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AIR DEFENCE

CADET CORPS

GAZETTE

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F. ... E. ...

The Official Journal of the Air Defence Cadet Corps
Published on the 1st of each month at Maxwell House, Arundel Street, Strand, W.C.2.

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INTRODUCTION

Owing to the impossibility of finding room in *Air Review* for all the news of the Air Defence Cadet Corps, it has been decided to publish this monthly *Gazette*, in which will be printed all the news and information of general interest to the Corps. All officers and others concerned are expected to read the *Gazette* and make themselves acquainted with such information and instructions in it as concern them. Two copies will be sent free of charge to each squadron.

The *Gazette* will contain a monthly article on matters of general interest to the Corps, brief reports from squadrons, a list of amendments made during the month to Rules and Regulations, Routine Orders of more than ephemeral interest, a list of appointments and promotions, and names and addresses of squadrons.

Suggestions for the improvement of the *Gazette* are welcome, but readers are reminded that the *Gazette* is strictly utilitarian, and that the inclusion of pages of photographs and articles of general aeronautical interest cannot at present be undertaken.

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GENERAL NOTICES

News of general interest to all squadrons will be published on this page every month, as well as any report of any individual squadron's activities which it is specially desired to bring to the notice of the whole Corps.

Ordinary monthly reports from squadrons will be found on another page.

A Prize for Cadet Photographs.

The prize of ten shillings for the best photograph of cadets at work on an aerodrome or in the workshops is still waiting to be won each month. Not many entries have yet been received, possibly owing to the bad weather, but during the forthcoming months there should be a good number of entries. Either cadets or officers may enter. The competition closes on the 14th of the month. Entries should be addressed to AIR REVIEW, Maxwell House, Arundel Street, W.C.2.

Another Good Prize.

By the kindness of Mr. R. Lindsay Neale, of Messrs. Lindsay-Neale Aviation Ltd., the prize is offered of a 30-minute flight from the front seat of a Puss Moth equipped with dual controls, to the cadet who is best reported on at the termination of the gliding camps held this year.

It would be interesting to see how a cadet who has made some progress in gliding, feels at the controls of a power-driven machine.

Talkie Apparatus.

Messrs. J. Lizars, whose head office is at 101 Buchanan Street, Glasgow, C.1, have branches in Edinburgh, Paisley, Greenock, Motherwell, Aberdeen, Belfast, and Liverpool, and wish to state that they are prepared to sell, service, or hire

out from certain branches, talkie apparatus with an operator for the showing of films.

Signalling Equipment

The following Signalling Equipment may be obtained from the Boy Scouts Association, Imperial Headquarters, 25, Buckingham Palace Road, London, S.W.1.

| | Price | P'tage |
|---|-------|--------|
| | s. d. | d. |
| Lamp and Buzzer in Cabinet .. | 14 9 | 6 |
| Lamp and Buzzer in Cabinet .. | 21 6 | 6 |
| Lamp and Buzzer, fitted on polished wood, with battery fitted in box, best British make | 6 3 | 6 |
| Morse Lamp and Buzzer Set in box, complete with quantity of flex | 4 3 | 6 |
| Buzzer | 10 0 | 5 |
| Flags, Morse Signalling: | | |
| Blue and White | 1 0 | 2 |
| All Blue | 9 | 2 |
| Sticks for same, tapered—each.. | 5 | 6 |
| straight—each.. | 3 | 6 |
| Flags, Semaphore Signalling: | | |
| Blue and White, 12in. by 12in., per pair | 1 0 | 2 |
| Blue and White, 18in. by 18in., per pair | 1 5 | 2 |
| Red and Yellow, 18in. by 18in., per pair | 1 6 | 2 |
| Sticks for same, per pair | 4 | 6 |
| tapered, per pair | 8 | 6 |
| Tappers, Plain | 2 6 | 4 |
| With Terminals | 3 0 | 4 |
| With Terminals | 4 3 | 4 |

The Air Ministry are unable to supply the foregoing at the present time.

CORRESPONDENCE

311, Blossomfield Road,
Solithull.

May 8th, 1939.

Dear Sir,

I am writing to ask whether any of the newly-formed Air Cadet squadrons would be interested in a second-hand "Kronfield" ground trainer. This little machine, as you will perhaps remember, can be used for flying training on the ground. It taxis and does everything that a machine ordinarily does in the air, but it cannot leave the ground. These were sold at £195 each. It is in excellent condition and has recently been repainted and doped silver and grey.

I am prepared to accept a reasonable offer of about £45.

Yours faithfully,

I. H. V. Wood.

MATTERS OF INTEREST

By Air Commodore J. A. Chamier

This is a series of articles dealing with the Air Defence Cadet Corps, its organisation and the reasons for various ideas which are incorporated in it. Cadet units who wish to do so are invited to write in to Air Commodore Chamier suggesting what subjects they would like him to deal with in subsequent issues. This article, the first of the series, appeared in last month's AIR REVIEW, and is reprinted here in order to make the GAZETTE complete. Instead of a further article this month, we are reproducing some correspondence between a local committee and Headquarters, on a matter of general interest.

THE INCEPTION

Fifteen months ago six men met for luncheon at the London house of the Duke of Sutherland—the President of the Air League. The object of this meeting was to consider whether it was or was not essential for the Air League to undertake the raising of a Cadet Corps, which should bear the same relation to the Royal Air Force as the Territorial Cadets do to the Army or the Sea Cadets to the Navy, and which should, in addition, have a connection with civil aviation.

The first scheme at that luncheon was one put forward that a fund of £100,000 should be raised, the money invested, and the interest devoted to the raising and training of Air Cadets.

One of the gentlemen at that meeting said that such a fund would bring in perhaps less than £3,000 a year, and asked how many cadets could be got for £3,000 a year. He was told that somewhere between 1,200 and 1,500 cadets could be kept trained for this sum. On receiving this reply the gentleman said that he did not know the opinions of the rest of the gentlemen present, but he considered it a preposterous idea to try and raise so large a sum to have a few hundred cadets spread up and down the country playing at being airmen. He said that if a scheme was produced to raise 10,000 or more boys of whom the greater number will eventually take an active part in aviation, then he and the other gentlemen would do their best to find the money. "It must be a real scheme, train-

ing a real number of boys, but it could not be endowed for ever: if it is a good scheme by the time it has been going for, say, seven years, it will survive for ever; if it is a bad scheme, then it will die."

After this meeting we went away to think again. Ten thousand boys—twenty thousand boys—at £2 10s. per head per year. The sum was very large. It looked as though that in the next ten years something like a quarter or half-million pounds would have to be begged, and with the experience we had of begging for other activities promoted by the Air League, we felt that to get so large a sum in a central fund would be impossible.

How could it be done?

Reference books showed that there were in England about a hundred and twenty towns which had a population of 50,000 or over. Surely 50,000 people would be happy to subscribe between them, say, £250 per annum to help the boys of their own town! Two hundred and fifty pounds a year to train a certain number of boys in discipline, in patriotism, and technical knowledge, which would encourage them to take a place in military or civil aviation when they came of age.

One hundred and twenty towns! That meant, if this supposition was correct, one hundred and twenty squadrons, each of one hundred boys. But many of these towns were much larger, with a population of more than 50,000, and

would probably receive so many applications from boys whom they would not like to refuse, that they would have to have more than one squadron. From these one hundred and twenty towns that it should be possible, therefore, to raise two hundred squadrons, each one self-supporting from contributions made by the townspeople.

Why not proceed on these lines?

The Air Ministry was approached and at once proved enthusiastic. When it came to the question of what financial assistance they could give they were undoubtedly bound by the precedents of the older services. The War Office gave five shillings per cadet, one shilling of which was taken by the higher organisation and four shillings of which went to the unit which had proved itself by inspection to be efficient. The Navy paid 3s. 6d. per head to each efficient unit. After some discussion it was decided that the naval precedent was the only one which the Air Ministry could follow, and it was agreed that as the units of the Air Defence Cadets passed certain efficiency tests (which are now under consideration) the Air Ministry would grant 3s. 6d. towards the cost of each boy. This is really a very small sum, but we will not go into this question of finance in this article because it is proposed to deal with that subject later.

Let us ignore for the moment the Air Ministry's and the Air League's contributions.

Was it unfair to think that the towns themselves would subscribe this money for their own boys? It was confidently hoped that they might do so, but it was clear that they could not do so unless they were directly, or personally, approached by competent ex-officers who could explain to them what they were asked to do and how it could be done.

To cover Great Britain and Northern Ireland some eight officers would have to be employed as area organisers, each

of them being allotted a number of counties to cover, an arduous job which involved a lot of travelling. The Air League would have to pay them for their services: many retired officers would gladly give help in a scheme of such national importance, but travelling and staying away from home is expensive, and retired officers, in general, do not belong to the richer classes, and could not undertake the work if it meant expenditure out of their own pockets.

At this stage the gentlemen who were interested in the scheme from the very beginning, and who were invited to the Duke of Sutherland's luncheon, and one or two friends of the Air League came to the rescue. They subscribed a certain sum of money sufficient to enable the League to avail themselves of the services of ex-officers, and to send them out all over the country. These officers started work less than a year ago—in July, 1938. We told them when they started that we did not expect great results from their efforts before the winter because July started the holiday season, and the idea was a new one, and a lot of their time would be taken up in getting the scheme known.

However, in July we raised two units—Nos. 1 and 2 (Founder) Squadrons. August brought in none. September gave us two, and thereafter the rate increased from month to month and the year closed with forty-two squadrons registered—a fine result for six months' missionary work. The early part of January showed a lull, probably because of the Christmas holidays and the Tax Collector's demands, and it was not until the 27th January, 1939, that the fiftieth squadron was reached. Thereafter progress became increasingly rapid, and almost one squadron for every working day of the week applied for registration until the end of March—that is the end of the financial year of the Air Defence Cadet Corps—we had 102 squadrons as the strength of the Corps.

(To be continued)

FINANCE

To Air Commodore J. A. Chamier, C.B.,
C.M.G., D.S.O., O.B.E.

Maxwell House,
Arundel Street,
London, W.C.2

DEAR SIR,

At a recent meeting of the above squadron's executive committee I was instructed to write to you and enquire whether there is any scheme or arrangement whereby the Funds in the hands of the National Committee can be used for the benefit of individual squadrons such as the one in Rugby.

The committee was informed that the National Committee have appointed area organisers at a salary of approximately £400 per annum, including car allowance. My committee were very strongly of the opinion that this expense was not only unjustified, but unnecessary.

I was directed to point out that all the work done by the committees and the officers and the other ranks in the squadron is carried out without remuneration, and it was felt that if it was possible to obtain volunteers for this work that it should equally be possible to obtain volunteers for the position of area organiser: though it might be reasonable to grant a car allowance of an amount dependent on the area concerned.

If this work can be done without payment of salaries large sums of money would be released which could be utilised towards obtaining better equipment for the squadrons and generally towards improving their efficiency. My committee felt that at the present time this money used for the salaries of area organisers is being wasted, while at the same time the squadrons are urgently requiring money for improving the conditions and efficiency of the squadrons.

I shall, accordingly, be obliged if you will consider this matter and let me have your views thereon so that I can report at the next committee meeting which takes place on the 17th inst.

Yours faithfully,

President.

To the President,
..... Local Committee,
.....

14th April, 1939.

DEAR SIR,

It is so important that no estrangement should grow up between Headquarters and local committees that I welcome your Committee's views contained in your letter of the 6th April.

First, as regards the general question of funds:—

The Central Fund was obtained by unremitting begging over a period of six months, and it gives the Central Committee an average of £8,000 a year to use to best advantage for three years. This fund was specifically begged for the organisation of the Corps.

Of this, a sum portion is necessary for headquarters expenses; we try to keep these as low as possible, but even though the Air League provides much labour, accommodation, light, heat, etc., free, there are charges for office equipment, postages, staff, printing, publicity, etc., which cost, in the aggregate, a considerable sum of money with so large a family to look after.

During 1939/40 we expect to spend directly on behalf of the squadrons, on the collection and transport of technical equipment, on conferences, gliding camps, rallies, insurances, financial assistance to squadrons in "Distressed Areas." etc., some £5,000; your Committee will cavil at none of this.

And now for the area organisers:— They were—and still are, until we get our 200 squadrons—essential. Without them, we should have had few squadrons by now. It is their constant touring about the country, interviewing local authorities and men of influence, that has created the foundations on which patriotic people like your committee have erected the squadrons.

I make this statement from real experience. In the North Eastern area, for nearly six months, we were without an area organiser, but we had a number of local organisers tumbling over one another's heels, and Squadrons did not

form. We sent a young ex-R.A.F. officer there as area organiser, and eleven fine and sound squadrons have been formed, and more are following.

Again, in Northern Ireland, we have no area organiser and there are no squadrons there, although we have been in contact with various authorities. As soon as we can have an organiser there, we shall get several squadrons in that patriotic district.

When the work of these area organisers is done, we hope that some, at least, of them will stay on as liaison officers to help the squadrons with their training and to supply that personal link between Headquarters and local committees that we so ardently desire.

Are they overpaid? We have evidence that their travelling allowances barely cover the costs, and, whatever system was employed, travelling has to be done and the cost met. On the average, when income tax is paid, these organisers do not make more than £150 a year apiece—the wage of a clerk—for work that they enjoy, but which is, to all intents and purposes, a whole-time job. I am afraid that the hope of getting whole-time work on a voluntary basis from the particular class that we employ, is small.

I freely admit that if we did away with them—and at this time the whole expansion of the Corps would suffer—we should have £2,000 more to spend on squadrons. £10 a squadron for 200 squadrons—that would still leave 95 per cent of the money to be found locally.

Although every squadron, before it is formed, has stated that it will be self-supporting, we are asked to spend money on a free issue of greatcoats, to pay for officers' kit, to give travelling allowances for instructors, to make a donation of at least £50 a year to every squadron, to run standing Camps throughout the summer and give all cadets a free trip and a free holiday, and for many other things. The cost might be at least £50,000 in addition to the normal expenses of the Corps, estimated to-day at £50,000 for 200 squadrons.

It is the very magnitude of the scheme that makes it impossible to finance it to any appreciable extent from a central fund. Can you believe that it is easier for the

Central Committee to beg a sum counted in tens of thousands annually, or for each of perhaps 200 towns and boroughs to find from its own citizens for its own boys, £250 a year? After a large experience of begging, I am quite certain that the former plan is almost an impossibility and it is clear that failure would wreck the Corps. The latter can be done and is being done successfully all over the country.

I do hope you will not think that we are unsympathetic; as beggars ourselves, we know your trouble. We will fight to get much larger government grants and every form of help and concession, but it is just not possible for the Central Fund, with so many units to look after, to do anything material to help the everyday running expenses of squadrons—other than a little for squadrons in "Distressed Areas." We will spend every penny possible for what might be called the "good of the cadet community," but not for the individual unit.

To sum up, the whole hope and the whole foundation of the Corps rests on local committees, whose members assume (all honour to them) responsibility for the moral and material welfare of the squadrons they father. No town need have a squadron of Cadets unless it desires the responsibility; in no town of 50,000 inhabitants or over is it too difficult for a strong and representative local committee to raise annually the sum which should keep their cadet squadron or squadrons happy.

This is a very long letter, but I have tried to put our point of view before you in some detail. I wish I could meet every committee to explain to them in person. We look forward to the June Conference to help us to get into closer touch.

Yours truly,

Secretary-General.

(Since this correspondence was written only a month has gone by and we look like having many more than 200 Squadrons. Will everyone try to remember that every squadron grant asked for should be multiplied by 200; every grant for officers by 2,000; and every grant for 20,000 in order to get a correct appreciation of the amount involved.—J.A.C.)

NEWS FROM THE SQUADRONS

The amount of news published of each squadron depends on two things—the space available and the news received. Squadrons are particularly requested to send in reports as often as interesting news is available. Photographs cannot at present be used in the GAZETTE, but they are nevertheless welcome, as they can be used in AIR REVIEW and other journals.

There will not be room in the Gazette for reports from all the squadrons each month, so preference will be given to reports which are brief and contain news of general interest.

No. 11F. (Brooklands) Squadron

Headed by the band of the 5th Queen's Royal Regiment, the officers and cadets of No. 11F. squadron marched down the "finishing straight" at the meeting of the Brooklands Amateur Racing Drivers' Club on Easter Monday. In addition to thus "showing the flag," collecting boxes went the rounds and a recruiting booth was open near the paddock. In addition Capt. H. Duncan Davis, speaking into the microphone, told the assembled crowds of the work and training of the corps, its achievements and ambitions.

Again headed by a band, this time that of the local ex-Service men of Woking, the squadron made a march through the main streets of Woking on Monday, April 17th, this being the occasion of the first showing of the film "Dawn Patrol" at the Ritz Cinema. The squadron had special seats allotted to them, and afterwards saw the film.

During the week the management of the cinema, in addition to allowing Brooklands Flying Club members special prices, allowed collecting boxes to be taken round at each performance in aid of the cadets. In this way the very gratifying total of £70 was reached by the end of the week.

To those who made this possible everyone's very best thanks are due.

No. 1 Anti-Aircraft Co-operation Unit, Royal Air Force, South Farnborough, Hants, have presented a banner to the squadron.

No. 19F. (Burstow-Horley-Crawley) Squadron

We have secured the Bishop of the Arctic (the "Flying Bishop") as Honorary Chaplain-in-Chief to this squadron. He is some way off, but at any rate not influenced by any local feeling!

He visits us in June, 1940, for the first time! He is very warmly sympathetic towards the whole movement.

No. 30F. (Cardiff) Squadron

The squadron has a series of lectures arranged and is showing great keenness in its work, especially in the drill, which is excellent.

We have been very fortunate in the officers of the squadron, all of whom have been or still

are connected with aviation. The C.O. and the Adjutant are both ex-war-time pilots, and have enthralled the cadets with stories of their fighting days. The signalling officer took several courses at a cadet college during the last war, and has already been christened "Iddy Umpty." The O.C. drill is an ex-R.A.F. officer transferred from the infantry, and had the doubtful pleasure of doing a drill course at the Guards' Depot. The two remaining officers are both active C.A.G.s, and have earned the everlasting admiration of the squadron by taking picked cadets up on Sunday mornings.

We have very kindly been granted permission by the O.C. 614 Squadron to use their parade ground, so with the pushing back of the clocks we push on to the parade ground.

We have appointed twelve N.C.O.s, four confirmed in rank and eight on probation. One had to be made an N.C.O.—he weighs over twelve stone, and it was impossible to dress the ranks with him in any row.

No. 47F. (Grantham) Squadron

I have consulted the Officer Commanding the R.A.F. Station, Grantham, on the subject of the use of this squadron to him in the event of an emergency.

Group Captain King is of the opinion that the squadron would be of the greatest possible assistance, and for the first week or ten days of the crisis he could use our full strength.

The cadets would be used on the following duties:

Runners throughout the station (five squadron and one station headquarters).

Clerks for the various orderly rooms (as many as possible).

To augment police services, for traffic control, and guarding certain areas against trespassers, under supervision of service police.

To augment the man power to handle aircraft, engines, rations, fuel, petrol, oil, etc.

The Officer Commanding states that these are only a few of the duties to which they could be assigned. He emphasised the fact that the squadron would be a reserve pool which would be called upon to relieve a highly-pressed department, which would otherwise be overwhelmed with work. The value of the squadron is to cope with the "unforeseen contingency."

No. 78 (Wembley Borough) Squadron

The squadron was inaugurated on the 3rd March, 1939, when His Worship the Mayor of Wembley swore in the first recruit. On that evening the first flight was enrolled.

The squadron has been receiving intensive training at the headquarters (which has been acquired in the Palace of Arts building, Wembley) in drill, map reading, model aeroplane construction, history and tradition of the R.A.F., etc., by the officers of the squadron. A number of outside instructors have already intimated their willingness to assist in the training of the cadets in giving talks on A.R.P. work, P.T., etc., and lecturing on aviation subjects, etc.

Regular parades for training take place each week at headquarters on Tuesday and Friday.

The standard of cadets enrolled is very high, intelligence excellent, physically of the best, each

cadet being subjected to a strict medical examination by Doctor A. G. Morison before being accepted.

No. 75 (Crewkerne School) Squadron

Courses in airmanship and theory of flight have been arranged with the kind collaboration of Messrs. Westlands, Ltd., at Yeovil, whose test pilot and instructors are coming to the school to lecture to the cadets.

Lectures on navigation, meteorology, and practical work on maintenance will be carried out by the officers of the squadron.

We have had an invitation from the C.O. of the Squadron stationed at Old Sarum to visit his squadron, to which we are affiliated, and we are hoping to send a party of senior cadets there shortly. We are also expecting an officer of that squadron to give us lectures on technical matters.

AMENDMENTS TO RULES AND REGULATIONS

Amendments and additions to Rules and Regulations will be published each month in the GAZETTE in future. As there have been fairly extensive amendments to the first part of Rules and Regulations, the revised pages have been printed on separate sheets which can be pasted over the corresponding pages in the book. A copy of these revised pages is enclosed with the GAZETTE, and further copies can be obtained on request from Headquarters.

AREA ORGANISERS

Lieut.-Col. G. W. Atkins, M.C., 22, Glen Aldon Road, St. Annes, Lancs.
Cumberland, Westmorland, Lancashire, Cheshire, North Wales.

Col. N. Scott-Robson, East Haddon, Northants.
Mid-Wales, Shropshire, Stafford, Hereford, Worcester, Warwick, Northants, Rutland, Leicester, Nottinghamshire, Derby.

Capt. W. G. Haslewood, 18, Baker Street, London, W.1.
Lincoln, Norfolk, Suffolk, Essex, Hertford, Cambridge, Bedford, Buckinghamshire, Huntingdon.

Wing-Cdr. R. G. D. Douglas, Little Brooklands, South Godstone, Surrey.

Oxford, Berkshire, Hampshire, Sussex, Surrey, Kent.

Air-Cdr. H. P. Smyth-Osbourne, C.M.G., Holmedown, Exbourne, Devon.
Cornwall, Devon, Somerset, Dorset, Wiltshire, Gloucester, South Wales.

Sqdrn.-Ldr. H. W. Woollett, D.S.O., M.C., c/o The Air League, Maxwell House, Arundel Street, London, W.C.2.
London.

Brig.-Gen. J. H. W. Becke, C.M.G., D.S.O., Priestoun, Edzell, Angus.
Scotland.

E. M. Milling, Esq., Trust Houses, Ltd., Victory Hotel, Leeds, Yorks.
Northumberland, Durham, Yorkshire.

ROUTINE ORDERS

All important routine orders issued during the month will be promulgated in the GAZETTE. In addition to orders issued during May, in this, the first issue of the GAZETTE, are published the more important of the orders issued since the formation of the Corps. The omission of any of the less important old orders from this reprint does not imply that they are no longer effective.

No. 15.

18th January, 1939.

It is, I think, well understood by all squadrons that when cadets parade with regular Forces of any branch of His Majesty's Services, a senior cadet officer, whatever his rank, is junior to the most junior officer holding the King's Commission.

The question has been raised, however, as to what happens regarding saluting when officers meet in the street. The answer is, once more, that a squadron-leader of a cadet battalion is not entitled to receive a salute from a regular officer or airman of junior rank. Should one be given, however, he will return it as a courtesy.

Cadets in uniform will be instructed to salute all officers of any rank in any branch of His Majesty's Services. Officers, as a matter of courtesy, should salute those of higher rank.

No. 17.

13th January, 1939.

After carefully considering the best way in which their company could assist the Air Defence Cadet Corps, the directors of Shell-Mex and B.P. Ltd., of Intava Limited, and of Marks and Spencer Limited, have given a donation to the Central Fund.

The directors felt that, much as they would like to help certain squadrons individually, a gift to the Central Fund would be to the greatest advantage of the greatest number, and they accordingly sent their donation to headquarters.

In these circumstances, the companies should not be approached either direct, or through their branch managers, for a donation to local squadron funds.

BADGE STEREO

Squadrons wishing to include the small Corps Badge ($\frac{1}{4}$ " diameter) on their note-paper may apply to the Air League for the loan of a stereo.

PHOTOGRAPHS

The Air League is keeping a photographic record of the corps, and would be glad to receive copies of any photographs, with captions on reverse, for inclusion in its col-

lection. Pictures showing groups (with names and ranks, if possible) and cadets at work on aeroplanes or engines, or at lectures, are the sort of thing wanted.

No. 25.

21st January, 1939.

In order to clear up any misunderstanding I am asked to write and tell you that the normal channel of correspondence on matters of moment concerning squadrons is from standing committees to Air League headquarters. On matters of detail the squadron-leader can, of course, write in direct to headquarters.

The object of this is to relieve area organisers of a press of correspondence, more particularly in matters in regard to which they cannot themselves give decisions.

At the same time I hope that all squadrons will realise that they are free to call on area organisers for help and assistance not only when forming, but at any time during their life, and they should not hesitate to keep in touch with these area organisers, who are intimately concerned with the happiness and well-being of the squadrons in their area. Moreover, where personal liaison is desired, area organisers are charged with this duty.

The Air League headquarters have not, they regret, the staff to spare to be able to send officers from headquarters throughout the country to try and assist to solve problems on the spot.

No. 33.

21st February, 1939.

We are in communication with Editorial Services Ltd., who supply items of news-interest both to metropolitan papers and also to the local Press all over the country.

It is felt that by giving publicity to news regarding the Air Defence Cadet Corps not only would knowledge of the work this corps is doing be more widely spread—a matter of great importance—but also it is felt that units would be interested in having a news organisation at their disposal through which their efforts, successes, and difficulties can receive recognition and publicity.

A schedule of the sort of news which would be welcomed is attached.

We therefore now ask squadrons to furnish this headquarters with periodic news summaries of the type outlined, say, once every two months, there being no objection to interim reports of news-interest at any time that squadrons may desire.

Not only will these periodic news summaries be valuable for this Press publicity purpose, but they will be an *extra* link in ensuring the close contact between this headquarters and squadrons which is so desirable.

The following are the sort of headings under which the Press would, it is understood, welcome news:—

Progress of units: in obtaining permanent or temporary headquarters.

Recreational facilities.

General organisation of instruction, recreation and social activities.

Any games or sporting news.

Co-operation of affiliated R.A.F. squadrons.

Visits to aerodromes.

Anything particular in regard to training—how often and what kinds; how often drill and P.T., etc.

Anything such as preliminary instruction in gliding or flying.

Any prospect of the formation of more squadrons in the neighbourhood.

Present strength.

Number of applications.

Number of boys joining the fighting services.

Finance: any big donations received; methods of raising funds; lack of funds and difficulties.

News regarding any social or civic functions, with names of celebrities, past or future, in which units are taking parts.

Parades, church services, etc., with dates.

23rd February, 1939.

In view of the various questions which have been raised, I am sending round this outline forecast of our policy as to the organisation of the Air Defence Cadet Corps.

It is intended that area organisers should, as far as possible, get the local organising committees who form squadrons to move towards some sort of association in each county, from which, in the course of time, and in the light of experience gained, an Air Defence Cadet Corps committee may gradually develop in each county. Such committees would probably be of use in many ways, particularly in facilitating the raising and

administering of a county fund for helping squadrons in each county. These committees would, as far as possible, establish and maintain contact with the county Territorial Army and A.A.F. Associations: and Lords Lieutenant could be asked by headquarters, in due course, to help towards this.

The more our county committees can stand on their own feet the better, so long as they are associated, to some extent, with the existing county Service associations, and do not try to run in opposition to them.

Until the general organisation of the Air Defence Cadet Corps has had time to crystallise to some extent, somewhat on the lines indicated, we do not propose to consider the granting of ranks higher than cadet squadron-leader on a corps basis. We must be quite sure that those we promote will be the suitable men from a corps point of view when our expansion has reached 200 squadrons. Our county committees, when formed, will have their own views about this, and we must "keep the floor clear" for them in this respect.

There is no objection, however, where for local reasons it is considered necessary, that a local committee which has been responsible for raising, and is now administering, more than one squadron, should recommend one of their squadron-leaders for appointment as a "local wing-commander" to function as such, with their authority, in any way that they may consider desirable within the limit of the units which that committee has raised.

Commissions as local wing-commander will, in such cases, be issued from headquarters.

13th January, 1939.

IN THE EVENT OF CRISIS

When the crisis arose at the end of September several Air Defence Cadet Corps officers were called up, and those who were not asked what they should do.

The point to remember is that *all Air Defence Cadet squadrons should be kept intact and carry on*, and so commanding officers must get out orders so that there is as little interruption as possible in their routine work.

Certain of the officers—those on the Reserve or in the Auxiliary Air Force, etc.—will have to leave, but those unfit or over age or for any other reason are unable to be called up for regular service must carry on.

It will be left to the discretion of commanding officers as to how their cadets can best be used to the advantage of their district, e.g. on A.R.P. work, at R.A.F. stations, or in connection with civil aviation services.

Training will go on, but will be a secondary consideration as compared with usefulness in helping locally.

If war breaks out correspondence with headquarters should be reduced to a minimum, and this can only be done if everything possible is arranged *beforehand*.

This letter is in no way intended to create an atmosphere of "uncertainty" for the future, but it is necessary to look ahead and organise against all eventualities.

No. 46.

30th March, 1939.

INSTRUCTIONAL FILMS

We have been advised by the Air Ministry that the Treasury have now approved the loan to the Air League of the British Empire of certain instructional films.

It is proposed to issue these films to squadrons of the Air Defence Cadet Corps, on loan for seven days, and a list of the films available is attached hereto.

The films are only suitable for projection on S.M.P.E. single sprocket hole projectors, and squadrons who would like to have the use of one of the films, and can arrange for the supply of the necessary projector locally, should get in touch with headquarters, stating clearly the film required, the address to which it is to be sent, and the date on which it is to be shown.

Postage one way will be paid by the Air League.

Squadrons using the films are asked to see that all reasonable care is taken of them, and that they are returned in good condition.

INSTRUCTIONAL FILMS AVAILABLE (16 mm.)

| No. | Subject | No. of Reels |
|-----|---------------------------------------|--------------|
| 1. | Principles of Flight, Part 1 | 5 |
| 2. | The Magnets | 2 |
| 3. | Thermionic Valve | 4 |
| 4. | Air Navigation | 11 |
| 5. | Duties of a Pilot | 5 |
| 6. | Recognition of Military Forces | 4 |
| 7. | Some Principles of Air Reconnaissance | 3 |
| 8. | An Artillery Reconnaissance Patrol | 3 |
| 9. | Daily Inspection of Aircraft | 4 |
| 10. | Internal Combustion Engine | 3 |

No. 48.

4th April, 1939.

Marshal of the Royal Air Force Sir John Salmond and the committee of the Air Defence Cadet Corps are most anxious that in the day-to-day work of dealing with

squadron-leaders on matters of training, etc., they should not lose touch with local committees.

They fully appreciate that it is due to the efforts of local committees that the squadrons have come into being, and they hope that all committees realise that it is their interest and their actions that govern the fortunes and success of the squadrons which they have raised.

It would appear to be most desirable that committees should meet regularly to hear reports on their squadrons from the squadron-leader, and that members of the committee should, from time to time, visit the squadron and see that it is a happy unit. Five points in particular we think will conduce to a closer contact between headquarters and the committees:

(1) All matters of finance are matters on which communications should come to headquarters from the committee through the chairman, treasurer or secretary, and not from the squadron-leaders, who have other duties to perform.

(2) Similarly, all matters concerning commissions, promotions, resignations, or terminations of commission of officers are matters for the committee—doubtless with the advice of the squadron-leader—and not for the squadron-leader and headquarters alone.

(3) It is of some importance that the squadron-leader, although he may, with advantage, be a member of the committee, should not be one of the officers of that committee (e.g. the treasurer or secretary). At times it may be desirable for headquarters to be able to communicate with the committee on matters that affect the squadron-leader, which are not suitable for coming to his notice until the committee has considered them.

(4) At all times headquarters will be very pleased to see any members of the committee who find themselves in town. It is advisable for appointments to be made, if possible, owing to the number of callers at headquarters.

(5) The advice and assistance of headquarters are always available for the committee insofar as they can be given at any time. It is hoped that committees will freely avail themselves of such help.

No. 53.

13th April, 1939.

We are already receiving reports of boys who have joined the Royal Air Force.

We should be glad if squadrons would give us monthly the names and addresses of boys who have joined, as it is on this sort of result that the Treasury is encouraged to give more support.

No. 55.

26th April, 1939.

Squadrons will realise that the dress regulations of the Air Defence Cadet Corps had to be done at high speed in order to meet the requirements of a corps growing unexpectedly fast, and are subject to revision from time to time.

One particular case is that of officers who have served in the Royal Air Force and who are entitled to use their R.A.F. rank and uniform on retirement. There is no objection whatever to these officers wearing that uniform, without alteration, when parading with the cadets, and indeed, cadet units, I am sure, will always be proud to see ex-R.A.F. officers on parade with them.

The only complication which may arise is where the cadet rank is different from the rank held by the officer on retirement. Should the cadet rank be higher than the military rank, it may be left to the discretion of officers whether they wish to have their uniform altered. There are no disciplinary difficulties because military rank of any kind takes precedence on parade over all cadet ranks.

In the somewhat unlikely event of a fairly senior retired officer of the R.A.F. holding a junior position in the cadet corps, it will obviously be necessary for the change to cadet uniform to be made, or disciplinary difficulties will arise.

No. 56.

26th April, 1939.

Messrs. General Film Distributors Limited are prepared to loan two full-sized films—"R.A.F." and "Wings over Everest"—to any cadet unit that requires them, free of charge, except perhaps for a small charge for transportation.

These films are 35 mm. and are printed on inflammable material, so that they must be shown under the usual regulations, either in a cinema or from an approved fire-proof box. Thus, they are only suitable for those squadrons who can arrange for some friendly local exhibitor to give them facilities.

If any squadron wishes to show these films, will they please apply to headquarters, giving the date on which they are required and ample notice. Possibly such films will be more appreciated in the winter months, and a notice regarding them will be sent round again in the autumn. They are, however, immediately available if required.

No. 59.

28th April, 1939.

CADET COMMISSIONS

The regulations on the subject of cadet commissions are now in process of revision.

From the date of this order, no officer will be appointed to a commission, acting or permanent, except on the recommendation of the local committee.

All officers will be commissioned by the Air League on an acting basis in the first instance.

Commissions will be made permanent on the recommendation of the local committee, signed by the chairman.

Such recommendations will not be submitted earlier than six months from the date of registration of the squadron.

In the case of permanent squadron leaders, the committee will take steps to obtain the concurrence of the area organiser, who is the representative of the Air League and available to assist local committees in all ways.

A reasonable number of officers for pilot officer and flying officers' commissions may be recommended by committees, in addition to the establishment of squadron leaders and flight lieutenants, as at present laid down.

Acting officers appointed under these regulations are entitled to wear the uniform of their rank.

No. 60.

28th April, 1939.

Some embarrassment has been caused to the London Gliding Club by the number of officers from squadrons not yet in camp at Dunstable visiting the gliding site at weekends.

While the club welcomes visitors in reasonable numbers, too great an influx inconveniences the club members and interferes with the training of the boys.

I therefore ask squadrons to exercise restraint in this matter—not to make up large parties for such visits, and to go in as small numbers as possible for the present. All such visits will be made in *plain clothes*. Uniform will only be worn by those on duty with the detachments in camp.

Squadron officers visiting cadet camps will have to rely upon the kindness of the club to allow them to buy their food in the club house. Contract and other arrangements do not permit of their eating with the cadets.

No. 64.

3rd May, 1939.

Appended to this letter are details of insurance cover arranged by the Air League of the British Empire for the benefit of Air Defence Cadets.

These benefits are also granted to all other unpaid members of the Corps, including organisers, instructors, voluntary workers and their unpaid employees.

The Air League will also be reimbursed under their group insurance for medical, surgical, hospital, ambulance and similar expenses incurred by them, as a result of sickness or disease contracted whilst cadets are at camp up to a limit of £10 any one person, £100 for each 200 insured campers or part thereof, and £1,000 in respect of any one camp.

If any of your personnel are injured by a road vehicle or whilst flying as a passenger in the course of their duties, we are advised that they should claim against the responsible parties, such as the pilot and owners of the aircraft. In the event of the owners having failed to insure their liability to passengers and becoming insolvent, the injured personnel would be paid the amount of the damages awarded to them by the Courts by our insurers up to a limit of £5,000.

The Air League of the British Empire have also insured up to a limit of £5,000 any one accident or series of accidents arising out of one event the Third Party Legal Liability of the Air League, their agents, the organisers of the Air Defence Cadet scheme, their employees and any voluntary helpers in respect of injury to third parties or damage to property of third parties inflicted whilst in the course of their duties in connection with the Air Cadet Corps and not already covered by any other policy of insurance. Under this policy, the term "Third Parties" includes other members of the corps and other organisers, helpers, voluntary workers, instructors, their agents and unpaid employees. This policy includes legal liability to third parties in respect of accidents whilst undergoing instruction in gliding as a member of the corps.

We must, however, draw your attention to the fact that liability for accidents to paid employees under the Workmen's Compensation Acts is not insured by the Air League. In view of the great difficulty which would be experienced in collecting the necessary detailed information at the central office we must leave this risk to be insured by the branch organisations with local insurance companies. If you have any paid employees, please do not overlook the necessity of effecting this insurance.

For the purposes of our insurances we shall require from you on the 11th August in each year a return of the number of persons who have attended camp during the previous twelve months. Similarly, on the 21st April in each year we shall require a return of the number of persons who underwent instruction in gliding during the previous twelve months.

No. 65.

3rd May, 1939.

1. The Air League of the British Empire has arranged by means of certain group insurances that if you meet with an accident in the course of your duties as a member of the Air Defence Cadet Corps you will be entitled to the following benefits:—

| | Whilst undergoing instruction in Gliding | At other times excluding whilst flying |
|--|--|--|
| 1. In the event of death | £500 | £100 |
| 2. Permanent total loss of both eyes | £500 | £100 |
| 3. Permanent total loss of one eye | £250 | £50 |
| 4. Loss of two limbs ... | £500 | £100 |
| 5. Loss of one limb ... | £250 | £50 |
| 6. Permanent total loss of sight of one eye and loss of one limb | £500 | £100 |

(The above benefits are payable in full provided the total payments in respect of any one accident or series of accidents arising out of one event do not exceed £2,000. Should the total liability hereunder in respect of one event exceed £2,000, the benefits payable to individuals would have to be scaled down in proportion.)

7. In addition medical, surgical, hospital, ambulance or similar expenses, including dentures and surgical appliances and optical appliances necessitated as a result of an accident will be paid for up to a limit of £25 per person (provided the total payments under this Benefit 7 do not exceed £500 in respect of any one accident or series of accidents arising out of one event).

The above benefits are payable in respect of accidents whilst bathing, but not in respect of injuries sustained

(a) whilst playing football;

(b) whilst in any aircraft moving under its own power, except whilst undergoing instruction in gliding as a member of the Corps.

11. If you are injured during the course of your duties as a member of the Corps by a road vehicle, or whilst flying as a passenger in an aeroplane, and, having brought a successful action in the Courts against the responsible parties, you are unable to collect the amount of the damages awarded to you owing to the insolvency of the defendants or from any other cause, the Air League have arranged by means of a further insurance policy that you will be paid the amount of the damages which have been awarded to you up to a limit of £5,000.

No. 75.

19th May, 1939.

UNIFORMS—MESSRS. HOLLINGTON BROTHERS,
LTD.

It is understood from Messrs. Hollington Brothers, Ltd., that due to the advance in the cost of materials, they are forced to slightly increase their price for uniforms by 1s. per

outfit. We are assured that this represents only a portion of the increased cost.

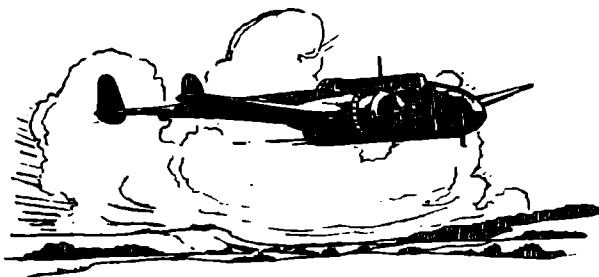
Prices for future supplies will therefore be as follows:

| | | |
|-------------|--------|----------|
| Cadet Tunic | | 14s. 6d. |
| Trousers | | 9s. 6d. |
| Cap | | 2s. 9d. |
| Belt | | 2s. 1d. |

We have been informed by Messrs. Hollington Brothers that they are maintaining the quality of the material to be used, namely, the R.A.F. standard serge blue-grey No. 2.

It is left to your discretion either to pay these charges or buy from other suppliers less expensive materials. We believe that the best quality cloth is an economy in the long run.

The above is given for your information only, as the source of supply of uniforms is a matter for local discretion.



APPOINTMENTS AND PROMOTIONS

Each issue of the GAZETTE will contain a full list of all appointments, promotions, and resignations effected up to the 25th of the preceding month.

This issue contains most of the appointments and promotions made since the formation of the Cadet Corps, and supersedes previous lists published in AIR REVIEW.

Commanding Officers are requested to notify Headquarters immediately of any omissions or inaccuracies which occur in this list.

In use these ranks should always be preceded by the prefix "Cadet" which, for economy, has been omitted from these lists. Thus: Cadet-Squadron-Leader.

ABBREVIATIONS USED

Appointments

Com. Off. Commanding Officer.
Eq. Off. Equipment Officer.
Sig. Off. Signals Officer.
Med. Off. Medical Officer.

Ad. Off. Administrative Officer.
Chap. Chaplain.
Fl. Com. Flight Commander.
Ch. Te. In. Chief Technical Instructor.

Ranks

S/L. Cadet-Squadron-Leader.
F/Lt. Cadet-Flight-Lieutenant.

Fl. Off. Cadet-Flying-Officer.
Pilot Off. Cadet-Pilot-Officer.

No. 1F (City of Leicester) Squadron

Com. Off. S/L. Capt. G. W. Meats, M.C. 1.9.38
Adjutant F/Lt. W. F. Whiting 29.11.38
Fl. Coms. F/Lt. Lord D. A. B. Newtown-Butler 29.11.38
F/Lt. J. R. Abbott 29.11.38
F/Lt. A. G. N. Wynne-Eyton 15.3.39
Fl. Offs. B. L. Howes
K. M. Carver
E. L. Chamberlain
J. B. Freestone
P. R. Brookman

No. 2F and 3F (Watford) Squadrons

Com. Off. S/L. R. Kilby 25.7.38
Ad. Off. F/Lt. J. L. Keith 25.7.38
Eq. Off. F/Lt. S. G. Evans 25.7.38
Sig. Off. F/Lt. G. Ormerod 25.7.38
Chaplain F/Lt. the Rev. Langdon 26.10.38
Med. Off. F/Lt. T. T. Wood 14.9.38

No. 2F (Watford) Squadron

Com. Off. S/L. L. J. Talbot 25.7.38
Adjutant F/Lt. A. Chandler 25.7.38
Fl. Coms. F/Lt. H. Rogers 25.7.38
F/Lt. W. H. Gough 25.7.38
F/Lt. R. J. Pugsley 25.7.38
F/Lt. G. F. Kettley 22.11.38

No. 3F (Watford) Squadron

Com. Off. (Acting) S/L. F/Lt. H. Norvall, D.C.M. 25.7.38
Adjutant F/Lt. B. A. Leak 22.11.38
Fl. Coms. F/Lt. A. H. Deayton 25.7.38
F/Lt. T. Magor 22.11.38
F/Lt. W. Bennett 26.10.38
(Acting) W/O. Darling
Fl. Off. J. Miskelly

No. 4F (Ilford) Squadron

Com. Off. S/L. J. E. Elborne, M.A., J.P. 28.9.38
Adjutant F/Lt. H. C. Cooksey (promoted S/L. No. 20F.) 28.9.38
Eq. Off. F/O. A. H. Adams 25.11.38
Fl. Coms. F/Lt. A. L. Melvin 25.11.38
F/Lt. W. T. Whiting 25.11.38
F/Lt. R. Norris 25.11.38
F/Lt. W. G. T. Betteridge 22.11.38
Chaplain F/Lt. the Rev. E. C. Fremont 22.11.38
Fl. Offs. N. A. Lee 28.9.38
S. W. Collischen (promoted F/Lt. 29.11.38) 5.11.38
W. E. James 23.11.38

No. 20F (Ilford) Squadron

Com. Off. S/L. H. C. Cooksey (promoted from 4F) 29.12.38
Fl. Off. F. E. Branch 7.2.39

No. 5F (Northampton) Squadron

Com. Off. S/L. H. Brown 7.10.38
Adjutant F/Lt. A. Tustin 28.2.39
Fl. Coms. F/Lt. S. P. Tyzack 28.2.39
F/Lt. J. F. Wood 28.2.39
Fl. Off. A. Gardiner (cancelled 11.3.39)

No. 6F (Romford) Squadron

Unit Com. S/L. C. A. Osborne 6.10.38
Com. Off. S/L. K. Garston-Jones 6.10.38
Adjutant F/Lt. A. W. Harris 6.10.38
Eq. Off. F/Lt. J. M. Mitchell 6.10.38
Fl. Coms. F/Lt. M. D. Crichton 6.10.38
F/Lt. F. A. Fuller 6.10.38
F/Lt. E. Morrison 6.10.38
F/Lt. F. Cooper 18.1.39
Fl. Offs. R. Charles 18.1.39
W. J. Ridley 18.1.39
R. D. Stirk 18.1.39
Pilot Off. R. W. Gay 18.1.39

No. 7F (Liverpool) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. J. Rigby | 11.10.38 |
| Adjutant | F/Lt. K. A. Yates | 1.11.38 |
| Fl. Coms. | F/Lt. G. B. Leigh | 1.11.38 |
| | F/Lt. M. B. Denning | 1.11.38 |
| | F/Lt. A. F. Leather | 1.11.38 |

No. 90 (Liverpool) Squadron

| | | |
|-----------|---------------------------|---------|
| Off. Com. | S/L. N. Brockbank, D.F.C. | 21.3.39 |
| Adjutant | F/Lt. L. H. T. Jones | 14.3.39 |
| Fl. Coms. | F/Lt. J. Green | 14.3.39 |
| | F/Lt. G. F. Burns | 31.3.39 |
| | F/Lt. B. D. Goldson | 21.3.39 |

No. 8F (Coventry) Squadron

| | | |
|-----------|--------------------------------|----------|
| Adjutant | F/Lt. J. H. Kickerty, M.I.M.E. | 23.10.38 |
| Fl. Coms. | F/Lt. W. Ruddlesdin | 23.10.38 |
| | F/Lt. A. W. Browning | 23.10.38 |
| | F/Lt. P. J. McGill | 23.10.38 |

No. 9F (Islington) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. W. Toohey | 25.11.38 |
| Adjutant | F/Lt. A. Cave | 25.11.38 |
| Eq. Off. | F/Lt. A. Christian | 6.2.39 |
| Fl. Coms. | F/Lt. A. K. Bingley | 25.11.38 |
| | F/Lt. F. J. Lovell | 25.11.38 |
| | F/Lt. R. C. Sharpe | 6.2.39 |

No. 10F (South Bedfordshire) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. Frank Facer | 26.10.38 |
| Adjutant | F/Lt. E. Canterbury | |
| Eq. Off. | F/Lt. R. C. R. Cox | |
| Fl. Coms. | F/Lt. P. W. Aylott | |
| | F/O. C. J. Donovan | |
| | F/O. A. M. Facer | |
| | F/O. J. C. Burley | |

No. 11F (Brooklands) Squadron

| | | |
|-----------|----------------------------|----------|
| Com. Off. | S/L. F. G. Maunde-Thompson | 29.10.38 |
| Adjutant | F/Lt. R. H. Saunders | 29.10.38 |
| Eq. Off. | F/Lt. K. W. Dansie | 4.2.39 |
| Fl. Coms. | F/Lt. J. Grierson | 29.10.38 |
| | F/Lt. J. S. Machin | 29.10.38 |
| | F/Lt. B. S. Smallman | 29.10.38 |
| | F/Lt. R. W. Greenwood | 29.10.38 |
| Fl. Offs. | F. H. Fox | 29.10.38 |
| | J. D. Firth | 29.10.38 |
| | S. J. Gravely | 29.10.38 |
| | E. T. Symmons (resigned) | 20.3.39 |
| | | 19.12.38 |
| | A. E. Harding | 1.4.39 |
| | M. W. College | 8.4.39 |
| | H. C. S. Hordern | 8.4.39 |
| | I. C. Randrup | 22.4.39 |
| | L. La V. Tose | 4.2.39 |

No. 12F (Walthamstow) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. S. L. Matthews | 29.10.38 |
| Adjutant | F/Lt. P. H. Wellum | 29.10.38 |
| Eq. Off. | | |
| Fl. Com. | F/Lt. F. L. Jarvis | 11.3.39 |

No. 13F (Exeter) Squadron

| | | |
|-----------|----------------------|---------|
| Com. Off. | S/L. C. Chesterfield | 1.11.38 |
|-----------|----------------------|---------|

No. 14F (Uxbridge) Squadron

| | | |
|-----------|---------------------------|----------|
| Com. Off. | S/L. E. G. Paulus | 11.11.38 |
| Adjutant | F/Lt. F. J. Lyons | 21.11.38 |
| Fl. Coms. | F/Lt. H. E. Francis-Stead | 11.11.38 |
| | F/Lt. H. Gold | 21.11.38 |
| | F/Lt. S. Dawson | 28.11.38 |

No. 15F (Latymer Upper School) Squadron

| | | |
|-----------|-------------------------|----------|
| Com. Off. | S/L. Capt. F. Wilkinson | 12.11.38 |
| Adjutant | | |
| Eq. Off. | } T. G. Armstrong | 12.11.38 |
| F/Lt. | | |
| Fl. Com. | F/Lt. F. A. Walch | 12.11.38 |

No. 16F (Wood Green) Squadron

| | | |
|-------------|------------------------|----------|
| Com. Off. | S/L. A. J. Blue | 15.11.38 |
| Adjutant | F/Lt. J. R. Hudson | 15.11.38 |
| Eq. Off. | F/Lt. L. W. H. Evans | 15.11.38 |
| Fl. Coms. | F/Lt. J. Burr | 15.11.38 |
| | F/Lt. H. H. N. Hackett | 15.11.38 |
| | F/Lt. W. E. Everett | 15.11.38 |
| | F/Lt. O. V. Ottley | 15.11.38 |
| Fl. Off. | C. F. Burry | 26.1.39 |
| Ch. Te. In. | L. C. Ottley | 15.11.38 |

No. 17F (Enfield Grammar School) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. D. C. Ellis | 15.11.38 |
| Adjutant | F/Lt. D. W. Rosling | 15.11.38 |
| Eq. Off. | F/Lt. H. E. Collins | 15.11.38 |
| Fl. Coms. | F/Lt. W. Beaumont | 15.11.38 |
| | F/Lt. F. E. Kemp | 15.11.38 |
| | F/Lt. K. O. Lane | 15.11.38 |
| | F/Lt. R. L. Tucker | 15.11.38 |

No. 18F (North-East Surrey) Squadron

| | | |
|------------|---|----------|
| Hon. | S/L. H. A. Crowe, O.B.E., J.P. | |
| | (Mayor) | 15.11.38 |
| Com. Off. | S/L. Col. B. D. Ogden, M.C., T.D., J.P. | 15.11.38 |
| Eq. Off. | F/Lt. L. W. King | 15.11.38 |
| Fl. Coms. | F/Lt. A. F. Honeysett | 15.11.38 |
| | F/Lt. W. N. Davis | 15.11.38 |
| | F/Lt. E. G. Birtles, M.C. | 29.3.39 |
| Pilot Off. | A. E. Crowe | |
| Chap. | F/Lt. Rev. J. Cawley | |
| Med. Off. | Hon. F/Lt. E. B. Rayner, M.B., Ch.B. | 21.3.39 |

No. 19F (Burstow-Horley-Crawley) Squadron

| | | |
|-----------|---------------------------|---------|
| Com. Off. | S/L. D. B. M. Hume, M.A. | 8.12.38 |
| Adjutant | J. F. J. Hayne | |
| Fl. Coms. | F/Lt. L. R. P. Richardson | 8.12.38 |
| | F/Lt. J. G. Kee | |
| | F/Lt. D. Roberts | |

No. 21F (Lewisham) Squadron

| | | |
|-----------|----------------------|----------|
| Hon. S/L. | H. E. Brown, J.P. | 3.4.39 |
| Com. Off. | S/L. C. B. Smith | 22.11.38 |
| Adjutant | F/Lt. A. C. Trendell | 22.11.38 |
| Fl. Coms. | F/Lt. F. E. North | 22.11.38 |
| | F/Lt. C. T. F. Osman | 16.12.38 |
| | F/Lt. S. S. Laurie | 16.12.38 |
| | F/Lt. H. C. Pierce | 2.2.39 |
| Fl. Offs. | E. W. Sims | 2.2.39 |
| | D. J. Smith | 2.2.39 |
| | R. D. Arnold | 13.4.39 |
| | P. A. Chandler | 13.4.39 |

No. 22F (City of Leeds) Squadron

| | | |
|------------|-----------------------|---------|
| Com. Off. | S/L. Wm. Adams | 1.12.38 |
| Adjutant | F/Lt. L. A. S. Harris | 1.12.38 |
| Eq. Off. | F/O. L. Carroll | |
| Fl. Coms. | F/Lt. L. Heath | 1.12.38 |
| | F/Lt. A. Wilson | 4.1.39 |
| | F/Lt. F. Lupton | 17.4.39 |
| Pilot Off. | A. H. Theile | 3.1.39 |
| Hon. Chap. | Rev. H. N. Hodd | 17.4.39 |
| Fl. Off. | V. L. Stanley | 17.4.39 |

No. 23F (Banby) Squadron

| | | |
|-----------|----------------------|----------|
| Fl. Coms. | F/Lt. V. Hemley | 25.11.38 |
| | F/Lt. J. W. Hemley | 25.11.38 |
| Fl. Offs. | E. D. Burton | 25.11.38 |
| | F. F. E. Mountifield | 26.1.39 |
| | A. Enever | 24.2.39 |
| Chaplain | F/Lt. Rev. J. Scott | 14.3.39 |

No. 24F (Penzance) Squadron

| | | |
|-----------|-------------------------|----------|
| Com. Off. | S/L. T. F. Hosking | 29.11.38 |
| Adjutant | F/Lt. A. C. Robinson | 29.11.38 |
| Fl. Coms. | F/Lt. J. H. Hunter | 4.1.39 |
| | F/Lt. S. A. Glendinning | 12.1.39 |

No. 25F (Banbury) Squadron

| | | |
|-----------|--------------------|----------|
| Adjutant | F/Lt. H. N. Peake | 30.11.38 |
| Fl. Coms. | F/Lt. K. E. Waite | 30.11.38 |
| | F/Lt. G. F. Lawson | 30.11.38 |

No. 26F (Tiffin School) Squadron

| | | |
|-----------|------------------------|---------|
| Com. Off. | S/L. C. J. Rhodes | 1.12.38 |
| Adjutant | F/Lt. R. Burgess | 1.12.38 |
| Fl. Coms. | F/Lt. W. C. C. Andrews | 1.12.38 |
| | F/Lt. R. W. Duncan | 1.12.38 |
| Bandmtr. | F/Lt. P. T. Silley | 1.12.38 |

No. 27F (Chingford) Squadron

| | | |
|-----------|---------------------|---------|
| Com. Off. | S/L. C. G. Gibbons | 7.12.38 |
| Adjutant | F/Lt. C. V. Sharman | 7.12.38 |
| Eq. Off. | F/Lt. H. W. Gibbons | 7.12.38 |

No. 63 (Chingford) Squadron

| | | |
|-----------|------------------------|---------|
| Off. Com. | S/L. F. Reginald Heath | 7.12.38 |
| Adjutant | F/Lt. H. C. Woodward | |
| Fl. Off. | P. A. Smith, B.A. | 18.4.39 |

No. 29F (Town of Rugby) Squadron

| | | |
|-----------|----------------------|---------|
| Com. Off. | S/L. C. A. Brook | 20.4.39 |
| Adjutant | F/Lt. A. T. Gaiger | |
| Eq. Off. | F/Lt. H. H. Dunn | |
| Fl. Coms. | F/Lt. S. N. Bourne | |
| | F/Lt. H. G. Pitt | |
| | F/Lt. G. A. Williams | |
| | F/Lt. R. Hoppitt | |
| Fl. Offs. | E. Clements | 1.3.39 |
| | N. Fleet | 1.3.39 |

No. 30F (Cardiff) Squadron

| | | |
|-----------|--------------------------|---------|
| Com. Off. | S/L. E. L. Roberts | 8.12.38 |
| Adjutant | F/Lt. W. T. Edwards | 8.12.38 |
| Eq. Off. | F/Lt. F. J. Joshua | 17.3.39 |
| Fl. Coms. | F/Lt. A. W. Baker | 30.1.39 |
| | F/Lt. V. D. H. Elkington | 30.1.39 |
| | F/Lt. A. E. Gibbon | 30.1.39 |
| | F/Lt. T. E. S. Chard | 2.3.39 |

No. 31F (William Ellis School) Squadron

| | | |
|-----------|---------------------------------|----------|
| Com. Off. | S/L. T. Crockett, M.A., D.Litt. | 13.12.38 |
| Adjutant | F/Lt. A. Macmillan | 13.12.38 |
| Eq. Off. | F/Lt. J. Hurst | 13.12.38 |
| Fl. Coms. | F/Lt. J. L. Judge | 13.12.38 |
| | F/Lt. J. Hockings | 13.12.38 |
| | F/Lt. R. E. S. Martin | 13.12.38 |

Glasgow Area

| | | |
|-----------|---|--|
| Med. Off. | S/L. Dr. J. Mckillop Fleming | |
| Chaplain | Rev. A. Douglas Fraser | |
| Chaplain | F/Lt. C. P. Robertson (for S. side Glasgow) | |

No. 32F (Glasgow) Squadron

| | | |
|-----------|---------------------|----------|
| Com. Off. | S/L. J. Millar | 13.12.38 |
| Adjutant | F/Lt. C. E. Parrott | 15.12.38 |
| Eq. Off. | F/Lt. F. Drew | 17.12.38 |
| Fl. Coms. | F/Lt. H. Tulloch | 16.12.38 |
| | F/Lt. P. G. Addie | |
| | F/Lt. D. H. Rudd | |
| | F/Lt. J. M. Simpson | |
| Fl. Off. | J. Livingstone | 26.3.39 |

No. 62 (Glasgow) Squadron

| | | |
|-----------|------------------------|---------|
| Off. Com. | S/L. J. S. Feather | 11.3.39 |
| Adjutant | F/Lt. M. Cohen | 11.3.39 |
| Eq. Off. | F/O. F. Fraser | |
| Fl. Coms. | F/Lt. J. N. Macdonald | |
| | F/Lt. I. S. Carruthers | |
| | F/Lt. D. Chisholm | 26.3.39 |

No. 67 (Glasgow) Squadron

| | | |
|-----------|--------------------------|---------|
| Adjutant | F/Lt. W. B. Sinclair | 5.4.39 |
| Eq. Off. | F/Lt. F. H. M. Gilfillan | 31.3.39 |
| Fl. Coms. | F/Lt. J. McKean | |
| | F/Lt. J. C. Ferguson | |
| | F/Lt. J. Crawford Watt | |
| | F/Lt. R. R. Allan | 5.4.39 |

No. 83 (Glasgow) Squadron

| | | |
|----------|-------------------|--------|
| Adjutant | F/Lt. A. D. Young | 5.4.39 |
|----------|-------------------|--------|

No. 33F (Battersea) Squadron

| | | |
|-----------|--|----------|
| Com. Off. | S/L. L. Inkster, M.C. | 16.12.38 |
| Fl. Coms. | F/Lt. F. W. Lovell, M.A. | 4.1.39 |
| | F/Lt. R. D. McGilchrist | 4.1.39 |
| | F/Lt. C. A. Dadswell | 4.1.39 |
| | F/Lt. F. H. Cooper | 3.4.39 |
| Chaplain | F/Lt. Rev. D. Bruce-Walker, B.D., B.A. | 21.3.39 |
| Med. Off. | F/Lt. Ian Samuel, M.R.C.S., L.R.C.P. | 21.3.39 |

No. 34F (Wandsworth) Squadron

| | | |
|-----------|--------------------|----------|
| Com. Off. | S/L. E. Brookes | 17.12.38 |
| Adjutant | F/Lt. W. O. Turner | 6.2.39 |
| Ft. Coms. | F/Lt. G. W. Farley | 6.2.39 |
| | F/Lt. E. Brookes | 6.2.39 |

No. 82 (Wandsworth) Squadron

| | | |
|----------|----------------------|---------|
| Fl. Com. | F/Lt. N. Girdlestone | 14.4.39 |
|----------|----------------------|---------|

No. 35F (Edinburgh) Squadron

Com. Off. S/L. I. Kirkpatrick
 Eq. Off. F/Lt. W. S. Ker
 Fl. Coms. F/Lt. I. S. Ritchie
 F/Lt. G. E. Cree

No. 36F (Enfield) Squadron

Com. Off. S/L. H. C. Stacey 20.12.38
 Adjutant F/Lt. R. G. Brown 30.1.39
 Eq. Off. F/O. D. C. Webb 30.1.39
 Fl. Coms. F/Lt. W. J. Lewington 20.12.38
 F/Lt. N. E. J. Fenn 20.12.38
 F/Lt. W. Ward 16.2.39
 F/Lt. L. G. Dunton 11.3.39
 Fl. Offs. R. E. Pritchard 24.3.39
 D. N. Harkness 24.3.39
 Med. Off. J. M. McClymont, M.D. 16.2.39

No. 37F (City of Bristol) Squadron

Adjutant F/Lt. A. H. Jenkins 12.3.39
 Eq. Off. F/Lt. J. T. Smith 12.3.39
 Fl. Coms. F/Lt. C. H. Clarke 12.3.39
 F/Lt. A. T. Gregory 12.3.39
 F/Lt. E. M. Whitting 12.3.39
 F/Lt. H. Mason 12.3.39
 Med. Off. F/Lt. A. A. Dalby, M.R.C.S.,
 M.R.C.P. 12.3.39

No. 38F (Perth) Squadron

Com. Off. S/L. F/Lt. Carr, R.A.F.O.
 Adjutant F/Lt. R. E. Stevenson
 Eq. Off. F/Lt. J. G. Hay
 Fl. Coms. F/Lt. D. Wood
 F/Lt. J. K. Norwell
 F/Lt. J. R. McLaren
 F/Lt. J. McCash

No. 39F (Barnes-Richmond) Squadron

Com. Off. S/L. J. A. Dorey 23.12.38
 Adjutant F/O. A. J. Flack 13.3.39
 Eq. Off. F/O. L. J. Smith 13.3.39
 Fl. Coms. F/O. R. H. C. Ashton 13.3.39
 F/O. V. F. H. Funnell 13.3.39
 F/O. D. A. Litchfield 13.3.39

No. 40F (Maidstone) Squadron

Com. Off. S/L. E. W. J. Bence 2.1.39
 Adjutant F/Lt. H. K. Paffard
 Eq. Off. F/Lt. J. A. T. Flisher
 Fl. Com. F/Lt. L. F. Wright 5.4.39
 Chaplain F/Lt. Rev. A. O. Standen 2.1.39

No. 41F (Taunton) Squadron

Com. Off. S/L. G. E. Winn
 Adjutant F/Lt. R. G. Fisher
 Eq. Off. F/Lt. A. G. Hooper
 Fl. Com. F/Lt. W. F. England

No. 42F (King's Lynn) Squadron

Com. Off. S/L. C. Marsham, Earl of Romney 30.12.38
 Dep. O/C. F/Lt. R. L. Hare 30.12.38
 Adjutant F/Lt. C. A. Freestone 30.12.38
 Eq. Off. F/Lt. G. E. Pritchard 31.12.38
 Fl. Coms. F/O. A. C. Gilbert 2.1.39
 F/O. R. P. Chapman 1.2.39

No. 43F (Merton-Morden) Squadron

Com. Off. S/L. Brevet-Col. B. D. Ogden,
 M.C., T.D.

No. 44F (Bradford) Squadron

Off. Com. S/L. H. N. Lee 29.3.39
 Adjutant F/Lt. L. E. F. Paxton 29.3.39
 Eq. Off. M. Eskdale 26.4.39
 Fl. Coms. F/Lt. D. H. Wade 29.3.39
 F/O. J. E. Dobson 12.4.39
 F/Lt. C. Parrott
 F/O. A. M. Verity 19.4.39
 Med. Off. F/Lt. J. Morrissey 23.2.39
 Dent. Off. F/Lt. G. H. Wilkinson 23.2.39

No. 70 (City of Bradford) Squadron

Off. Com. S/L. L. S. Dawson 29.3.39
 Fl. Coms. F/Lt. R. A. West
 F/Lt. F. A. Scriven 26.4.39
 F/O. W. Atkinson 26.4.39
 F/O. A. Hartley

Off. Com. S/L. C. H. Stocks 29.3.39

No. 71 (City of Bradford) Squadron

Fl. Coms. F/O. R. Foster 26.4.39
 F/O. W. Stenhouse 29.3.39
 F/O. E. Collis 26.4.39
 F/Lt. B. L. V. Chew 26.4.39

No. 72 (City of Bradford) Squadron

Off. Com. S/L. G. Read 26.4.39
 Fl. Coms. F/O. T. I. Alcock 26.12.39
 F/O. H. Carter 12.4.39
 F/Lt. H. S. C. Vaughan 26.4.39

No. 45F (Worthing) Squadron

Com. Off. S/L. Capt. S. H. Gaskell
 Adjutant F/Lt. C. H. Bristow
 Eq. Off. F/Lt. W. A. Tree
 Fl. Coms. F/Lt. R. F. Brown
 F/Lt. J. A. Frampton 27.3.39
 F/Lt. E. Bradley 27.3.39
 F/Lt. W. N. Price 27.3.39
 Med. Off. F/Lt. Dr. R. Graham Melrose,
 L.R.C.P., L.R.C.S. 16.3.39
 Chaplain F/Lt. Rev. E. W. D. Penfold 16.3.39

No. 46F (Kensington) Squadron

Com. Off. S/L. W. J. E. Percival 16.1.39
 Fl. Coms. F/Lt. R. S. Selby Walker 16.1.39
 F/Lt. V. I. L. Burnett 16.1.39
 F/O. K. K. Walling
 F/O. B. G. Murphy
 Med. Off. F/Lt. C. P. Hay 16.1.39
 Chaplain F/Lt. G. E. Reindrop 16.1.39

No. 47F (Grantham) Squadron

Com. Off. S/L. P. P. L. Stevenson
 Adjutant F/Lt. T. R. Ruxton
 Eq. Off. F/Lt. G. M. Mackay
 Fl. Coms. F/Lt. A. Chapman
 F/Lt. F. F. Hall
 F/Lt. I. G. Smith
 F/Lt. A. G. Widdowson

No. 48F (Hampstead) Squadron
 Com. Off. S/L. F. F. Godfrey 8.3.39
 Adjutant F/Lt. Capt. E. E. Lockwood 8.3.39
 Fl. Com. F/O. G. J. Joseph 8.3.39
 Med. Offs. F/Lt. H. L. Oldershaw, M.D. 8.3.39
 F/Lt. G. W. C. Curson, M.R.C.S.,
 L.R.C.P. 8.3.39

No. 49F (Greenock) Squadron
 Hon. Air
 Com'dore Lord Inverclyde, D.L.
 Com. Off. S/L. H. Russell
 Adjutant F/Lt. J. Hart
 Eq. Off. F/Lt. J. Sharp
 Fl. Coms. F/Lt. J. A. Hildreth
 F/Lt. R. Edridge
 F/Lt. J. Skelton
 F/Lt. I. Millar
 Med. Off. A. D. Fairburn, M.A., M.B., Ch.B.

No. 50F (Lambeth) Squadron
 Com. Off. S/L. R. J. A. Bethan 26.1.39
 Adjutant F/L. G. W. Latimer 26.1.39
 Eq. Off. F/Lt. A. W. Bayley 26.1.39
 Fl. Coms. F/Lt. A. French 26.1.39
 F/Lt. A. L. Johnson 26.1.39
 F/Lt. L. A. Hooper 6.2.39
 F/Lt. C. P. Rawson 6.2.39
 Med. Off. F/Lt. A. G. G. Thompson, M.A.,
 M.D. 6.2.39
 Chaplain Rev. J. N. Wells, M.A. 6.2.39
 Fl. Offs. C. H. R. Dowell 29.3.39
 T. P. Lund 29.3.39

No. 52 (North Leeds) Squadron
 Off. Com. S/L. Capt. A. Barr 30.1.39
 Adjutant F/Lt. R. Part
 Eq. Off. W. H. Woodward
 Fl. Coms. F/Lt. J. R. Moore 16.3.39
 F/Lt. D. E. Catton
 F/Lt. Major G. L. Watson 23.3.39
 F/Lt. J. W. S. Gibb 23.3.39

No. 53 (Hackney) Squadron
 Off. Com. S/L. E. B. Waddy 7.3.39
 Adjutant F/Lt. C. F. Hughesdon 7.3.39
 Fl. Coms. F/Lt. H. C. Lovell 12.4.39
 F/Lt. H. E. Day 7.3.39
 F/Lt. K. S. Duncan 7.3.39

No. 54 (Eastbourne) Squadron
 Adjutant F/Lt. P. W. Pearkes
 Fl. Coms. F/Lt. C. W. Williams
 F/Lt. I. P. Burch
 F/Lt. A. V. Brown, M.C. 3.4.39
 F/O. R. A. Billingham 3.4.39
 Hon. Chap. F/Lt. Rev. Preb. S. M. Mortimer,
 M.A. 19.4.39
 Med. Off. F/Lt. B. S. Kent, M.B., B.S.,
 19.4.39

No. 55 (Woodford, Cheshire) Squadron
 Off. Com. S/L. A. Collinge
 Adjutant F/Lt. C. Price
 Eq. Off. F/Lt. H. Butterworth
 Fl. Coms. F/Lt. Ainsworth 11.3.39
 F/Lt. C. McCracken 25.3.39
 F/Lt. J. Grundy 25.3.39

No. 56 (Borough of Woolwich) Squadron
 Hon. Air
 Com'dore E. G. Dixon, O.B.E., J.P.
 Hon. S/L. Alderman Col. F. T. Halse, D.L.,
 J.P.
 Off. Com. S/L. O. H. Furlong
 Adjutant F/Lt. D. A. Hudson
 Fl. Coms. F/Lt. H. G. Jackson
 F/Lt. J. Lyne
 F/Lt. G. A. Peck
 F/Lt. A. E. Thomas
 Fl. Offs. A. Wilkes 15.4.39
 W. J. Willis 15.4.39
 F. C. Halse, M.I.D.B., F.R.S.A.
 15.4.39
 R. Sawyer 15.4.39
 S. R. Lockwood 22.4.39
 C. R. Gooding 22.4.39

No. 57 (Potters Bar and Northaw) Squadron
 Adjutant F/Lt. C. M. Bennett
 Eq. Off. F/Lt. C. E. Le Gros
 Fl. Com. F/Lt. J. E. Latham 17.4.39

No. 58 (Harrogate) Squadron
 Off. Com. S/L. W. S. Harms
 Adjutant F/Lt. A. D. Bell
 Eq. Off. F/Lt. H. R. Culling-Carr, M.A.
 Fl. Coms. F/Lt. F. W. Day 24.3.39
 F/Lt. G. T. Adamson, B.Sc. 24.3.39
 Med. Off. Dr. K. L. Wesley-Smith

No. 59 (Huddersfield) Squadron
 Sup. C/O. Capt. A. Knowles Fitton 6.4.39
 Off. Com. S/L. H. F. Longbottom
 Adjutant F/Lt. R. C. Hirst
 Eq. Off. F/Lt. C. F. Brooke
 Fl. Coms. F/Lt. W. B. Cass
 F/Lt. H. M. Thompson 22.3.39

No. 61 (Hove County School) Squadron
 Off. Com. S/L. L. Tabrett, B.Sc.
 Adjutant F/Lt. A. W. J. Barron, B.A.

No. 64 (Paddington) Squadron
 Off. Com. S/L. The Hon E. F. Ward
 Adjutant F/Lt. Capt. H. Baker
 Eq. Off. F/Lt. F. T. Tamment

No. 65 (Dr. Morgan's School, Bridgwater) Squadron
 Off. Com. S/L. C. Trenchard, M.A.
 Adjutant F/Lt. P. C. S. Gillard
 Eq. Off. F/Lt. P. C. S. Gillard
 Fl. Com. F/O. H. G. A. Fisher

No. 66 (Croydon) Squadron
 Off. Com. S/L. R. W. Fox 10.3.39
 Eq. Off. F/Lt. G. G. Head 10.3.39
 Fl. Com. F/Lt. Ackers 10.3.39

No. 68 (Mostyn) Squadron
 Off. Com. S/L. J. H. Storey 8.3.39

No. 69 (Aske's School) Squadron

Off. Com. S/L. G. F. Lewis M.C.
 Fl. Coms. F/Lt. W. Brooks
 F/Lt. A. E. Viccars

No. 73 (St. Ives and District, Hunts) Squadron

Off. Com. S/L. H. Leycester Hilton
 Adjutant F/Lt. G. F. Brown
 Eq. Off. F/Lt. J. Kiddle

No. 74 (Dartford Division) Squadron

Off. Com. S/L. R. F. Browne (Capt., D.F.C.) 14.3.39
 Eq. Off. F/Lt. H. Ball 14.3.39
 Ft. Coms. F/Lt. W. E. Deacon 14.3.39
 F/Lt. J. W. Fisher 14.3.39
 F/Lt. A. G. B. Ticehurst 14.3.39
 F/Lt. W. G. Burgham 14.3.39
 Fl. Offs. G. Williams 16.4.39
 W. J. Tilling 26.3.39
 R. F. Horner 15.3.39
 Chaplain Hon. F/Lt. W. H. Andrews, M.A. 14.3.39
 Med. Off. Hon. F/Lt. W. Reversion 14.3.39

No. 75 (Crewkerne School) Squadron

Off. Com. S/L. J. C. Opie, B.S.c. 18.3.39
 Adjutant F/Lt. L. V. Russell 18.3.39
 Fl. Com. F/Lt. A. G. Gladhill 18.3.39

No. 77 (Camborne-Redruth) Squadron

Off. Com. S/L. F. W. Weatherhill 9.3.39
 Adjutant F/Lt. C. D. Adler 9.3.39
 Eq. Off. F/Lt. A. Wakeman 9.3.39
 Fl. Coms. F/Lt. D. T. Jones 9.3.39
 F/Lt. H. L. Williams 9.3.39
 F/Lt. J. T. Arkley 6.4.39
 Fl. Off. W. G. Cornelius 6.4.39

No. 78 (Wembley Borough) Squadron

Off. Com. S/L. W. H. Greaves 26.3.39
 Adjutant F/Lt. F. L. Jones 26.3.39
 Eq. Off. F/Lt. W. Prowse 26.3.39

No. 81 (Ripon Grammar School) Squadron

Off. Com. F/Lt. J. H. Brown 11.3.39
 Adjutant F/Lt. M. W. N. Bancroft 11.3.39
 Eq. Off. F/Lt. W. J. Stevens 11.3.39

No. 84 (Bablake School) Squadron**No. 85 (Southgate) Squadron**

Off. Com. S/L. W. Quilter 19.3.39
 Adjutant F/Lt. D. H. Martin 19.3.39
 Eq. Off. F/Lt. E. A. Webb 19.3.39
 Fl. Com. F/Lt. B. I. Taylor 19.3.39

No. 87 (Collyer's School) Squadron

Off. Com. S/L. A. N. Wilson 21.3.39
 Adjutant F/Lt. W. F. Hughes 21.3.39
 Eq. Off. F/Lt. A. A. Henderson 21.3.39
 Fl. Coms. F/Lt. S. Taylor 21.3.39
 F/Lt. R. C. Rivaz 21.3.39

No. 88 (St. Pancras) Squadron

Off. Com. S/L. M. L. Williams 17.4.39
 Adjutant F/Lt. W. H. Tysoe 17.4.39
 Eq. Off. F/Lt. W. G. Seward 17.4.39

No. 89 (Knaresborough Grammar School) Squadron

Off. Com. F/Lt. S. Norman, M.A. 22.3.39
 Adjutant F/O. C. S. Walker 22.3.39
 Eq. Off. F/Lt. Capt. J. Fairclough, M.C., B.Sc. 13.4.39

No. 94 (Feltham) Squadron

Off. Com. S/L. S. J. Noel-Brown 12.4.39
 Adjutant F/Lt. H. L. Rink 12.4.39
 Eq. Off. F/Lt. G. A. Davey 12.4.39
 Fl. Coms. F/O. F. S. Goodchild 12.4.39
 F/O. W. C. F. Lashbrook 12.4.39

No. 95 (Crewe) Squadron

Off. Com. S/L. C. S. Cope 11.4.39
 Adjutant F/Lt. H. Buckley 11.4.39
 Eq. Off. F/Lt. A. Burkhill 11.4.39

No. 96 (Dewsbury) Squadron

Off. Com. S/L. T. H. Newsome 23.3.39
 Adjutant F/Lt. J. Bordass 23.3.39
 Eq. Off. F/Lt. J. E. Hanson 23.3.39
 Fl. Coms. F/O. W. R. Balden 23.3.39
 F/O. F. J. Woolley 23.3.39

No. 103 (Doncaster) Squadron

Off. Com. S/L. H. Morris 3.4.39
 Adjutant F/Lt. W. H. White 3.4.39
 Eq. Off. F/Lt. J. Maisey 5.4.39
 Fl. Coms. F/Lt. L. H. Riddell 5.4.39
 F/Lt. A. Corbeett 5.4.39
 F/Lt. J. J. Lister 15.4.39
 F/Lt. H. A. Smith 15.4.39

No. 104 (Cambridge) Squadron

Off. Com. S/L. A. J. Banham 6.4.39
 Eq. Off. F/Lt. S. V. Colbran 20.4.39
 Fl. Coms. F/Lt. R. W. Potts 21.4.39
 F/Lt. O. R. Rowe 21.4.39

No. 106 (Orsett Hundred) Squadron

Eq. Off. F/Lt. W. G. Roberts 24.4.39
 Med. Off. F/Lt. J. R. A. Tallack 24.4.39

NAMES AND ADDRESSES OF SQUADRONS

These pages will contain each month a full list of the names and addresses of all squadrons in existence on the 25th of the preceding month.

N.B.—Where no individual's name is given, communications should be addressed to the Commanding Officer.

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