

R. C. A. F.

No. 2 BOMBING & GUNNERY SCHOOL—MOSSBANK.

CONTACT!

THE VOICE OF THE "DUST BOWL" AIRPORT

PER ARDUA

AD ASTRA

VOL. 1.—No. 1.

MOSSBANK, SASKATCHEWAN, MAY 15th, 1941.

Free to Airport—Others 10 cents.

Real Spirit

How strange can be the demands of the Service? While I have been called upon to do many strange things for the Glory of the Service such as braving the elements to perform the most intimate details of one's daily routine, eating in caravans, admiring a colour scheme consisting of black shoes, khaki uniforms, brown gloves and a blue hat, wading through mud one day and being blinded with dust the next, only to be reminded that THIS is unusual weather, it has never occurred to me that I would be called to turn scribe and reproduce my thoughts in writing for publication in CONTACT.

One wonders just what might be required to fulfill such a request. Being the first edition I cannot restrain from offering to those responsible for the undertaking my sincerest congratulations and wishing them the great measure of success which their efforts so obviously merit.

Perhaps I shall be able to leave with those of you, whom I flatter myself will read this column, a few thoughts that will serve the purpose of reminding us of the mighty

(Continued on page 12)

Thanks

Thanks is but a very small word when one wishes to express his appreciation to those who have taken such great pains to see that we, as airmen, are entertained.

To the ladies of the surrounding vicinity, may I express my appreciation on behalf of the lucky ones that can get conveyance to and from the numerous homes. As one from a metropolis, this country life is a new experience. One has to adapt oneself to the customs of a country and when I say "country" I'm not fooling: there's lots of it. For an example. You can't walk out to the corner expecting to catch a street car, hail a taxi or wait for the bus and not wishing to break an airforce regulation such as, "It is an offence to 'Hitch Hike', what do you do? We hope and pray some good samaritan will come along and give us a lift. They do. What happens then? You drive for an hour or so. During the conversation you find out your good samaritan is a businessman, a traveller or a farmer just going home. You leave him with a "Thanks a Million for the lift", and he's gone. In some small way would it not be grand if we could but repay these Angels of Mercy for their kindness, but all we can do is say "Thanks".

M. Wilson, WO2

Noted Leader

(From Leader Post)

Group Captain Ashton is well known throughout the Dominion. He was one of the first officers to enter the R. C. A. F. on its formation in 1921, and thereafter flew all over Canada on various duties. He was one of the six R. C. A. F. pilots chosen to undertake an Arctic flying expedition.

For several years he flew on fire prevention work in the north. In western Canada and along the St. Lawrence river he did preliminary flight work on air mail routes; later he flew the Mounted Police on excise and smuggling patrols in the Maritimes.

In 1933 Group Captain Ashton made an aerial survey of Newfoundland to obtain data for the trans-Atlantic service between Canada and Great Britain which was subsequently operated.

At the outbreak of war Group Captain Ashton had served on every R.C.A.F. station with the exception of Trenton, and his first command of the present war was the Ottawa air station.

Group Captain A. J. Ashton, C.O.



(Leader Post Photo)

Headquarters Squadron

This Squadron includes most personnel who have to do with Administration, provisioning, paying, accounting, transport, Hospitalization, Dentistry, maintenance and many other others required as permanent staff in the operation of a Unit as large as our own.

Very little is heard from some and perhaps too much from others, however it is the job of some to produce and others to talk. Of necessity such personnel come in for little praise and a good many kicks and the good work accomplished is sometimes forgotten in the heat of immediate problems.

It is now a far cry from October 7th, 1940, when Wing Commander Jones, Flight Lieutenant Beddell and Flying Officer Starr, with a few M. T. drivers borrowed from No. 4 Training Command, arrived at No. 2 B and G about midnight to find a half completed camp, no light, no water, no toilets and no messes and had to proceed to erect double decker beds, find blankets and get to bed by the light of a single torch.

We have now arrived at some semblance of law and order, to the extent that the Camp is now comparatively comfortable, in great part due to the experience and vigilant eye of our C. O., Group Captain Ashton and his immediate assistants.

The Squadron has even now reached the stage where daily Squadron Parades are held.

Great praise is due to the Officers and men of this Squadron for their part in moving their respective Flight and Sections to the present stage, against what at times appeared to be almost unsurmountable difficulties. If we can carry on in this fashion we are surely contributing in no small measure to winning the War.

J. I. M. B.

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THANKS TO ADVERTISERS

The publication of CONTACT is guaranteed by the generous support of advertisers in the towns and cities where we are all welcome. The patronage of most officers, sergeants, and airmen, will surely be given, all things being equal, to the advertising firms.

We wish to express thanks and full appreciation to those business men whose name appears on the pages of CONTACT.

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QUESTION?

The following query was made to one of the promoters of CONTACT: "Will the news of the forty eights be published in CONTACT?"

Reply: "Yes, at times, unless the nature of the news obliges us to use asbestos paper!"

A Word From The C. O.

In this, the first permanent recording of the activities of No. 2 Bombing and Gunnery school, may I be first to congratulate all those who have brought the Mossbank station to its present stage of efficiency. Those of us who have been associated with the station from its first days have seen a transformation which is in keeping with the best traditions of the service and one of which all ranks may be proud.

From the first, officers and men were faced with obstacles which were far from routine. The unit was called upon to do a big job efficiently and swiftly and to take these obstacles in its stride. It was not an easy job and I am not unappreciative of the hardships which all ranks have endured. In all cases, however, there was a willingness and perseverance to do the job well and a happy tendency on the part of all to be cheerful. Our station today stands as proof that the early work was done well and is continuing.

I cannot stress too strongly that the work of No. 2 Bombing and Gunnery school is of first rate importance. Our job is to train men in the most important elements of air warfare, to equip them with skill

and knowledge to protect their own aircraft and to bring about the destruction of enemy craft and to destroy his bases. In keeping with the well-considered policy of British air services we require air crew to know more and be able to do more than will be called for in most occasions of war. That is efficiency.

Our instructors know their job, the rest is up to individual student. The staff of the school hopes that commanding officers of operational units, whether they be in Britain, Egypt, Africa or any other theatre of war, will learn that a Mossbank graduate is another name for an efficient airman. Our record so far justifies that hope.

It is not the fortune of all airmen to fly on active service and it is also not the fortune of all airmen to fly. Very often the ground staffs of air service units get little of the credit they deserve. If proof were needed of the quality of Mossbank's ground staff then the experiences of last winter would be sufficient to convince the sceptical. It was rough going, but the men who kept the engines running and the men who cooked the meals, made it.

I will not pick out any particular branch for commendation. The pilots' flying hours

and knowledge to protect their own aircraft and to bring about the destruction of enemy craft and to destroy his bases. In keeping with the well-considered policy of British air services we require air crew to know more and be able to do more than will be called for in most occasions of war. That is efficiency.

This first record of our station would be incomplete without a tribute to that host of friends outside who have gone to extreme limits to make life as pleasant as possible for us during the past few months. No words of mine could adequately describe the magnificent hospitality and kindness of the people of Mossbank, Gravelbourg, Assiniboia, and other neighbouring towns, to our unit.

We will never abuse that kindness and hope that some day we may repay it.

No. 2 Bombing and Gunnery school has made progress but it can never become static. Just as eternal vigilance is the price of safety in the air, so constant improvement is the price of efficiency in all endeavor. We must keep up the good work and make improvements whenever we can.

To those graduates who are leaving us for overseas all ranks join me in wishing you Godspeed and an early return. That you will be a credit to Mossbank, wherever your luck may send you, we are confident.

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CONTACT!

Published every month for No. 2 Bombing and Gunnery School at Mossbank, Saskatchewan.

Editorial and Reporting Staff

For this first issue no definite staff has been selected. Every officer, sergeant or airman who was approached, did his bit in a very interesting way—as these pages show.

Editorial or news correspondence should be sent to Sgt. Major Carver, R.C.A.F., Mossbank.

Advertising queries should be sent to the printers: The Model Print Shop, Gravelbourg, Sask.

- :—:—
- We aren't no thin blue 'eros,
- We aren't no blackguards too,
- We're Aircraftsmen in barracks,
- Very much the same as you,
- And if at times our conduct,
- Ain't what your fancy paints,
- Why Aircraftsmen in barracks,
- Don't grow into plaster saints.

Here we present the first copy of CONTACT, your paper. The aim and object of this paper is to create esprit de corps in our unit and thus make a small contribution to the efficiency of No. 2 Bombing and Gunnery School and help make life, under what are sometimes adverse conditions, a little more cheerful for all concerned.

CONTACT is your paper. You are expected to contribute to its columns as well as read it yourself. The traditional "Freedom of the Press", will be maintained as long as it re-

CONGRATULATIONS

TO THE
AIRPORT'S
NEW PAPER

WE ARE HAPPY TO
SERVE YOU

Rawlinson Hardware

mains within proper limits. The Editor solicits your contributions to these columns. We, the editorial staff, cannot guarantee to publish everything that you may send in, and all contributions must be signed by the contributor as evidence of good faith. Names, of course, will not be published but kept for our own reference. So it is up to you. Each Flight or Section is expected to send in news of its Social activities, etc., and those of its members. Just send in the story and one of our staff writers will be put to work on it.

There is no doubt of the fact that we shall see some strenuous days ahead and it shall be the aim of CONTACT to strike a cheerful note and thus try to make a small contribution to the effort of this School to live up to the motto of the R.C.A.F. "Per Ardua ad Astra", and this regardless of what part we may be called to take, may we face whatever adversity that may come our way, united in spirit and effort, and finish on top.

Editor

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AS WE GO TO PRESS

We, the printers, are rather jittery as we go to press with the last form of the first issue of Contact!

We just had a few days to set up many columns of type and a good number of advertisements. The first issue goes forth to our readers and advertisers with sufficient reading and advertising appeal to promise you all a real interesting paper. We ask you to overlook the few typographical mistakes that found their way in our copy. Next time we will endeavour to put an "out of bounds" order against such unwelcome visitors.

—@—@—@—

Men of 30, 40, 50

PEP, VIM, VIGOR, Subnormal? Want normal pep, vim, vigor, vitality? Try Ostrex Tonic Tablets. Contains tonics, stimulants, oyster elements— aids to normal pep after 30, 40 or 50. Get a special introductory size for only 35¢. Try this aid to normal pep and vim today. For sale at all good drug stores.

Things We Would Like To Know

- Who says "Well George, I'll tell you George. It's like this George,"?
- Where do gophers go—In the mud?
- Why can't we have Overshoes and rubbers at the same time?
- Why doesn't someone organize a dance—or sumpin'?
- Why can't we wear blue overalls—don't show the dirt—much?
- Why don't we have lacquered buttons too?
- Why not a soft drink stand at the Boxing? (Someone with an eye for biz missed the boat here..)
- If we could only catch a certain S | M with his hands in his pocket ONCE?
- Who borrows the 'Flight' alarm?
- Why the partitions in the 'Flights'?
- When the mud is going to disappear?
- Why a certain Fl. Lt. is in such a hurry for every morning at Ten, 'tis said he is seen going in the general direction of the Hospital? (Is he going for coffee or to P.T.)
- Who is Sex Appeal, the T.D. Kid?
- Who is this guy "JOE" everyone's yelling at?
- Is our buckets going to the (Town Pumps)?
- Where did all the fancy furniture go from the 'Barracks—homes in Mossbank?
- Anyone seen the M.T. Section lately, could it be they are hiding under the mud too?
- Why not more...smokers?
- Who is the King of the SNORERS?
- Ask our Barrack Warden where all the ROLLS go?
- Pilot...who the...makes up these flying programmes? (Voice from the rear: You're wondering too)?
- Why not a Metecr. Section here? Maybe they could decide what to do with our 48s.????

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MOSSBANK Welcomes CONTACT

Mossbank

WISHES FULL SUCCESS

TO CONTACT!

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A. S. THOMPSON,

P. J. RAWLINSON, Sec.

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- FRUITS and VEGETABLES —
- "PROGRESS" BRAND CLOTHES —
- OFFICERS' UNIFORMS—GREAT COATS —
- RAIN COATS —
- SHIRTS—TIES—SHOES—HOSES —

COMPLIMENTARY

The Mossbank Cafe

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Come to

Wing's Hotel

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Wednesday & Saturday

COMPLIMENTS-----

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WHERE THE AIRPORT PERSONNEL
AND THE TRAINEES ARE ALWAYS

WELCOME

When in town drop into the DRUG STORE, next door to the Post Office.

WE CARRY A FULL LINE OF:

CANDY — KODAK SUPPLIES — GIFTS
MAGAZINES — STATIONERY

OUR MILK SHAKES ARE SUPERB

Mossbank Drug & Stationery
COMPANY

TRY THE DRUG STORE FIRST

GOOD LUCK TO 'CONTACT'

ALLAN & BRADLEY

CHEVROLET CARS—GOOD YEAR TIRES

WILLARD BATTERIES

SALES AND SERVICE

Cal Sutor says

"GOOD! Congratulations and Best of LUCK to
the New PAPER"

"Winston Churchill"

"Man is not as God,
But then most God-like being
most a man."—Tennyson.

It must be confessed that no estimation, no tribute, and no commentary on Winston Churchill can be complete because the man's life

Jackson Bottling Co., Ltd.
Moose Jaw, Sask.

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MR ORANGE

2 GLASS 5¢ BOTTLE

Sun Crest

ORANGE

Also MR. PINEAPPLE

Eilers

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THE WORLD'S MOST ACCURATE WRISTWATCH

WATERPROOF NON-MAGNETIC

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is so full of events which seem to move at an ever-increasing pace and the man's talents are so varied that there is enough material for a great many chapters far in excess of the number that can usually tell the story of most great men. However, it is almost an act of fate that such a personality should arrive on the scene and rise to world eminence in the darkest days of the history of civilization in order to lead the free men of the world in armed conflict against the resolute forces of evil and of intolerance.

Throughout his life Winston Churchill has shown characteristics of unusual energy of mind and body, of courage that does not know the meaning of the word fear, of instantaneous decision, and of singleness of purpose whenever it seemed to him that he was on the right road. In previous chapters there have been many illustrations of dynamic energy in numerous directions, and today, ever since he assumed the Premiership of his nation at the crucial date of May 10, 1940, he has moved at a pace which his fellow-workers in the Cabinet, his experts, and his advisers find difficult to keep up with in their routine tasks, with reports that since he became the leader of the Government No. 10 Downing Street appears quite active and lights burn until 2 or 3 in the morning. Indeed, it has been reported again and again that Winston Churchill, with his inevitable cigar in the mouth, concentrates for 15 to 19 hours each day on his work, including many inspections, interviews, meetings, consultations, etc. His courage has been shown in various chapters of this series, and today, his indomitable and unyielding character as leader is more feared by the enemies than any other one-man show of resistance to aggression. The same spirit that

Men from many climes make up the personnel of Mossbank's gunnery and bombing school.

Top left are three Reginians, Flying officer B.M. Laubach, adjutant, well known as a musician; Fl. Lt. Ed. Friesen, senior administrative officer, former assistant Regina city solicitor, and Flying Officer J. Peterson, junior administrative formerly secretary with a Regina insurance firm.

Top right is a man with an interesting background in the air force. He is Flight Lieutenant E.

marked his career as a plain soldier or officer in the army when he was a younger man, or when he was leader of the armed forces in certain directions during the last World War, is present in the 66-year-old Prime Minister. In fact, his grim and determined face is a symbol of his fearlessness. Though it will not be difficult to understand, nor to appreciate at this point that Winston Churchill is not the kind of a leader that will appease dictators of any type, yet it cannot be emphasized too often, nor too strongly, that he is of a very sincere nature once he has reached some decision in his life, and to-day, this is the attitude of this man towards the war effort, with the remark that though he is far from being a subtle person by nature, yet in spite of his possessing an inherent quality of absolute frankness he will continue to employ strategy and schemes to win the war and to save mankind from the fate of slavery under totalitarianism or inhuman dictatorship fighting on until his singleness of purpose is finally accomplished. This is his scheme and upon it depends the future course of history. Winston Churchill is sure of his values, and there is no

V. C. Hamilton, now in charge of tractor, Wing Commander W. A. the air observers' courses, who test-Jones. flew machines in the last war.

Lower left is the force's youngest squadron leader, W. M. Penman, 23, noted English athlete in peacetime.

Second from left, lower, are the medical officers, Flight Lieutenant M. D. Williams, and Flight Lieut. B. B. Duncan.

Next is a man who flew in the last war, today flies gunners and bombers around. He is Flying Officer E. O. W. Hall.

Last in the bottom row is the second in command and chief ins-

(From Leader Post)

MOSSBANK Welcomes CONTACT

Rose Theatre

Mossbank Sask.

May 23rd, 24th
"RIVER'S END"
March of Time

May 26th, 27th
"HOWARDS OF VIRGINIA"
C. GRANT C. HARDWICKE

May 30th, 31st
"BRIGHAM YOUNG"
T. POWER—L. DARNELL

GRAVELBOURG Theatre
May 22, 23, 24
"COME LIVE WITH ME"
J. Stewart—H. Lamarr

May 26, 27
"THE RAMPARTS WE WATCH"

May 29, 30, 31
"HOWARDS OF VIRGINIA"
Cary Grant, C. Hardwicke

MOSSBANK BILLIARD ROOM & BARBER SHOP

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L. SCHIENBEIN,
Owner and manager.

Mossbank Tailors

Repairs and Alterations
A Specialty

WE APPRECIATE YOUR PATRONAGE

S. S. DOHERTY

For Men Only

by Sergeant H.L. Shore.
With apologies to BOOM of
Yarmouth, N.S.

False modesty in the extreme form which characterized life in the Victorian era has to a large extent disappeared in these modern times. But we still cling stubbornly to many other objectional forms of polite hypocrisy and prudery, and the most objectional of these is in connection with—to put it boldly—the washing of hands. There is no reason why we should refer to a simple necessary operation like washing the hands by more or less obscure synonyms.

We find it necessary several times a day, to wash our hands. Why in the name of common sense and honesty should we think it necessary to refer to this simple natural act as "Seeing a man about a dog", "Sewing a button on your collar," or as the French men subtly put it, "Changer le poisson d'eau"?

There are probably hundreds of such expressions in every language in the world, all designed to avoid the necessity of coming point blank, and saying what we mean.

In some cases the suggestion implied in the synonym is obvious but in others it may be more or less in the nature of a convention and, like so many other conventions, not universally understood.

A considerate host or hostess makes provisions for the washing of hands of the guests at frequent intervals, but how few hosts and hostesses are truly and unselfishly considerate these days. Women are the worst offenders in this respect and if these remarks should happen to catch some woman's eye, let's hope she will take them to heart. If she chooses to take offense she has herself to blame, as this is for men only. Women seem to be so constituted that they can go for hours without thinking of washing their hands. There is probably some biological reason for this. A camel can go for nine hours (or is it nine days) without drinking water. It must be quite the contrary with women.

Women fail to appreciate the weakness of the stronger sex in this respect and make little or no provisions for it in their social engagements. Think of the untold distress and natural suffering that result from this lack of common consideration.

Now that alcohol has taken its proper place at social gatherings, the necessity of frequent hand washing has increased enormously. The guest may be sitting in a conspicuous

place in front of all the company where his slightest movement is obvious to all. Unless the hostess comes to his rescue he may feel that he has to sit and suffer till his physical and mental endurance is put to a severe test.

On account of the conventions the hostess may be absolved in many cases from blame in this connection—but not so the host. Even at a mixed gathering where false modesty is rampant he can by ingenuity and originality give his male guests opportunities to relieve the distress and do it in an unobtrusive, inconspicuous way. It is a simple matter for the host himself to slip out any time on the pretense of answering the phone or a ring of the doorbell, but the guest has no such opportunities. An understanding host can suggest that the guest come down and see the new furnace, or seeing that it is a cold night, suggest that he ought to go out and turn over the motor of his car, or if he cannot think of anything better, that the guest should come upstairs and see Junior's white mice. It all seems complicated when all that is really necessary is to come right out and ask him if he wants to wash his hands. But what else can you do with such confirmed male prudes?

The ideal architect designs and equips homes so that the guests can perform the necessary ablutions unobtrusively. He puts complete bathrooms, complete except for the bath at the far corner of the cloakroom on the ground floor. He has at least two bathrooms, complete in all details, upstairs, each out of sight of the other. But who ever heard of the perfect architect? Most architects are positively inhuman. They put bathrooms in conspicuous places, equip the rooms with fixtures that make distinctive noises, fail to provide adequate bolts for the doors and hide the light and switches. They make a more or less personal matter like washing hands a sort of semi-public ceremony.

The purpose of giving this matter publicity is to alleviate in some small measure the sufferings of those who still retain a certain amount of modesty, false or otherwise.

To cite a few instances, there is the case of the man who a few times a year went to play bridge with three old maids, three of the dearest old ladies but of the most perfect examples of mid-Victorianism. The evening was usually an ordeal of mixed pleasure, for they made no provisions for the washing of the guest's hands.

A few years back a young fellow took his girl to a fraternity dance

with her mother. The mother tagged along in the capacity of chaperone, an institution that long since has fallen into innocuous desuetude. Towards the middle of the evening the girl said, "Well, I guess I will leave you for a few minutes while I go and powder my nose." A daring enough statement on the face of it as girls in those days who used powder were considered a bit "fast" and as for those who "powdered" WELL! He gallantly offered her the use of his pocket mirror which he carried. He received a dirty look he never forgot. If he only had realized that what the fool girl really wanted to do was to wash her hands. This embarrassing situation could have been avoided if she had come right out and said so instead of mumbling about wanting to powder her nose.

Then there is the case of an American hostess with typical American modesty who was entertaining a typically frank French gentleman who spoke right out in company without beating around the bush. The lady was quite embarrassed and later explained to her guest that when in America he should either suffer in silence or say he wanted to wash his hands. A few days later the Frenchman was invited to spend a week-end in the country. His second hostess was equally prudish but more considerate than the first and as soon as he arrived she asked him if he wanted to wash his hands. With equal politeness he thanked her and explained that he had already done so behind them before coming in.

In summing up this complicated & ridiculous situation the men must remember that they have the women at a distinct disadvantage as they have more opportunities to perform the ablutions so necessary to both sexes. This is particularly true when outdoors on picnics, walks or long drives. No matter how complete and permanent the social and political emancipation of women may be, men still possess physical advantages over those of the opposite sex which women can never hope to overcome. It is therefore up to the men to give the women every consideration in an honest attempt to compensate for their physical shortcomings.

ASSINIBOIA Welcomes CONTACT

The Assiniboia Board of Trade

WITH VERY SPECIAL PLEASURE,
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FOR THE PUBLICATION OF

CONTACT

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Welcomes you

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WELCOMES YOU
STEAM HEATED ROOMS
Clean and Sanitary Surroundings
We appreciate your patronage
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REAL TASTY MEALS
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CONGRATULATIONS—

On your first issue of CONTACT

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BRING US YOUR
FOOTWEAR TROUBLES

The Shoe Hospital

El Prado Hotel

VISIT OUR BEVERAGE ROOM
WHEN IN TOWN

SERVICENTRE

Alf. Moen, prop.

Complete Automobile Service

Olympia theatre

Assiniboia, Sask.

Matinee: Saturday 2:30

Thurs., Fri., Sat., June 5-6-7

Paul Muni
in

"HUDSON BAY"

Thur. Fri. Sat. June 12-13-14

Jeanette MacDonald
Nelson Eddy, in
"BITTER SWEET"

WHITE DOVE CAFE

A PLACE TO MEET AND EAT

ALL WHITE HELP

STEAKS A SPECIALTY

What Is Good Gasoline?

No matter how well an engine may be tuned up, and no matter what attention is paid to routine maintenance details, all is of no avail if the correct type of fuel is ignored in the operation of the motor, both for efficiency and economy.

Good gasoline is tested and its quality determined according to five specifications as follows:

- Volatility,
- Vapor Pressure,
- Sulphur Content.
- Anti-Knock Value

A tankfull of gasoline that fails to meet these five specifications properly is a tankfull of trouble. So it is necessary to know just what properties good gasoline must have.

VOLATILITY

- Volatility influences: consumption (miles per gallon)
- Tendency toward vapour lock.
- Ease of starting.
- Length of warm-up period.
- Distribution in the Intake manifold.
- Amount of crankcase dilution.

Anything that has that much effect upon engine performance should really keenly interest everyone, simply because it has such a vital bearing upon the efficiency and long life of the engine

Volatility specifications indicate the percentage of a gasoline which will vaporize in the stream of air inside the manifold at the temperatures which exist there, such as 75o F. to 125o F.

These specifications are generally

shown in shop manuals and others technical literature by curves which show the percentage which will evaporate at various temperatures when not mixed with air. These temperatures are higher than those needed to evaporate the gasoline in the stream of air in the intake manifold. In order to better understand volatility specifications, let us consider commercial gasolines as being composed of three parts called "light fractions" "medium fractions" and "heavy fractions" Now everyone knows that different liquids completely vaporize at different temperatures. For example, water vaporizes at 212o F., alcohol at 172o and ether at 95o F. In a similar manner, light fractions will completely vaporize at temperatures up to 180o F., medium from 180o F. to 250o F. and heavy fractions above 250o F.

Now a certain percentage of light fractions is necessary to insure easy vaporization. However too high a percentage of light fractions will possibly cause vapor lock, and poor economy will cause a greater percentage of the gasoline to be lost by vaporization from the events in the carburetor bowl and the gasoline tank, and for the same reason "Vapor Lock" which is a condition wherein Vapour bubbles are formed in the fuel lines.

Now on the other hand, too low a percentage of light fractions—or too high a percentage of heavy fractions—will very likely result in hard starting and a long warm-up period, poor distribution in the intake manifold, and excessive crankcase dilution: hard starting because gasoline which is too heavy will not vapourize easily enough in cold weather to provide a combustible mixture for the Spark Plugs to fire; a long warm-up period, because with heavy gasoline the intake manifold must reach a higher temperature before the fuel will vapourize completely.

Unequal distribution of fuel to the various cylinders because even under good operating conditions fuel is not completely vapourized in the intake manifold and when a gasoline is too heavy, too much of it stays in liquid form, runs into the cylinders nearest the carburetor and thus robs the cylinders at the ends of the intake manifold, this also leads to excessive crankcase dilution, because gasoline that is too heavy is not fully vapourized in the intake system and is carried into the combustion chamber as raw gasoline. This collects on the cylinder walls, drains down past the rings, and even tually dilutes the oil in the crankcase. Modern gasolines and modern crankcase ventilating systems have minimized this trouble but it still may be a source of difficulty in cold weather. Now considering all these possibilities of trouble it is easy to see that a gasoline with carefully balanced volatility specifications is absolutely essential to the engine performance.

Naturally it is necessary to change the volatility specifications slightly to meet the requirements of summer and winter operation, that is, a

lower percentage of light fractions for summer use and a little higher percentage of light fractions for winter use.

The specifications for such balanced gasolines are indicated by two curves which lie between those of light and heavy gasolines mentioned previously.

When these specifications are followed in the blending of gasoline they should definitely contribute to:

- Easy starting
- Quick warm-up
- Good consumption (Mileage)
- Good distribution in the intake manifold.

Also they should help to prevent vapour lock and excessive crankcase dilution.

(To be continued)

This is the first in the series of five articles on gasoline, in which I shall endeavour to state simply the requirements of good gasoline and the meaning of octane rating or anti-knock value under the five requisite specifications as given in this first article.

R. W. Marriot, Fl. Sgt.

—@—@—@—

We Make Profit, Of Course

That's why we are in business.

But our ratio of profit is modest, and our customers appreciate the fact that our prices are at all times consistent. We do not "shoot low" on one order and high on the next one, or charge one price to one person and another price to someone else, with the hope that the general average may prove satisfactory.

We desire the confidence as well as the patronage of the buyers of printing in this community, and shall endeavor to secure both by strict adherence to ethical business principles. Our policy makes "shopping around" a really expensive practice, because it is only a waste of time as far as we are concerned—and to patronize the "cheap" printer usually means getting sung on work that is not worth even the "bargain sale" price paid for it.

And our printing compares with the best. We have most of the latest and popular faces of type, and craftsmen who know how to use them in the most effective way. You can turn your printing over to us with full confidence that you will be satisfied with both our work and our prices.

THE MODEL PRINT SHOP
Gravelbourg, Sask.

—@—@—@—

"The evidence shows you threw a rolling pin at your husband," a judge told the woman on trial. "It shows more than that," she snapped, "it shows I hit him."

MOOSE JAW Welcomes CONTACT

WE EXTEND TO

No. 2 BOMBING AND GUNNERY SCHOOL

A HEARTY WELCOME

AS WE CONGRATULATE

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THE MOST FRIENDLY SPOT IN THE

Friendly City

Royal Theatre

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Patronize Moose Jaw's Independent Theatre

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Robin Hood FLOUR

Milled from Washed Wheat



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The

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MOOSE JAW'S

FINEST RESTAURANT

TASTY FOOD

REASONABLE PRICES

The City's Most Popular Restaurant

Where the airforce meets and eats

An ideal place for

LUNCHEON OR DINNER

Excellent Cuisine

"What the R.C.A.F. Has Brought To Mossbank"

(From the viewpoint of a Business Man)

I take this opportunity of thanking the Editor of the R.C.A.F. newspaper, "CONTACT" for the privilege of saying a few words and to wish the editor and his associates every success in their new venture.

The coming of the R.C.A.F. to our district was hailed with jubilation. For this brought to us more than we ever before the realization, that the empire was at war.

No doubt the personnel were not enthusiastic at the prospect of being posted to No. 2 Bombing and Gunnery School, at Mossbank.

"Just where is this Mossbank?" they would ask, scanning maps and

making exhaustive inquiries.

"It is a little town of about 300 souls," (Any heels? Ed.) someone would reply, "about fifty miles south-west of Moose Jaw, where the people fought so valiantly for ten years against such adverse conditions as drought, pests and poor crop conditions, and stayed with it; where the "Golden Rule" was practiced every day, where the men banded themselves together, giving of their time and labour in beautifying the town, making it one of the best kept towns in Saskatchewan."

Be that as it may, everything was visibly brightened for Mossbank when the first transport carrying the boys "who ride the clouds" passed along main street, and the first plane flew overhead, and it

was a welcome and thrilling sight when the first boys in the now familiar "Airforce Blue" were seen on our streets.

From a purely business point of view, the R.C.A.F. has been our salvation. Work has been provided for a great number of our citizens, directly or indirectly. There has been a great increase in business and trade of every description. New Cafes have been opened and a new and up-to-date hotel—with the ten cent store as an added attraction—now holds a prominent place on Main Street.

The Movie theatre has been enlarged with more and better accommodation, better pictures and other improvements to add to its attractions.

Although we realize that Mossbank cannot compete with the larger centres for things, such as Parks, Rivers, Civic Centres, etc., we have attractive stores, a fine curling and skating rink, where dances are held in the summer months, and good tennis courts.

Then we have beautiful sunsets, and beautiful girls too. There are warm and friendly hearts everywhere, because we too are Canadians, and will not be found wanting in hospitality and service. And the people of the Prairie are noted for their genuine big heartedness.

We have been very happy to welcome the wives and families of the members of the R.C.A.F. The housing problem was difficult at first, but gradually these things are all adjusting themselves, and I would like to congratulate these ladies on their ability, "to go forward under difficulties." They have proven to be good sports in taking all these things in their stride.

It has been a thrilling experience to the writer to shake hands with the boys from all over the empire and the United States. It has brought pleasant memories of the wonderful "Comaraderie" that existed in the last war and is existing here today. We are proud to rub shoulders with the lads who are holding the torch on high today, and we want to do our utmost as citizens to make their stay among us a pleasant and happy one.

Yes the old order in Mossbank has gone, but we are proud to say, "Long may the new one live."

—@—@—@—

Heard In The Equipment Section

We are expecting it in anytime Did you put an E.42 in? Ah! We got you.

Take off those rubbers if you are coming in here! Not past that counter now, You're Out of Bounds!

Take it back and get it signed!

You can keep the fourteenth copy!

Did you get it on a Loan Card?

What, you only made it in fifteen copies?

Clothing Stores, To-morrow is your Issue Day!

—@—@—@—

"Daddy, what's a bachelor?"
"It's a man who thinks twice before he acts—and then doesn't act at all."

MOOSE JAW Welcomes CONTACT

Isms Defined

Socialism—You have two cows, you give one to your neighbor.

Communism—You have two cows, you give both to the government and the government gives you part of the milk.

Nazism—The government shoots you and takes both cows.

New Dealism—The government shoots one cow, milks the other and pours the milk down the sewer.

Capitalism—You sell both cows and spend the money telling the world how smart and prosperous you are.

You don't have to be a capitalist to enjoy "PALM PRODUCTS". You can obtain "TOPSY" chocolate milk and "PALM ICE CREAM" at your canteen.

Palm Dairies Limited

HAPPY LANDINGS!

WE SALUTE AND GREET YOU

REX FRUIT

Moose Jaw

Sask.

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Home of PEERLESS DRY CLEANERS

Phone 2317

"D" Flight

Which is the most efficient flight,
They're on their toes from 'morn till night,
And after duty don't get tight,
But shine their ships and make them bright,
It's "D" Flight.

When other flights get in a spot,
Their Flight Commanders they get hot,
But down in "Drogue" they slumber not,
But get things fixed up on the dot,
In "D" Flight

Our Flight Commander doesn't worry,
He knows we do our best to hurry,
He only says to "get the Blurry
Job done soon or you'll be sorry",
In "D" Flight

We fly around for hours and hours,
Waiting for gunners o'er the towers;
But they have not yet left their bowers,
So we go home and seek out ours,
In "D" Flight

The other Flights our patience tax,
They borrow things their storeroom lacks,
Like "Ships and shoes and sealing-wax,
And cabbages and Kings and tacks"
From "D" Flight

When landscape gardens were the vogue,
The pioneers, of course, were Drogue,
We made it look like Tir W'an Oge,
You'll pardon please, my Irish brogue,
From "D" Flight

The man behind this baffly crew,
The best C. O. we ever knew,
Is leaving soon for Mountain View,
Alas! His days are all too few,
In "D" Flight

We only wish that we could go,
Along with him down East and so
Start up a new Drogue Flight and show
Them how we always made things go
In "D" Flight

To save us now from utter ruin,
Wed like to see our Boston Bruin,
Step in the Flight Commander's Shoon,
And once again there'd be "somethin' doin",
In "D" Flight

Tir W'an Oge—"Sand of Eternal Youth".

Ack, Charlie.

Moose Jaw Welcomes CONTACT

Swift Canadian Co. LIMITED

- BROOKFIELD PURE PORK SAUSAGE
- PREMIUM HAM
- BROOKFIELD BUTTER AND EGGS
- PREMIUM BACON

Swift Canadian Co. Ltd.

Moose Jaw

Sask.

Western Grocers Ltd.

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AND

FRUIT MERCHANTS

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IS APPRECIATED

Congratulations

and Best Wishes

to the

promoters of the new

Airforce Paper

THE T. EATON CO LIMITED

MOOSE JAW

CANADA

Secrets from the Accounts Section

Who is the senior N.C.O., who is very fortunate in recommending his own temporary duty periods. And collects for them up to now (snicker).

The A.F.M. Sergeant who was looking for an in on dependents allowance for his G. F. in Assiniboia should know a wife and five children eliminates eligibility.

Will the LAC be abashed when his original B. H. learns that she is supposedly residing in Mossbank. At least he has a sleeping out pass.

I've got a 48 uh How's chances for an advance.

And then there was the airman who was disgusted with the mud, et al, at Mossbank and pulling for a transfer got a wire from his wife, 'Come quick. I'm dying'.

Sergeant O'Neill says he is going to apply for a co-ed. orship on true confessions. The boys are breaking his heart. And he still hears new ones.

Wonder how many fortunate ones will be invited to the Central (Ware) House Warming.

The telephone ops shouldn't go into such confidential huddles with their girl friends in the hopes they aren't being overheard. Some dirt.

Canteen... No tick... Oh dear.

- Short short story ... with 48 to go
- Too late
- No dough
- No date
- No show
- No kiss
- No hug
- You miss
- You mug.

And then there was the airman, tears and all, who needed an advance in direst urgency. Paymaster broke down before his onslaught and the dire need to aid an old Scotch friend. Payment was made and last minute question by paymaster as to identity of the needy party ... Oh! Johnny Walker.

A Cavalry Corp named Perc
Drank tea with a pretty young nurse
A Flight Lieut. came in
Said 'Scram' with no grin
Or you'll be leaving this place in a hearse.

A Scot from Wisconsin was rash
Joined the air force to dish out the cash

He's a cheerful old sock
But his heart's like a rock
When the boys to his office do dash.

To all ye who struggle manfully
against the slick underfoot remember
'A boy's best friend is his mudder'
(Yeah! we thought so too).

DAY AND NIGHT SERVICE

PHONE R-40—Mossbank, Sask.

Blue Line Taxi

ASK FOR JIMMY

Trans-Continental Bus Line Agency

MOSSBANK, SASK.

What do you think?

"If I must be a gunner,
Then, please Lord grant me grace,
That I may leave this station
With a smile on my face.

"I wished to be a pilot,
And you, along with me,
But if we were all pilots,
Where would the Air Force be?"

"It takes guts to be a gunner,
To sit out in the tail,
When the Messerschmitts are coming
And the slugs begin to wail.

"The pilot's just a chauffeur,
It's his job to fly the Plane,
But it's we who do the fighting,
And put the enemy to shame.

"If we must all be gunners,
Then let us make this bet,
We'll be the best damn gunners
That left this station yet."

We aren't no thin blue eros,
We aren't no blackguards too,
We're Aircraftsmen in barracks,
Very much the same as you,

And if at times our conduct,
Ain't what your fancy paints,
Why Aircraftsmen in barracks,
Don't grow into plaster saints.

The Compliments of

Macdonalds Consolidated Limited

Moose Jaw

Sask.

WHOLESALE GROCERS

GOOD LUCK TO YOU ALWAYS

The City of Moose Jaw

Your Friendly City

Appreciates your visit and patronage

Mayor J. W. Corman

Bad Habits

Back in the days when the mothers of our young readers were trying to train them out of their earliest bad habits, it was a common thing to see in newspapers and magazines the advertisements of misguided people who offered for the usual consideration, to cure those who "suffered" from what they call the "tobacco habit". Today one notices from time to time the appeals of equally misguided people who desire, gratuitously or otherwise, to wean their fellow men away from the habit of indulging in alcoholic beverages.

It may seem strange that nobody offers to benefit humanity by providing a cure for what is probably the most annoying, expensive and destructive habit known to man—the habit of lazy untidiness and personal sloppiness which wastes more time, energy and money than all the other bad habits put together.

We are all familiar with the more advanced exponents of this method of living (the man who puts up his gun without unloading, the lad who drops the banana skin on the stairs,

the motorist who is late and hasn't time to stop at the thorough highway) but let us glance for a moment at a mere beginner: one in whom the milder symptoms are just beginning to manifest themselves and who is not, let us hope for all our sakes, beyond a redemption and guidance towards a sane way of life. In short let us observe L.A.C. Spillikins.

This unworthy Airman rises late although he awoke at reveille; a comrade has probably reminded him kindly of the passage of time. He is soon later still, because he spends some time finding his razor and what-not, which he failed to put away neatly the day before. He just makes breakfast, at which he spills something on another man's clothing through carelessness and where his haste lays the foundation for the gastric trouble which will cost him money in the years to come. In spite of the help of a friend he cannot find all his equipment in time being late on parade and on this tragedy is brought to the notice of a superior. Needless to say that, on inspection, he is found wanting in some particular which is duly spotted by the inspection officer and noted by the sergeant-major. Later he will be put on report before his flight commander and so waste the time of more people.

In due course, he commences work while the barrack detail picks up the empty cigarette package which he threw at, but not in, the "receptacle provided" sweeps up the cigarette ash which he deposited on the floor and tries to remove with wax the mark where he dropped and trod upon the butt. At work he is under the eagle eye of efficient N.C.O.'s who frustrate his attempts to do serious harm, but nevertheless, he manages (1) to leave a small pool of oil just where somebody will slip in it, (2) to mislay a tool, (3) to leave a soft drink bottle out where it must be picked up by somebody else, (4) to hang up his coat so that it falls, later, and is put up properly by another (5) to miss an item of sweeping or dusting which brings the displeasure of an inspection officer upon the head of the flight sergeant and, of course, (6) to leave another butt or two to be swept up by others.

It is now only noon but our estimable friend has already inconvenienced or made extra work for no less than eighteen people by count. It is to be noted that he has done very little harm of a serious nature and it is probably unnecessary to say that he is serenely unaware of having been a damned nuisance; he has undoubtedly done his work and may have done well enough to earn a commendatory word which fills his mind with thought of becoming a corporal, (acting) (paid), as he swings along on the noon parade, out of step.

Spillikins' case needs treatment before the disease of which we have seen the insidious beginnings reaches the acute stage and makes him the cause of a crash in which valuable

lives and equipment are lost. It needs treatment, if not to save the extra work and expense in which his trivial misdeeds involve us. Unfortunately no specialist has studied this malady; no patent medicine is offered for its cure; not one anti-Spillikins Society exists as an excuse for old women of both sexes to work off their inhibitions. No, poor, easy-going Spillikins must work out his own salvation with what help we can give him.

The first step in the cure is self revelation. Yet our readers pause & think: "Am I Spillikins; do I do these things?" If the answer is an honest "Yes", the battle is half won. If the response is a resounding "No", then let this splendid fellow help his less fortunate brethren by pointing out the error of their ways. This is a matter in which it is every man's plain duty to assist—make life miserable for these sloppy Spillikins until they mend their way—send them back every time to rectify their untidiness. If you can help train them in neat orderly habit in small things you will have done the R.C.A. F. an inestimable service.

If there is any similarity between the LAC Spillikins mentioned in this article and certain Airmen of this unit like L.A.C. Scott, L.A.C. Kennedy, or AC1 Healy or Nadon, it is purely co-incidental and unintentional.

—@—@—@—

Wanted Badly: A ROAD MACHINE

The old Romans were good road builders and road maintainers. They conquered continents and kept them linked together by the far-famed Roman roads.

We must be poor road builders or at least poor maintainers because our roads generally are a real mess just now. Highway No. 2, south of Moose Jaw, over which civil and military traffic is so heavy and steady is a real disgrace, specially the first twelve miles out of Moose Jaw. Then, through the dirt hills, it is pathetic. Even the new road built last year, up to Crestwynd, is being chewed up badly. Is it impossible to keep that road in good shape? From Ardill to No. 43 highway it is worse than any rocky road to no-where. No. 43 is holding its own fairly but some spots are going on the bumpy side.

Even allowing for the frequent rains and heavy traffic, it seems that more effective road work could be done on those highways to make them half decently passable. Going West and South the roads are not much better, except No. 4 Highway, which is good.

Even in war-time we have to travel and... we pay licenses to use our cars. That license money is not necessarily put into the war fund.

MOOSE JAW Welcomes CONTACT

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TOTTEN - ELLIOT
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FARGO TRUCKS : : USED CARS

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ALL MAKES OF CARS

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"Photo finishing at its' best.
Any 8 exposure roll finished with coupon for enlargement—40c.
Prompt mail-order service.
Miniature work a speciality.
Our portraits are reasonably Priced.

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CLIFF ROBB BOB HINDS

The Park Hotel

Opposite C.P.R. Depot

Moderate Rates

Modern in Every Way

Moose Jaw Sask.

We appreciate your patronage

and we thank you

When in town, visit us again

Tasty Meals—Smiling Service

The Princess Cafe

Next to Post Office

"Fall Out The Sick"

Seven days a week this command rings o'er the ranks wherever there is a concentration of men of the services. The word "fall" is slightly misused, as the sick are usually well enough to make a more graceful effort or should one attribute this to the fact that even though they are suffering unbearable pain, they still remember the high honor they are bound to uphold and so they move smartly to the place or the haven where the noblest of all the services are waiting to administer the elixir of life to all who have the need. And so to the hospital under the wing of the orderly sergeant, whose concern for his men cannot be described by mere words, moves this column of cripples, etc., etc. It is a pitiful sight to watch—there are men who would rather undergo torture than be seen on a sick parade.

On reaching the hospital the friendly attitude of the orderlies and the environment of the place, does a lot to revive the spirits of these poor unfortunates and to the casual observer they do not look like the same detail that started on this grim and trying adventure. To the Medical Officer they are taken, one at a time. Each gives a detailed account of the symptoms of his case. It is then the task of the M.Q. to make his diagnosis. This process often causes pain to the afflicted but still there are no groans or screeches heard, which again displays the unestimable courage of these men.

A Teacher's Impression of the R.C.A.F.

As the throb of the motor disrupts the drowsy quiet of a prairie school—as the children crane their necks to the breaking point to catch a glimpse of the aircraft through the open windows, we, the teachers of Saskatchewan, relax and utter a sigh of gratitude that this is Canada and that we have a truly worthy Sky Patrol to guard the safety of our homes and classrooms.

When I was asked a day or two ago to write a brief impression for the first copy of your paper I was, frankly speaking slightly taken aback. Indeed, (I am now ashamed to confess) I toyed with the idea of declining, but there is so much that we as teachers have been wanting to convey to you that I overcame a natural reluctance towards public speaking or writing and accepted.

Like Mark Antony,
"I have neither wit nor words nor worth,
Action nor utterances nor power of speech,
To stir men's blood."

So do not expect an oration. Yet, I believe that I speak for all the

If they have to report sick, they do it on their feet; never yet has one been carried in. Many of them are most pleasantly surprised when told that they can return to duty immediately and joyfully they steal away muttering biblical quotations, only in a very low voice. Undoubtedly so it won't disturb the patients confined in this heavenly institution. For others the story is not so good. Especially those who are told that they will be confined to bed for a couple of days, or perhaps are given compulsory excused duty. It is to the latter that all sympathy is extended. His is the lot of having to wander aimlessly about, while his more fortunate comrades give their all in a supreme effort to carry on.

The M.O. is always on the lookout for things that constitute a menace to the health of the men. If there is something that cannot be attended to during the day, does he mind coming at the break of dawn to examine them? No, emphatically. Do they? We often wonder.

There is just one more item which seems to have a lot of influence in determining the number on the sick parade. Every Friday morning, the M.O. can sleep in with the assurance that he will not be disturbed for whoever heard of an Airman reporting sick when he was going on week-end pass that evening.

In closing, the following observation is submitted. There'll always be an England... and a sick parade.
The Medicals.

teachers of Saskatchewan and all democracies when I say that we respect and admire the way you unhesitatingly come to the foreground in our present crisis.

Years ago an authority defined education as a preparation for complete living. I have never quite agreed. To me education is living. And what is living if we forfeit those traditions of freedom, justice and inward happiness for which our forefathers have sacrificed and for which you are now preparing to sacrifice? The very fact that you have volunteered for service proves to us that those efforts which we have expended on inculcating in your youth, a love of democracy have not been in vain.

Today the Axis powers occupied Athens, the centre of the culture of the Ancients. For the moment the news was disheartening — yet we could not help but feel that their appreciation of the finer things in life had passed into safe keeping and would never be destroyed, that some day the spirit of Athens would rise again to even greater heights whence it would look down upon a shatter-

Sick Parade

WEAKLY REPORT, by Joe

Maybe we should not mention this but since the nurses' arrival at the station's hospital the attendance on the sick parades have increased, and more officers than before have visited us for a short stay, now we would be the last to suggest that these men were not sick, but it just goes to show how women affect the men at 2 B & G.

Did you know that we had to send for another supply of Mag. Sulph. (Epsom Salts to you) as we have been using quite a lot of it of late.

What certain Sgt. Pilot likes to get inhalations when he visits us. Then there was the one who hid under the bed the night of the Sgts' dance.

Things we See

The medical corps straggling along with the rest of the refugees in the barrack shuffle trying to find a place to rest.

Also who was the Cpl. from the hospital who got lost in the shakeup, better you should get in earlier sometime Stewart.

Flash

Read the Leader Post if you want a picture of the nurses, and medical officers.

Who is it around the hospital that loves Ella.

Perhaps someone should tell Miss Seamann where the X-ray room is when she shows visitors around.

Sgt Fladager went to Moose Jaw two nights in succession this week; it was his wedding anniversary, his eighth, congratulations, Serg.

Who is known as the little rebel at the hospital.

What was the excuse that A.C.I. Law gave his wife when he broke his toe.

Well I guess that is all for now folks hope you like our little column
Joe

ed Hitlerism.

Persuading the world to see this in its right perspective may be a long and tedious task. But does not your motto, "Per Ardua ad Astra" anticipate this? Truly nothing worth while was ever achieved without effort. We pay for these things we cherish not with coin of the realm, but with straining muscles, aching backs, and mental fatigue. And in proportion as we pay, those ideals for which we strive become an inseparable part of our very existence.

There is little more we can say. Never have I seen any of you with a thought of regret or drawing back. The manner in which you have picked Hitler's gauntlet may well be a lesson to all of us.

We, as teachers, feel a kinship with you who are privileged to put into practice those ideals upon which we theorize. Some of you will soon be "Over There" or defending our own seaboard: and when on duty we should want you to remember that while you are holding aloft the torch, we at home, shall be cherishing those ideals which have become the very lifeblood of our British people, and which we shall never relinquish.

We wish you Godspeed.
Salute, R.C.A.F.!

A Prairie School Teacher.

ASSINIBOIA Welcomes CONTACT

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ROY FROST

WE ARE PLEASED TO
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A. J. WYMAN & Co.

Complete Departmental Store

MEALS & LUNCHES
SOFT DRINKS — ICE CREAM
ROOMS

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Stephen's Drug Store

WISHES THE BEST OF LUCK

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"A Dignified Service with Courtesy"

BLUE BIRD

CONFECTIONERY
ICE CREAM PARLOUR
We have Cameras and Films.
Developing and Printing of Films daily.

Service Center Garage

GAS, OIL, SERVICE, PARTS
Bus Depot, Next to White Dove Cafe.

HARDWARE Lewis Harvey

SPORTING GOODS, RADIOS, ETC.

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Drop in for pleasant Service

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Men's Wear and Groceries

W. F. Kessler



The Men's Shop

Mossbank & Gravelbourg
 Harrt and Murray Shoes
 Forsythe and Tooke Shirts
 Sport Clothes for all times.
 Mossbank manager:
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WELCOME

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Morin Bros.

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BULOVA WATCHES

GIFTS FOR ALL

Watch repairs, a specialty

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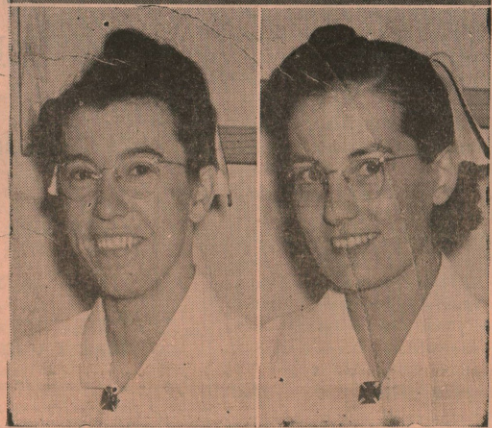
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TO PROVIDE

QUALITY FOODS

The Best Place
 to meet and eat



Flying Officer Al Cheesman.
 Nursing sisters Lillian Carey and Mabel Seamann.

Canada and the World

Canada and the United States may create a North American equivalent of MEW—the British Ministry of Economic Warfare. This most famous of Britain's new Ministries has widespread and intensive powers, but does not officially operate from North American soil.

Since the economic arm is still Britain's major weapon of offence, and since economic warfare is now flaring throughout the Western Hemisphere, such a step would be of first importance. The initiative would presumably come from Washington, which is probably closer to actual war to-day than at any time since 1918, but two straws in the wind were noticeable this week—first, decision by Canada and the United States to set up collaborating economic defence boards; secondly, the presence in London of Major S. F. Claybaugh, who is studying Britain's MEW for the United States Government.

According to present information, the new economic boards will be charged only with the job of increasing the productive capacity of the two countries for war purposes, and will not at this time collaborate in the sphere of purely economic war-

fare, but they comprise a logical nucleus for the more deadly organization.

The paramount question is:—could the United States engage in the type of economic warfare represented by MEW without actually going to war? We may learn this question next week, for should Washington freeze German credits in the United States (of old, an unquestionably belligerent act), and retain her qualified neutrality, nothing would logically then stand in the way of other violent forms of American economic warfare against the Reich.

Such a body would provide Washington with an effective weapon of economic hemispheric defence, particularly in regard to South America. But Canada, as well as the United States, would gain enormously. A North American MEW would give Ottawa additional protection against the ever-constant danger of Canadians trading with the enemy. It may appear fantastic that such is possible, but the problem is still giving Canadian authorities many headaches. In its simplest terms the present situation is this:

The United States, not being at

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MEET AND EAT AT THE Paris Cafe, Gravelbourg Sask.

war with Germany, cannot prohibit her nationals from trading with Germany, Canada can—but she cannot, and would not want to, hamper trade with the United States. The Canadian Custodian of Enemy Property, (ex-officio, the Secretary of State) can take drastic action against any Canadian firm or individual

importing from the United States goods made from German materials imported from the Reich after the outbreak of the war. He can also take drastic action against any Canadian firm or individual whose profits can be traced to a German destination—thus, if he is satisfied

(Continued on page eleven)

Notes

An Orderly Room is not always the best place to find dirt, but if rugs are lifted and cabinets looked behind, usually a few choice bits of news are found.

The H. Q. Orderly Room of No. 2 B & G School is no exception, and after a bit of looking (or should I say snooping) this is what I found:

Eddie, who was often the guest of honour at the little conferences that are held quite frequently in the C. O.'s Office, visited us the other day, on a social call, and before he went in to see the C.O. he was heard to say:—"This is the first time I've gone in here with my hat on."

Everyone of us has heard of Runners since we joined the Air Force, but what puzzles me is where did they ever get the name "Runner" from?

From what I've seen of the men bearing the title around here, a snail would be termed "Speed Demon" in comparison.

It appears (Keep this one quiet) that two of the gentlemen of the Orderly Room Staff are intending to drop into the matrimonial quagmire this coming summer when on their Annual Leave.

Could it be that our boys are jealous of the record that the Account Section set-up recently for collecting Dependents Allowance?

My heart was going out to those hard working fellows in the Pay Section lately because of the long hours they were putting in. Why they stayed in the office after lights out night after night.—One day, however, when I (Snooping as usual) looked into the outgoing personal mail of that Section!

What bothers me now is—how in the world do they ever find time to make up the Pay Lists when they have so many friends to write to?

Who was it made a certain member of our Staff about turn for about ten minutes one afternoon because he didn't do it right?

Could it be that the certain member was right and the teacher was wrong? (Could be, you know!)

Office work is certainly the life

(Or so one of our boys would say)—where else could you shave and polish your boots after you get to work.

We often wondered where our friend got to each morning and then suddenly appeared with that "Well Groomed" appearance.

Where in the world would you ever find two boys that are so lonesome for home like our Saskatoon twins.

All they are looking for now is a posting to Dafoe, Sask. Why don't you know it is only 60 miles or so from home.

And then we have someone that we just can't help but hear.

Back in March there were two peaceful weeks in which everything ran smoothly and quietness reigned, but just around the 26th of March when that little bundle of joy (?) returned Ft. Sgt. Bouchard was heard to say:—

"Well I guess we don't have any more peace and quiet around here anymore, H..... has returned."

My hole peepings are over, and here all the staff want to wish Ft. Sgt. Bouchard who left us a

few weeks ago to take a Course in Trenton, the best of luck and his speedy return to us as a Flight Sergeant oi ????

A pair of boots found sticking in the mud outside 13B proved quite a surprise to the finder. The great "P. G." was in them!

We wonder when Equipment Assistant Ward will cease painting doors!!

We understand "Stores" have received an order for Air Filled Cushions for Officers' Chairs, since the ponies came to the Station. In fact one of our Western Airmen with long legs found they were not quite long enough to go around one of the prancing steeds bellies and consequently he is wearing his arm in a sling! Did you hear?

We also hear there is going to be an issue of rain coats—My goodness, "This Propaganda".

Wonder why there is going to be an issue of Summer Uniforms now! Surely you remember THAT day, way back about two weeks ago.

LAC Lockwood! Did any postings come through to-day? This is terrible!

We understand that the six month time limit for personnel on Mossbank Station is in for a lot of discussion from some of the boys who have been here seven months now.

The temporary Mayor of Gravelbourg, Sgt. L'Heureux, is at present serving as Senior N.C.O. in our happy Stores. Since taking over his position, an R.C.A.F. Rowboat has arrived on the Station and it is the belief of certain of our number that this Rowboat is for the exclusive use of the Mayor in commuting to and from his native Gravelbourg.

CANADA AND THE WORLD

(Continued from page ten)

that an American firm is still an active subsidiary of a German firm, he can prohibit Canadian trade with that American firm and control the activities of its Canadian subsidiary, if any exists, in order to stop profits made in Canada reaching any enemy of the British Commonwealth. But many German parent companies of American subsidiaries vanished when war broke out, and turned up in neutral countries, notably Switzerland. U. S. authorities cannot counteract such evasions while that country is in its present state of neutrality. So the danger still exists that Canadian dollars may bolster the Reichsmark at a time when Britain is desperately trying to bolster the pound sterling in the dollar belt.

A North American MEW, providing for Canadian-United States' collaboration, would drastically change this situation.

"Hemispheric defence" is a phrase which may have repercussions in the Dominion. It became part of the layman's vocabulary when Britain agreed to lease bases to the

United States. Its most spectacular interpretation is probably that of Senator Pepper, who this week urged United States' seizure of Dakar, the Canary Islands, the Azore and Cape Verde. Since "hemispheric defence" involves military and economic defence of the whole Western Hemisphere, it is difficult to "place" America's front line. Many responsible Americans now draw that line along the English Channel, close to the invasion ports.

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And wishes success and happy landings to all airforce personnel and trainees at Mossbank.

L. S. NUGENT, Reeve.

E. ST. ARNAUD, Sec.-Treas.

The Gravelbourg Board Of Trade

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E. LONGPRE, secretary.

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REAL SPIRIT

(Continued from page 1)
 and glorious task which is ours.
 True to the best British traditions,
 we are readily critical of our own
 efforts and unnecessarily flattering
 to our enemies; yet it is not always
 good for us that we should be so
 modest and underestimate the con-
 tributions that we, here at Moss-
 bank, are making towards the might-
 est undertaking in the history of
 our Empire.

To appreciate more readily the
 extent of our daily accomplishments
 forgetting for only a moment our
 daily shortcomings we must look
 at our whole work in retrospect.
 Can you recall the old days of Oct-

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ober 1940 at Mossbank—the sani-
 tary (?) conveniences of the day,
 the roads we trod or trudged over,
 the messes we enjoyed, the buildings
 that served our every need, the air-
 craft and other facilities with which
 we went about our daily tasks. Here
 and there we find traces of the old
 days which now serve only to remind
 us of the amazing progress of this
 very short period at which all but
 the unintelligent must marvel. Yet
 this is only a secondary accomplish-
 ment; our work of instruction and
 training has gone forward, some-
 times with difficulties, to surmount,
 but always uninterrupted and with
 efficiency. That accomplishment
 is the result of the culmination of
 the efforts of all personnel on the

station.

Yet again we cannot become self-
 satisfied; we have much to do yet;
 many of our tasks have been hard;
 many of our tasks in the future will
 be hard, perhaps still more difficult.
 But we must face the future with
 confidence and a readiness and wil-
 lingness to serve as is not surpass-
 ed elsewhere. We must leave no
 stone unturned, to ensure that, as in
 the past, our gunners and observers
 leave here with everything that we
 can give them. As each of them
 leaves here I think of him as a team
 mate for my own younger brother
 who with him shall fly nightly over
 Germany to bring death and destruc-
 tion to the greatest evil of all
 modern time, the German desire to
 enslave all humanity.

Let us remember then that no
 matter how distasteful our task may
 be, it must be done; no matter how
 trivial it must be done well; and
 last but not least our individual
 contribution must fit into the mas-
 ter plan conceived in earnest co-
 operation and borne of the desire to
 help the other fellow.

Finally we must strive for perfect-
 ion, in ourselves, in our station, that
 when victory has come it may be
 truly said by each of us that we did
 our share in making Mossbank the
 best of all Bombing and Gunnery
 schools.

Not Mossbank the better
 But Mossbank the best,
 This must be our motto
 This must be the test.

To-day we must work hard
 For to-morrow's success
 Your best is required
 You cannot give less.

(W. M. Penman) Sqn. Ldr.

—@—@—@—

My Friend

Man comes into this world with-
 out his consent and leaves it against
 his will.

During his stay on earth, his time
 is spent in one continuous round of
 contraries and misunderstandings.
 In his infancy he is an angel; in his
 boyhood he is a devil; in his man-
 hood he is everything from a lizard
 up. In his duties he is a damn fool;
 if he raises a family he is a chump;
 if he raises a cheque he is a thief
 and the law raises hell with him.

If he is poor he is a poor manager
 and he has no sense; if he is rich
 he is dishonest but considered smart;
 if he is in politics he is a grafter and
 a crook; if he is out of politics he
 is an undesirable citizen. If he goes
 to church he is a hypocrite; if he
 stays at home he is a sinner.

If he donates to charity he does it
 for show; if he doesn't he is a
 tightwad. When he first came in the
 world everybody wanted to kiss
 him—before he goes out everybody
 wants to kick him.

If he dies young, there was a great
 future before him; if he lives to
 a ripe old age he is in everybody's
 way—only living to save funeral
 expenses. So what????

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 Nuts, Bolts, Bottles, Foil,
 Glycol, Paint, Rags, Toil,
 Rakes, Forks, Oh! What soil.

Tunics, Trousers, Buttons, Caps,
 Chevrons, Rubbers, Coco-Mats,
 Cups, Saucers, Chairs, Taps,
 Bombs, Drogues, Baskets, Flaps.

Camera, Guns, Azimuth Brackets,
 Airscrews, Wheels, Engine Tappets,
 Tail planes, Rudders, Tires, Jackets,
 When they Rev' up what a racket!

Section Eighteen, Reference Seven,
 Wonder what Vocab. they have in Heaven,
 E. Twenty Sixes seven copies,
 Forty eights in old Jalopies.

Fifty sixes in copies four,
 Seems a shame there isn't more,
 Still we wonder whats the score,
 When three times six is twenty-four.

Tables Folding Kitchen Large,
 Makes me think of little Marge,
 Bedsteads Airmen Double Folding
 Sleep suspended from the moulding.

Parades, Watches, Weekend passes,
 Its our turn to see the lasses
 If we were'n't so isolated—
 Then we'd soon become elated.

When you really are in trouble
 Even tho' its just a bubble
 See the old Equipment Section
 You'll be met with fond affection.

J. L. McK.

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