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AIR DEFENCE

CADET



CORPS

GAZETTE

FOR OFFICIAL USE ONLY

The Official Journal of the Air Defence Cadet Corps

Published on the 1st of each month at Kinnaird House, 1a Pall Mall East, S.W.1

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1940

The President of the Air Defence Cadet Corps sends New Year greetings to all members and expresses his confidence that in the troubled days that lie ahead the Corps will maintain the spirit of service and patriotism which has distinguished it in the past, and thus make its contribution to a speedy victory.

CONTENTS

	PAGE
NOTICES	2
NEW ORDERS	3
NEWS FROM SQUADRONS	6

NOTICES

Warrant Officers

Uniforms for warrant officers are the same as those for cadet officers, with the exception of the badge. These badges are obtainable from Headquarters.

The use of the term sergeant-major is not necessary in the A.D.C.C. In the Army and R.A.F. "warrant officer" indicates rank and "sergeant-major" indicates the appointment the warrant officer holds. Thus, in the Army, a warrant officer might be a regimental sergeant-major, a bandmaster or a regimental quartermaster sergeant, etc. These distinctions do not apply to the A.D.C.C.

Stereos of Cadet Corps Badge

Squadrons are reminded that stereos of the Air Defence Cadet Corps badge may be obtained through these Headquarters on the receipt of a postal order for 1s. 9d. and a self-addressed label.

Instructors Available

Squadrons of the London Area which are finding difficulty in obtaining officers or instructors should get into touch with Mr. J. R. Thomas, F.C.A., Secretary of the Comrades of the Royal Air Forces Association, 29/31 London Rd., Twickenham, Middlesex.

Cadets become Airmen

Up to the end of December, 1939, reports had been received from fifty-two squadrons that 187 cadets had joined the Royal Air Force. Assuming the average of enlistments to be the same from the 123 squadrons who have not yet reported, it can be estimated that not fewer than 600 cadets in all have joined the R.A.F.

Wearing of Uniform after Leaving

On no account is the uniform of the Air Defence Cadet Corps to be worn by officers or cadets who have resigned from the Corps.

Model News

The Editor of *The Aeromodeller* has kindly placed a page at our disposal for news of Air Defence Cadet Corps modelling activities, and it is hoped that squadron leaders will arrange for reports to be received at Headquarters by the 25th of each month.

Co-operation with the R.A.F.

It is hoped that every air cadet squadron will do its best to co-operate in one way or

another with the R.A.F. It is left to committees and squadron commanders to arrange this and not Headquarters.

Within easy reach of every unit there should be a balloon section or anti-aircraft section of the army. It is felt that if squadron commanders made contact with the commanding officers of their local service units, useful arrangements could be made to the advantage of both parties.

Gazette

Mr. J. N. Firth, of 21 Beaumont Avenue, Clacton-on-Sea, is willing to give technical instruction to cadets in the London area, at a fee sufficient to cover out-of-pocket expenses.

He is an ex-senior technical instructor, R.F.C. and R.A.F., and specialises on theory of flight, construction and rigging (wood and metal) and ground duties, handling, etc., with practical demonstration on aerodromes where facilities are available.

Price of Standards and Flags

Messrs. Ernest W. Perrett advise us that their silk standards now cost £11 12s. 0d., the wool ones £5 19s. 6d., and wool bunting flags for outside flying 24s., 43s. 6d. and 52s. 0d., according to size.

Price of Uniforms

Messrs. Hollington Brothers, Ltd., inform us that the war prices of uniforms are as follows: Cadets, tunic 17s., trousers 11s. 3d., cap 3s. 4d., belt 2s. 3d. Officers: jacket 63s. 6d., trousers 29s. 0d., greatcoat 115s. 0d., forage cap 10s. 6d.

Cadet Records

The attention of all commanding officers is drawn to Rules and Regulations wherein it is stated that: (1) A book be kept showing strength of unit, age of each cadet, date of enlistment in and departure from the unit. To this should be added any further particulars considered necessary by the unit. (2) A record is kept of cadets' attendances for instruction in drill and lectures, etc.

National Youth Committee

The Board of Education is establishing Youth Committees all over the country to deal with the welfare of young people, on which many voluntary youth organisations will be represented. Secretaries of A.D.C.C. committees should try to arrange for the Corps to be represented on their local youth committee.

NEW ORDERS

No 108 and 112

9th October, 1939.

1. The good work of the squadrons of the Air Defence Cadet Corps during the last few weeks in giving assistance at Royal Air Force stations and to local authorities in receiving the recognition of the Air Council. It is now necessary to set up an organisation which will be able to carry on the work of the corps throughout the war.

2. A completely centralised organisation may be put out of action as a result of enemy attack on this country; it is wise, therefore, to institute a degree of decentralisation.

3. Four areas will be constituted, each under an area controller, who will have wide executive powers to help and advise the squadrons in his area.

4. These areas are as follows:

Scotland—All Scotland.

Northern—Comprising the counties of Northumberland, Cumberland, Westmorland, Durham, Lancashire, Yorkshire, Cheshire, Stafford, Derby, Nottingham, Lincoln, Leicester, Rutland.

South Western—Comprising the counties of Wales, Shropshire, Hereford, Worcester, Warwick, Gloucester, Wiltshire, Dorset, Somerset, Devon, Cornwall.

South Eastern—Comprising the counties of Northampton, Huntingdon, Cambridge, Norfolk, Suffolk, Essex, Hertford, Bedford, Buckingham, Oxford, Berkshire, Hampshire, Middlesex, Surrey, Sussex, Kent.

5. Area controllers are as follows:

Scottish—Details will be sent to Scottish squadrons later.

Northern—Lieut.-Col. G. W. Atkins, M.C., 222 Clifton Drive South, St. Annes, Lancs.

South Western—Air Commodore H. P. Smyth-Osbourne, C.M.G., Holmedown, Exbourne, Devon.

South Eastern—Wing Commander R. G. D. Douglas, Little Brooklands, South Godstone, Surrey.

Until Squadron Leader H. W. Woollett, D.S.O., M.C., is called up, he will act as an additional Area Controller for the London squadrons from the Headquarters address—Kinnaird House, 1A Pall Mall East, London, S.W.1. After he returns to service duties, these squadrons will be included in the South Eastern area.

6. As from the date of this letter squadrons will correspond with their area controller instead of direct to Headquarters, except on the following subjects:

Cadet Commissions.

The supply of badges, books, equipment, etc.

Air Ministry films.

The nomination of cadets for entry into the Royal Air Force.

Quarterly reports on the number of cadets joining the Royal Air Force.

Publicity reports and orders for the GAZETTE.

Area controllers will assist squadrons in their daily problems. Area controllers will be in touch with Headquarters, which will continue to operate from London (or its vicinity).

7. Area controllers will promote the formation of county groups which can be of the greatest value in the present circumstances, and will travel to visit units as often as conditions permit. Much work will clearly have to be done by correspondence.

8. Area controllers can make such mutual adjustments as may appear to be desirable of squadrons living on the border of counties where such transfers are of administrative benefit and permit squadrons to have closer liaison with their neighbours.

9. Squadrons will look upon their area controllers in all respects as they have in the past looked on Headquarters. I am sure that their mutual relations will be as happy as those existing before the war, between squadrons and Headquarters.

No. 111.

18th October, 1939.

PROFICIENCY WINGS

Would squadrons please note that as from the date of this circular proficiency wings are no longer to be worn by officers of the corps?

Those officers who have already obtained such wings should remove them from their uniform.

No. 113.

18th October, 1939.

CADETS JOINING R.A.F.

The Air Ministry require reports at quarterly intervals on the numbers of cadets who have joined the Royal Air Force and we should, therefore, be glad if squadrons would let us have this information every three months in the future.

No. 115.

24th October, 1939.

We have pleasure in informing squadrons that the Air Ministry have now issued instructions to Royal Air Force units that the

services of Air Defence Cadets may be utilised on a voluntary basis, at the discretion of the commanding officer, at stations where such use would be practicable.

The Air Ministry do not, however, feel justified in allowing the boys to continue to work when there is any serious danger of exposing them to undue risk from aerial bombardment, and it must be understood, therefore, that this authority may be withdrawn at the shortest notice.

Station commanders have also been authorised to arrange for the conveyance of the cadets, where necessary, by service transport (where this is available) from their homes to the Royal Air Force station concerned, and for the provision of such free meals as may be required.

It is possible that cadet squadrons situated in towns where balloon barrage units are operating may also be of use to them on sites and elsewhere, especially, say, at weekends, to relieve service personnel, or to act as orderlies.

In view of the above, cadet squadrons should get in touch with Royal Air Force units and offer the services of their cadets at such times and places as can be arranged.

No. 116.

25th October, 1939.

ISSUE OF GAZETTE

Owing to paper restrictions and the need for economy in expenditure, it has been decided to publish the *Gazette* at two-monthly intervals.

Any new orders made between now and the next edition will be circularised to squadrons in the usual way.

No. 118.

8th November, 1939.

1. *Aircraft Apprentices.* Air Ministry Forms 699 and Air Ministry Pamphlets 15 are obtainable from this Headquarters. Candidates must have attained the age of 15 years, but must not have attained the age of 17 years on the first day of the month of entry, i.e. January, April, July and October in each year. Will all squadrons please note that nominations may only be sent through this Headquarters, as the Executive Committee of the Air Defence Cadet Corps is the Nominating Authority. On no account should Form No. 699 be signed by any member of an individual squadron.

2. *Apprentice Clerks.* The Air Ministry have decided to resume the entry of Apprentice Clerks. Air Ministry Forms 1334 and Air Ministry Pamphlets 9 are obtainable from this Headquarters. Candidates must have attained the age of 15½ years, but must not have attained the age of 17 years 3 months on the first day of the month of

entry, i.e. January, April, July and October in each year.

3. *Enlistment into the ranks of the R.A.F.V.R.* (for the period of hostilities only).

The procedure to be carried out is as follows:—

(a) All applicants must present themselves in person at one of the Combined Recruiting Centres, which are staffed by the three Services. The addresses of these Centres may be obtained from local Labour Exchanges.

(b) From the R.A.F. Recruiting Officer applicants are passed to an official of the Ministry of Labour, whose duty it is to decide whether they belong to reserved occupations, and if not, whether they are best employed in the R.A.F.V.R. If no immediate vacancies exist, applicants for certain trades may be put on a waiting list.

(c) All applicants must have attained the age of 18 years.

(d) Applicants are considered for enlistment as tradesmen, a certain number for training as tradesmen, and also as aircraft crew.

We give below the following information, which will probably be of interest:—

(a) Applicants for enlistment as aircraft crew (pilot, observer or wireless operator/air gunner) should be of School Certificate standard of education, and of a really good type.

(b) Those sent forward as aircraft crew pass to a receiving centre, where they are interviewed by a selection board.

(c) This board decides, if it accepts them, whether they are to be pilots, observers, or wireless operator/air gunners, and may recommend certain of them for commissions.

(d) Particulars of all vacancies for the different trades may be obtained upon application to the Combined Recruiting Centres, the addresses of which, as stated above, may be obtained from the Labour Exchanges.

(e) Age limits for pilots are 18 to 28, for observers and wireless operator/air gunners 18 to 32, for tradesmen 18 to 42, non-tradesmen 18 to 38, and for balloon squadrons 25 to 50.

Except in the case of boys entered as apprentices for training in skilled trades or as apprentice clerks, there are no means by which men under the age of 18 years can enter the Royal Air Force in war time.

No. 122.

30th November, 1939.

PRESS PUBLICITY

As a measure of economy, we have terminated the contract with our publicity agents, Editorial Services Ltd., who formerly sent out news bulletins about the Cadet Corps to national and local newspapers all over the country.

Bulletins for the national newspapers will

in future be sent out from these Headquarters, and it will be left to squadrons to maintain liaison with local papers. Most squadrons are doing this very well, but the few who have been leaving it to Editorial Services are asked to send reports to their local editors or to invite reporters to visit the squadron. The cumulative effect of local newspaper publicity is much greater than that which can be achieved through national newspapers at times like these when there is so much exciting news.

Squadrons who make news that might be of interest to the national papers are invited to send details here while the news is "hot," without waiting for the periodical report. Similarly, we will pass to squadrons any news affecting the whole Corps which might find a place in the local newspapers.

No. 123.

30th November, 1939.

DRILL

Now that the Royal Air Force has changed over to the new drill, i.e. formation in threes, the Air Defence Cadet Corps will, of course, follow suit.

A copy of the "R.A.F. Drill Part I" issued by the Air Ministry has been sent to all squadrons to enable them to make the necessary change.

The next edition of the A.D.C.C. Manual of Drill, Physical Training and Boxing will incorporate the new drill, but until such time as this is produced squadrons should carry out the new drill from the information given in the R.A.F. booklet enclosed.

The new type of drill should be put into practice as from the date of receipt of this circular.

No. 124.

30th November, 1939.

SHOOTING PRACTICE

We have been asked by several squadrons for advice on the subject of shooting practice, and we give below information received from the Home Office on this matter.

The position is that each unit wishing to practise shooting should obtain the approval of the Secretary of State under the Firearms Act, 1937. The effect of the approval is that the individual members of an approved Corps do not need firearm certificates to cover their use of firearms and ammunition when engaged as such members in, or in connection with, drill or target practice. The responsible

officer of an approved Cadet Corps may obtain, moreover, without fee, the necessary firearm certificate to cover the acquisition and possession of the Corps' firearms and ammunition, under certain conditions of the Act.

Each squadron wishing to practise shooting should, therefore, apply for approval direct to the Under-Secretary of State, Home Office, Whitehall, London, S.W.1, stating the name of the particular unit and the address of their headquarters, the name and rank of the responsible officer, and the name and situation of the range which will be used by the squadron for shooting practice. In general, rifle clubs and Cadet Corps are not approved unless they have the use either of a military range or a civilian range which has been certified by the military authorities to comply with their requirements.

No. 125.

30th November, 1939.

AIR MINISTRY PUBLICATIONS

The Air Ministry have now authorised the issue of the following publications on loan to all units:—

A.P.125—A Short History of the Royal Air Force—1 copy.

A.P.1139, Vol. I—The Jaguar Aero-Engine—1 copy.

A.P.1317, Vol. I—The Siskin III and IIIA Aeroplanes—1 copy.

Air Diagram 1136—The Tutor Aeroplane: Maintenance Diagram—1 copy.

"Notes for Wireless Operators as used at the Electrical and Wireless School, Cranwell"—2 copies.

We understand that the above publications will be sent out in the near future. The conditions governing their issue are the same as those for the books already loaned to squadrons by the Air Ministry, i.e. A.P.129—R.A.F. Flying Training Manual, Part I, and A.P.1081—R.A.F. Pocket Book, of which squadrons are already aware.

While writing on this matter, we would remind squadrons that a condition of the loan of such books—Point iii of the receipt sent by the Air Ministry with the books and signed by squadrons—is that "A list of the books and documents on loan will be rendered to the Air Ministry (Staff Duties Branch) on January 1st of each year, stating whether they are intact and in safe custody." We rely upon squadrons to see that these requirements are carried out.

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.

It is regretted that the full reports sent in by squadrons, most of which are very interesting and useful for publicity purposes, have had to be condensed.

No. 18F (Wimbledon) Squadron. "I would like to place on record my appreciation of the valuable assistance rendered to the Brigade by the Air Cadets. They have done exceedingly useful work most conscientiously." That is an extract from a letter to the squadron leader from the chief officer of the Fire Brigade. The squadron has now its own headquarters, through the kindness of Major C. O. Skey and training is well in hand. Recently it formed a guard of honour on the occasion of a visit by the Archbishop of York.

No. 21F (Lewisham) Squadron. The standard presented by Squadron Leader C. H. Schofield was formally handed to the squadron by the Mayor. Full-time national service duties and the evacuation of many cadets to safety zones have made heavy inroads on resources, but the squadron continues to flourish. A party of cadets is attached for full-time duty to the parent R.A.F. station, and another to the Borough A.R.P. organisation. Six cadets and four officers have left to join the fighting services.

No. 30F (Cardiff) Squadron. Every cadet of this squadron who attended the gliding camp gained his "A" gliding wings, while F/Lt. Joshua gained his "A," "B" and "C." The squadron has been busy with war work, and though four officers left for active service they are being replaced, one of the replacements being the headmaster of a Cardiff High School. The City education authorities have placed at the squadron's disposal a first-class and fully equipped gymnasium with a fully qualified instructor. Ronald Frankau, Clapham and Dwyer, Maudie Edwards and others were among the artistes at the squadron's first social evening. Mr. Theodore Instone and Captain Alfred Instone, civil aviation pioneers, inspected the squadron recently and made presentations.

No. 33F (Battersea) Squadron. In its year of existence the squadron has had many excellent lectures by well qualified specialists, it has trained many cadets for A.R.P. duties, and since the war most of them have assisted in A.R.P. work and at the balloon barrage centres. Squadron headquarters was taken over at the beginning of the war, but the squadron

carried on and it has now resumed occupation. Colours presented by Mr. Vaughan Morgan were dedicated at St. Mark's Church on 4th June. Many officers have left for war service, but others are coming forward to replace them, and the Squadron Leader ends his report with the inspiring words: "I am proud of my cadets, their keenness, devotion to duty and courage being of such a high order that no adult can fail to gain something from contact with them."

No. 35F (Edinburgh) Squadron. Over half a million rounds of machine-gun ammunition were belted by the squadron for the R.A.F. In addition cadets are serving with the search-light detachments and have been helping the A.F.S. The R.A.F. is assisting in the giving of instruction, and cadets over sixteen have been given practice on the miniature rifle range. "On the whole," says the squadron's report, "we cannot find as much to do as we should like, mainly because of difficulties of time, money and transport."

No. 36F (Enfield) Squadron. All training was suspended on the outbreak of war, and the squadron employed on national service, a few specially picked cadets being formed into a blood transfusion conveyance corps. Towards the end of September parades and training, which includes drill, physical training, wireless telegraphy, model making, theory of flight and first aid, recommenced. Every Thursday the cadets hold a social evening at Gough Park House, and to help this along a piano was kindly presented by Mr. Hayday, father of one of the cadets.

No. 38F (Perth) Squadron. Lord Jersey and the Duke of Atholl have inspected the squadron, the latter on the occasion of the Aerodrome Owners' Association Conference. All the officers except the C.O. were called up for regular service on the outbreak of war, but the squadron is carrying on with unimpaired efficiency, largely due to the efforts of Cadet-Sergeant-Major Geddes, who has stepped into the breach nobly and does the work of four flight commanders. New instructors are now volunteering, and handicaps are being overcome.

No. 41F (Taunton) Squadron. The squadron is overcoming its difficulties. The suggestion is made that an "Old Boys' Association" might be formed among the ex-cadets who have left to join the R.A.F. etc. That is quite a good idea. One day the "Old Boys" may be the mainstay of the Corps.

No. 45 (Worthing) Squadron. The Mayor of Worthing (Alderman F. A. Brackley) visited the air cadet camp at Shoreham airport during the summer and found everything in order. Worthing was one of the first towns to possess two squadrons of air cadets. The camp at Shoreham received boys from many other districts.

No. 48 (Hampstead) Squadron. "You have a very fine record of service for your country, and we in Hampstead are indeed proud to think that a Hampstead squadron has done so extraordinarily well." With these words the Mayor of Hampstead (Councillor S. A. Boyd, J.P.) ended an address to the squadron recently, after he had presented "wings" and proficiency certificates to cadets who attended the summer gliding camps. Six cadets are giving voluntary full-time help to the balloon barrage and forty are giving part-time help.

No. 54 (Eastbourne) Squadron. Marshal of the Royal Air Force Sir John Salmond (chairman of the Committee of the A.D.C.C.), took the salute at the ceremony of the presentation of the squadron colours by Mrs. Crompton Peatfield, the donor. Canon S. M. Warner, the Chaplain, conducted the dedication service, and the Corps' poem "Wings of Youth" was sung as a hymn.

No. 52 (North Leeds) Squadron. As 90 per cent of the squadron have cycles, the unit is very mobile. The squadron took part in a large A.R.P. recruiting march, did useful work at Church Fenton on Empire Air Day, and took part in the Northern Command Tattoo. Ten cadets attended the gliding camps. The squadron has had the distinction of being inspected at different times by Sir Kingsley Wood, Minister for Air, Air Chief Marshal Sir Cyril Newall, Chief of Air Staff, the General Officer Commanding Northern Command, and Marshal of the Royal Air Force Sir John Salmond.

No. 53 (Hackney) Squadron. The squadron had a twelve-day camp at Cambourne End which sixty-five cadets attended. Every cadet had a joy-ride and three had forty minutes' flying instruction, while seven others had a quarter of an hour's flying test. Working parties were arranged daily at neighbouring aerodromes. On September 1st the squadron marched to the Town Hall and enrolled *en masse* as emergency war workers. The headquarters has been taken over by another organisation, and all except two officers have left for active service, but the squadron is carrying on.

No. 59 (Huddersfield) Squadron. Continues its training as keenly as before the war. Twenty cadets are detailed each day for A.R.P. duties and have made a very good name for themselves. A football field has been obtained and matches are being arranged with other squadrons.

No. 68 (Mostyn) Squadron. The first and only squadron in North Wales, and the second squadron in Wales, Mostyn has had a hard fight in such a scattered and distressed area. Since the war the squadron has helped with evacuees and at the parent aerodrome. It has been fortunate in obtaining the use of an old drill hall for training. Ten cadets obtained gliding certificates at Church Stretton during July. "The interest taken and observed by local residents is enthusiastic," says the report.

No. 78 (Wembley) Squadron. Four cadets sat for the entrance examination for the Fleet Air Arm, all passing, two obtaining 100 per cent marks. These two cadets since joining have been selected for training as Petty Officer pilots owing to the knowledge and experience they obtained with the squadron during their gliding course this year.

The squadron headquarters building was taken over by the borough for A.R.P. work, but more convenient premises have been lent in exchange. The squadron is anxious to keep more closely in touch with neighbouring squadrons.

No. 79 (St. Joseph's College) Squadron. Lord Sempill inspected the squadron on the College annual sports day and said that he could have imagined that the squadron had been in existence for a year and a half instead of only a few months. He offered the squadron his warmest congratulations, and said he was proud to be their president.

Since the war the College has been partly evacuated, so that half the squadron is now at Balcombe. But the difficulties imposed by this move are being overcome.

No. 80 (Bolton) Squadron. Although some distance from an aerodrome, the squadron is proceeding with its training and with war work. The whole squadron paraded through the town to view a screening of "Wings of the Navy," and were complimented on their discipline.

No. 85 (Southgate) Squadron. Although twenty cadets have been engaged since the outbreak of war on A.R.P. duties as messengers, etc., parades are still being maintained and the greatest keenness shown. Practical instruction is being given by models; the cadets have their own social club, and the squadron football team is playing in the local league competitions. The unit has had many congratulations on its smart appearance.

No. 95 (Crewe) Squadron. "They have been really useful, and it has been a delight to watch the wonderful keenness that they have displayed. They not only assisted as guides and messengers, but also gave considerable help to the crews in their initial operations for flying." That praise comes from the Commanding Officer of the local R.A.F. station. Over £60 was raised as a result of

a concert given recently by the squadron at a local cinema kindly lent for the occasion. **No. 98 (Marylebone) Squadron.** Mr. Grahame White (the name is so historical that one almost forgets to say Mr.) is on the committee of No. 98 squadron, and has placed a large hall under a block of flats at its disposal for training. Recently the squadron had a Christmas party which was well attended, and at which cadets and local R.A.F. men provided some excellent entertainment. Training is carried on very efficiently, and the cadets do a great deal to help the local balloon barrage centres. Unfortunately the affiliated R.A.F. squadron is a long way off and visits cannot be made as frequently as is wished.

No. 99 (Folkestone) Squadron. Painting white hands on trees in the town has been one of the war activities of this squadron, but more technical work has been done too, and the Officer Commanding the local R.A.F. station has sent a letter expressing his appreciation of the very useful work done by the cadets there.

No. 102 (Aberdeen Airport) Squadron. "I take this opportunity of informing you," says the secretary in a letter, "that we are very pleased with the keenness of the cadets, and the writer is giving them practical experience in flying by sending them on Allied Airways from Aberdeen to Orkney and Shetland when passenger demands permit." This squadron is commanded by Mr. Gandar Dower, head of Allied Airways. No doubt in these days when flying is rare many squadrons would welcome the opportunities Mr. Gandar Dower so kindly gives.

No. 113 (Dunton) Squadron. This was the first squadron to take part in an airport opening. The squadron formed a guard of honour for the Duchess of Kent when she arrived last summer to open Elmdon, and was congratulated on its smartness. The squadron, since the war, has done much to assist the local R.A.F.V.R. headquarters, and many cadets have joined the Fleet Air Arm and the R.A.F. Lord Headley, Lord Willoughby de Broke, and many other distinguished gentlemen have taken lectures and otherwise assisted.

No. 120 (Hendon) Squadron. Since the declaration of war the Hendon squadron has maintained trumpeter service on the local aerodrome, and guard and messenger duty at local A.R.P. control centres. The officers have found it necessary to restrain many cadets from performing more than a reasonable number of hours a week. The cadets parade once a month with their affiliated R.A.F. squadron.

Throughout Hendon the cadets are warmly praised for their smartness and hard work.

No. 130 (Bournemouth), No. 149 (Poole) and No. 171 (Christchurch) Squadrons. These three squadrons are grouped under one Headquarters, and though many officers have left for active service, others are taking their places and train-

ing is progressing. The making of aeroplane models is being carried out and one large model to which an engine is to be fitted is being built. Corporal R. A. Hill, of No. 130 Squadron, was a British representative to the United States last August for the Wakefield Model Aeroplane Cup. The squadrons have their own football teams, with inter-flight and squadron matches. They do a considerable amount of A.R.P. work, and some posts are manned continuously by cadets in eight-hour shifts. Squadrons have been inspected by the Mayor of Bournemouth, by Brigadier-General Sir Henry Page-Croft, and by Brigadier-General Willock, who is chairman of the district Executive Committee.

No. 131 (Tyneside) Squadron. Parades and training are being carried on as in peace time, although the district is reminded from time to time by air raid warnings that there is a war on.

Nos. 138 and 139 (Nottingham and District) Squadrons. The opening of the new drill hall by Air Vice-Marshal Leigh-Mallory was a great success. The hall has been purchased out of a fund of over £1,400 raised by local efforts, and the squadrons have also acquired between seven and eight acres of open land for playing fields, parade grounds and tracks for taxi-ing. "We are quite aware," says Wing Commander A. C. Ball (brother of the famous Captain Ball, V.C.), "that our proposals are rather ambitious, but we are hoping to obtain very considerable financial assistance locally within the next week or two, and we see no reason whatever why we should not make further success of the local squadrons." Spoken in the true Ball spirit.

No. 150 (1st Oxford) Squadron. Air Vice-Marshal P. H. L. Playfair presided at the enrolment ceremony of this squadron, and personally admitted each cadet, afterwards addressing the whole squadron. Although a late starter, No. 150 squadron is one of the most progressive in the country to-day.

No. 152 (City of Hull) Squadron. A new headquarters has been presented to the squadron by Alderman J. Townend. The equipment officer, Mr. A. Agnew Mercer, who is an architect, has personally undertaken the decoration and organisation of the premises. There are no fewer than 300 boys on the waiting list of this squadron.

No. 154 (Huntingdonshire) Squadron. The Squadron at present consists of two flights, one from Huntingdon Grammar School and one from Huntingdon town. They parade together on Sunday afternoons and on the lighter evenings on one evening each week. On the occasion of a visit by the King to a nearby R.A.F. station the squadron was represented by two officers and thirty-two cadets. The cadets undertake voluntary duties at the R.A.F. station on Saturdays and Sundays and receive technical training during the week.