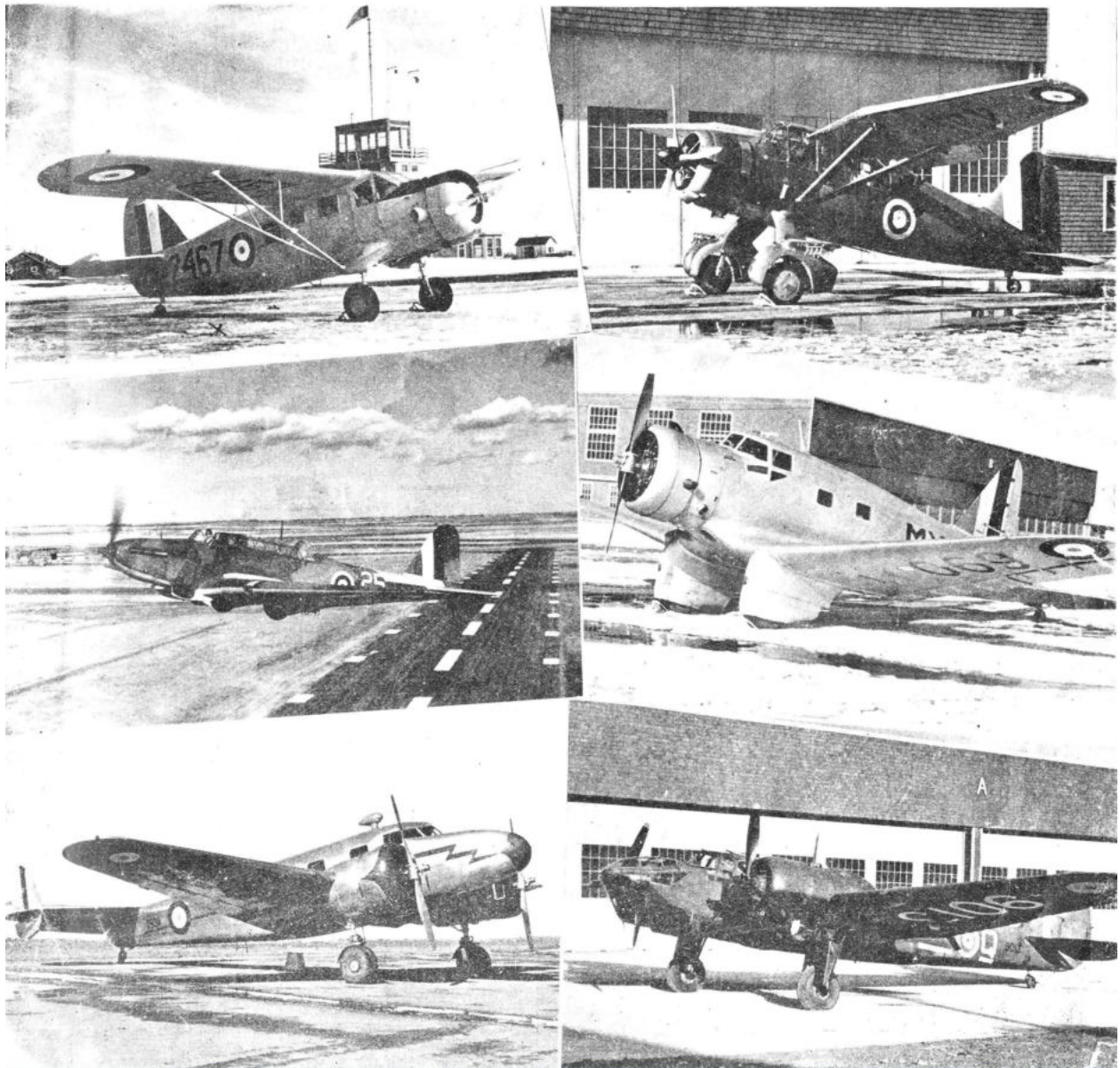


THE CHINOOK

Published in the interests of No. 8 Bombing and Gunnery School, R.C.A.F.



Vol. 1. No. 5

LETHBRIDGE, ALBERTA

September 1942



WELDING
IN
WORKSHOPS



F.L. W. E. SMITH
Chief Technical Officer

*Sparks Fly As
Maintenance*

Keeps 'Em Flying

The Maintenance organization at No. 8 B. & G. School has recently been re-organized to conform with the general practice which is now being followed at all flying training schools of the R.C.A.F. Trouble has been encountered here because of lack of personnel, and for this reason the system is not yet functioning properly. The description which follows however will outline the new system of "Central Maintenance" because it will be in full use within a very short time.

The Maintenance Wing

All maintenance personnel are organized as a Wing which consists of three separate and distinct Squadrons. At the head of the Wing is Maintenance Wing Headquarters, and under this Headquarters come the three squadrons: Repair Squadron, Servicing Squadron, and Workshops Squadron. Maintenance Headquarters has its offices in the control tower, and from here the work of the various squadrons is controlled and coordinated. There is the office of the Chief Technical Officer who is O. C. Maintenance Wing, and next to this office are the Adjutants and Disciplinarians. There is an Administrative Adjutant who handles all the routine correspondence, a Technical Adjutant who takes care of technical reports and correspondence, and two men who handle all the parade states, passes, discipline, etc.

Across the hall from these offices is the Orderly Room itself where a staff of stenographers turn out the letters and keeps things in order. They are available in any of the other offices at the push of a button.

The Repair Squadron

As the man in the factory is necessary to produce planes, so the man on the ground is necessary to keep the aircraft flying. To fly

with the maximum of safety Air Force Headquarters has devised a series of inspections ranging from those carried out between each flight to complete overhauls. More detailed and thorough than daily inspections carried out by the N.C.O. Rigging servicing squadron, and less complete than overhauls performed by repair depots, are the minor and major periodical inspections. Primarily, the work of the Maintenance Squadron is the carrying out of minor and major inspections with repairs and replacements if necessary. In addition the squadron is responsible for N.C.O. Fitting supplying serviceable accessories and components, acceptance checks of aircraft received, preparation of aircraft for transfer or shipment, and making repairs or replacements on aircraft that have force landed, as well as supplying guards for these and crashed aircraft. The Maintenance Squadron may be divided into two groups: (a) the inspection



F.S. R. Lyford
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On March 19th, 1909, Mrs. C. C. Smith (nee Wallace Elliott), Ottawa, Ontario, gave birth to a Technical Officer. However, it was some time before either aeroplanes or this engineer were of much use or even noticed. As time proceeded, teething and high school were eventually passed. Finally when Ford had completed his trimotor this young gentleman joined the Air Force in 1928 at Camp Borden, Ont. Several years in the service were spent in forestry patrol out of High River, Alberta; rum chasing along Nova Scotia; bush transportation around James Bay, and aerial photography in the North West Territories. Receiving leave without pay for several winter seasons, this airman attended Queen's University at Kingston, Ont., in quest of further knowledge of Mechanical Engineering. When Trans Canada Air Lines became established he left the service and joined that great organization, became married and settled down with pipe and book in Winnipeg, Manitoba. Since the book was Mien Kempf and Germany declared war, he decided that possibly his old friends in the service would require a little assistance. Eventually in April 1940 after attending the Royal Canadian Air Force Aeronautical Engineering School in Montreal, this Technical Officer was posted to Camp Borden, No. 4 B. & G. School, Fingal, and then to the flower of all Bombing and Gunnery Schools, Lethbridge, Alberta, as Chief Technical Officer.

group and (b) the repair and overhaul group.

As the name implies, the inspection group carries out all the inspections. The items to be checked are set forth by Air Force Headquarters in the relevant C.A. P., and are drawn up through experience with what particular type of aircraft. With the number of aircraft being flown at this station, about five of them become due for inspection each day. A crew of five airframe mechanics and five aero-engine mechanics will perform a minor inspection in three to four hours and a major inspection in 12 to 14 hours, providing no difficulties are encountered. However an inspection is seldom completed without finding some item that requires replacement or repair, so the unserviceable period is prolonged corresponding to the amount of additional work required. Thus, the reason for rigid maintenance schedules can be seen—to detect worn or damaged parts before they impair the serviceability of the

aircraft and endanger the lives of the flying personnel.

The repair group consists of several sections which overhaul and repair components and accessories. One of the most important is the engine shop, where the three types of engines are serviced, to a lesser extent than an overhaul, but still requiring extremely careful and accurate work. In the accessory shop airframe and engine accessories, that are found unserviceable on inspection, are overhauled and made serviceable. These include starters, compressors, magnetos, oleo legs, selector units, flow control valves, tires, etc. Tires alone require the constant employment of two men. Recently a fire-proof dope shop was built for covering and doping the ailerons, elevators and rudders.

Three other sections necessary for the operation of the Maintenance Squadron are the orderly room, the log book room, and the flight stores. In the orderly room

(Continued on Page 3)

BOMBING
FLIGHT



KEEP 'EM FLYING
(Continued from Page 2)

the work is planned for each shift. A board in the hangar records the number of the aircraft being worked on, the work required, and the men detailed to carry out the work. In the log book room are kept the records of each engine, airframe, and airscrew, including flying time, forced landings, inspections, repairs, etc. In fact the log book becomes a chronological history of the engine, airframe, and airscrew. The flying time of each engine,

O. C. Maintenance Squadron



Flying Officer W. J. McGill

is a product of Calgary — born and raised there. In 1932 he went east to Queen's University and, spending six years there, emerged with degrees of B.Sc. in Mining and Engineering, and M.Sc. in Geology. Following this he spent a year at the California Institute of Technology doing graduate work. During all this time the summer months were spent at mining in Northern Ontario in the Timmins, Kirkland Lake, Red Lake and other areas. Four months were spent with the Welland Chemical Works at Niagara as Asst. Superintendent, prior to entering the R. C.A.F. on August 1st, 1941. Upon joining up, F.O. McGill spent six months in Montreal at the Aeronautical School, from which he was posted to No. 8 B. & G. Since coming back to his early day haunts he has kept close touch with his civilian stamping grounds and only last winter was married to a Lethbridge young lady.

**AC LITTLE
AC SHANTZ
METAL
WORKERS**



airframe and airscrew is kept up to date here on flight boards, on which are also recorded the next inspection due and at what hour. The flight stores, in addition to issuing tools, parts and materials, is responsible for the ordering of all equipment and material, the return of unserviceable items, the transfer of aircraft, and keeping inventories straight. The latter is a superhuman job in itself.

The Servicing Squadron

The Servicing Squadron, unlike Repair Squadron which is located in one hangar of its own, is distributed among the flights. It handles all the servicing, handling, refueling, and all minor repairs which are not serious enough to refer to Repair Squadron. As the latter carries out all minor and major periodical inspections, the men in this Squadron carry out between-flight inspections and daily inspections. The daily inspections are known as D.I.'s and constitute a large part of the daily routine.



F.S. MacDonald

Headquarters for the Squadron is located in an office in Gunnery Flight and it is from here that all orders are issued and all records kept. A large board on the wall shows N.C.O. Bombing at a glance all details of each and every aeroplane. It gives the number, the hours flown, the time to next inspection, and so on. It is by the



F.S. P. Lecours

use of this board that flying may be staggered and distributed to each aircraft in such a way that there is only a limited number coming due for periodical inspections at any one time. This ensures an even flow to Repair Squadron and prevents sudden rushes of work which would otherwise result.



F.S. W. Fedor

Refueling tenders are on hand at all times to supply gasoline to the aircraft without the slightest delay. These tenders are equivalent to travelling service stations, and are driven up to each plane no matter where it be left on the line.

The Workshops Squadron

Workshops Squadron is just what the name implies, but is even more comprehensive than one would imagine. It is composed of the following sections or flights: machine shop, spark plug shop, welding shop, instrument section,

electrical section, wireless section, and parachute section.

The machine shop is used for all types of repairs and sheet metal work. In addition to all the repair work there is an enormous amount of actual manufacture. The lathe is going continually and the boys always have a pile of work ahead of them.



F.S. R. B. Plante

The spark plug shop is a little shop by itself, complete with drying and storage racks, a de-greasing tank, polishing unit and a final pressure tester. Used plugs enter and reconditioned plugs go out in a never ending stream. Considering the vital importance of the maintenance of plugs, this shop deserves a credit which is seldom given.

The welding shop is small but busy. The jobs run from delicate aluminum welding of aircraft parts to the patching of bumpers, etc., on the M.T. vehicles.

The Instrument Section has the vitally important task of maintaining all the aircraft instruments in perfect shape. Without these instruments the modern aircraft of today could not leave the ground. And there is no fair or good when referring to an aircraft instrument — it is serviceable or unserviceable, and when it is serviceable it means it is A-1. The instrument section has an organization of its own
(Continued on Page 5)



THE PERSONNEL OF MAINTENANCE FLIGHT



The Chinook

Published monthly at No. 8 Bombing and Gunnery School, R.C.A.F.

By permission of the Commanding Officer, Group Captain W. A. Jones.

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The Game

Let's play it out—this little game called Life,
 Where we are listed for so brief a spell;
 Not just to win, amid the tumult rife,
 Or where acclaim and gay applauses swell;
 Nor just to conquer where some one must lose,
 Or reach the goal whatever be the cost;
 For there are other, better ways to choose,
 Though in the end the battle may be lost.

Let's play it out as if it were a sport
 Wherein the game is better than the goal,
 And never mind the detailed "score's" report
 Of errors made, if each with dauntless soul
 But stick it out until the day is done,
 Nor wasting fairness for success or fame,
 So when the battle has been lost or won,
 The world at least can say: "He played the game."
 —Grantland Rice.

Some Don'ts On Profanity

By an Old A. E. M.

- DON'T blister the paint on the aircraft. Try patience and applied skill.
 DON'T reiterate the same old Anglo-Saxon word endlessly. Originality is the spice of life.
 DON'T form a habit you may have to blush for at home.
 DON'T swear just to soothe your conscience. Nobody is fooled but yourself.
 DON'T be obscene; it doesn't seem to go with the uniform.
 DON'T adopt the "aw-hell" attitude to everything. You're stalled.
 DON'T be blasphemous. It's not funny.
 DON'T imagine a barrage of cussing will cover the fact that you have failed on a job. It won't.
 DON'T form the habit of thinking "to hell with you, I'm all right."
 You're not all right, and you know it.
 DON'T bother to swear at all. Is it worth while?
 —(No. 10 Repair Depot, Calgary, Repairmen's Post).

'Tis The Truth

- A smart man is one who hasn't let a woman pin anything on him since he was a baby
 The sound of a kiss is not so loud as that of a cannon, but its echo lasts a great deal longer.
 Kissing don't last: cookery does.
 Springtime would find more couples feathering their nests if it didn't take so much down.
 Born leaders of men - - women.
 Adam and Eve were the first bookkeepers; they invented the loose leaf system.

Did You Know That?

The Rolls-Royce Merlyn aero-plane engine has nearly 11,000 parts and 72 gears? It requires 67 hours to machine a Merlyn crankshaft as against three for an automobile one, and it takes 194 hours to assemble a Merlyn engine as against five hours for an eight cylinder motor?

Mr. James Barr is now the Barrack Warden at No. 8 B. and G. School, succeeding Mr. A. E. Russell, who was Barrack Officer here since early last spring?

Members of the Sergeants' Mess entertained a recent Saturday evening in their first formal dance of the season? And that it was a real success?

The Salvage Committee at this

school is steadily gathering all salvage materials and sending them in to the city committee in Lethbridge? And that salvage receptacles are placed for your convenience all about the School?

The coffee bar in the airmen's dry canteen will soon be ready for business?

Corporal Ernst, he of garden fame, who made lawns and flowers for us this summer, is now Sergeant Ernst? A deserving promotion.

I owe my life to that man.
 Did he save you from drowning?
 No, he's my father.

Daughter—What is alimony, mother?

Mother—It's a married man's cash-surrender value, dear.

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MAINTENANCE KEEPS 'EM FLYING

(Continued from Page 3)

somewhat similar to the maintenance organization. Certain men are assigned to work in "A" Hangar with the Repair Squadron doing the periodical inspections, and others are assigned to travelling among the flights to carry out the D.I.'s on the instruments. Still others work in the instrument shop where a complete layout of instrument testing equipment is available. Testing and calibration is done on the station, but for anything other than the most minor repairs the instruments are sent to Repair Depots where all the workmen are experts in their work.

The Electrical Section is identical in organization to the Instrument Section, and it handles all the aircraft electrical work. It looks after batteries, generators, wiring, etc. Every time a new type of aircraft is taken into use at the station there are new problems to be met. The batteries may not hold up, the generator wiring circuit may be unsatisfactory, and there are a hundred and one things that must be corrected before things will run smoothly.

The Wireless Section is organized similarly and, as the name implies, it handles all the radio work. There is the new wiring to install in new aircraft being fitted with radio, there is the inter-com sets to maintain, and there is also the radio ground station to operate. This latter has recently been turned over to the W.D., who is doing a noble job. They keep in touch with all gunnery and drogue ships on the line and record all the details of the exercises as they are carried out. At first the pilots complained at the high pitched voices that came over the air, but now it is possible that tired nerves are sometimes soothed by some sweet voice.

The Parachute Section is installed in its own room in "D" Hangar. Here a staff of men and women (the W.D. is doing a good job here also) are busy, day after day, inspecting, airing, and re-packing parachutes. Every chute is aired and re-packed once every two months whether it is used or not. It is only by careful work and constant vigilance that the life of some airman will some day be saved by that lovely billow of silk.

The M. O. congratulated the half-stripped airman on the fine picture of Churchill on his chest, saying, "That's the spirit, my man!"

"Shucks! That's nothing," replied the airman, beginning to unbuckle his belt. "Want to see Hitler?"

Angry Father: "What do you mean by bringing my daughter in at this hour in the morning?"

Airman Peckham: "Had to be at work at seven!"

She: "I'll bet you wouldn't kiss me if my mother was here."

Cpl. Palmer: "Gosh, is she that beautiful?"

Pilot Officer W. E. Field



Maintenance Technical Adjutant P.O. Field graduated from the University of Alberta in 1939 in Mining Engineering. Previous to that time he had been actively engaged in local flying in and around Edmonton, obtaining a pilot's license in 1936. From that time on he divided his time between flying and mining, and spent two years digging out copper in a northern Manitoba mine. The urge to get directly into the war was strong, and the natural choice was the Air Force. A slight color vision defect made it impossible to get into the aircrew, and second choice was Engineering.

In the fall of 1941 P.O. Field was appointed to a commission, and proceeded to Montreal where he spent five months at the R.C.A.F. School of Aeronautical Engineering. Graduating from there near the first of May he was posted directly to No. 8, where he was placed in charge of Workshops. Under the newly organized Maintenance Wing he now becomes Technical Adjutant. Confidentially, P.O. Field was just recently married—see the social page!

This one comes from London—A sailor called unexpectedly on his fiancée one night. He found her all dressed up in her best party frock.

That's the spirit, he told her. No need to look gloomy.

Just then the phone bell rang, and the sailor answered it.

What? he said. Oh, yes; judging from the number of U-boats we've sunk, I should certainly think so. And he hung up the receiver.

Who was that? asked the girl.

Oh, he said, just a fellow who wanted to know if the coast is clear.

Butler—So the madam has left you? I'm sorry, sir; I know just how you feel, sir.

Boss—Go on, James. You never felt that good in your life.

WIRELESS & ELECTRICAL SECTION

Page Five

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No. 8 Personnel Boost Milk for Britain Fund

**Nearly \$40 Contributed by
Efforts of Station Folk.**

The Lethbridge Kinsmen Club has just been presented with a cheque for \$39.70—a total of donations from this School's personnel towards the Milk for Britain Fund now sponsored by that Club.

A recent softball game between the airmen and airwomen drew an enthusiastic crowd, provided them with a peppy game when the team traded batteries—and netted a collection from the fans of \$24.85 for the popular fund.

Rumble Fund Is Popular

A Rumble Fund in operation on the Station the past month has proven exceptionally popular, both in acquainting personnel with aircraft and with providing coppers for the fund. If you don't know the aircraft shown on notice boards, you just dig up a copper for the fund! It's simple — and simply astonishing how easy it is to be caught napping. In fact, one thousand, four hundred and fifty-eight officers, airmen and airwomen have been caught in the past month—and in the cheque to the Milk for Britain Fund is a sum of \$14.58 from the Aircraft Recognition campaign.

Dominion-Wide Efforts

Milk for Britain has become more than the major war effort of the Kinsmen Association; it has developed, in one short year, to be the major service work of the Canadian people. The people of Canada have resolved that Hitler's ally, malnutrition, shall not accomplish what his Blitz could not.

Practically every service club and organization in Canada has contributed. The armed services, Junior Red Cross, Boy Scouts, Church groups, as well as golf clubs, bridge clubs, and down to the individual who drops his dime into the milk bottle in the corner grocery. All have combined to raise the money necessary to ship the 4,134,000 quarts of milk during the last year to Britain.

It was raised in many novel ways. The farmers in one district gave the value of their milk for one day; Boy Scouts gathered and sold scrap iron; school children put on programs, and one group a circus; a farmer raffled a load of wood; auction sales of white elephants; drawing for model houses; tag days; bingo games and radio programs all added to the fund. With support such as this the Association of Kinsmen Clubs are confident that their new quota for the next year, of 5,000,000 quarts, will not only be met, but doubled.—C. L. Rhyason, Chairman, Kinsmen War Services Committee.

Surprise Attack—Friend: What did you think when you looked into the barrel of the holdup man's pistol?

Robbery Victim—I thought to myself: That's the first tunnel I ever saw that had a handle on it.

Bricks From W. & B. F.S. E. R. Baker

Works and Buildings happily announce that they will soon be back in Station circulation again and ready to take care of the many odd jobs that have had to be passed of late due to the extensive modifications now being completed in the Airmen's Canteen.

The entire Canteen is being revamped and decorated under the direction of F.L. Wright, and by W. & B. personnel. The ultimate aim is to have the smartest and most accommodating Canteen in the Command, and it is really taking a lot of work to bring this about. However, by the time the next issue of Chinook rolls off the press, we hope to have Coffee Bar, Soda Fountains and Lunch Counter all installed and ready to go.

Congratulations and all of the best to Cpl. Stavert and his charming bride. Tell us the secret Corporal—any of us would like to do as well.

It is most gratifying to this Section to note that a decided interest is being shown towards the various sports. Much time, planning and work was necessary to make a football field, softball diamond, horseshoe pitches and tennis court. It is hoped we may soon be able to put a better and harder surface on the tennis court. We are also glad to learn that advantage is to be taken of the boxing ring so laboriously built some time ago.

This department is necessarily called upon to plan and build these various items of sporting equipment and fields; an outlay of time, money and material has to be made and when the constructed equipment simply lays idle, there is little incentive for W. & B. Section to co-operatively carry on with such work. Again, we sincerely hope that everybody will fall in with Pilot Officer Fisk and staff, towards having a sporting good Station.

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Entertainment Season Opened With Grand Concert Sponsored By Auxil. War Services Council

City Artists Assisted by Station Talent—Cpl. George Kerr, Violin; AW1 McKissock, Saxophone; AW1 Maimie Booth, South Sea Island Dance; Community Sing-Song.

With the passing of Summer, all too short, and with the coming of the Fall and Winter season, supervisor W. L. Kew of the Canadian Legion has commenced his series of Sunday evening concerts, the first of which was staged in the recreation hall on Sept. 6. This successful concert was sponsored by the Lethbridge Auxiliary War Services, directed by Mrs. Love. This was one of the best musical concerts yet put on at this station. The spacious hall was packed with men and women of all ranks. S.L. Gross, acting as officer commanding in the absence of Group Captain Jones, was called to the stage during a short interval in the programme, and in the course of his remarks thanked the artists, the sponsors and Mrs. Love for providing a most enjoyable concert. S.L. Gross also said that he was in harmony with the staging of these very fine concerts and it was a pleasure for him to offer any assistance or co-operation for future affairs of this nature.

Splendid Station Talent

In addition to the city talent, four gifted entertainers from this station rendered their services in a manner that well deserved the exceptionally heavy applause of the audience. Cpl. Geo. Kerr (our George) with his violin, and able accompanist, Mrs. Nelson, rendered four selections. So popular was George and his violin, that long after he had made his exit off the stage, following his final number, the audience kept shouting, "We want George! we want George!"

AW1 McKissock delighted one and all with her beautifully-toned saxophone and even tickled the toes of all when she played "The Wash Blues" in swing-time. Her encore was that ever-loving waltz, "Mexicalla Rose" in which she played her own setting of an obligato in the second chorus, while her piano accompanist rambled his own arrangement of the air.

Another one of our popular W.D. girls is AW1 Maimie Booth, who brought the house down with her clever rendition of South Sea Island dancing. In her grass skirt and all the trimmings, Maimie executed this dance in perfect rhythm much to the delight of all.

Mrs. Wright, wife of F.L. G. S. Wright, of the Works & Buildings Dept., won the favor of all with her three soprano selections.

Community Singing

The evening's programme opened with "O Canada," after which community singing was indulged in for fifteen minutes, with Dixie (Stewart) Botterrill at the piano and led by W. L. Kew. By the time "Roll Out the Barrel" and several other stirring choruses had been sung, the audience was in splendid form for singing "Bless 'Em All," and in a contest between the boys and girls as to who could sing the loudest and best, the girls won out by a very close margin over the boys. No doubt had the boys used the words of this song as commonly sung in the wet canteen, they would have excelled over the girls, nay, even put the latter to shame, but Mr. Kew announced that the boys had to sing the words as written on the song sheet with no beating behind the mulberry bush.

The community singing closed with everyone rising and singing "There'll Always Be An England," after which the programme was rendered as follows:

Comic monologue, Margaret Cross; vocal solo, Verna Russell; instrumental (piano), Dixie (Stewart) Botterrill; saxophone selections, AW1 McKissock; vocal solo, Aurline Tanner; violin, Cpl. G. Kerr; South Sea Island dance, L.A.W. Maimie Booth; vocal selection, Mrs. G. S. Wright; piano accompanists, Dixie (Stewart) Botterrill, Irene Elton, Mrs. Nelson, W. L. Kew.

Following the concert, the artists and their friends were extended an invitation by S.L. Gross to visit the officers' mess, where light refreshments were served, after which a review of the concert was again staged for the benefit of those officers who were unable to be present at the recreation hall.

Get the butt of your rifle into the hollow of your shoulder, cried the instructor.

I can't, said the recruit. There's a bone there.

Oh, is there? I suppose the rest of these blokes are filleted?

A beautiful co-ed was wearing a blue sweater. It was that marvelous form-fitting kind.

Said she, coyly, "Don't you think it brings out the blue in my eyes?" He, "Gulp."

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**LETHBRIDGE LAUNDRY And
DRY CLEANERS**



P.O. R. Fisk

Station Sporting Activities Cover A Wide Range

Many varieties of sport are taking shape at No. 8. There are several difficulties to surmount—very limited playing area, long hours and late shifts, intensive courses—but headway is being made. Soccer pitch and softball diamond are in regular use. Horseshoe pitches, ten in number, get a great deal of usage. With Sunday mornings being reserved for sport for part of the Station, a good brand of volleyball, softball, soccer, badminton and tennis should be developed.

Arrangements were made with the Lethbridge Riding School to reserve all horses for our Club every Tuesday and Thursday evening; a special rate was obtained to enable everyone who is interested to ride. The venture has been a great success with such excellent horsemen as F.L. Batty, our genial Padre, and F.O. Manson, our jailer extraordinary, among the most enthusiastic members. Every Tuesday and Thursday evenings between a dozen or more horsewomen and horsemen from No. 8 may be seen picking their way down the steep coulee, fording the stream or galloping along the river road. The paper chase and weiner roast organized by the club members were most successful.

At present time the Station softball team is tied for first place in the Lethbridge League and are about to play off for the city title. The going has been rough. Good players have been lost and the team depleted. The stalwarts, Mason, L'Heureux, Fosburgh, Anderson, Chrichton, Nault, Schill, Bruch and Padden are still with us and will put up a real battle, you may be sure.

While it looks early to mention this sport it might be well to give some indication as to what we may expect in this line during the winter months. There will be no Civilian senior hockey in Alberta this year but there will be a Service League. It has been suggested that No. 8 be the home of the team representing the south. This may become a fact if players of senior calibre can be posted to our Station. A committee is working on that at present. So far as is known, there are no senior players on our

Station; we would like to hear otherwise.

Our courts, though in very poor condition due to lack of drainage, have been used quite a good deal. Racquets and balls have been purchased and with good weather ahead much activity is expected on the north end of the Station. The Lethbridge City Tournament which opened on Sept. 5th, revealed several top-notch players. Names such as W. O. Robins, Sgt. Williams, F. G. Nelmes, Jack Matte, AW1 Dowdell and AW1 Cottet will be heard again in tennis annals of this unit.

Through the kindness of Mr. Cameron, secretary of the local Y.M.C.A., foils have been obtained for use on the Station. As the indoor season approaches more and more use will be made of these. Fencing will be taught under the tutelage of S.L. Bundy and F.S. Salt.

The Y.M.C.A. have extended to the R.C.A.F. personnel a welcome to use their facilities, gymnasiums, showers, reading rooms, etc., at any time. Periods have been set aside for our use of the swimming pool. These periods are:

(a) for Airmen:
 Monday 1630-1900 hours
 Tuesday 1600-2200 hours
 Wednesday ... 1630-1930 hours
 Thursday 1630-1900 hours
 Friday 1200-2200 hours
 Saturday 1200-1800 hours

(b) for Airwomen:
 Monday 1300-1600 hours
 Thursday 1900-2200 hours

Swimming and swimming instruction are free.

A Station league has been in existence for a month, made up of teams from Sergeant Pilots, Ground School, H. Q. and the Fire Hall. Personnel of the first two are English lads and the standard of play is very high. Pilots are proving much the better team and will represent No. 8 in all inter-Station matches. With a few more games under their belt, they will be ready to challenge the leaders in the league at Calgary. Feature of their play is the fast forward line, in the words of a pro, they are really "hot." They play the Scotch game,

bewildering their opponents with short-passing plays.

Plans are being made to develop boxing on the Station. With a former pro in the P. T. Section as Instructor it will be properly organized. Equipment has been ordered and we expect it will be ready for use very soon. Watch for announcements in D.R.O.'s.

A station team entered the City Softball League and reached the final playoff round. Despite constant changing of personnel the boys made a good showing—fifteen league games well played, winning ten and losing five for a percentage of .667. Finishing second place in the league, No. 8 B. & G. defeated the fourth-place team two straight games to enter the finals. In the best three out of five series with Kresades, they lost the first two games, tied the third, and went under 6-5 in the fourth.

Three exhibition games were played for the benefit of the Milk

for Britain Fund in Lethbridge. In addition three of our players represented Lethbridge All-Stars against a team from No. 15 S.F. T.S., Claresholm, on Labor Day.

SOCCER

Following the formation of a five-team station league and after some games had proved the Sgt. Pilots to be the outstanding eleven, they were declared the station team. Composed of pilots from Bombing, Gunnery and Drogue Flights, the personnel is a hundred percent R.A.F.

While continuing with the station schedules, games with outside stations were sought out, the ultimate object of challenging the winners of the Calgary Service League if the team warranted it.

In the first game, 14-9-42, at No. 15 S.F.T.S., Claresholm, No. 8 went under 2-1 in a close match. A return game is planned at No. 8 on 22-9-42.

FIGHT CARD

30 Rounds of Boxing—Sponsored by the Lethbridge Kinsmen Club

MAIN EVENT — 6 ROUNDS

CPL. HARRY JACOBSON, 165 Lbs., No. 37 S.F.T.S., Calgary R.A.F. Champion of Sussex, England; fought Bus Murdoch in last appearance in Lethbridge, VS.

JOHN PAHARA, 167 Lbs., of Lethbridge Light-Heavyweight Champion of Alberta.

SEMI-WIND-UP

AC "KID" KORNUTA, 152 Lbs., No. 2 F.I.S., Vulcan, Alta., VS. VAL PURNELL, 148 Lbs., of Cardston, Alta.

4 ROUNDS

LAC BILL JAYNES, 162 Lbs., No. 8 B. & G., Lethbridge, VS. LAC BILL LAPOINTE, 160 Lbs., No. 2, F.I.S., Vulcan, Alberta

4 ROUNDS

SPECIAL HEAVYWEIGHT EXHIBITION EVENT
 FLT. SGT. J. CANNING, 190 Lbs., No. 2 F.I.S., Vulcan, VS. SGT. PILOT W. RUSSELL, 182 Lbs., No. 2 F.I.S., Vulcan.

3 ROUNDS

BILLY LAFFERTY, 80 Lbs., of Raymond, Alberta, VS. ERNIE BREWER, 80 Lbs., Lethbridge, Alberta.

3 ROUNDS

FOR LADIES CHAMPIONSHIP OF LETHBRIDGE
 LADY RASPBERRY VS. SLOPPY SUE SUMMERS

Plus Additional Bouts comprised of men from Cardston, No. 8 B. & G., and Vulcan, etc., making a total of over Thirty Rounds

Saturday, October 3rd—Lethbridge Arena at 9.15

A GROUND RIDE IN AIRCRAFT "6000"

The flying record or aircraft time board in Servicing Squadron indicates that aircraft 6000 is due for an inspection on the completion of its present operational trip. The Flight to which it is attached is notified and 6000 is taken off the flying line and returned to its hangar by the Servicing crew. Here all flight equipment is removed and the monthly history sheet, from L14, which records all flights, small repairs, etc., and in fact reminds one of a school girl's diary, is completed to date. Repair squadron is then notified that an inspection is due.

Immediately 6000 is towed by tractor to the Repair Squadron hangar. Here a group of trained tradesmen descend on it, in it and around it like an angry swarm of bees. Wheels, legs, cowlings, parts of wings, pieces of fuselage, and in some instances engines, are removed. Surely this is not the same proud flying machine that just a short time ago looked so streamlined and complete in the air.

Another call goes out and this time it appears that an ant hill has been molested in the shape of Workshop squadron. Once more another group of trained tradesmen appear to envelope the aeroplane. However, this time instruments, wireless and electrical parts disappear. Soon a lathe is humming, replacing a worn fitting or flying sparks indicate that a broken bracket is being repaired.

However, very soon parts and pieces begin to reappear and take shape. "6000" can once again stand on its own feet. One by one the supervisor of each little individual group or section initials his column in form L14 that indicates that group has completed its work. Finally the Repair Squadron supervisor appears at the log book room wicket, loudly demanding a new form since the inspection is complete.

6000 once again appears on the "flying line" ready to once more take its place as a cog in the great Commonwealth Training Plan.

CUTTINGS & FILINGS FROM STATION WORKSHOPS

By LAC Robson, W. R.
Being my first attempt to ever write a column for any newspaper, it gives me great pleasure to gather material for our (by now) world famous Chinook, and to put it down in written form to help fill the pages of that monthly sheet. But before going any further, I will beg your forgiveness for my feeble endeavour, my errors in spelling (and judgment), and my mistakes in grammar.

This is the Hub and Centre of Activity for all those small and



Pictured here are members of the No. 8 B. & G. School Flyers, who recently played the Kresnades in a best-of-five series for the Hotelmen's Cup and the city softball championship. Shown are: Standing, left to right—B. Moran, F. Sgt. O. L'hereux, C. Beverley, Sgt. A. Mason, Sgt. A. Creighton, Corp. O. Schill, Sgt. G. Ross. Kneeling, left to right—Corp. E. Nault, Corp. S. Mould, Sgt. Vosburgh, LAC P. Padden, LAC M. McCann, Sgt. Anderson, LAC Bruck.

lesser known, but none the less important sections including Instrument, Wireless, Electrical and Parachute, and our official title is Workshops Squadron. So many people have the mistaken idea that we are an integral part of Maintenance Squadron that one of these days we will be setting forth, individually and collectively, armed to the teeth with weapons of our own manufacture to settle the dispute once and for all time.

We are brazen enough to think that we can manufacture anything from a doll's carriage (ask Sgt. Lepper) to a complete aeroplane, and we've never been stumped yet; though I wish space and time would permit one to reproduce some of the weird looking drawings that come to our desk to be turned into parts from wood or metal. It takes a Philadelphia lawyer (or one of Workshop's personnel) to figure them out.

PERSONAL NOTES

F.S. Plante—Our O.C. and cabinet designer.

Sgt. Lepper—You heard me; get outa here.

Cpl. Calver—Maintenance Canteen Joe this week and I can't think of anything worse right now.

Cpl. Ferraby—He knows more about spark plugs than the man who makes them.

LAC Robson—The new proud pappa, his hat is too small right now, but he'll soon get over that and find his pocket-book too small. General handyman of Robson Cabinet Co. fame.

LAC Taylor—Why the rush, Geo.? What! Saskatoon again! What is the attraction?

LAC Fuller—His ingenuity and guilelessness beggars description.

ACI Nickerson—We have to tie him down at smoke period and lock the door on him at noon and 5 o'clock. He carries the torch (welding).

LAC Noble—Do all—mall all—'nuff sed!

ACI Gifoy—We can never find him, so why bother.

AC Little and AC Shantz are newcomers but I'll probably have plenty on them when the time comes to sit down and worry about the next issue. I had one too (many).

Said a very charming young Lethbridge lady recently: Everything I really want to do is either illegal, immoral or just plain fattening!

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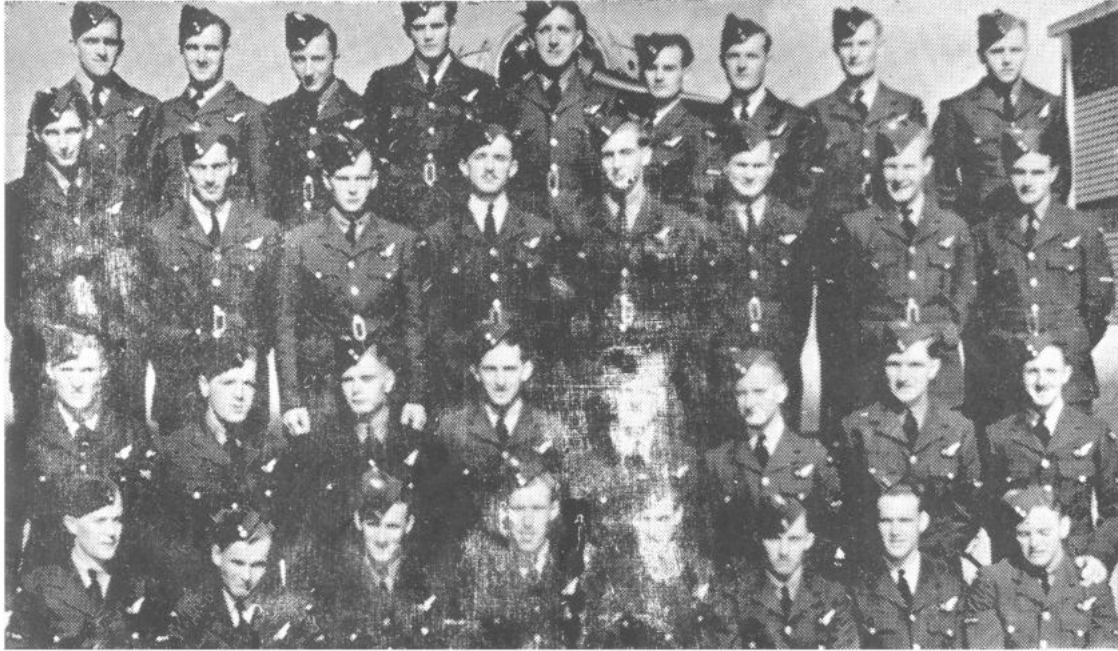
We extend our best wishes to the Boys of No. 8 B. & G.

THE DALLAS HOTEL

5th Street South

Phone 2312

ALBERTA BOY HEADS CLASS AT NO. 8



Including fifteen Albertans, a large class of wireless air gunners received their badges on a recent Saturday afternoon at No. 8 B. & G. School, with Group Captain W. A. Jones, officer commanding, making the presentations. The wings parade was held on the apron fronting "D" hangar, instead of on the parade grounds, where the

R.C.A.F. flag hung at half mast in tribute to the Duke of Kent. The class was comprised of men from Canada and New Zealand. Group Captain Jones made a special presentation to Sgt. W. M. Cole, of Innisfail, who headed the class.

—Photo and Engraving courtesy Lethbridge Herald.

TOOT - TOOT

(Dedicated to Cpl. Roy Taylor)
To those who blow and brag,

This little proverb does appeal;
The steam that blows the whistle
Will never turn the wheel.

LAC Mills bought his girlfriend a tube of lipstick for her birthday because he knew he'd get it all back sometime.

LAC Lewis called at one of our local hotels inquiring about a "What do you charge for a room.

"\$5.00 up," was the reply.

"Yes, but I'm only an engine mechanic," answered the airman, thinking the price a little steep.

"That being the case, it will be \$5.00 down," replied the clerk, who had had experience with this type of airman before.

Note:—Bombing Flight:

We have a very good bird bath down here for little birds who do too much chirping. Ask Cpl. Chesney.

Some of the boys were wondering if a certain Flight Sergeant would cancel his own "48" if he came to work one morning with his shoes unpolished.

LAC Peckham suggests that all W.A.A.F.'s be equipped with bells. They have a bad habit of appear-

ing from the darndest places—and at such embarrassing times???

Customs Officer (finding a bottle of whiskey), "I thought you said you had nothing but old clothes in this trunk?"

Tourist, "And I was right. That's my nightcap!"

Which do you think women prefer—men who give in to them, or the other kind?

What other kind?

Hubby—When I came home last night a man tried to hold me up.

Wifey—Usually when you come home in that condition it takes two to hold you up.

She—Do you know what good clean fun is?

He—I'll bite, what good is it?

She—Who told you you could kiss me like that?

Airman—Oh, all the fellows.

First Airman—Is that your new girl friend?

Second Airman—No, just the old one painted up.

A good mechanic is one who can repair an aircraft and (it) leave it

in better condition than it was in when he found it.

The conservation of gasoline has brought sunshine into some lives. It is now a mark of patriotism to have a cigarette lighter which will not light.

The German people are frequently told that "Victory is in sight." They always were a far-sighted nation.

Twinkle, twinkle little star,
A girl took a ride in an Airman's car;

What she did, she ain't admittin',
But what she's knittin'
Ain't for Britain.

Maple Leaf Cafe

Next door to the Garden Hotel,
3rd Avenue South

•

When in Lethbridge Dine at the
Maple Leaf

RADIOS

Philco — and — Marconi

MORRIS & BARRETT

The Hardware Mart of the South.

First Fall Dance by Airwomen Is Success

Under the auspices of a well organized committee, the first of a series of semi-monthly dances was held Friday evening, Sept. 11, in the W.D. recreation hall. This was a real outstanding event and everyone present thoroughly enjoyed themselves. The entire dance was sponsored and supervised by the W.D., who deserve great credit for the manner in which this event was carried off. The boys, who were guests at the party, are all looking forward to the next dance. In addition to the "Jute Box," excellent dance music was provided by L.M. McKissock, W.D., playing the saxophone, while W. L. Kew, the Canadian Legion supervisor, presided at the piano. D. W. McQuarrie, W.D., very capably carried off her duties as master of ceremonies, and it was also under her supervision that the hall was tastefully decorated with red, white and blue streamers.

The prize dances caused considerable interest and amusement. The elimination dance was won by LAC Corbett and ASO Campbell,

and the spot dance was won by LAC Johnny Bull and AW2 Keeffe. Assisting on the various committees to make this dance a success were the following members of the W.D.:

Decorations: D. H. McQuarrie, E. S. M. Ross, N. Foord, G. H. Hermanson, R. O. Denson, M. L. Doak, F. Percy.

Refreshments: L. M. McKissock, N. L. T. McAvoy, A. M. Law, A. A. R. Reid.

The co-operation of the ASO's and Cpl. Timberlake added immensely towards the success of the evening.

At 11 p.m. an excellent lunch was provided after which WO1 W. Robins, on behalf of all Airmen present, expressed thanks and appreciation to the members of the W.D. for the fine evening's entertainment and hoped that this would be the beginning of many more such pleasant events.

At 12.15 a.m. the home waltz and the singing of the National Anthem brought this very enjoyable evening to a successful close.

SECURITY GUARD AND SERVICE POLICE
 Cpl. Rombough

We would like to know:
 Who is the young W.D. who would like to meet a real live N. C.O.?

If the "powers that be" consider the cute white fence along Works and Bricks sufficient to prevent trespassing—after dark?

What kick does Sgt. Price get out of drinking water out of a pop bottle?

If the S. P. Corporals got their seniority straightened out at last?

Which S. P. Corporal enacts the role of Casanova in the Airmen's Mess and holds up the line while so doing?

Why the bespectacled S. G. Corporal looks so moon-struck lately?

Which takes the longest—for the R.C.A.F. to get one part, or the I.H.C. to build a whole truck?

It's a known fact that some of the S.G. and S.P. are farmers, but when did one S.G. N.C.O. enter the furniture moving business.

Why the S.G. F.S. fumed for three days about not receiving a phone call—was she out of town again?

Why the water level at Park Lake rose so suddenly the night of the Headquarters party? Could it be due to an impromptu bath?
 Why so many S.G.'s and S.P.'s fall for the Sand Readings?

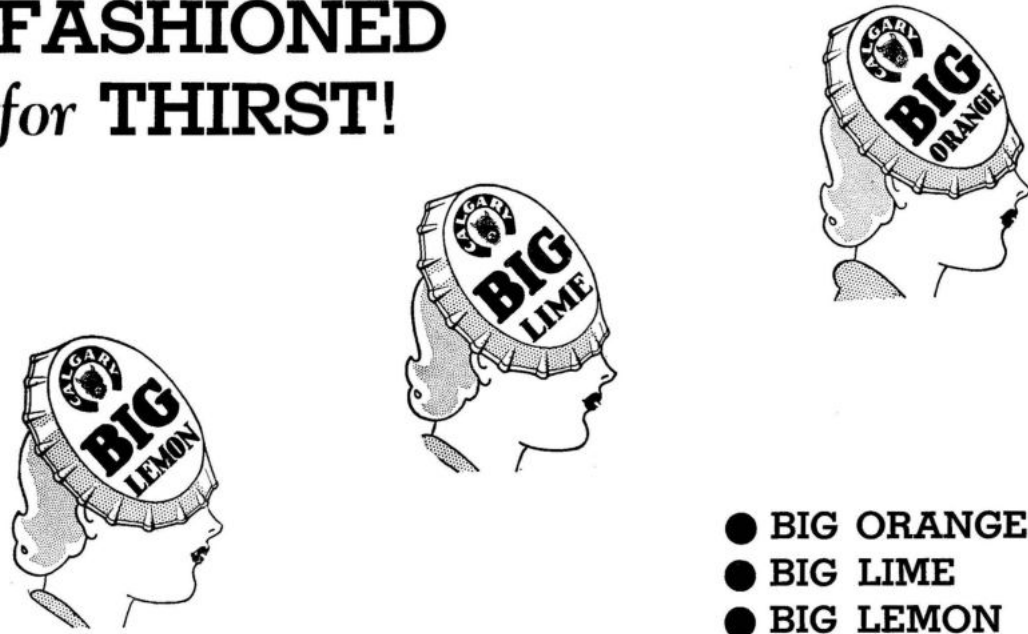
Letter from Airmen in the Digger
 "Please send me one loaf of bread—and enclose a saw and file."

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Headquarters Hiccups

LAC Laking, J.

Since last bursting into print via The Chinook, many changes in personnel have been effected in our Headquarters building.

Great gobs of females have descended upon our peaceful midst. Many of our originals have departed for distant points. Some of them we have heard from. Reports, reliable ones, emanating out of Calgary would have us believe that our good friend ACI Campbell who laboured here under the guise of "Station Statistician" (and who spent most of his time thinking of a way to get an extra 48) is actually WORKING at No. 4 T. C. H.Q.

Other personnel including ACI White at Vancouver, ACI Graber and LAC Romeo at Pat. Bay, LAC Taylor, W. R., at Edmonton, ACI Mormal at Vulcan, LAC Hutchison overseas, Cpl. Schroeder at Regina, LAC Myatt and ACI Scobel at Victoria, LAC Taylor, C. R., at Prince Rupert, Cpl. Richardson at Calgary, and Sgt. "Happy" Lang, somewhere on our western coast, are keeping His Majesty's Air Arm to the fore at these various points.

Recently we have lost our esteemed Frenchman, ACI Henry Maurais, whom we considered as the perfect host. For did not Henry on one occasion sleep on the floor of his room in order that three of his erstwhile friends could get their much needed beauty sleep on his bed.

The advent of the fair sex has added many new problems to our beloved N.C.O.'s. How to keep Rogan from falling, McNabb from forgetting his "honey," Wilton from becoming jealous—all these and many others fall now on the shoulders of our superiors.

Flight Murley, after a sojourn in various eastern ports, has returned to our midst. Welcome back Flight—but I'm afraid we'll have to join the Davies twins in forswearing "the filthy weed" as we can't afford to keep both you and us in cigarettes on the King's pence.

Sgt. Ross is still yumping around Records Office; McGarry playing with letters in C.R.; Kirkland (God bless him) looking after our pay; Clarke and McNabb have added to their previous accomplishments by adding bicycle riding to their chores; best "B" group runners in the service says McNabb. Rogan, Salt, Nelmes, George, etc., still spend a considerable portion of the working day in the Admin. building.

However, with the departure of Maurais, Myatt, Taylor, Johnston, Scobel, Romeo, etc., the boys are beginning to behave themselves. On a recent occasion, Laking and Kirkland (who by their own admissions have reformed) actually started for town recently to take in a show and GOT THERE! as intended.

Great Oaks From Little Acorns Grow

From Ting-A-Ling

We believe that fame is just around the corner, because our public are sending in requests.

Our greatest fear is that our popularity may get beyond our control and become something like "The Greatest Aspidestra in the World." (Horrors!)

We have decided that for the edification of all concerned we should give you a few facts.

Now don't get panicky and decide to go A.W.L., because we are not going to tell very much of what we overheard on the switch board. Oh no, we have other ideas about that.

For instance, shortly before pay day, we might circulate the rumor that we will write for the Chinook The Conversation heard by a Telephone Operator, in serial form. If you should see us riding around in a large shiny limousine, don't think wrong of the poor working girls.

We absolutely refuse to divulge the names of the two officers we heard talking on the phone (don't bribe us or we might weaken). S.L. — says to S.L. —: "Don't divorce your wife; take her a dozen roses—the shock will kill her, and you can use the flowers at the funeral."

We should really tell you about the night of Friday, Sept. 4th, when some of our loviest W.D. were posted and being feted before leaving our gallant Padre. No, I guess I won't tell because all the girls would be asking for postings, but we have it on good authority that after the incident one of the lovely blondes wanted to stay so badly she lost her travelling warrant. Naughty, naughty, Rev!

We wonder if it will be safe to tell you about this? (Of course it's strictly confidential.) I guess it will be all right because we have three M. O.'s on the Station. The M.O. from Macleod called the M. O. at No. 8 B. and G. This is the conversation: "Doctor, your diagnosis seems to differ from mine in the case of AW1 _____." "I know," replied our M.O. cheerfully "but the post-mortem will show I am right."

The person who told me this story said "not to repeat it," and I won't tell a soul, except you. The pretty little W.D. in the sergeants' mess was having a little trouble with one of the amorous Flights. She told him if he wouldn't be good, she would call the Service Police. The Flight replied: "Say, Sister, he wouldn't be a bit better than I am."

In closing we will tell you about the lady who called the other night. (We know her name). After a lot of caustic remarks to the operator she bellowed: "Am I crazy, or are you?" "I'm sorry, madam," the operator replied in her sweetest institutional voice, "but we do not have that information."

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**Newsy Notes
Around No. 8**

MARRIAGES

Stavert—Firth

On Friday, September 11, 1942, Cpl. Andrew William Stavert, No. 8 B. and G. School, was united in marriage to Floss Firth, of Lethbridge. After a short honeymoon the newly married couple will take up residence in Lethbridge.

Drought—Warrington

St. Augustin's Chapel on Wednesday, Sept. 2nd, was the scene of a quiet wedding when Rev. P. C. Wade united in marriage Patricia Dorothy Elizabeth, daughter of Mr. and Mrs. W. Warrington of Beaverdell, B.C., and Sergt. Air Gunner John Albert Drought, a recent graduate of No. 8 B. & G. School, son of Mr. and Mrs. A. E. Drought of Westbank, B.C.

The bride, who was given away by Flight Lieutenant Wright, wore a blue afternoon frock of floral crepe with a corsage of gardenias and roses. She was attended by AW Edith Hilda Butchart, and the groom by LAC Edwin George Powlak, both of No. 8 B. and G. School.

A reception was later held for the bridal party at the home of F.L. and Mrs. Wright, the couple leaving for a honeymoon in the Okanagan. They also plan to visit the groom's parents in Westbank.

BIRTHS

A daughter, Joan Beverly, to LAC and Mrs. J. A. B. Robinson at Lethbridge, Friday, 17-7-42.

A son, Alfred John, to LAC and Mrs. S. A. Harris at Calgary on Wednesday, 24-6-42.

A daughter, Phyllis Lynne, to Sgt. and Mrs. W. E. Evans at Toronto, Ontario, on Monday, 10-7-42.

A daughter, Margaret Eleanor, to LAC and Mrs. H. Wilson, at Yorkton, Sask., on Thursday, 16-7-42. LAC Wilson is attached to the 133 (F) Squadron.

To Sgt. and Mrs. Ernst, in Lethbridge, 16-9-42, a son.

An aeronautical engineer is a person who passes as an exacting expert on the basis of being able to turn out with prolific fortitude infinite strings of incomprehensible formulae calculated with microscopic precision from vague assumptions which are based on debatable figures taken from inconclusive experiments carried out with instruments of problematical accuracy by persons of doubtful reliability and questionable mentality for the avowed purpose of annoying and confounding a hopelessly chimerical group of fanatics referred to altogether too frequently as airplane designers.

NO LIFE BELT

Inflation blows up everything a white collar worker has to buy, but leaves his pay envelope as flat as ever.

**"LIFEBUOY FOLLIES"
TO PLAY TWO
NIGHTS AT NO. 8**

Just as we go to press with The Chinook we picked up this hot bit of news: the "Lifebuoy Follies," a new comedy musical review on tour of Service Camps in Canada, is to visit No. 8 B. & G. on the evening of Sept. 30 and Oct. 1.

With a small cast of eight professional entertainers, the Follies packs more into it than the older style revue and represents one of the first major efforts on the part of a Canadian business organization to present a compact unit of entertainers built around a show specially designed for the Army camp entertainment, and featuring a presentation which runs the entire evening without a pause. The Follies runs right through its repertoire without the customary curtain intervals.

From the opening salvo presented by the entire company to the strains of "Wish Me Luck" until the final curtain rings down in the grand finale, this versatile group sustains the interest of its soldier-audience by a vast rollicking pace throughout the evening.

The company headlines the capable Pat Rafferty and directed by Mr. Jack McLaren, constitutes a complete travelling unit fully equipped with its own stage settings, scenery, and audiophonic apparatus. Produced by Lever Brothers Limited, it is anticipated that the Follies will tour extensively Canadian Army and Air Force camps during the coming months.

Comedy highspot of the show is veteran comedian "Pat" Rafferty, who punctuates his songs and nonsense with an able exhibition of eccentric dancing. Mr. Rafferty will be remembered for his fine work with the First Division Entertainment Party during the First Great War, and later with Canada's then famous "Dumbells," having previously served in the fighting forces in France for two years.

Meanwhile the fair sex keep the routine of the Station functioning as normally as possible. But, Lethbridge, the beautiful, is not good enough for them. On 48's they roam to the various beauty spots of our southern south, Banff, Waterton, Calgary, Great Falls and other points are all visited by members of the W.D. Two of our fair sex even contemplate a visit to Portland. 'Tis indeed amazing how they can afford such visits. Must be the pure life they lead in Lethbridge that accounts for it.

And her husband has a prosperous business, I suppose?

Oh, yes, he is taking in a lot of money. Only last night he told me a receiver was to be appointed to assist him.

MAINTENANCE ADJT.



F.O. R. G. McINTOSH

Who has been Adjutant of A.T.S. since opening of the School, now becomes Administration Adjutant of Maintenance.

If, as often said, fleas have other fleas to bite them, a question arises, "What do ants have in their pants?"

Another of the great historic incidents worth waiting for is where the desk sergeant books the fugitive as "Adolf Hitler; no home."

**MILK FOR BRITAIN
FIGHT CARD AT
ARENA, OCT. 3rd.**

Saturday, Oct. 3rd, at 9.15 p.m., will be a red letter day for the numerous boxing fans at No. 8 B. and G., for that is the date of the Kinsmen Club fight card at the Lethbridge Arena, when 30 rounds of boxing will be staged for entertainment of the sports fans. Proceeds of this fight card go toward supporting the Kinsmen "Milk for Britain Fund."

Main feature will be a six round bout between Harry Jacobson, now of Calgary, and John Pahara, a Lethbridge scrapper, who is rough and tough. On page 12 of this issue of The Chinook will be found a program of bouts.

R.C.A.F. MEMBERS

are assured a Hearty

Welcome at the

YALE CAVE

The Management of the
Henderson Lake Pavilion



are pleased to announce that they have obtained the necessary facilities for keeping the Pavilion open to the public during all of the Winter months. Dances will be held every Wednesday and Saturday nights as during the Summer. They have been most fortunate in obtaining the services of the

ROYAL ALBERTANS

again, who have always been rated as the Best. Boating and Canoeing is proving to be most enjoyable these early Fall days.

HENDERSON LAKE — THE PLAYGROUND OF LETHBRIDGE

Equipment Notes

LAC McKenzie, M.
Reports from our Equipment pals overseas are still favourable. Sandy Sankorn has been holidaying in Scotland, the home of "Heather Dew." Plenty of beer, none free but all very good—and lots of "Bonnie Lassies" and not honey, what I mean. Sandy states he made many close friends while there. He, of course, returned to his post somewhere in Ireland.

Cpl. Frankie Mannion has not been doing so well, for at time of writing he was on his back waiting for his broken leg to mend. He is, otherwise, still enthused about the work and overseas life. Both Sandy and Frank sent their best to all their No. 8 friends and to be sure, here are ours right back.

Honourable mention is due Sgt. Sayers who made a flying trip to Saskatoon. We would likely lose him should the Navigation authorities learn of his talents. Inadvertently made an unexpected call in at Luseland, Sask. He reports a warm welcome at that little Saskatchewan town and also much hospitality, for some of the fair sex had a chicken dinner for the party had they been able to stay long enough to participate. Terry says it was a very happy misfortune.

Most of our cheery W.D. are fast becoming acquainted with re-payment procedure for wearing apparel. It will teach them to be more careful of their lingerie and safeguard against loss of same. This might be heeded by all our young W.D. away from home for the first time.

Addition of items to be incorporated in C.A.P. 10:

1. Sky-hook—for holding Ly-sander in position in mid air.
2. Wrenches—for use in fitting seven inch stove pipes.

FROM OUR SUBSCRIBERS

From one admirer of The Chinook, Mrs. L. A. O'Brien, of Picture Butte, Alberta, comes the following story: On hearing that my husband, Pat O'Brien, was from No. 8, a young man asked me if they used live ammunition for target practice. When I asked why, he said: "There was an airman looking for a target, but all he could find was a cow. So he released a bomb and blew the cow to pieces." Of course, I asked, "And what happened to the man?" His reply was, "He was left holding the bag." Oh! my face!! Thanks Mrs. O'Brien for the story and your subscription to The Chinook. We need more fans like you.

Mr. J. D. Brooks, of Stewart McIntosh Limited, Calgary, writes: In your last issue, I noted an article stating that The Chinook was "getting around" inasmuch as it was being forwarded to England. I would like to mention that all copies received to date, have been forwarded to New Zealand, then on to the Eastern front. May you have continued success with your paper.

Here Is How Your Money Is Spent

Extra messing commodities purchased during month of August, 1942, for Airmen's Mess from July extra messing profit and August Airmen's Canteen donation. No extra messing was collected from Airmen for month of August, 1942.

Fresh Fruits	\$ 21.70	
Lemons	\$6.30	
Blueberries	15.40	
Fresh Vegetables		51.05
Tomatoes	36.75	
Celery	14.30	
Canned Fruits		139.30
Peaches	67.80	
Pears	58.30	
Plums	13.20	
Canned Vegetables		87.70
Corn	35.70	
Peas	34.40	
Beans	17.60	
Spices and Seasonings		19.20
Pickles and Relish	58.35	
Lard	100.01	
Icing Sugar	7.20	
Cereals	39.30	
Flavourings	67.85	
Baking Soda	1.15	
Cream of Tartar	6.70	
Gelatine	2.15	
Cocanut	4.00	
Custard Powder	11.70	
Total		\$617.36

DE VILLAGE BLECKSMIT

From July Issue "The Canadian Airman"

Under a spreading blecksmit tree
de village chestnut stands
End Smit, a mighty men is he, wit
lodge and cinnamon hends
De mukkels of his scrawny arms
are just like rubber bends.
His hair wuz black, but now it's
gone, he also hez a face
His brow is vet, of honest svet it
doesn't show a trace.
De trute is dis, he's betting heavy
on de second race.
Veek in, veek out from morn till
night you kin hear dot feller
blow
About de time he shooedd a fly. I
dun't believe it's so
Cause ven I tried to shoo a fly de
dem ting youldn't go.
He goes on Sunday to his choich
end sits don in his pew
End everybody eks him, "Does dot
pew belong to you?"
End den he falls asleep until de
soivices is trew.
He vakes up ven his daughter stots
a singing in de choir
End goes outside because he hez
to change en auto tire.
(His car is second-hand end now
he almost hez a buyer).
Tolling, rejoicing, sorrowing, on-
vard trew life he goes
Itch morning sees some tesk begin,
itch night he changes clothes
End slips in his pijemis cause he's
oined a night's repose.
Tenks, tenks de, my woidy friend,
regards from every vun
To dress a hoss's feet can't be en
awful lot of fun
You gotta know your stuff to be a
hoss's chaperun.

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Bomb Bursts

Cpl. W. W. Fleming finally got posted away from the station which he has graced with his presence for so long. We were unable to determine whether he is happy or not with his posting, but of one thing we are certain—where he's going, there isn't a bus to town every hour!

The W. D. have finally arrived in Bombing Flight to take control. AW2 Bickell was only with us a short time, when she was unfortunate enough to be involved in an automobile accident and, we understand, suffer some rather serious injuries. Everyone wishes her a speedy recovery.

AW2 Watson has completely surrounded the timekeeper's office, leaving LAC Stafford on the outskirts, as consulting engineer on small matters such as how to put Sgt. Pilot O'Connell on Target Three EVERY schedule. The seriousness with which Watson regards her work is a constant source of amazement to all present. The boys are constantly finding errands into the timekeeper's office about the aircraft arrivals and departures — purely technical interest in the aircraft, of course.

While at Waterton on a recent 48, we were checking up on the lads from Bombing Flight, and found that it is a haven for girl-friend weary LAC's in search of greener pastures. A couple of LAC's were seen CARRYING their girl friends up and down the main street of the village about 11.00 p.m. Saturday evening. Whether they thought they were Sir Walter Raleighs or not is undecided, but it looked awfully silly to see two grown men carry two grown women up and down a perfectly dry street. We could be harsh and tell their names, but due to a certain handshaking and secrecy pact sworn to by all present, it must remain a military secret. If one were to say their initials were L.D.N.W. and C.K.P., we would still be keeping our part of the pact, wouldn't we?

Sgt. Farmer has turned over a new leaf, and is now becoming a hard guy. It seems that four lads, weary of working, took a little time off to relax, and thus be refreshed for harder work later on. Sgt. Farmer didn't see it their way, except for the harder work part, and for several hours all that could be heard resounding through Bombing Flight was the swish of mops and brushes as four even-wearier-than-before airmen washed aircraft—eight of 'em, we understand. For that we will recommend Sgt. Farmer be made at least a WO2. What we can't understand is how a certain MacPherson can never be caught doing this same thing.

Gunnery and Drogue Flight will

please note carefully that Bombing is now definitely in the running for the best lawn.

No one was more surprised than the men when they saw the grass growing, but seeing that it was doing its part, the boys did their part and watered it morning, noon and Fridays. Any golfers wishing putting practice can have the use of it for a small donation to our Rumble Fund.

Our O. C., F.O. Shelton, and 2nd I. C., F.O. Schafer, have been posted to Dunnville, Ont., much to the regret of the Flight. F.O. Shelton's good humored acceptance of all the worries of an O.C. will be remembered by the boys long after he is gone. F.O. Schafer and his accordion will also be missed at the flight dances and doings. Our good wishes go with these two popular officers, to their new station.

Early in August a weiner roast was held on the Island, and was a big success. The weather was perfect, and everyone enjoyed themselves. LAC Healy with his motorcycle was a huge attraction, and we understand that he and the Lethbridge Police Department had several arguments as to the practicability and safety of carrying four people on a motorcycle. Small things like Arms of the Law don't bother our George, though, and he continued to thrill all the feminine members of the party with his daring dashes hither and yon. LAC'S Mitchell and Robson did their best to entertain vocally with numerous songs—our only regret now is that Sgt. Pilot Jenkinson wasn't there to give from his large repertoire of intriguing ditties. One of the most interesting developments of the evening was the breaking loose of one LAC Miller from his usual quiet woman-ignoring self to beam on his partner during the evening. There are possibilities there, but we are afraid Ernie will require a little dynamite to really make him break loose permanently.

AC1 Pearson had a very narrow escape from very serious injury recently when he was struck by an airscrew. Pearson tells us that he just wanted a few days' sick leave, so he got it the hard way. Latest reports have it that his sick leave has been again extended. This kind of stuff is all right in small quantities, but Pearson had better try something easy next time, like spraining his ankle. The tension on our nerves during the above-mentioned incident entitled us to some leave, too, but we didn't get any.

AC2 Gauld was unfortunate enough to be in a car which differed with the width of the road under the Lethbridge trestle, with the

(Continued on Page 20)

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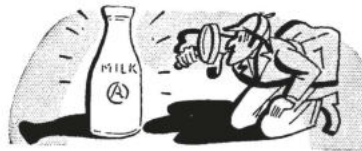
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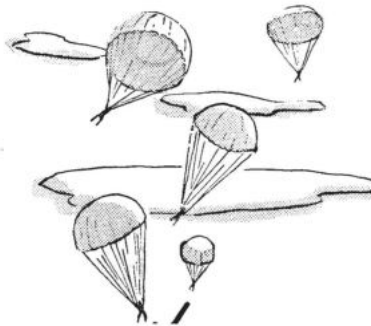


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NEW STATION DIETITIAN EXPLAINS DIET SERVED TO SERVICE PERSONNEL.

A.S.O. E. J. Campbell

I wish first, as the new Messing Officer, or as I would prefer to be called, the dietitian of this Station—to say how pleased I am to have been posted to such a friendly Station as No. 8 B. & G. I am extremely interested in the nutritional welfare of the R.C.A.F. as a whole, and especially of those at this Station, and I hope I will be able to keep everyone well and happy.

Food which is nutritionally inadequate will be reflected in loss of efficiency—food which is not attractive and palatable will result in dissatisfaction and loss of morale. It is the duty of the dietitians who have been posted to various R.C.A.F. stations to see that the diet of the personnel of their stations is nutritionally adequate, palatably prepared and attractively served.

Nutritionally Adequate

The 1939 existing scale of ration was found, in the light of modern knowledge, to be inadequate. Hence changes were made to bring it nearer to the nutritional requirements. Even after these changes were instituted it was found to be unsuitable for R.C.A.F. personnel, and further changes were again made in 1941. The chief changes were in the addition of more milk, vegetables, oranges and grapefruit juice. Canned tomatoes are a compulsory issue twice weekly. Vinegar and salad oil were added to encourage the use of raw foods. Authorization was also given for the purchasing of Canadian grown green vegetables, in season. The meat and bread issues were slightly reduced.

The daily dietary allowance considered adequate for good health are:

- Calories (1) moderately active men, 3000; (2) active men, 4500; (3) ration issue, 3850.

These calories are provided from

	Adequate	Ration
(1) Protein	70	155
(2) Fats	30%	37%
(3) Carbohydrates,	remainder.	

Other factors to be considered are:

1. Minerals, especially.

	Adequate	Ration
(a) Iron	1200 gms.	27.6
Chiefly from red meats, whole grain cereals, vegetables.		
(b) Calcium	.08 gms.	1.37
Chiefly from milk, cheese.		
- 2) Vitamins:

(a) Vitamin A—for normal vision and resistance to infection; sauces, butter, eggs, milk, green and yellow vegetables.

(b) Vitamin B, for good appetite and steady nerves: Sauces, whole wheat bread, whole grain cereals and rolled and crushed wheat, shredded wheat, lean pork, milk.

3. B2—for healthy eyes, skin and hair—sauces, carrots, lean meat, milk, spinach, prunes.

4. C—Ascorbic acid for healthy teeth, gum and blood vessels—sauces, oranges, tomatoes, grapefruit, cabbage, potatoes.

5. D—for normal development of teeth and bones—cod liver oil, eggs, irradiated milk.

Although the ration issue is automatically adequate, providing, as it does, fresh milk, 15 oz, which gives us approximately 1-3 of the calcium requirement as well as a number of necessary vitamins, 2 1-3 oz of evaporated milk, which we use extensively in cooking, still does not destroy the vitamin D content), cheese (rich in calcium and protein), vegetables (root and green), fruits (prunes, apples, oranges, grapefruit juice) we still have to spice up our menus with the addition of pickles, catsup, flavorings, etc., all of which we do with our extra messing revenue.

The palatability and attractiveness of the meal, of course, depends largely upon the imagination, resourcefulness and ability of the cooks, and the dietitian as their instructor.

OUR QUIZZ CORNER

Each month we hope to present a Quiz Corner—just to keep you pepped up on K. R. (Air).



Name the errors in this picture? In other words, list the charges on which the personnel could be placed for evident errors!

Prize: Airport Theatre tickets to the Airman or Airwoman submitting the best answer. Entries must be in to Editor-in-Chief by October 5th, 1942.

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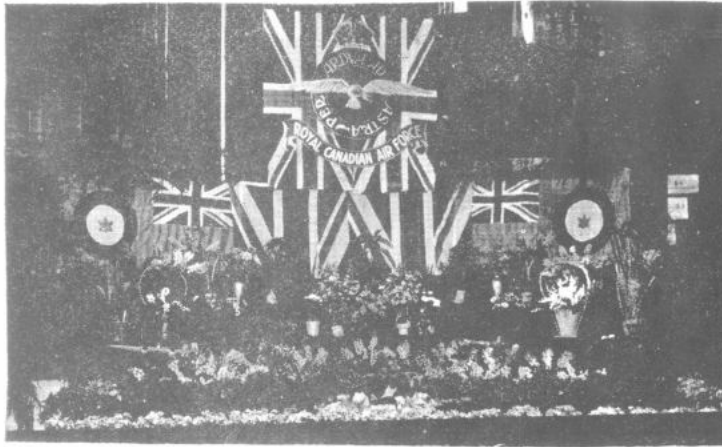
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Station Flower Display Wins Comment at Show

F.L. G. S. Wright

One of the main attractions at the Lethbridge Horticultural Society Flower Show held at the Arena on Aug. 25th and 26th, was the fine display of flowers and vegetables of the No. 8 B. and G. School.

The benches were terraced up to a background consisting of Union Jacks and Air Force Ensigns, topped with the R.C.A.F. crest which made a very timely and colorful setting. When one stops to consider that a few months ago the land from which the exhibits were grown was but untilled prairie, many expressions of surprise were made that such a display could be produced in such a short time from barren land. Among the flowers exhibited were coleus snapdragons, collinsias, lobellia, annual phlox, zinnias, petunias. Ferns of many varieties decorated the stand while the vegetables consisted of head lettuce, Telegraph (from the greenhouse) and field cucumbers, green onions, green beans, sweet corn, and tomatoes. It was generally expressed that the flowers and vegetables shown were comparable to any exhibited. Since none but selected specimens are exhibited from some of the oldest and best cultivated gardens in the vicinity, it can be readily seen that in comparison, the first exhibit of the No. 8 B. & G. School, was a success from every angle.

Faithful Workers

Special mention must be made of Sgt. Ernst, who has charge of the landscaping and gardening at the School, for the interest he has taken, and the work he has put into reclaiming the prairie to a well ordered cultural undertaking, climaxed by such a fine display. Flight Lieutenant Stan. Wright, and staff (Works and Buildings) designed and erected the setting and Mrs. Wright ably assisted in

arranging the display. Thanks must be extended to the members of the Sgts. Mess for the loan of the R. C.A.F. crest, which was greatly admired.

A Huge Crop Too

To date, 8000 heads of lettuce, 2000 lbs of string beans, quantities of green Onions and cucumbers have been served to the various messes, while corn and tomatoes are at present being gathered. The greenhouse at present is producing luscious telegraph cucumbers. About 400 chrysanthemums, cineraria, cyclamen and many other varieties, are being matured to adorn the various messes, etc., during the winter months.

And Thanks

The No. 8 B. & G. School wish to thank the following for their interest and kind donations of flowers, plants, etc.; only through their generosity has it been possible for the School to accomplish so much in such a short time: the City of Lethbridge, the Experimental Farm and Dr. and Mrs. S. M. Rose. Again, thanks a whole lot, folks, we will be back to see you again.

Ribbons and Medals

New George Cross and Medal Are of Silver.

One glance into "Ribbons and Medals," a book by Captain H. T. Dorling, D.S.O., R.N., is enough to suggest that few Canadians can read what he describes as "a tolerably complete summary of a man's fighting career from the color stripes of silk on his coat or tunic."

British subjects, he says, must wear their ribbons and decorations and medals in a certain sequence on their breast. The sequence is: The Victoria Cross, British Orders, British Medals, Foreign Orders in

order of date and so on. There are 114 British Orders in all topped off by the Most Noble Order of the Garter.

With the issue of the George Cross and medal two new ribbons were added. The George Cross, designed by Perry Metcalfe, unlike the Victoria Cross, which is of bronze Maltese design, is of silver in plain cross form of equal limbs. The design—St. George's slaying of the dragon—is taken from the George Kruger Gray model, in turn taken from the Gooden bookplate of the Royal library of Windsor Castle. On the reverse side is the crowned effigy of the King.

He—I'm thinking of getting married; what do you think of it?
She—I think it's a wonderful idea if you ask me.

National Day Of Prayer Is Observed

On National Day of Prayer Sunday, Sept. 6th.

Services at No. 8 began with early morning communion at 7.30 o'clock and Church Parade at 8.30. F.L. W. K. Batty, Station Chaplain, offered special prayer for the Empire and delivered an appropriate message for the occasion.

In Lethbridge, the weather was favorable and the Churches were thronged with worshippers. Three years of war were recalled and prayers for victory and a just and lasting peace were heard during the day. Two Flights from No. 8 paraded to St. Augustin's Anglican Church and to St. Patrick's Catholic church. Rev. P. C. Wade, Rector of St. Augustin's Church, soon to leave the city for a west coast church, was in charge of the service.

Between fifty and sixty members attended nine o'clock Mass and Communion in a special parade to St. Patrick's. Among this number, one was Australian, one American and a number of Airwomen. About one-half were French Canadian. F.L. Griffin, R. C. Padre, conducted the service. At the close of this service some forty to fifty airmen and airwomen were guests of the Knights of Columbus at breakfast in the Y.M.C.A. auditorium. Altogether, it was a day marked by deep devotion and reconsecration to the cause of Empire.

He—Does this dance make you long for another?
She—Yes, but unfortunately he couldn't come tonight.

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Do You Know

Your Bombers?

NEW DETAILS ON AVRO MANCHESTER 1 DEPICT IT IN CLASS OF HEAVY BOMBERS.

(From June Issue of The Aeroplane)

Further details, now officially released, provide much interesting data of the Avro Manchester 1, the only large two-motor bomber to go into service with the Stirling and Halifax four-motor class of heavy bombers.

The Manchester is powered with two Rolls-Royce Vultures. Bearing works number 679, it was designed to Air Ministry specification P. 13/36 of 1936. The Halifax was also designed to this specification, but was completed with four Merlins, as sufficient Vultures were not available at the time. Although the Manchester is no longer in production it is a very interesting machine as the largest two-motor bomber ever built and as the forerunner of the Avro Lancaster, which will play a decisive part in winning the war.

The Motors

The Vulture is the largest motor yet produced by Rolls-Royce. It is a 24-cylinder 90-degree X-type of 42.5 litres capacity, which contrasts with the 27 litres of the Rolls-Royce Merlin. The Vulture is virtually a double Peregrine, cylinders, pistons, valve gear and other parts of that type being utilised on a common crank shaft and crankcase. The Peregrine is a 12-cylinder upright Vee type and represents the ultimate development of the older Westrel, which had served the R.A.F. for many peaceful years.

Although the type is no longer in production, the details of this X-type motor as now revealed are well worth close examination. The gain of increased power from a larger number of smaller cylinders in a motor of the same capacity is offset by the added complications of the working mechanisms. There are also difficulties in crankcase design because of the extra stresses imposed by loading twice the power on a structure of the same overall dimensions as compared to the crankcase of a Vee motor.

The Vulture gives 1845 h.p. at 5000 ft., and the Merlin X 1130 h.p. at 5200 ft., both in the low gear of the supercharger at 3000 r.p.m. The high gear figures may be compared only approximately. The Vulture gives 1710 h.p. at 15,000 ft., the Merlin XX 1250 h.p. at 12,250 ft. These comparisons are helpful in at least one respect, for they give some slight idea of the greater power of the Avro Lancaster, which may be described as a development of the Manchester. The Lancaster has four Merlin or four Hercules motors.

As already suggested, the trend is towards smaller cylinders of

greater power. The Merlin has a bore of 5.4 ins., the Vulture 5 ins.; the Merlin a stroke of 6 ins., the Vulture 5.5 ins. Other obvious departures from the normal are the use of two main trunk induction connecting-rod linkage, particulars of which are not yet released.

The Airframe

Turning to the airframe which houses this powerful motive unit, the Manchester is a mid-wing all metal cantilever monoplane.

The fuselage follows conventional lines of semi-monocoque construction of a flattened "O" section. Channel section formers are notched to carry continuous longitudinal stringers of angle section. Externally the lines of the Manchester fuselage are not so box-like as those of the Stirling or Whitley, and it is of medium length, contrasting with the short stumpy Liberator and the extremely long Stirling.

The forward cabin is interesting, for the transparent canopy has a mixed metal and wood frame and contains bulletproof glass panels to give protection to the fire controller, whose position is just aft of the pilot. There is a good view in all directions. A little behind is the navigator's table facing across the machine, and again to the rear of that is the radio operator's station, while overhead in the rear of the canopy is an astro dome. At this point comes the front spar, and just forward of it is an armoured bulkhead, which cunningly swivels about its centre to allow the crew in the cabin to pass through to the rear of the fuselage. The pilot and fire controller have additional armor protection.

Another notable feature in the cabin is the warm air supply, which renders the Manchester one of the most comfortable of the aeroplanes in the R.A.F. to fly in low temperatures. In the leading edge of the wing, inboard of the motor, is a duct from which air passes through a small coolant radiator inside the wing. Warm air is delivered under pressure into the cabin against a spreader baffle.

Armament consists of 8 Browning 303 guns in three Nash and Thompson hydraulic turrets. The provision of a dorsal turret led to the discarding of the central fin of the tail unit, a characteristic feature of early Manchesters. Two large end-plate fins and rudders now appear on Manchesters, giving the dorsal gunner a chance to assist the rear gunner if necessary.

The wing is built up on two main spars, which are formed of channel-section light alloy extruded booms top and bottom, joined by

(Continued on Page 25)

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300 PERSONNEL ENJOY PICNIC

All personnel of the Fighter Squadron attached to No. 8, along with a whole host of friends—service and civilian—thoroughly enjoyed a picnic not far from the Station on the 9th inst when the cares of the world and the war



were forgotten for a few hours and everyone made whoopee. An energetic committee, centered around Adjutant Genge, made ideal plans, all the way from the fatted calf for the barbeque, to No. 7 Band from Macleod for musical pep, and the party proved a complete success.

Popular Presentation

The popular O.C. of the Squadron, S.L. Brooks, brought his bride to meet all the boys and girls, and the boys figured this a most opportune time to welcome the bride in particular so, with Wing Com-



mander Gray, from Command, making a suitable address, the happy couple was made the recipients of a beautiful sterling silver tea service. The groom made fitting reply, and the social time continued merrily for a couple of hours.

He was doing his best to fit his key into the lock, singing a happy song meanwhile. After a time a head looked out of the window above.

Go away, you fool, cried the man upstairs. You're trying to get into the wrong house.

Fool yourself! shouted back the man below. You're looking out the wrong window.

BURSTS FROM GUNNERY

(Sgt. G. Trotter)

In our opening chapter we wish to thank Maintenance Flight for their wonderful co-operation in sending us some of their men; their wonderful generosity is overwhelming. We, of Gunnery, shall not forget it and may some day return the favour (hmm!)

Congratulations go to LAC Warren and Mrs. Warren—a bouncing boy. Incidentally, there were a few sickly looking boys that night. I don't think these once a week shavers can handle a cigar.

Our erstwhile friend Gray took a long time to get back from his last leave. We thought it was twins again. Oh! well, we needed a good man for night duty.

It is with deep regret that we note our pretty Store-keeper, AW2 Butchard, is in the Col. Belcher hospital. We, of Gunnery, wish her a speedy recovery.

There are the odd one or two pilots in Gunnery who still have to find out that a ship won't run very good or long with the gas turned off.

Bombing Flight must be finding it pretty hard to do their work, without tools, since we installed a new lock on our Store Room door.

Cpl. McCallum (Pudgy to you) is contemplating another trip to Regina; better be careful kid, you know what happened last time. Our Flight Sergeant Lecours has been doing some pretty serious research work this past week. Wouldn't be surprised but what he wouldn't turn up with something good for the ammunition experts at Ottawa anytime now.

I hear a rumour lately that the flights are all going to chip in and buy Maintenance a team of horses to drag their aircraft around. I wonder who, of all their men, they could get to drive them. Gunnery flight could pass along a few good suggestions.

Noticed our friend Slim Tulloch in the show down town the other night, in the front row, with the nickel bag of peanuts. Some guys really get a kick out of life.

Guess that's all for this time, but before I go I'd like to quote a famous last saying around Gunnery: "Are there any Bolly's serviceable?"

Cpl. Nester broke a date with his girl. At noon the next day the irate young lady tried unsuccessfully to get him on the phone. She eventually got his pal, Cpl. Mould on the line. The reason that Nester could not answer the phone himself and had to break the date was that he had crashed in a Link trainer.

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LETHBRIDGE

DO YOU KNOW YOUR BOMBERS?

(Continued from Page 23)

an Alclad plate web. The ribs are pressed in three sections, again in light alloy, and in addition to being flanged for stiffness have vertical stiffeners. The skin covering the leading edge has additional stringers for stiffness running spanwise.

Other constructional details are normal and include flush-riveted skin and a full range of hydraulics for operating undercarriage, flaps, bombdoors and radiator and air intake flaps. The Dowty type undercarriage completely retracts. An

ingenious catch on the leg near the hub hooks on the door as the whole mechanism rises into the nacelle and completes the closing of the door.

The wing flaps are of the plain split variety and no attempt has been made to incorporate anything by way of aerodynamic advantage in the form of slotted flaps. The tails of the underslung motor nacelles hinge down in harmony with the flaps which extend right into the fuselage.

The instruments are operated normally by a compressed air system and an emergency air system can operate the bomb doors if the hydraulic system fails.

The loaded weight of the Avro Manchester is given as 56,000 lbs, which is less than the figure for the Handley Page Halifax of 60,000 lbs, and considerably less than that for the Short Stirling, 70,000 lbs. The Manchester is stated to be capable of carrying the largest bombs.

The overall dimensions are: Span 90 ft. 1 in.; length 68 ft. 10 ins.; and height 20 ft. These are again less than the contemporary four-motor bombers mentioned but much greater than those of the Dornier No. 217. The only German bomber which appears to compare with the Manchester and the other British heavy bombers is the Henkel H 117. All the British heavyweights, including the Manchester, would dwarf those night bombers the enemy used at the peak of his night attacks on Britain. This gives some idea of the immense weight of our heaviest raids on the Rhineland.

The gross wing area is 1131 sq. ft., the net area 1040 sq. ft., which gives a wing loading of 54 lbs per sq. ft. The power loading all up is 15.1 lbs per h.p. Maximum speed is officially quoted as approximately 300 m.p.h., although a German source gives 280 m.p.h.

Similarly, the bomb load given as five tons (11,200 lbs) should not be read too closely with the maximum range of 2000 miles, for range varies inversely with the bomb load.

The Manchester is always spoken of by pilots and crews as a good machine to fly. Although the design is now getting old, the Avro Manchester has done great work, and its successor, the Avro Lancaster, has made an auspicious daylight debut in the famous Augsburg raid. Thus the name of Avro is as much to the fore in 1942 as it was in the pioneer days of flying.

JUST A THOUGHT

"Twas in September, '39
When Hitler committed an awful crime;
He showed all Europe his Aryan horrors,
And left us in the midst of sorrows.
It's three years now since that fateful day
When Hitler signed our peace away;
Soon Jerry came and dropped some bombs;
For England's sake, "Buy Victory Bonds."

A. C. Raworth



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HELP SHOW YOUR APPRECIATION BY PATRONIZING THE ADVERTISERS



R.A.F. SQUADRON LEADER MARRIED IN MOOSE JAW

A wedding event in the city of Moose Jaw on Sept. 2 created a great deal of interest to personnel of No. 8 B. and G., inasmuch as the groom was none other than the very popular S.L. Brooks, Officer Commanding an attached Squadron at this Station in recent months. In fact, so popular was the event that a number of the groom's fellow officers made the trip to the mill city to see that the groom got through his ordeal successfully. The following, part of a report of the event, taken from the Lethbridge Herald, would go to prove that the affair was a complete success:

A pretty ceremony was solemnized in St. Andrew's Church, Moose Jaw, on Sept. 2, at three o'clock, when Barbara Eleanor, daughter of Mrs. Black and the late Dr. Vaughan Black, was united in marriage to S.L. Walter Thomas Brooks, R.A.F., son of Mr. and Mrs. W. T. Brooks, Tilehurst, Berkshire, England. The church was beautifully decorated with a profusion of white flowers.

The bride, who was given away by her uncle, Mr. C. F. Elderkin, was dressed in a lovely gown of ivory embossed sheer made princess style with short train and gloves of the same material. Her full-length veil of fine French net was caught to a Juliet cap of pearls; her only ornament, a single string of pearls. She carried a

shower bouquet of white roses and sweet peas which held a piece of white heather.

Miss Elizabeth Black, who attended her sister as bridesmaid, wore a floor length dress of jade green taffeta with gauntlets to match. Her headdress was a circlet of velvet pansies with streamers of jade and amethyst ribbons. Her shower bouquet was of gladioli en tone.

The groom was supported by Wing Commander J. H. Slater, A.F.C. The Rev. Geoffrey Glover performed the ceremony. The ushers were Wing Commander A. F. ers were W.C. A. F. Hickman, F.L. Boot, D.F.C., F.L. Dibnah.

As the couple left the church they passed between a guard of honor formed by twelve members of No. 133 Fighter Squadron, stationed at present at No. 8 B. & G. School, Lethbridge, of which the groom is commanding officer.

A reception was held at the home of the bride's mother. Mrs. Gerald Parkins was responsible for the beautiful floral arrangements. Mrs. Hugh Young and Mrs. Corbett, Regina, presided at the tea table. Mrs. J. G. Ross, Mrs. C. H. Freeman, and Mrs. Carl Logan looked after the pleasure of the guests; assisting in the dining room were Mrs. Bruce Cameron, the Misses Mary Freeman, Peggy Henderson and Louise McKenzie.

Dr. T. M. Leask proposed the

toast to the bride, which was ably responded to by the groom. For travelling the bride wore a dress of fine beige wool trimmed with brown leather buttons and belt. Coat of beige camel-hair wool with blue fox collar, brown leather hat and accessories. Squadron Leader Brooks and Mrs. Brooks left on the TCA from Regina for Lethbridge.

The out of town guests were: Mr. C. F. Elderkin, Montreal; Mrs. O. O. Lyons, Powell River; Mrs. C. W. Elderkin, Zelma; Dr. and Mrs. Alport, Dr. and Mrs. Corbett, Misses Dorothy and Isobel Corbett, Dr. and Mrs. Dakin, Mrs. Brundage, all of Regina; Dr. and Mrs. Orr, Fort San; Wing Commanders J. H. Slater, A.F.C., O.M., and A. F. Hickman, both of No. 39 S.F.T.S., Swift Current. The following guests were from No. 133 Fighter Squadron, Lethbridge: F. L. Boot, D.F.C., F.L. Dibnah, F.L. McCall, F.O. Aslin, P.O. Sargent, W.O. Griffiths, D.F.M., W.O. Whelan, Sgt. Gainforth, Sgt. Walton, Sgt. Curtis, Sgt. Leslie, LAC Saunders. No. 32 S.F.T.S. was represented by Group Captain Morrison, A.F.C., and Mrs. Morrison S.L. Milligan, A.F.C., and Mrs. Milligan, S.L. D. R. Miller and Mrs. Miller, S.L. E. R. Johnson and Mrs. Johnson, F.L. Mills and Mrs. Mills.

S.L. and Mrs. Brooks have taken up temporary residence in the city.

AN INVITATION

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News From The North-West Corner

F.O. H. S. Baker

The Fates, we think, currently set a new 'high' in petty malice—for it is, after all, the height of something or other to engineer the arrival of a bouncing baby boy (and quite a Begg baby too, we're told) during the proud father's tour on Duty Watch. Here, obviously, is another potent argument for the six-pool system. It is, however, learned on good authority that the aforesaid father has several times managed to view the son and heir—Duty Watch or no. And speaking of Duty Watches our fond parent should be warned to prepare himself for a two year tour (approximately) during which time the disconcerting wail of a hungry child will penetrate the darkness with much more devastating effects than the lazy drone of a cruising Anson. But to return to our subject—the infant has been viewed and approved. It is furthermore reported that he displays already the various qualities and attributes of a first class armament officer. Congratulations, S.L. and Mrs. Begg!

And while we are on the subject of births, special mention should be made to Pilot Officer Fisk, who escaped our column last month. (As a matter of fact, our column escaped itself). A double dose of congratulations (we almost said condolences) to P.O. and Mrs. Fisk! Has the third been adopted, as contemplated? Oh—that Income Tax! We fear still another upward revision, else the Government will have to pay you.

Let us see . . . after births come marriages; at least, that seems to be the journalistic order. Apropos of the latter, we note that S.L. Brooks spends much less time in the Mess and quarters than heretofore. There appears to be no good reason for this sudden change of tactics unless it is, perhaps, the fact that the establishment of the Fighter Squadron has been increased by one. The general impression, indeed, seems to be that this courageous officer has done a very fine thing for himself, and our unqualified congratulations and best wishes go to S.L. and Mrs. Brooks.

What else happened during the month? Well, we may have to go from the sublime to the ridiculous. P.O. MacIntosh, for instance, trounced S.L. Begg soundly at table-tennis. (Can it be that Mac has improved that much, or that an obscure domestic crisis has put Johnny off his game?)

P.O. Mends, as usual, is busy transferring occupants from room to room. No quarter is asked or foisted. He would, however, have received, but merely demanded and our sympathy in his admittedly difficult job if he had not recently thieved all our tables (kitchen, small), replacing them with other tables (nondescript, damn small.)

No drawers, either, with the winter coming on.

F.O. Bouchard is the soul of kindness, as always, operating a non-profit bus line for the convenience of No. 8 B. & G. On a recent trip he transported a positive horde of officers towards town. We say 'towards,' because a flat tire at the half-way point caused a delay of some thirty minutes and required, in the remedy, the combined efforts not only of his ten passengers but of the C.O.'s as well—with the latter personally directing operations. Tut-tut, Mr. Bouchard! Did you and your crew ever belong to Maintenance?

We regret to say that the missing Link is still missing, with F.O. Gessell wandering fatherless about the Station. There'll be some blind flying next month, or S.L. Bundy will know the reason why. Judging by the speed with which the Link is now (not) being re-assembled, Bundy will know the reason why.

We fear that we must conclude without having done justice (or injustice) to a representative number of our personnel, who have all—in manner spectacular or otherwise—had things happening to them. Perhaps these can be detailed next month if the marriage and birth rates decline sufficiently to allow time and space for less significant events.

FINAL FLIGHT

When the last long flight is over,
And the Happy Landing's past,
When my altimeter tells me
That the crack-up's come at last:

I'll swing her nose to the ceiling,
And I'll give my crate the gun,
I'll open her up and let her zoom
To the airport of the Sun.

And the Great God of flying men
Will smile at me sort of slow,
As I stow my crate in the hangar
On the field where fliers go.

Then I'll look upon the face
Of the Almighty Flying Boss,
Whose wingspread fills the Heavens
From Orion to the Cross.
—Written by an Airman.

Question: "How would you pay for a midget's coffin?"
Answer: "A cheque for a short bier."

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