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AIR DEFENCE

CADET



CORPS

GAZETTE

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The Official Journal of the Air Defence Cadet Corps

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INTRODUCTION

THE *Gazette* this month contains the New Year Message from Air Commodore Chamier. This has already been circulated by letter, but it well worth re-reading. Another page describes how No. 88 (St. Pancras) Squadron is co-operating with the L.C.C. Evening Institutes in educating its cadets. This deserves the attention and the emulation of other squadrons. Although cadets, as announced in Order No. 128, are to have priority in filling vacancies for the R.A.F., the Air Ministry insist that there shall be no lowering of standards to admit them. It is important, then, that cadets should have such further education as is provided for them by such an enterprising scheme.

News from the squadrons is interesting, and much can be learnt from what other squadrons are doing. We hope that squadrons will continue to send us as much news as possible, sending us long reports rather than short ones. We can do any "cutting" that may be necessary, but we cannot invent news.

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NEW YEAR MESSAGE TO THE AIR DEFENCE CADET CORPS

I would like to give a New Year message to Cadet Squadrons and to their Committees.

I know that many of you are feeling sore, and that your major grievances may be summed up as lack of money and lack of interest by the Air Ministry.

As regards the first, you will agree that the responsibility for the finances of the unit was assumed by the Committee. The Air Ministry have so far kept their promise to pay their small capitation grant (actually it has been advanced by the Air League, who trusts to repayment), and the thing which has changed the picture has been the war. Certainly that has made a very great change—indeed, in some cases a critical one—to the power of your committee to obtain financial support for the cadets. But I know that the majority of committees and the majority of squadrons will face and overcome their difficulties.

I make to all the suggestion of “working your way” instead of “begging your way,” and I will enlarge on that point if you are interested and will write and say so. I firmly believe that that is the answer to a great deal of our troubles.

If it is agreed that in your own sphere the war has been a terrible upset and has made your job much more difficult, we must be fair to the Air Ministry and recognise that it is the war which has made things much more difficult for them. They are preparing to fight a very big war and in consequence have a thousand major problems on their mind. At the same time, the Treasury has to tighten its hold on the public purse strings if the country is not to go bankrupt; these Treasury officials use the argument that, whereas when the cadets were started they promised to be a magnificent and badly needed recruiting agency, Military Service Acts now give the fighting services the pick of the youth of the country.

We know that at the present time the social service rendered by the Cadet Corps cannot be over-estimated and that the time will come when the country will badly need all the patriotism and all the skill which it can obtain from its young people if it is to win the war and the peace which will follow.

May I turn for a moment to the position at our Headquarters. I want you to believe me when I say that Headquarters have not been slack. The re-organisation to Area Controllers has been done in the interests of the Corps because we felt that this would give closer contact than any small body of people at an office in London could give.

It is, moreover, the knowledge that we possess of the difficulties and the attitude of the Air Ministry which makes us quite certain that the way to improve the conditions of the Cadet Corps is by getting concessions bit by bit and not by violently attacking the Air Ministry. I know for certain that some of the criticisms which have appeared in the papers have not only had a tendency to antagonise the Air Ministry, who can still be our best friends, but have also caused a serious loss of subscriptions to the squadrons, because local sympathisers think that the Cadet Corps is going downhill and cannot be saved unless it is taken over by an Air Ministry which does not want to take them over, any more than the Navy or the Army want to take over young boys.

Violent attacks, taking the form of questions asked in Parliament, do harm to some extent, as has recently been shown when Sir Kingsley Wood had to answer a question and say that no more financial benefits could be given to the Cadet Corps. A statement like that obstructs the way to further concessions.

We must not forget that, all in all, there is quite a list of helpful things which the Air Ministry have done as a result of approaches made by Headquarters. These are:—

Capitation grant.

Permission in Air Ministry Orders for officers and N.C.O.s to proceed on duty to instruct cadets.

Permission for cadets to go to aerodromes.

Gifts of obsolete material.

Gliding training (expenditure to Air Ministry £3,500, and to the Air League £4,000).

Sanction for the employment of cadets at aerodromes.

Food for cadets at aerodromes.

Government transport, where available, to take cadets to aerodromes.

Petrol vouchers for Area Controllers.

We are still trying to get:—

Honorary Commissions for certain officers over 40.

Some form of “A” certificate for cadets.

A definite branch to look after cadet interests at the Air Ministry.

Payment to cadets for services rendered.

Some allowance towards clothing, etc., when worn out on duty at air stations.

And other things.

I know that in all cases different stations of the Air Force have not been able to give as much as they would wish of the matters listed above. But in principle you must agree that the Air Ministry have tried to do a good deal.

Sir Kingsley Wood has promised that the Air Council shall discuss the affairs of the Cadet Corps again early in the New Year, and I hope that we may still get not charity from the Air Ministry but help where we are doing useful work, and that the door is not closed to anything but direct cash aid at the present time—and even that may come some day.

I should like to finish on a personal note. Although I have been recalled to the Service, I do not like to lose touch with a Corps

which I had the honour to start and of which I have been, and remain, so proud, but if I did not think that I could do more for it within the Service than outside, I should at once sever all connection with it.

I am sure that if I could meet you all you would realise that your troubles and your problems are continually in the minds of those responsible and that no wise effort is being omitted which might improve matters.

And so I can only hope that your difficulties will slowly be overcome and that the Air Defence Cadet Corps will win its way through its troubles, and look back to 1940 as a year of trial from which it emerged stronger than it was in 1939.

I wish you all good luck.


Air Commodore.

AN EDUCATIONAL EXPERIMENT

We give below particulars of co-operation between No. 88 (St. Pancras) Squadron and the local education authority which may be of interest to other squadrons.

The squadron has its headquarters at Kentish Town Men's Institute (L.C.C.) and all officers and cadets are members of this Institute, paying a fee of 1s. per term per head (i.e. 100 cadets plus officers, total fees approximately £15 15s. per annum). In return for this fee the L.C.C. provide the undermentioned instructors, accommodation and equipment:—

1. Physical training instructor and large gymnasium.
2. Boxing instructor with boxing ring and necessary appliances and including shower baths.
3. Petrol engine instructor and petrol engines, including one Bristol Jupiter on portable carrier.
4. Rigging instructor, with accommodation for an Avro trainer biplane and an equipped workshop for practical work.
5. Wireless instructor and equipment.
6. Photography instructor and equipment.
7. Carpentry and handicraft instructor with fully equipped workshop.

8. Metal-working instructor with up-to-date workshop, including electrically-driven lathes, drills, saws, etc., and a furnace.
9. Bandmaster if required to train squadron band when it is formed.
10. A room for the officers and one for the N.C.O.s.

Apart from the above there is a large playground where drill can be carried out in the fine weather, a large lecture room with an epidiascope, a club room for the cadets, with billiards table, dart boards, table tennis, library and canteen.

There is an L.C.C. camp at Chigwell, Epping Forest, available for members of any of the L.C.C. institutes. A moderate daily charge at this camp is made by the Camp Commandant. It is well equipped with a fine up-to-date cookhouse, showers, efficient sanitary arrangements, and a large club room. The sleeping accommodation at present is under canvas, and the L.C.C. own about ten acres of land round the camp where football pitches, etc., are in course of being laid out. There is also swimming to be had in the River Roding about a quarter of a mile away.

NOTICES

Age Limit Extended

It has been decided that cadets may remain in the Corps until the age of 20, the age at which they will be called up for military service. Cadets who wish to join the R.A.F. should, however, try to enlist voluntarily before that age or they may risk being crowded out.

Instructional Films

The Air Ministry has complained that some of the instructional films lent to squadrons have been returned damaged or badly packed. Squadrons are reminded that the films are sound films and only suitable for projection on 16 mm. S.M.P.E. single-sprocket hole projectors. Through being used on other projectors some of the films have had the sound track damaged.

Care should be taken to see that the films are properly re-wound and packed in their right tins before being returned. This has not always been done.

National Youth Committee

We repeat a notice which appeared in the last issue of the *Gazette*, as a number of squadrons have written to Headquarters on the subject without, apparently, having read the notice. "The Board of Education is establishing Youth Committees all over the country to deal with the welfare of young people. Many voluntary organisations will be represented on these committees, and squadrons should try to be represented on them and to press their claims for any assistance which the local committees may be able to provide."

Small-Bore Marksmanship

A special effort is being made by the Society of Miniature Rifle Clubs to make small-bore .22 calibre rifle shooting facilities available to squadrons of the Air Defence Cadet Corps by introducing them to the local civilian rifle club, which will be asked to adopt the squadron, provide instruction, and possibly rifles. The Society also has available a supply of ammunition at the considerably reduced cost of 17s. 6d. per 1,000 rounds, which has been acquired solely for junior organisations.

Cap Badges

Officers are again reminded that only the forage cap is to be worn in public and that only the regulation cap badge is to be used. Many officers are appearing in round caps with unauthorised badges rather similar to that of the Royal Air Force. It should be borne in mind that such deviations from official patterns are not only breaches of Cadet Corps regulations, but are likely to offend the Air Ministry, with whose approval the Cadet uniform was designed.

Mackintosh Coats

Squadrons are advised that it is still possible to obtain mackintosh coats from Hammersons. Messrs. Chas. Macintosh & Co., Ltd., of Bridport Road, Edmonton, London, N.18, can also supply standard pattern cadet coats, blackproof material, B.F. 526, style 267, at a cost of 17s. 9d. each. Owing to abnormal market fluctuations this price is subject to confirmation.

NEW ORDERS

No. 128.

4th January, 1940.

We give below a copy of a circular recently issued by the Inspector of Recruiting, Royal Air Force, to all R.A.F. A.H.Q.s, regarding the enlistment of Air Defence Cadets into the Royal Air Force:—

Reference: IR/82/40.

From: INSPECTOR OF RECRUITING,
Royal Air Force,
Victory House
Kingsway, London, W.C.2.

Date: 19th December, 1939

To All R.A.F. A.H.Q.s
(Copies to all C.R.C.s)

Subject:—Enlistment of Members or Ex-Members of the Air Defence Cadet Corps.

1. The object of the Air Defence Cadet Corps is to create a body of uniformed, disciplined and instructed young men, anxious to join the Royal Air Force, and consists of youths who have received instruction in Air Force duties at the various Air Cadet Centres. They should, therefore, be particularly suitable for enlistment into the Royal Air Force in some capacity, and, in particular, as aircrafthands under training in some trade.

2. Applications for enlistment from members or ex-members of the Air Defence Corps should, therefore, be given every consideration. Those who are up to the standard of other applicants should be given priority in filling vacancies as they occur, but it is considered important that there should be no lowering of the requisite standard in order to admit these young men.

3. The minimum age limit at which they can be accepted is the same as other recruits, viz., 18 years.

(Signed) E. R. C. NANSON,
Group Captain,
Inspector of Recruiting,
Royal Air Force.

No. 130.

Enlistment into the Royal Air Force

We would refer to our circular letter No. 128 of the 4th January, 1940.

Although the Royal Air Force are anxious to give facilities to Air Defence Cadets to join, they wish us to point out that if boys wait until they reach the age of 20, when they are called up for military service, a very large number apply for the Royal Air Force and only a few can be taken. There are bound to be, therefore, a lot who are disappointed.

Cadets who wish to join the Royal Air Force will be well advised to volunteer for service, if possible, before the age of compulsory military service because, as volunteers, the recruiting officers throughout the country will find it much easier to assist them.

No. 135.

Modelling News

The *Aero Modeller* has very kindly placed at our disposal, free of charge, a page for modelling notes of the Air Defence Cadet Corps.

It is most desirable that we should not neglect any such opportunity, and I should be obliged if squadrons would let me have a monthly page of notes by the 20th of each month, with photographs if possible.

The notes should be as technical as possible and might with advantage be prepared by the Cadet in charge of modelling.

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.

No. 5 (Northampton) Squadron. Headquarters now consists of the first floor of a warehouse which the owners have generously let at a nominal rent. The premises have been partitioned off into lecture rooms, etc., and many lectures are being given and much physical training instruction is taking place. The squadron recently had the privilege of forming a guard of honour for H.R.H. the Duchess of Gloucester and was inspected by the Marquis of Exeter, who showed a great interest in the Corps.

No. 9F (Islington) Squadron. This was the first squadron to be formed in London, and is still going strong. Over a hundred cadets paraded at the Highbury Cinema to see the film "The Lion has Wings." They were received by the Mayor of Islington, the Town Clerk, Mr. W. S. Cluse, M.P., Mr. Fred Montague, M.P., and Hon. Air Commodore Leslie Walker, J.P. (Founder and Chairman). They have been doing very useful A.R.P. and Balloon Barrage work, and were highly complimented by Sir John Anderson, to whom they formed a guard of honour when he, accompanied by Admiral Sir Edward Evans ("Evans of the Broke"), visited the Islington Town Hall. Officers of the squadron have formed a rota for meeting men of the B.E.F. on leave when they arrive at a London Station.

No. 12 (Walthamstow) Squadron. At the outbreak of war cadets were posted to A.R.P. stations, but after several weeks it was decided to recall them all and proceed with training. New headquarters were acquired at Raglan Road, Walthamstow, which had previously been a school, and with voluntary help a large drill hall, lecture, engine and equipment rooms, orderly room, also officers', warrant officers' and N.C.O.s' rooms have been arranged. Electric light has been installed throughout. The lecture room has been equipped with seating accommodation. Again voluntary effort has fitted up the engine room with engine stands, benches and a large quantity of tool equipment. Lectures have been given on various subjects by qualified instructors supplied by the Air League, and great interest has been displayed by all cadets. About thirty cadets

attend at the aerodrome of our parent squadron where they are greatly appreciated and are doing good work. Six cadets have left to join the Royal Air Force.

No. 13F (Hele's School) Squadron. Old boys of the school now serving with the R.A.F. are coming back to give occasional lectures to the boys. Although the squadron's activities were diverted from training to national defence work at the beginning of the war, instruction has now been resumed.

No. 25F (Banbury) Squadron. The full-time occupation of the local drill halls by the army has somewhat impeded the activities of this squadron, but now, thanks to the generosity of Squadron Leader Peake, the squadron is in possession of brand new headquarters complete with piano and many games. Practical lectures by qualified instructors are given twice weekly. The second annual dinner and concert took place in January and was a great success. Forty-five cadets have volunteered as cyclist messengers for A.R.P. work.

Nos. 27 and 63 (Chingford) Squadrons. Squadrons are now attending lectures twice a week and a social evening once a week. Cadets work at a nearby aerodrome daily, twenty on Saturdays and thirty on Sundays.

No. 32F (1st Scottish) Squadron. The Lord Provost of Glasgow and four hundred and fifty other guests were present at the annual dance held in January. The commanding officer of the squadron, Squadron Leader Hugh Tullock, in a short speech thanked everyone concerned, concluding by asking the Lord Provost to say a few words and hand over souvenir photographs to those officers and cadets who had taken their gliding wings during 1939.

No. 37F (City of Bristol) Squadron. The chief instructor at the school attached to a local aeroplane works has joined the unit as chief technical officer. Cadets are taken in tenders to Filton each Sunday for train-

ing and work. An officers' mess and club of which members of the local committee are members and the officers of the R.A.F. wing are honorary members has been formed. At a recent showing in Bristol of the film "The Lion has Wings" both 37F and 37 Reserve Squadrons were able to take an active part on two nights, a flight parading on the stage at the end of the film during the playing of "Lords of the Air." These cadets and the rest of the squadrons were given free seats at the second showing.

No. 47F (Grantham) Squadron. Some cadets cycle from fourteen miles away to attend parades, which shows that both the spirit and the instruction of the squadron are good. One of the former cadets is serving in the R.A.F. as an observer and one is in the armament section. Messrs. Ruston and Hornsby, Ltd., and Messrs. Aveling-Barford, Ltd., have kindly helped in furnishing the squadron headquarters, and the squadron is very grateful to Lady Longmore, who worked very hard on its behalf before she left the town.

Nos. 52 and 168 (North Leeds) Squadrons. Cadets get weekly practice and training in Morse sending and receiving under the direction of Post Office telegraph supervisors. A considerable time is given to studying silhouettes of enemy aircraft, map reading and meteorology. A complete gas course has been taken, and six doctors are now giving cadets practical first-aid instruction at the Leeds Infirmary.

No. 53 (Hackney) Squadron. A number of the older cadets have joined the R.A.F., and there has been some keenness for promotion among the remainder. Six of the younger ones will be sitting for the aircraft apprentices examination shortly and a special course of evening classes has been arranged with the heads of the Gayhurst Road and Liverpool Road L.C.C. Evening Institutes. These are attended by some 25 cadets. The new headquarters in Waterden Road by Hackney Marshes are now completed. These are being shared with members of the Eton Manor Club. Lectures are proceeding, local balloon barrage officers assisting to a great extent; A.R.P. work is being done, and cadets are undertaking the delivery of circulars issued by the local war savings committee. The squadron is shortly starting, under the control of Mr. Squire Jarrow, the English Marathon runner, a sports and athletic section to operate on Saturday afternoons.

No. 85 (Southgate) Squadron. The squadron colours, presented by Mr. A. W. Stiles,

D.C.M., M.S.M., a member of the committee, were dedicated at an impressive service in St. Paul's Church, Winchmore Hill, during January, the Rev. G. H. Lancaster conducting the service. Instruction in model aeroplane making is being given to the squadron by Mr. C. A. Rippon of the Northern Heights Model Aircraft Club.

No. 96 (Dewsbury) Squadron. The squadron is now securely on its feet. Central heating has been installed in the headquarters, an old warehouse the three one-room floors of which have been divided up to form seven lecture rooms, offices and a large parade hall. The committee have given much-needed equipment, and—perhaps more memorably—a pie supper on 2nd February to all officers and cadets. There have been three church parades and several route marches during the winter, and thanks to the management of the Majestic Cinema a collection was made at the showing of "The Lion has Wings" which brought in £13. Two dances have realised about £20 and a bigger one is placed for which the largest hall in the town has been booked. The Education Committee has granted the squadron the use of a sports field and matches under both codes have been played regularly.

No. 99 (Folkestone) Squadron. The Corps motto "Venture Adventure" was suggested to Air-Commodore Chamier at an inaugural meeting of the squadron during a speech by its President, Major-General Sir Thomas Marden. For this reason the squadron has adopted it as a squadron motto. By the kindness of Mr. Bentley the squadron has the use of his annexe at the Pleasure Gardens Theatre. Colours were presented at the parish church, the Corps poem, "Wings of Youth," being sung as a hymn. Much war work has been undertaken, and the squadron has resumed intensive training renting premises in the town for a workshop, and club. Seven of the ten officers have been called up on active service.

No. 106 (Orsett Hundred) Squadron. The Lord-Lieutenant of Essex, Lieut-Colonel F. H. D. C. Whitmore, C.B., C.M.G., D.S.O., J.P., has graciously given his consent to his family crest being used on the squadron flag. The squadron is solvent and all initial expenses have been met. Squadron drill has reached a high standard of efficiency and cadets are having instruction in various technical subjects. They are also undertaking guard duty at the parent aerodrome and acting as runners. It is hoped in the near future to establish a miniature rifle range.

No. 107 (Aberdeen) Squadron. No. 107 has been particularly fortunate in the training facilities it has received from its parent squadron. These include the use of a modern drill hall with work rooms and lecture rooms adjoining. It says a lot for the keenness of the individual officers that where working models, etc., were required for demonstrating lectures, each officer constructed to his own needs, with the resultant added interest and ease of understanding by the cadets.

No. 117 (Belmont Abbey School) Squadron. The father of one of the cadets, Lieut.-Col. Konarski, head of the Polish Military Mission, has promised to give the squadron an aeroplane, and a small hangar is being erected for this. Air-Commodore Smyth-Osbourne made an official inspection of the squadron and expressed his satisfaction with the drill and general turn-out. Cadet John Greiff, who was in charge of the parade and did it in a very satisfactory manner, has been promoted to Flying Officer.

No. 130 (Bournemouth), No. 149 (Poole) and No. 171 (Christchurch) Squadrons. An excellent syllabus of technical training has been drawn up, and three lectures per week are being given by Chief Instructor, Flight-Lieut. E. F. Moody. Classes are being held weekly for boxing, under Instructor Mr. W. Bullock, who was presented with a gold medal by the Egyptian Government for life-saving in a shark-infested sea, and who has fought in 298 professional fights without ever having been actually knocked out. Good progress is being made by the cadets. A recreation room has been provided through the kindness of Mr. Claude Falkiner, with a billiards table and other games, and with a good fire for these cold evenings, for the sole use of the cadets. A gala ball, to raise funds, was held on the 29th December last, when there were between 700 and 800 present. Over thirty prizes were given, which were presented by Mrs. F. G. Willock during the evening. The ball was a great success, largely due to the untiring efforts of Flying Officer L. H. Conybeer. Mr. Reed of the Regent Cinema, Christchurch, kindly gave us liberty to address the audience during the week of the performance of "The Lion Has Wings," and to make collections for our funds. He also gave free passes to the cadets. Bournemouth Airport, Ltd., have kindly consented to provide instructors to give training to our cadets in their workshops and on their aeroplanes, together with other facilities at their aerodrome at the week-ends.

No. 145 (Altrincham Grammar School) Squadron. Has just received a Napier Lion engine from R.A.F. It was too large to

get into clubroom so boys had to saw half the wall down. Squadron has a model aero club consisting of fourteen members and recently staged a show of fifty models, two of them petrol-driven.

No. 148 (Barnsley and District) Squadron The *Barnsley Chronicle* recently devoted half a page of pictures and text to an excellent description of the work of the squadron. Model making is one of the features of the squadron's training, and instruction in this is given by Mr. F. Smith, holder of the Barnsley and district trophy for model aeronautics. The Borough Council has been extremely helpful to the squadron in many ways.

No. 150 (1st Oxford) Squadron. A most interesting report, far too long to be printed here, has been received describing how this squadron is proceeding with its training under difficulties. There is no squadron headquarters yet, but strenuous efforts are being made to provide for one. Mr. Robert Kronfeld and others have given lectures and for three months parties of cadets were taken every Sunday after to the Oxford Gliding Club's field at Aston Towant to have ground instruction. The squadron has provided many "casualties" for R.A.F. exercises, and though the cadets enjoy this occupation it raises an awkward problem for squadron finances, because uniforms suffer in the process. A parade was held at Rhodes House at which the squadron was inspected by the Duke of Marlborough. The C.O. has appealed to parents of cadets to provide a trumpet band. Subscribers of 5s. or more will have their names inscribed on instruments. The girls of the Oxford School of Art have offered to work colours for the squadron. The local newspapers *Oxford Mail* and *Oxford Times* have been most helpful in publicity.

No. 152 (City of Hull) Squadron. Sunday is a compulsory day, the attendance on that day being almost 100 per cent. Inspection is carried out on strict military lines, after which is drill, and in the afternoon a route march or lecture of interest. Cinema shows, musketry course, small arms drill, model-making, engineering, lectures, special officers' and N.C.O.s' class, football and boxing are all in the week's work. Difficulties are brushed to one side. This is no doubt due to the imperturbability of the Commanding Officer on all occasions. He decided to carry out the usual inspection during a recent air-raid warning and the cadets' behaviour on this occasion was indeed a great credit to them. It was a splendid example to numerous men, women and children, run-

ning to seek cover. The squadron possesses a large amount of equipment (two aeroplane engines, glider, aeroplane motor-car engines), and on the social side a full-sized billiards table and other articles. The finances of the squadron are sound.

(Editor's note: Our admiration for the squadron's coolness must not make us lose sight of the fact that it is the duty of those who are not on duty to take cover during air-raids, so that there will be less mess to clear up afterwards. Many of the cadet squadrons have undertaken to do duty during air-raids, and no doubt that was the case here.)

No. 156 (Kidderminster) Squadron. On 28th December, the squadron held its first annual and inaugural dinner at the "Lion Hotel" and sent a greetings telegram to the King to mark the occasion, receiving a most gracious reply by telegram, which has been framed and is now in the Commanding Officer's room.

No. 158 (Braintree and District) Squadron. Formed just prior to the outbreak of war, this squadron has now a strength of about seventy-five with spacious headquarters and a very full programme of parades and lectures, the present subjects including theory of flight, aero-engines, signalling and morse, first aid and anti-gas, with physical training and drill. Cadets exclusively man the A.R.P. and A.F.S. Messenger Services and attend at an Essex R.A.F. Aerodrome at weekends, being transported, fed and housed by the R.A.F. The equipment includes a Napier "Lion" engine.

No. 162 (1st Stockport) Squadron. Some old mill premises are used as squadron headquarters; the cadets are at the moment putting these in good condition. The premises are free of rent, at least for the "duration." The squadron has its own drum and trumpet band which is going along very well, and being next-door neighbours to a Territorial battalion it is able to get the loan of service rifles for officers and N.C.O.s to take rifle drill, and hopes later to be able to get in a little practice on the soldiers' range with .303 ammunition.

No. 169 (1st Plymouth) Squadron. The squadron has now been in active operation for over six months. It has 100 cadets in uniform and a substantial number of names on its waiting list. Its services are made regular use of by the local R.A.F. units. Regular courses of instruction are being held, though the squadron is handicapped by the lack of premises suitable for the

whole squadron at one time, and has no place in which to house an aircraft engine.

Lower Renfrewshire Wing. "I am very proud indeed," writes James B. Grant, who is now an aircraftsman in the Royal Air Force, "to be able to say that I was the first cadet to join the Air Cadet Corps in Greenock. The training I received at Seafield has been a definite help to me since I joined the R.A.F." A large number of Greenock air cadets are now in the R.A.F. and they write regularly to their former wing-commander. The cadets under C/Pilot Officer A. M. Richardson are reconditioning old wireless sets for the "Comforts" Funds of the services. Over twenty sets have already been done, and material is available for thirty or forty more.

City of Bradford Wing. The Earl of Harewood opened the new headquarters at Houghton House on the 3rd of February, 1940. He was accompanied by the Lord Mayor of Bradford, Sir Donald Horsfall, Sir Bernard Sugden, and several prominent citizens who are interested in the Air Defence Cadet Corps. He inspected a guard of honour, and after seeing cadets at wireless, engine and instrument lectures, and a P.T. class, he stated that he was highly satisfied with the keenness and efficiency of all ranks.

No. 111 (Sunderland) Squadron. Officers of this squadron have given lectures to all ranks of an army unit on the subject of identification of enemy aircraft, some of the lectures being given during an inspection by the Commander-in-Chief of the Home Forces.

No. 48F (Hampstead) Squadron. Our chief worry in regard to technical instruction has been solved by the L.C.C., which has provided instructors to visit headquarters, and has also given us the use of the machine shop at the Fleet Road Technical Institute. In addition to putting up a decent football team we are arranging a boxing tournament with other cadet units, and are meeting other squadrons at table tennis, etc. The Commanding Officer, Mr. Godfrey (who at the request of the Committee has not resigned his cadet commission, and is still nominally the officer commanding, seconded for duty with the R.A.F.), writes a weekly letter to the squadron from his R.A.F. station several hundred miles away.

Nos. 1 (F) and 51 (City of Leicester) Squadrons. We had great difficulty in obtaining suitable headquarters, and in the interim the Leicestershire County Cricket Club kindly lent us their pavilion. Since we moved into our permanent station we have fitted up an

atlas room, which houses an out-of-date R.A.F. machine, a gymnasium and a signals room. The engine room is equipped with the necessary tools and an old Jaguar engine. Part of our gymnasium equipment has been kindly loaned by the City Education Department, and the remainder we have had to purchase. A model aeroplane section has been formed, and some of the cadets are advanced enough to be able to make their own internal combustion machines. Both squadrons are up to strength, and had, before the outbreak of war, a full complement of officers, a large number of whom were attached to the Leicester Centre of the R.A.F.V.R. Nine of them are now serving, also a number of former cadets. A party of cadets is now serving voluntarily at an R.A.F. station as full-time messengers, and another has undertaken A.R.P. duties. When the Air Ministry made arrangements for the cadets to obtain gliding instruction, the Leicester contingent showed great adaptability, but unfortunately they were unable to obtain proficiency certificates owing to the breaking-up of the weather. We hope the ban on gliding will be lifted so that our cadets can carry on where they left off. Marshal of the Royal Air Force Sir John Salmond attended a luncheon in aid of the cadet funds last year, and took the opportunity of inspecting No. 1 Squadron, and expressed complete satisfaction with their smartness and bearing.

No. 137 (Ayrshire) Squadron. Enrolment began during the late summer, but owing to the absence in Canada of the C/Squadron Leader Colonel A. D. McInnes Shaw, D.S.O., D.L., activities were suspended. Then came the war, and our Squadron Leader and our Secretary, the late Mr. Stephen Cosh, both left us for active service. Through the enthusiasm of the C/Flight Lieut. M. J. Paton and C/Flight Lieut. A. T. Scott (Adjutant) the squadron was enabled to carry on under difficulties. But for the generosity of a local firm who gave the use of a small hall it would have been almost impossible. The squadron has, however, weathered the storm, and the Committee have launched an appeal for funds which brought in £200. The first flight have now received their uniforms and, thanks to the assistance given by Scottish Aviation Limited, it has been possible to give the cadets regular weekly instruction by qualified instructors from the local aerodrome. Instructional film displays have also been given, and have been very much appreciated. C/Flight Lieut. A. T. Scott, who is the Burgh A.R.P. Controller, is giving the cadets their A.R.P. training.

A model flying club has been formed within the squadron and the construction of flying models has begun. Lieut.-Colonel Sir Thomas Moore, C.B.E., M.P., paid a visit to the squadron in January and delivered an address to the cadets.

