, though called "Regular Members."

The U.S.A.F.A. has "Service Members" who are persons serving with their Air Force. They are non-voting, non-office holding, and pay the same annual fee (\$5.00) as an Active Member. We have the same class, called "Serving Members" but do not prohibit them from office-holding.

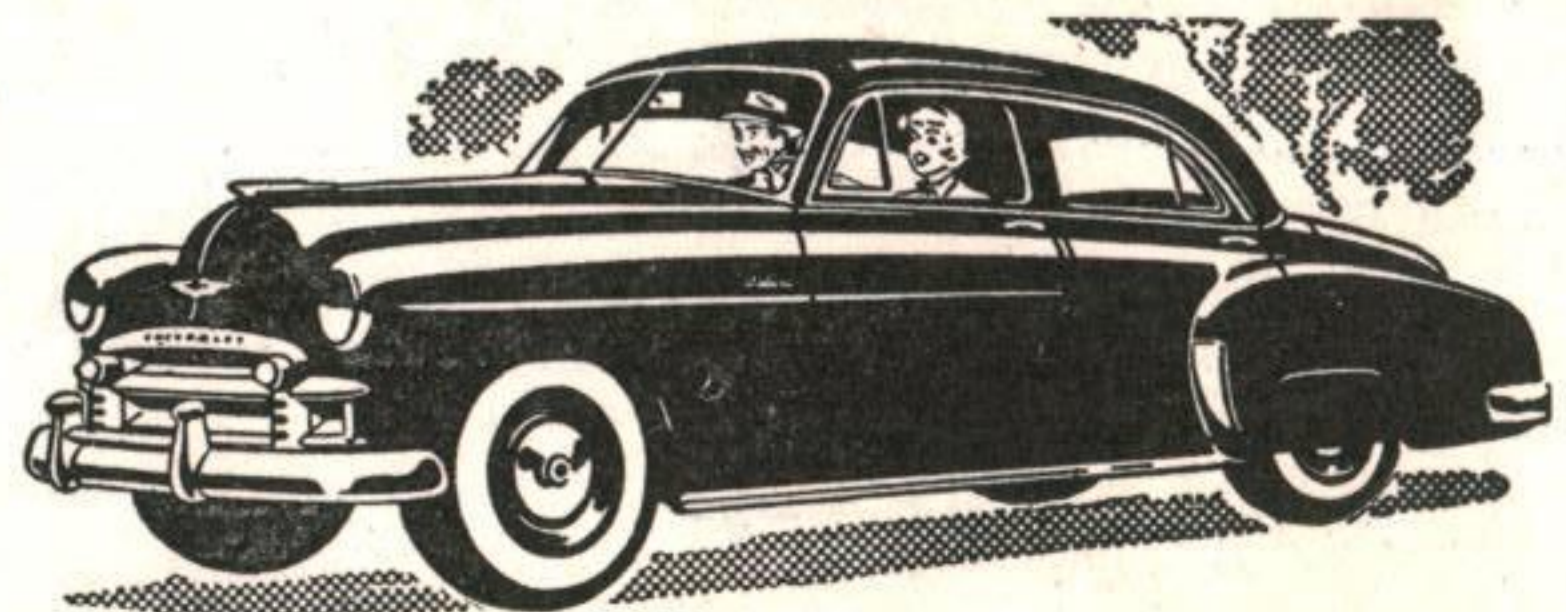
The U.S.A.F.A. has a large group of "Associate Members", who are individuals not eligible for Active or Service memberships but who have demonstrated their interest in furthering the aims and objects of the

(Continued on Page 18)

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The Need To Re-Organize—Continued from Page 17

Association. They are non-voting, non-office holding, and pay the same annual fees as an Active or Service Member. The R.C.A.F.A. has no similar class of member, but may use an Honorary membership for a somewhat similar purpose. However, an Honorary Member pays no dues; it is a "free-ride" membership with us.

The U.S.A.F.A. has a "Cadet Member", who is the young fellow enrolled in the Civil Air Patrol (our Air Cadet League) or in the Air Force R.O.T.C. These are non-voting, non-office holding and pay annual fees of \$3.00. We have no such class of membership. Indeed, last year a proposal to permit ex-air cadets to join the Association was defeated at the National Convention, on the grounds that an ex-air cadet was not an air force veteran. As chairman, I could do nothing nor express my personal skepticism of the reasoning which said "this ex-air cadet did not serve in one of H.M.'s air forces," when the Royal Canadian Air Cadets are actually a component of the R.C.A.F. Also, I wish to point out we do not permit the young man attending the Canadian Joint Services Colleges, as a prelude to an R.C.A.F. career, to become a member of the Association. No sir, this Association is for war veterans only, even if the vet never left his home town and served for a much shorter time than the average air cadet or Services College officer-cadet. We certainly are snooty.

Now, the American A.F.A. has a class of interested people backing it on a non-membership status which I feel has been a primary key to its emergence as a strong national veterans' organization. It is their "Industrial Associate." These are incorporated companies, not necessarily aviation firms, which are affiliated with the U.S.A.F.A. Industrial Associates contribute financially by liberally purchasing U.S.A.F.A. "Industrial Service Reports" and subscribing to the Association's magazine "Air Force," and materially assist by providing speakers for A.F.A. meetings. These speakers include leading businessmen, scientists, engineers and aviation experts. We have nothing of this type of affiliation.

AIRPOWER THEME

By raising their "sights", by getting away from the vet-for-the-vet-only idea of organization, and by sheer hard work on the part of their National Office people, retired prominent ex-air force officers such as Doolittle, Spaatz, Cannon, Kenney, etc, and all of their membership at all levels they have put the American Air Force Association with more than a mere bang.

The U.S.A.F.A. is now the leading voice for and of "Airpower" in the United States. It chevies yet it helps tremendously the U.S. Air Force, and does everything

in its power to keep that service strong and efficient. It acts as a very real and effective link between the Air Force and general public, as well as between the Air Force and industry, and it makes certain that the press and public are well and accurately informed of what the Air Force is doing, its problems, and its manpower requirements.

It drums in "Airpower" — "Airpower" — "Airpower" and the fact that the great statesmen of the Western powers and others concerned with world affairs openly admit — as has Churchill on several occasions — that American possession of large quantities of nuclear offensive weapons and the U.S. Air Force's ability to deliver them at short notice against Soviet targets anywhere in the world has been the sole reason why Europe has not been overrun to date by Soviet forces, and we are enjoying peace — even though of an uneasy type — instead of being in World War III. I have never heard or read of anyone denying this fact.

When you have been at one of their National Conventions — as I was privileged to do this past August as your representative — and see it attended by over 1,600 persons representing the Association, all branches of the U.S. Air Force, the great aviation and associated industries, the federal, state and municipal governments and last, but certainly not least, the man-in-the-street who was the average delegate, you begin to realize how important a well organized, well administered and well lead Air Force Association is to the survival of the peoples of the North American continent.

When you have counted important noses, as I did, at the U.S.A.F.A. Convention and found representing the American Government — one Secretary for the Air Force, one Under Secretary of State, one Assistant Secretary for Defence, two Deputy Assistant Secretaries for the Air Force, one longtime congressman who is Chairman of the Joint Congressional Committee on Atomic Energy. And representing the U.S. Air Force, one Chief of the Air Staff and officers corresponding in rank to five Air Chief Marshals, seven Air Marshals, seventeen Air Vice Marshals, fourteen Air Commodores and countless Group Captains and lesser ranks, and with every U.S.A.F. command, excepting the overseas commands, represented by these officers. And the scientific world and great industries represented by men like Dr. Marvin Kelly, president of Bell Telephone Laboratories, who is one of the present-day wizards on electronics; Dr. Charles Quarles, first nuclear weapon, and the ordinary flying types such as Don Douglas, head of Douglas Aircraft Corp. Then you realize more than ever before that there must be something really important

(Continued on Page 19)

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and worth working hard for in an alive and vigorous Air Force Association.

RE-ORGANIZATION OF R.C.A.F.A.

Now, much as I admire and respect our pals to the south of us, as an ancient, air-minded Canadian I will not admit they can produce an air force organization which we cannot duplicate, though possibly on a smaller scale, and even improve on it.

But we must clear our minds of a great deal of dry rot concerning our aims and objects, their nature and application. We must reorganize at various levels, eliminating all unnecessary sub-organizations or offices, and arrange our membership classes so as to include everyone who has any belief in our efforts and in national air power as an instrument of survival and welfare in this "Nuclear and Airpower Age" we live in.

We must stop looking backward so much over our collective shoulders at World Wars I and II and thinking and, sometimes, saying "weren't we the berries". We were then, but there is a bunch of young fellows today who make us look like a gang of Model-T drivers or shot-up mudhens.

We must reorganize our National Executive Council to provide more equitable regional representation without the dangers of convention lobbying tactics; to provide first class leadership; and to have men and women on the Council who will work very hard at building up the Association. So far we have been fortunate in regard to the people on the Council. But we don't work hard enough and we tend to operate in far too local an area and cease to be national in outlook. As an example we might consider George Kenney, the Immediate Past President of the U.S.A.F.A. He is a four-star general, now retired, and during his past year of office spent exactly thirty-two (32) days at his home. He was constantly on the go for his Association and thrived on it—and he admits to sixty-six (66) years.

We must revitalize each and every Wing and Group in the country. Just because their membership has reached a new 'high' is no reason to stop expanding. To expand simply means persuading the present membership to get out and work. We, at all levels, must stop worrying about the future and get to work to build up the present organization — then we can worry about the future. Stan Mallach recently sent me a card saying "Maybe the reason why worry kills more people than work is that more people worry than work." Let's stay alive.

We must give early and serious consideration to setting up our own Association magazine and other publications for public relations purposes. We must stop living on the R.C.A.F. as poor relations and bellyaching about the amount of space we are allotted in "The Roundel". Possibly the Air Force might be prepared to consider our taking over publication of "The Roundel" on joint behalf, as has occurred in the United Kingdom and the United States. That would stop the howls of those who want more space.

We must get out and help educate ourselves and every man and woman in our community and across the country to the immediate and vital importance of Canada having a strong and efficient air force.

We must try and find out why, today, so many young fellows are apparently not much interested in flying jet jobs. We must convince him that the jets, in various forms, are here to stay and he may be passing up the best opportunity for a fine career if he doesn't join the R.C.A.F. for aircrew duties. Naturally,

this means that we old piston-driven types must modernize ourselves in every possible way and stop talking 1939-45.

We must get it into the heads of parents and young men everywhere that the Air Force is a fine and honorable military profession. We must drive it into their heads that the Air Force population includes all the professions and practically every trade there is in civil life — the church, the law, medicine, engineering, education, and so on. And service in the Air Force is always good preparation for a job in civil life after you have done your bit, whether it is five or thirty years' service. And, above all, service in the Air Force and keeping it at a high pitch of efficiency is ensuring that others, possibly including one's own relatives, have jobs and live in freedom.

We must press the Canadian Government to bring to public attention that, in this "nuclear and airpower age" we live in, continental defence against air attack requires an informed, organized and prepared public, not just the armed forces. This requirement is particularly true of those citizens residing in vulnerable target areas. And the amazing thing is that those very people are the ones who, today, appear the least interested in civil preparedness. Under government leadership, which should certainly include some statements of facts, well known to servicemen and ex-servicemen alike plus many of the recent immigrants to this country, of the vulnerability of civilian populace to air attack and each citizen's responsibility for participation in a civil preparedness programme. There should gradually grow a consciousness that continental defence is a matter definitely concerning all citizens, not simply a few.

But above all else, we must get out and sell "Airpower" and a strong and efficient Air Force to our fellow citizens in our community and across the whole of Canada and stop being complacent about our future.

Our greatest national danger will come through the air, not by the sea or land, and that danger is increasing daily as the Soviets whittle down the margin of superiority possessed by our American friends in intercontinental bombers and nuclear weapons. Today, that superiority has been greatly reduced from what it was a very few years ago, and the gap is closing steadily.

It is no secret the Soviets are feverishly building a stockpile of nuclear weapons — bombs, rockets and intercontinental ballistic weapons — and the aircraft to deliver the bombs anywhere on the North American continent. On May Day, 1954, in Moscow, a very large jet bomber obviously of the very long-range type "swooshed" by foreign observers, and one outstanding feature of this bomber was that it is powered by only four engines, whereas its American counterpart—the B52—uses eight engines. It is reported this bomber is now in mass production and would probably arrive in operational use by, if not before, 1957. No, this is not the time for complacency.

We cannot wait until somebody pushes the button marked "World War III" before getting the trained manpower, the aircraft, weapons and equipment the Royal Canadian Air Force must have to be strong and efficient to meet any air onslaught. We ex-air force types know that, no matter how much money is supplied, you simply can't buy trained jet pilots and modern, armed and properly equipped aircraft "off the shelf" at short notice.

So let us of the Air Force Association get out and "sell" the Air Force and "Airpower for National Security" to Canadians everywhere and, above all, let us re-organize and do that selling job without delay.

Cu Nim Gliding Club of Red Deer

"Look — up there!"

"Oh, yes, I see, the gliding club are flying. Let's run out to the field and watch, shall we?"

This must be one of the comments the residents of Central Alberta make on a Sunday. Yes, the Cu Nim Gliding Club of Red Deer are flying. Our heartfelt thanks go out to the Air Force and particularly those people who have made it possible for the club to use Innisfail Airport for our week-end flying.

The club, as a whole, have had a very profitable year in 1954. They are now the proud owners of a "Tiger Moth" the "Beast." A Schweitzer TG3A, a two-place sailplane which somehow became known as "The Monster." Then a single seater "Kirby Cadet" was purchased from the Sherbrooke Gliding Club of Sherbrooke, Quebec, and with (once again) kind help from the Air Force and also from the Sherbrooke Gliding Club members we finally managed to have the aircraft delivered here to Red Deer. This craft was already named "The Orphan."

After this, the club purchased a badly damaged Schweitzer 1-19, which is another single seater. After our members brought this machine up from Shelby, Mont., we started to repair it. Owing to the fact that our Chief Engineer was posted during this repair job we had to accelerate the job somewhat, and it finally became known as "Operation Midnight." This glider has been named "Midnight" in memory of the many long and tiring hours spent rebuilding it. Needless to say, "Midnight" at the present time is the club's most prized possession.

Winter is now upon us and since we had no hangar for our aircraft, this automatically became the next job. After a few buildings had been torn apart for their lumber, the construction project was started. It was decided to pre-fab all but the roof, so the walls

were built in sections and a handful of brave lads proceeded to the "port" to stand the walls up and nail them together. As of today, I am very pleased to report that the hangar is very nearly finished and will very soon house the "Moth." Next spring will see us scratching up lumber, etc., for more hangars in which to shelter the gliders.

If all this makes you think that you, too, would like to learn to be a glider pilot and soar on silent wings thousands of feet above the earth, then just gather round and listen while I tell you how to join the club. The gang meets each and every Wednesday evening in what we call Hangar 1 and what is really the old Village Hall in North Red Deer. Sometimes it is a business meeting, sometimes someone brings movies, or even just a couple of hours of hangar flying. Here is where you come in. Just drop around any Wednesday night between 8:00 and 10:00 p.m. If you can't make it Wednesday night, and you still want information, just phone the President at 3487 or the Chief Flying Instructor at 3804.

The immediate plans of the club are to "get into the air" and as long as it doesn't get too cold or the snow doesn't get too deep out at Innisfail that is where you will find most of the members on Sunday afternoons. After a full day out in our pure, fresh, cold Alberta winter air, then home to eat a hearty dinner, the Cu Nim Gliding Club will guarantee that a member will be hearty, healthy and ready for slumberland. Be sein' you around.

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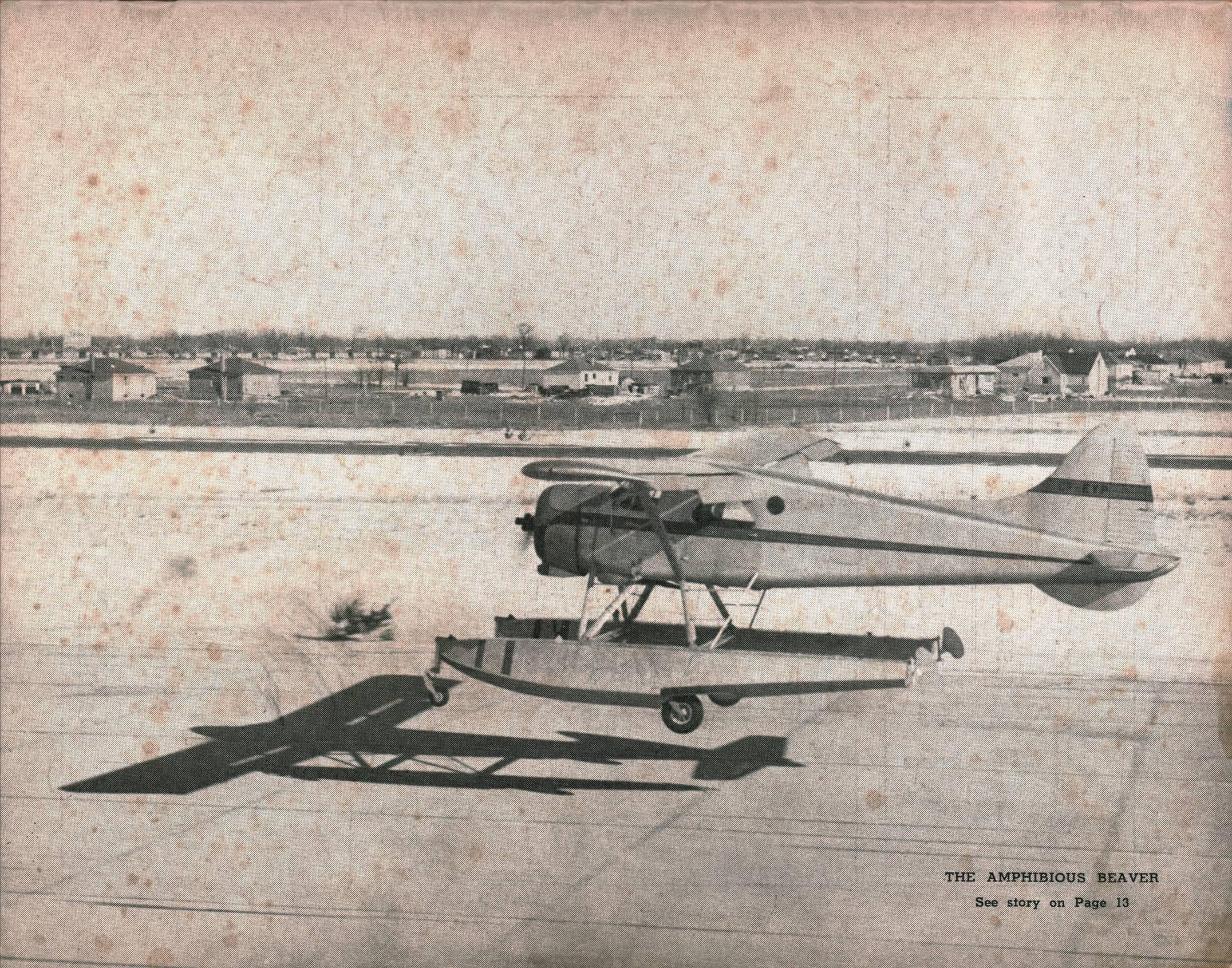
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