

THE GREMLIN

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EDITORIAL

We thank our readers for the splendid response to our appeal for title suggestions, and for the quality of the titles submitted. The majority are so good that it has been difficult to select one, but the judges (who, incidentally, are officials of the Civilian and Service Staff) have decided on one, which, as far as we know, is not being used by any other School paper, and which is definitely of an Airforce nature -- "The Gremlin".

The distinction for naming the publication goes to L.A.C. Sampson of "A" Flight. Please accept our congratulations and thanks. If you will call at the office of Mr. Hutchcroft in the Administration Building, you will receive a pass entitling you to one month's admission at the Station Cinema.

We also wish to thank Mr. Gordon Payne for designing the name-plate for us (in between Classes). It is a difficult task to do this type of work for stencil use and Mr. Payne is to be congratulated on the excellent result. -- The Editor.

THE WORLD IN REVIEW - by R.W.R.

This week marked the beginning of the fourth year of War, which gave occasion for speeches by the great Allied leaders. Mr. Roosevelt spoke over the radio and Mr. Churchill in the House of Commons.

Mr. Roosevelt dealt to some extent with domestic problems of the United States, especially the dangers of inflation and the means of counteracting them. In speaking of the War, the President stated that "vital military decisions have been made", that "the powers of Germany must be broken on the battlefields of Europe", and finally, that "the War will be won by the co-ordination of the Armies, Navies and Air Forces of the United States acting in unison". Coming from this source these statements can be taken as an assurance that an offensive in the West is in course of preparation, and that the question of unification of Command is well on the way to settlement.

Mr. Churchill's speech was one of the most optimistic he has made since assuming office in the dark days of 1940. The Prime Minister referred to the raid on Dieppe as a reconnaissance in force absolutely necessary before operations on a larger scale could be undertaken.

Stalingrad continues to be headline news. Harder pressed than ever in front and flanks, it still holds resolutely on, taking a mounting toll of German shock forces, and now winter in the Caucasus is only three weeks or so away. It looks as if the hopes of the High Command had again been thwarted, and Russian delaying tactics once more proved successful.

News from Egypt is even more cheerful than might have been expected a week ago. Rommel has certainly received a severe check and possibly a heavy defeat, but his powers of recuperation have in the past proved extraordinary and may do so again. There are rumours from Switzerland, however, that Rommel has been superseded.

Little more news has come from the Pacific area. The Jap drive on Port Moresby from the North has made some headway, but the Australians appear confident of their ability to hold the Port.

The progress of Naval operations around the Solomons remains a secret of the U.S. Fleet. Perhaps a preliminary phase of these operations has ended and no further news may be released till a major Naval action has been fought.

Taken all in all, the situation, as we enter the fourth year of war, may be described as better than could have been expected, and we may indeed face the future "with quiet fortitude 'mid terrors and dismays renewed and re-renewed."



GREMLIN GEN

by Cpl. E.E. Stevens (Course 63)



There appears to be considerable confusion in the minds of both Service and Civilian Personnel on the subject of Gremlins. I have even met one airman who didn't believe in them. His fate is sealed, for the Gremlins will get him. In the first place, a Gremlin is a flying cow, which symbolizes all the evil luck that dogs airmen. They are well known to pay especially vicious attention to pupil pilots.

Gremlins have been discovered and tabulated in five various forms, all of which are most unpleasant to encounter. It is on record that the first Gremlins were engaged in combat by the pilots of a famous Auxiliary Air Force Squadron, who, emerging triumphant from the conflict, adopted a Gremlin rampant as the Squadron crest.

- MARK I:** This type of Gremlin has a large cow-like head with a small, wispy body. The favorite prey of this race is the instrument panel, a fact that will be borne out by anyone who has tried to fly under the hood. Under the Gremlin influence, the instruments refuse to behave normally and many victims of the Mark I Gremlin are now taking harp lessons.
- MARK II:** The Mark II resembles facially the Mark I, but it has in addition a large and ungainly body. This is the demon who is responsible for interfering with the functioning of the engine, especially during take-off.
- MARK II²:** This member of the genus Gremlin, known familiarly as the "Star", is often confused with the Mark II. The chief difference is that it has long horns, which it attaches to the undercarriage of the unwary, and so drags them down to destruction.
- MARK III:** This is an overgrown variety, which specializes in the raising or lowering of the surface of an aerodrome at the precise moment when an embryo pilot is about to touch down. I, personally, have had frequent encounters with this type. It is usually victorious, as it takes a long time to learn to out-maneuvre it.
- MARK IV:** Same as Mark III, the chief difference being that this is a sea-going variety, and is equipped with gills and/or a pressure cabin. It is said that these are very unhappy Gremlins, as they are inhabited by the spirits of those who refused to believe in them. Their lot it is to disturb the surface of the sea by hauling up the horizon and then dropping it smartly. This causes great distress among flying boat crews. During our voyage from England, an old and grizzled Naval man was asked, "Do you have Gremlins at sea?" To which, after a thoughtful pause, he answered, "I'm sorry, I don't know much about navigation." Makes you fink, don't it?

FLASH!

Several of our number report having come to grips with a type of Gremlin not yet satisfactorily identified. It would seem to be related to the Mark II², and its function is to hold back the port wing of Stearman aircraft during take-off. I suspect that this version is the Mark II².

NOTE: There is no truth in the rumour that a Gremlin has been seen by dawn's early light wearing a P.T.I. badge.

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ALL THAT WE CAN PRINT

But Definitely!

The Sergeants held their weekly "do" in the Mess Recreation Hall last Sunday. There was a variety of entertainment, the evening not being without its usual "specialty" numbers.

Was it a Different Brand?

F/Sgt. Woodcock (V.R.Hut Orderly) is back from a five-days' leave (spent with his "poppy" at Lethbridge), looking as though he had been in an open boat for 21 days.

Yo'r Time is My Time

We were told it was Gremlins that was upsetting the Time Office. After the dance Wednesday night, we have a hunch it might be a young blonde Grem. Any theories, Dave?

These Wide Open Spaces

We're experienced travellers, Marg. The next time -- chart your course!

Homesickness?

The only case we ever heard of, Corporal, that left you with a big head in the morning.

Return of the Thin Man

With Sgt. Watson (Chota) back on the Station, F/Sgt. Williams and F/Sgt. Woodcock look almost human. They lovingly refer to him as Stooze No. 3. Which all adds up.

Mosquito Story

It must have been a big one, Jimmy!

Besides, We Haven't a Flysquatter

An appeal has come from the Sergeant's quarters to eliminate the flies from the Mess Hall. Stop grumbling, they just like to be near you. Anyway, it's a Mess, isn't it.

NOTICE TO EASTERN IMMIGRANTS

In order to regulate the traffic for the safety of horses crossing streets and to confine it to the general speed of Calgary and surrounding towns, the Alberta Vehicles and Highway Traffic Act stipulates that the speed limit in towns, villages and cities is 25 miles per hour, and on highways (or a reasonable facsimile of same), 40 miles per hour.

WARNING!

All Service and Civilian personnel are warned that there is wandering around within the confines of the Station a gentleman's cravat of such design and colour as might easily blind the innocent beholder. Anyone catching sight of this manufacturer's monstrosity is advised to consult a reliable optician without delay.

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GEN FROM THE FLIGHTS

"A" FLIGHT (Course 61)

Like the Americans after Pearl Harbour, 61 Course was stunned and shocked when its voluntary efforts in the kitchen garden were so shamefully misinterpreted. We were not even aware the paper existed. The Flight takes a very dim view of that. Of the camp generally, a fairly good view is held. We are fast approaching camp seniority so our opinions will be soon carrying weight.

Of ourselves, we are mainly English; there are a few Canadians in our midst but we do not mind very much. At the younger end of the Flight we have our aces, one of whom has transferred some of his brilliance to song writing.

Talking of aces, we have our flying cards, too, shuffled at random from the Sergeants' Mess. Unfortunately, they are not aces -- just knaves. Their efficiency has been impaired by hay fever, inoculations, and a word which rhymes with the latter.

As a Flight we are very conscious of Gremlins and the theory of Flight. We are appalled by the opinions of many in high places as to the aircraft component which controls the aircraft's speed. We think the Link Instructors, the authority on Airmanship in the School, and a Flying Instructor from the Scottish Highlands should confer on this.

As a Flight we are not yet reconciled to early morning P.T. The majority still consider this particular hour the middle of the night. Neither are we reconciled to the segregation of the sexes and sects. We wonder if silent worship would be applicable to both.

Even so, we think we are contented enough. Food and its servers are the highlights of the day and are admired from near and far, respectively. We have acquired as our mascot an exotic and charming creature who does splits on the YMCA floor and swears like the rest of us. This, we consider, rounds things off nicely, and we hope that when we are next seen in the cabbage patch it will not be surmised that the Adjutant had a hand in it.

MARCH OF THE GREMLINS

Handwritten musical notation on four staves. The lyrics are written below the notes. The key signature has one flat (Bb) and the time signature is 4/4. The lyrics are: "OH, HARKEN PILOTS U.I. WHILE IN THE COURSE OF DUTY. WHEN CONTROLS ARE FEELING CLUEY. AND YOU'RE GETTING KIND OF SOOEY."

A.D. INF

- (2) Oh, the Gremlins they are dancing,
On your wing tips they are prancing;
Though your Airspeed may seem steady,
For your fate they're making ready,
- (3) On the fabric of your top-plane
They drum a tune so insane,
That the turbulence beginning
Ends up with you aspinning!
- (4) For on a cumulus asquatting,
The Great Walloper sits plotting;
As you're in the seat half-sleeping,
To the rear cockpit he's creeping.
- (5) And with a very dexterous digit,
Your controls he's locked quite rigid,
And you're heading for a Burton --
Alas! For you it is the curtain,

--"Merge"

GEN FROM THE FLIGHTS"B" FLIGHT (Course 62)

Having survived various libel suits, batterings (promised), and visions of mass P.T. parades as a result of last week's caustic comments, we take up the pen with temerity for this issue.

The spectacular success which attended our first instalment (popularly believed to be due to alcoholic inspiration) led us to extend the growth of our elegant coiffures to correct literary length. A glance at the Rumble Club scale of fines displayed in the Crew Room, however, sent us scurrying to the barber's for an estimate. There we were ruthlessly informed that it would be cheaper to buy a violin.

Our escape was, indeed, a narrow one, for contributions to this extortionate enterprise have exceeded even the bounds of the originators' wildest dreams; so much so, in fact, that there is talk of a prospectus being issued for the floating of a limited company (officers and timekeepers only).

FLASH ! ! ! Cpl. Carroll has done it again, boys. We have just learned that there is another addition to the clan. Surprise! You could have slapped him down with a bagpipe.

Entry into the Crew Room at 07.00 hours -- or later -- has become quite an ordeal as progress is hindered by the outstretched palms of officials clamouring for their dues. And to add to our already heavy lot a promise has been made that the list of offences may be extended. Speculation is rife as to what further crimes can be committed and what the penalties will be.

Young Bates, we understand, is keeping his fingers crossed and living in hope that his visit to High River aerodrome will go unnoticed.

On the 'drome yesterday considerable "Gremlin" activity was evident. One of our line-shooting corporals (you can say that again!) made a perfect three-pointer -- a hundred yards apart -- and then to the amusement of all displayed his dexterity by some amazing gyrations which closely resembled the manoeuvres of that master of aerobatics, the Ouslam Bird. (For the benefit of the uninitiated, this is a bird whose practice is to fly in ever decreasing circles until eventually, by an amazing feat of contortion, it disappears from human ken.)

FLASH ! ! ! We wish to repudiate all rumours that the plane seen slow rolling over the 'drome the other evening contained a "B" Flight pupil who was leaning over the cockpit to check the direction of the landing "T".

In order to forestall any criticisms of our particular brand of wit, we can only state: We are not humorists but just Aircrew -- U.T. ! ! !

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"C" FLIGHT (Course 60)

The International Flight have had it and so they're leaving us. We're not very fluent in expressing good-byes -- we'd much prefer to be greeting this Flight. Your friendship has helped us and we're going to miss you, but we know you'll get along where ever you go. So, the best of success -- and smooth landings.

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"D" FLIGHT (Course 63)

This space is reserved in memory of Sgt. W. A. Howell and L.A.C. J.R. Thompson, who lost their lives on Sunday, September 6, 1942, at approximately 10.00 hours, when their aircraft crashed in the Bow River Valley, while flying on duty. Interment will be in the Field of Honour, Burnsland Cemetery, Calgary, from Layden's Funeral Home at 15:30 hours, Friday, September 11, 1942.

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DRAMA-SPORTS

The Music and Dramatic Society held their weekly meeting in the GIS Building on Tuesday, Sept. 8, with over thirty present. The following officials were elected:

- CHAIRMAN: Mr. Denman Ross
- SECRETARY: Miss D. Baxter
- COMMITTEE MEMBERS: Cpl. Stevens (C.61)
- LAC G. Caddle
- Cpl. Jarrett (C.63)
- LAC Wellar
- Miss B. Carothers
- Mrs. Cunningham
- Mr. R. Player

Plans for a forthcoming entertainment are well under way, it being decided that a Variety Show would be held in the Recreation Hall on Wednesday, September 30, 1942. The entire production is to be confined to Civilian and Service Personnel of the Station.

A further meeting of the Executive Committee of this Society was held on Thursday, Sept. 10, when more complete arrangements were made for the production.

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WEDNESDAY DANCES: In future the Wednesday evening dance will have a minimum admission fee of 5¢. The proceeds of this nominal charge will be used to purchase the later and more popular recordings. We feel this will further your entertainment.

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ORCHESTRA

We want instrumentalists playing saxophones, clarinets, etc. Please turn out - your co-operation is needed.

GLEE CLUB

Air Force Personnel are needed to form a Glee Club for the Variety Show. All Airmen are welcomed.

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The next general meeting of the Society will be held in the G.I.S. Monday, September 14, at 8:00 pm.

Anyone wishing particulars on the above notices please get in touch with Mr. H. Hutchcroft (Administration Building) or Denny Ross (Time Office).

NEW MEMBERS WILL BE WELCOMED!

The Sports Association met on Thursday, September 10, in the G.I.S. Building at 8:00 p.m., and various business matters were discussed.

It is proposed to have the Sporting Equipment located in the Drill Hall with someone in attendance at various intervals, for the greater convenience of the Station personnel. In order to arrange this, all equipment now on loan is to be turned in Monday, Sept. 14, when it will be assorted and re-issued. A deposit of 25¢ will be required on all equipment to be loaned in future, this to be refunded on return of equipment. A penalty of 10¢ per day will be in effect for all articles kept over 24 hours.

The General Sports Committee is, as follows:

- CHAIRMAN: Mr. J.W.S. Ferguson
- SECRETARY: Miss Eve Gaul
- MEMBERS: Miss Jimmy Stublely
- Miss Ann Hetler
- Mr. Charles Copp
- Sgt. Maddox
- Cpl. Leach
- LAC. Lukehurst

Anyone wishing further particulars on sports matters, please contact Mr. Ferguson in the G.I.S. Building, or Miss Gaul in the Administration Building.

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TABLE TENNIS TOURNAMENT

Notices have been posted regarding a Table Tennis Tournament at an early date. All those wishing to enter are to place their names on this notice, when final arrangements can be completed.

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DRILL HALL

Effective immediately, the Drill Hall has been reserved for the use of the ladies each Tuesday from 6:30 p.m. on. P.T. classes will commence on the return of Cpl. Leach, who is now going on leave.

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The next meeting of this Association will be on Thursday, Sept. 17, at 8:00 p.m. in the G.I.S., and we urge all those interested in Sports to attend.

AIRCRAFT RECOGNITION

In times like these no one of us can fail to realize the importance of aircraft recognition, it being, in fact, one of the most important subjects in the syllabus for U/T aircrew. In some ways it can be dull, and if the wrong method of approach is taken it is dull. But it can be interesting, and even amusing. As is the case with most subjects requiring study and concentrated thought, it is inclined to be regarded as a "bind". Get this out of your head, make up your mind to take it in your stride - not, however, for an odd hour here and there, when your concentration is such that you become "baffled with science", but in easy stages; letting the various aspects simmer in your mind, as it were.

For instance, if you pick up a magazine featuring various types of "kites", don't say to yourself, "Oh blast it" (or whatever type of expression you prefer), "I'm off duty", and so on. Have a look at the things; note their differences and similarities; let them become fixed in your mind. If your pal happens to be around, discuss these points, rib each other, argue if necessary. In other words, don't treat aircraft rec as purely a ground school subject, but make it a pastime. After all, you might as well have aircraft rec in your mind as..... well, as some other things. Towards attaining 100% efficiency in aircraft rec this Unit endeavours to feature a spirit of friendly rivalry. Every day a page of D.R.O.'s is devoted to the reproduction of an aircraft. It must be stressed that this is not done for our amusement, so, for heaven's sake, don't just glance at D.R.O.'s and think of the aircraft as being an attempt to brighten the daily "gen" sheet. The obvious idea is to catch your interest and all we ask is that you take the interest merited by the work involved. You will find that it will pay you to learn as you go along, since, as you will realize, the value of last minute "cramming" for exams defeats your ultimate aim. Remember it's all very well "scrounging" through at the time, but there will come a day when your knowledge will be of value. So, please, take advantage of every chance to benefit yourself.

Another little sideline on this "rivalry" business. Every day a model or a duplication of the aircraft reproduced in D.R.O.'s is suspended in the hallway of the G.I.S. It isn't there for ornamentation, so don't think it's part of the trimmings; decoration isn't our forte. Just have a look at it every day as you go by. If you recognize it -- good show; if you don't, set about finding out what it is and be sure you'll know it again. This is a much easier way of acquainting yourself with the aircraft than looking at books crammed full of them, and, by the way, there's a milk bottle in the vicinity of the "Aircraft of the Day". We don't profess to be scrupulously tidy in "them thar parts", but that bottle isn't there because someone was too lazy to return it to its rightful owner. Since money in all its forms, be it the voice of the prosperous green-back or the whisper of the humble cent, is a thing close to the hearts of all airman. We have introduced a little scheme to stimulate interest in aircraft rec -- with your co-operation, of course. Did you say, "You have that"; not, "You've had that"? Oh, right. When you meet a few of your pals in the hallway, just test out their knowledge. The minimum price of ignorance is one paltry little cent. They are no good to you anyway (everything costs a nickel around here), so don't have them dancing around your pockets -- deposit them in the bottle. Of course, if you are terribly cut-up when your knowledge has walked out on you, we have no objection to nickels and dimes. If you're right on your "benders", however, a "gasper" will be acceptable.

Where does the money go? To help those kids back home. These kids you are learning to defend. The money collected will be given to the Station Chaplain, who will, when sufficient funds are raised, donate it to the "Milk for Britain Fund", of which you have no doubt heard.

Now, a final word. If you have any ideas, let's have them. Our one aim is to help you -- and you -- and you. If you've any difficulties, let's have these as well. "Chiefey" Woodcock in the G.I.S. will be only too glad to straighten out anything that is worrying you -- in the realms of aircraft rec and armament, of course!

THINK AND TALK AIRCRAFT
REC!

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"G.W."

GENERALLY SPEAKING

Ship Ahoy!

The best of luck to Bud Archer and Charlie Harris of the Hangar personnel, who left yesterday to join the Royal Canadian Navy.

Stay Sober

Cpl. Leach leaves tonight for a 13-day holiday, which he intends to spend around Alberta. Hope you have a good time, Corporal.

Hello!

We'd like to welcome the following newcomers to "31": Miss Loretta Nugent of Leedale; Miss Jean Davidson and Miss Ester Legacy, both of Calgary; Mr. George Collins and Mr. C. A. Hillestead of Calgary, all recent additions to the Messing Staff. Also Miss Betty Stagg of Okatoks and Miss Aileen Jones of Calgary, employed in the General Office, and Mr. R. E. Walleigh of Calgary, employed in the Dry Canteen.

OFF THE COB

L.A.C. (to long distance operator):

"I'd like to say a few words to a Sergeant at Moncton, but first, can he trace my call?"

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First Civ: "Did your uncle get that Government job?"

Second Civ: "No, he offered his services as a dollar-a-year man, but they wouldn't pay it"

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Place: Calgary's Main Drag. Time: About 10:00 A.M.

Mount's, hopping on side of station wagon: "And where's the fire?"

Jeannie: "In your eyes, you great big gorgeous patrolman."

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Bill: "Say, Gord, can you explain this Capital and Labour stuff?"

Gord: "Sure, that's easy. When I lend you ten dollars, that's Capital. But when I try to get it back -- that's Labour!"

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One Fly to the Other: "Where shall we eat tonight -- at the Airmen's or Sergeants'?"

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"Breathes there the man with soul so dead, who never hath turned his head and said, 'Hummmmmmm, not bad!'" (The Albertan)

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A certain Sergeant to lady friend: "Darling, I'll never leave you -- pardon me while I get a beer."

