

# AIR DEFENCE

# CADET



# CORPS

## GAZETTE

FOR OFFICIAL USE ONLY

**The Official Journal of the Air Defence Cadet Corps**

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### IMPORTANT NOTICE

The King's Regulations for all the three services rightly insist on the necessity for every officer and man to make himself fully acquainted with such orders as concern him. The regulations equally emphasise the necessity for officers to give proper publicity to orders so as to ensure their observance. In some squadrons these duties are being neglected, particularly as regards the notices appearing in this *Gazette*. The *Gazette* is not a confidential document and all officers and cadets must be given full opportunities of seeing it and studying its contents. It is better that they should read orders that do not immediately concern them than that they should be ignorant of any that do concern them. Every notice in the *Gazette* is of importance whether it is printed in small or in large type, and squadron-leaders should try to discover, by questioning officers and airmen, whether they have read the notices.

The most important thing in this issue is the information regarding enlistment in the Royal Air Force on page 5, but other parts of the *Gazette* are important, too, and the whole of it should be read carefully.

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# NOTICES

## A Gallant Rescue

Cadet Henry George Pyper of No. 10F (South Bedfordshire) Squadron plunged fully dressed into the River Ouse at Bedford, swam thirty feet, and dived to the bed of the river to bring up a five-year-old boy who had fallen in and was being swept away. He brought the boy to the bank, and with the help of a friend revived him by artificial respiration.

Cadet Pyper has been congratulated by the Corps on his courageous, prompt and efficient action, and is to receive the first award of the Gallantry Medal of the Air Defence Cadet Corps.

## Identification of Aeroplanes

No. 111 (Sunderland) Squadron is giving lectures to military units on "Recognition of Aeroplanes" and is willing to supply large silhouettes of enemy aircraft to other units who want them for the same purpose. The squadron is also making models of enemy aircraft for identification training purposes which are being supplied to defence units of the army and R.A.F. Squadrons can obtain detailed working drawings of the following on application to C/S/L C. D. Hartness, 21 Broadway, Grindon, Sunderland: Messerschmitt ME 110, Junkers JU88K and 87B, Heinkel 111K, Dornier Do.17 and 215. Price, 6/- the set.

## Headquarters Buildings

The Air Ministry in its letter A.60041/40/S.9, of 14th March, 1940, authorises the use by Air Defence Cadet Corps units of accommodation which becomes vacant in R.A.F. Volunteer Reserve Town Centres. The Air Ministry declines to supply a list of such centres because it would be inaccurate due to changing conditions from day to day, so squadrons must find out the position for themselves and make application to their local Office of Works, in whose charge each Town Centre has been placed by the Air Ministry.

## Uniforms

Messrs. C. G. Southcott Co-Partnership Ltd., Leyton Mills, Pym Street, Leeds, inform us that they are able to supply officers' and cadets' uniforms at reasonable prices. They are at the present time quoting three weeks' delivery.

## Dress Regulations

Officers and cadets should wear uniform only when on duty or when proceeding to and from duty. The wearing of it for business or social occasions is forbidden. The "C" badges *must* always be worn.

officers, and no R.A.F. or other badges not authorised in cadet Rules and Regulations may be worn. Peaked caps must not be worn.

## Rifle Shooting

Nos. 39F. and 144 (Barnes and Richmond) Squadrons have arranged with the local Rifle Club for rifle shooting facilities for the cadets every Saturday afternoon, the club members acting as instructors. This is an example worth copying by other squadrons.

## How to Raise Funds

Blackpool has formed two squadrons, Nos. 177 and 178, and is going to form two more—Nos. 190 and 191. The Town Clerk has rendered much assistance and had the idea of organising a football match on the occasion of the presentation of colours by Lord Derby. The gate for the match brought in £1,400, of which £1,000 goes to the Blackpool squadrons. Well done, Blackpool! Other squadrons please copy. Mr. L. Thompson also gave two hundred guineas to the squadrons.

## Lantern and Film Slides

Messrs. Newton and Co. Ltd., 72 Wigmore Street, London, W.1, have a fine stock of lantern and film slides dealing with many technical and scientific subjects. These are particularly valuable for giving instruction in allied subjects such as meteorology, wireless, photography, electricity. Squadrons are recommended to write to the firm for further particulars.

## Morse Equipment

We have been asked by squadrons to obtain morse equipment from the Air Ministry for training purposes. The Air Ministry and other government departments are unable to supply these at the moment and squadrons are recommended to approach the following firms:

Webb's Radio, 58 Victoria Street, St. Albans, Herts.

Norman Rose Ltd., 43 Lamb's Conduit Street, London, W.C.1.

Morse code gramophone records which have proved useful for training purposes can be obtained, price 3s. 6d. each, from Mr. C. E. Masters, Forest Way, Pound Hill, Crawley, Sussex. These have been highly recommended.

## Squadron Accounts

It is desirable that squadrons should produce their annual accounts promptly and circulate them to subscribers, one copy being sent to Headquarters. Many squadrons have neglected to do this.



### **Scottish Area Controller**

Brigadier-General J. H. W. Becke, C.M.G., D.S.O., who rejoined the Army at the beginning of the war, has now resumed his work as Area Controller in Scotland. His address is: "Priestoun," Edzell, Angus, Scotland.

### **Advertising Pamphlets**

The blue pamphlet, "Who Are These Air Cadets?" has been completely re-written and improved with further illustrations with a view to illustrating the progress of the Corps. The pamphlet should be valuable as a means of raising funds and of keeping subscribers informed of progress, but it is an expensive production and should not be extravagantly broadcast, especially in view of the necessity for economy with paper. Squadrons can have 100 copies free of charge and further copies at the cost price of £7 10s. a thousand. There is room on the pamphlet for the overprinting of the squadron name and address.

### **Training at L.C.C. Evening Institutes**

No. 88 (St. Pancras) Squadron informs us that the charges for accommodation, instruction, etc., for 100 cadets and five officers at the L.C.C. evening institute is not £15 15s. 0d. as stated in the last issue of the *Gazette*, but only £5 18s. 9d.

### **All About Balloons**

Lighter-than-air craft are playing their part in this war as they did in the last, though in a different way. Officers and cadets who wish to have an understanding of the working of them can hardly do better than to study two booklets recently published by the Air League. They are "Ballooning" and "Some Kite Balloon Experiments," both by Mr. Griffith Brewer, one of the pioneers of aviation. The first book expounds the theory and practice of ballooning as taught by Mr. Brewer to officers at Roehampton during the last war, and the second deals with experiments then made. The books have therefore an historic as well as a technical value. They can be obtained from the Air League, 1A Pall Mall East, London, S.W.1, price 1s. and 6d. respectively (post free).

### **Relationship with other Youth Movements**

It has been brought to notice that a squadron-leader recently issued an order to the effect that cadets should terminate membership of any other organisation to which they belonged, i.e., Boy Scouts, Boys' Brigades, Boys' Clubs, etc. Such an order is contrary to an arrangement made with these other organisations, which was as follows:

No boy belonging to one organisation should be accepted, within two months of his leaving it, in another without the written approval of the transfer by the head of the first local organisation. In some cases it may

be possible for a boy with plenty of spare time to belong to two organisations. Though it can seldom be to a boy's advantage to belong to two organisations with different uniforms at the same time, in the case of boys' clubs—purely social affairs—the situation is a little easier.

If a squadron-leader finds that a cadet is slack in his attendances owing to the calls made upon him by another movement to which he belongs, it is better to settle the matter by conference with the leader of the other movement than by the issue of a peremptory order. The spirit of the agreement arrived at with the other organisations was that there should be no "poaching" and no unfriendly rivalry which would lead to frequent transfers and re-transfers, and which would be to the ultimate disadvantage of all concerned. Each of the institutions has its own appeal and transfers will sometimes be desirable. But such transfers are better arranged by friendly agreement with the other leaders. An order to terminate membership of another organisation is, of course, particularly open to serious objection if that other organisation is connected with any religious denomination. The older boys' movements have been most generous and helpful in giving advice and co-operation to the Air Defence Cadet Corps and we are anxious that this good relationship should continue.

### **Football**

A proposed football knock-out competition between squadrons in the London area was not very enthusiastically received, but eighteen teams were entered and it has been decided to hold the competition. Details of the fixtures have been circulated to squadrons, and we hope to be able to announce the winner in the next issue of the *Gazette*.

### **Physical Training**

The Central Council of Recreative Physical Training has kindly offered the services of its technical representatives in various parts of the country. Squadrons are recommended to avail themselves of such services when offered or to apply for assistance from the Central Council, whose address is 58 Victoria Street, London, S.W.1.

### **Track Championships**

No. 98 (St. Marylebone) is holding inter-cadet Track Championships at Paddington Running Track in June, and invites other squadrons to take part. No. 98 Squadron kindly offers to meet the cost of the prizes and hire of the track.

Will those interested please communicate with the Officer Commanding No. 98 Squadron:

36 Cavendish Square, London, W.1.

## Youth Organisation Committees

*The Secretary.*

*The Air League of the British Empire.*

DEAR SIR,

I was very much interested to see reference made, in the March issue of the *Gazette*, to the Youth Organisations Committees.

I have for some years past held one of the senior official positions in the local committee and also for the Physical Fitness movement, and I give some details below of the movement and its work as I feel sure that it will interest some squadrons, especially those who are in urgent need of funds, and also instructional and physical training classes.

The Y.O.C. movement in a particular area usually covers the same area as the local educational authority, and although not strictly an official educational body, it is controlled and works in close harmony with the latter.

It is the aim of each Y.O.C. to give facilities to young persons between the ages of fourteen and eighteen, and it is hoped to raise the age to twenty, for all types of sport and games, hobbies, physical training and various technical and non-technical classes.

This is carried out by the county educational authority making grants in money to the local authority and of also providing instructors.

The local committees are comprised of persons interested in young people, and there are welfare, local government officers, head teachers and officials of all young peoples' clubs, organisations, etc. It is their work to arrange facilities for the above-mentioned items and to estimate the cost of the work and apply to the county authority for a grant and instructors.

In the London area, in particular, these committees are well known, and any person can apply to them for assistance both financially and otherwise, and if they can put forward a good claim to be assisting young people, every assistance is given.

From my personal experience I feel that these committees can be of great assistance to those squadrons whose funds do not permit them to carry on work most essential to the cadets.

In Southgate we have one of the strongest Y.O.C. in the country, and we receive and spend some hundreds of pounds each year.

Our own squadron receives quite a great amount of assistance in this way. We have received a grant to be used as we think fit—a football pitch has been provided free to the squadron; cricket gear is also provided, and the pitches; and, up to the commencement of the war, we had the use of a very excellent school gymnasium and class-rooms, together with a qualified physical training instructor.

(On my part I shall be only too pleased to give any squadron information and assistance in making use of these facilities and to put them in touch with their local authority)

Yours faithfully,

BERNARD TAYLOR, C.F.M. Lt.  
Instructional Officer, No. 85 (Southgate)  
Squadron.

## Gliding

The following letter is published for information:

SIR,

I am commanded by the Air Council to refer to your letter of the 27th February, 1940, on the question of gliding instruction to members of the Air Defence Cadet Corps and to state that under the provisions of the Air Navigation (Restriction in Time of War) Order 1939, all forms of civil aviation, which includes gliding and ground hopping, are prohibited during the war period.

The restriction on gliding was carefully considered before being brought into operation and any question of relaxation is at present ruled out by reasons of national defence.

I am, Sir,

Your obedient servant,

*Air Ministry,*

21st March, 1940.

CHARLES EVANS.

## Appointment of N.C.O.s

Commanding officers are permitted to make the following appointments for every 25 cadets on the strength:—

One flight sergeant, one sergeant, one corporal and two lance-corporals.

A badge has now been designed for flight sergeants to be worn above the chevrons, and can be obtained on application to Headquarters.

## Films

Mr. R. M. Godfrey, Empire Film Productions, 93-97 Regent Street, London, W.1, who is producing a series of films called "Britain Carries On," is willing to advise and assist squadrons in all matters connected with films.

## Slide Films on Welding

The Lincoln Electric Co., Welwyn Garden City, Herts, are willing to lend a number of slide films illustrating welding processes. The projector and accompanying script are lent with each film. Applications to be made to the firm at above address.

## A Missing Standard

Headquarters standard has been missing for some time, and is believed to have been lent to a London squadron by a member of our staff who is now on active service. Will the squadron concerned please return it?

(continued on page 9)

# ENLISTMENT IN THE ROYAL AIR FORCE

Many squadrons have enquired of headquarters and of the Air Ministry regarding the enlistment of cadets in the R.A.F., and we publish the following information for their guidance.

The recruiting authorities are favourably disposed towards the cadets, but it must be made clear that there are certain standards to be maintained, and these cannot be lowered to admit cadets. The standards are of wide range, however, and cadets who are unsuitable for some of the highly-skilled trades may without much difficulty qualify themselves for one of the others.

The requirements of the R.A.F. fall into two main groups: air crew and other trades. The educational, physical and moral standards for an air crew are of a high order, as will be seen from Appendix 1 of this notice. The standards required for the other trades vary considerably, as shown in Appendix 2, and most cadets should be able to qualify for one or other of them.

The important thing is that the cadet should decide early which trade he is going to try for, and specialise in that. In some cases it will be the trade in which he is employed, but it may often happen that a cadet has been forced by financial circumstances to accept employment for which he is not suited. Thus a boy with mechanical ability may be working as a shop assistant, and may decide to use his time in the A.D.C.C. to specialise in fitting, rigging, etc. Flight-Commanders and Squadron-Leaders should be able to help a cadet to discover for what trade he is best qualified.

Specialisation is paramount, and it is suggested that after some little service cadets should be classified as "under training" for the trades they propose to fit themselves for. The necessity for specialisation does not mean, however, that non-technical Air Force trades such as clerk should be taught in the A.D.C.C. A cadet who is a clerk can be left to acquire his general clerical training in his civilian occupation. In the A.D.C.C. he can profitably learn something about aircraft, engines, wireless, etc., and if such knowledge does not qualify him for a technical trade, it will at least make him more efficient as an Air Force Clerk. Nor should specialisation prevent a cadet from learning the elements of other trades. A knowledge of the morse code, for instance, is an asset to an airman whatever his trade, and all cadets should be taught something of the theory of flight, the principles of internal combustion engines, etc.

In view of the necessity for large numbers of Flight-Mechanic/Riggers and Air Crews, every effort should be made to bring as

many cadets as possible up to the standard required for these trades.

A form of certificate for presentation at recruiting centres is being prepared. This form will show the cadet's qualifications and give details of his training and service in the Corps, together with his commanding officer's recommendation for a particular trade. If this form is properly used there should be few complaints about cadets not being able to enter the Air Force, and should any such complaints arise they will be investigated if full particulars are furnished to headquarters.

The lower age limit for entry in all these trades is eighteen. It is important that cadets should volunteer as soon as they are eighteen, and not wait until they receive their calling-up notices. Vacancies vary from month to month, so a cadet who volunteers at the age of eighteen, though he may not immediately be enlisted, will probably have an opportunity of filling one of the vacancies that occur during the following months before he is called up. If he has not been accepted in the R.A.F. by the time he receives his calling-up notice, he may, on registering, again express his preference for the R.A.F.

## APPENDIX I

### Selection of Men for Air Crew Service

Candidates for air crew service are interviewed in the first instance by R.A.F. Interviewing Officers at Combined Recruiting Centres. Only those of the highest standard are eligible to appear later before the Aviation Candidates Selection Board. The lower age limit is 18.

The qualifications expected of candidates for crew duty are:—

- (a) Good education.
- (b) Character and "guts."
- (c) Sound physique.

The standard of education of a candidate for crew employment should be up to that of the School Certificate A or School Certificate B, obtained by passing the examination of one of the following bodies:—

The School Certificate Examination of the Oxford and Cambridge Schools Examination Board,  
Oxford Delegacy for Local Examinations,  
Cambridge Local Examination Syndicate,  
University of Durham,  
University of Bristol,  
Northern Universities Joint Matriculation Board,  
Central Welsh Board,  
The General School Examination of the University of London.

In place of the School Certificate A or B, a candidate should have passed the Matriculation of London University or any other examination which, in the opinion of the Air Ministry, is of equivalent or higher standard.

Further, candidates educated in Scotland or Northern Ireland must, in place of School Certificate A or B, be in possession of a certificate from the Scottish Education Department or of the Ministry of Education for Northern Ireland, showing that they have attained a standard equivalent to that of the School Certificate of the Oxford and Cambridge Schools Examination Board. Candidates educated in the Dominions or elsewhere must be able to satisfy the Air Ministry that they have attained a suitable standard.

Where the standards set out above have not been attained, a case may be given special consideration provided the candidate continued at school up to the age of 16.

A sound knowledge of elementary mathematics (including logarithms and trigonometry) is essential.

*Character, etc.*—For the qualifications under this heading it is impossible to give more than a general guide. The qualities looked for are courage and determination, alertness and keenness, coolness, initiative, and responsibility. It should be established whether the candidate has a strong interest in flying and a real and definite desire to fly and fight in the air.

Consideration is given to general bearing and appearance, as well as to the candidate's school career, with particular regard to O.T.C. and cadet service, positions of leadership in school life and games, as well as to his subsequent civil occupation.

*Physique.*—Physical fitness is determined by medical examination, but attention is paid by the Interviewing Officer to general physical habits, turnouts, tidiness, etc. As regards games played, stress is placed on those of a strenuous nature, e.g., football, boxing, long-distance running, which require physical and moral stamina.

*Morale and Physical Fitness.* — Much useful information is contained in the following memorandum. The memorandum has been prepared with particular regard to the training of air gunners, but it discusses the qualities which should be sought in candidates for crew employment generally.

#### SELECTION AND TRAINING OF AIR GUNNERS

##### *Selection.*

*Selection of the right type of man for training as an air gunner.*—This is obviously fundamentally important, and it should be realised that a very high standard of physique and all-round qualities is required.

*Physical points to look for.*—Clear eye—

quick movement — good chest — nose breather—strong stomach muscles—strong, supple fingers — sense of balance; and by reason of his having to operate his guns in a confined space the small, stocky man is desirable. He should be a keen sportsman (team player and marksman), possessed of energy and stamina.

*Mental attributes required.*—A combination of alertness with steadiness—dependable—prompt in decision—imagination (but not over-developed)—sense of humour—punctual—attentive to detail—power of observation — of good education — all-round interests, with a mechanical bent and a leaning towards swift forms of locomotion.

*Moral qualities.*—Personality, and with determination of mien—high courage — “clean living”—pride in personal appearance—tenacity—liveliness of spirit—fighting and team spirit—initiative.

##### *Training.*

*General.*—A man does not learn simply what he is told: he learns only that part of what he is told in which he is interested. Hence the maintenance of interest is of prime importance.

Training must be as varied as possible, and not unduly prolonged or stereotyped.

*Physical Fitness.*—Physical fitness is essential to combat the ill effects of fatigue on both efficiency and morale. The study of fatigue, how it is caused, what are its results and how it may be counteracted, is a matter of very great importance to every officer and instructor. A fatigued unit, apart from losing efficiency, is, as a rule, one in which discontent prevails, and there is apt to be lowered morale.

It is capacity for resistance, proper distribution of muscular effort, ease of movement, which are the qualities required to be developed by training. All these will be found a great asset in the confined conditions and unusual attitudes in which gunners often have to operate their guns.

Sound lungs should be developed by sprinting, cross-country running, swimming (where it is available), and it is essential that correct breathing exercises should be taught, so that the gunner shall resort instinctively to such breathing when under strain.

Temperance in the use of nicotine should be practised by all flying personnel, as well as temperance in other directions. Excessive consumption of alcohol, mainly brought about by the pernicious habit of “treating,” apart from being against King's Regulations, should be firmly kept within bounds in circumstances where it is permissible. The example of seniors in this respect is of the utmost importance. (Strict orders on moderation in the use of stimulants have, quite wisely, been issued by the German Air

Force High Command, and there is just the same necessity for this observance by our own flying personnel.) "Choose and limit your drinks with the same care as is usual with your food," is a sound injunction. Adequate sleep is equally essential; whatever the cause (lack of sleep or intemperance of any sort), there is no place for the bleary-eyed in the crew of an aircraft. It is no longer an individual's own funeral: it may entail the loss of a whole crew or of a number of aircraft.

The value of team games is very great in the development of team spirit, and is an important factor in the development of morale.

**Requirement.**—Mechanically, the gunner must be as nearly perfect as is humanly possible, so that the movements of hands in the event of stoppages and for loading are as instinctive and subconscious as is walking. In the Machine Gun Corps men were not regarded as efficient until they could strip locks and guns, and correct all stoppages, not only in a strictly limited time, but *blindfold*. This can only be achieved by patient teaching, discipline and constant drill.

**APPENDIX 2**—Notes for the guidance of Squadron Leaders in training cadets for service in the Royal Air Force.

For the following trades, skilled men only are accepted:—Carpenter, clerk (accounting), clerk (general duties), dental mechanic, fitter, metal worker, shoemaker, tailor.

In all other trades, skilled men are accepted in preference to semi-skilled or unskilled men. If sufficient skilled men are not available to fill the vacancies, the vacancies are filled by selecting men suitable for aircrafthands under training in the trade, preference being given to men who have some knowledge of the appropriate civilian trade. The standards required are as indicated hereunder:—

**Aircrafthand, General Duties.**—No special qualifications are required. Men should be of good physique and intelligence. (Elementary education is sufficient.)

**Armourer.**—Men of good education. Preference given to men with some mechanical knowledge.

**Balloon Operator.**—Balloon personnel are divided into many sub-sections, and men such as winch drivers, drivers (petrol), gas workers and fabric workers are especially suitable for this trade.

**Batman.**—Should have had experience in valeting, waiting at table or domestic service.

**Barber.**—Should have had at least one year's experience of the trade, and be capable of hair-cutting.

**Carpenter.**—Must have had at least three

or four years' experience as a carpenter, or in one of the allied trades, such as cabinet-maker, boat-builder.

**Clerk, Accounting.**—Must have a knowledge of accountancy and/or book-keeping. A good general education, with ability to spell and write clearly, is essential. Ability to type is an asset.

**Clerk, General Duties.**—Must have sound clerical experience, including typing. A good general education, with ability to write clearly and spell, is essential. If possible, should be shorthand-typists.

**Clerk under training as Teleprinter Operator.**—Applicants should have had typing experience, and should be of a similar type to that required for clerk (general duties) and clerk (accounting).

**Cook and Butcher.**—Must have had experience as cooks, bakers or butchers.

**Dental Clerk Orderly.**—Men of good education, and of a bright and intelligent type. Ability to type is an asset.

**Dental Mechanic.**—Fully skilled and experienced dental mechanics.

**Driver, Petrol.**—Experienced drivers. Should have passed the Ministry of Transport's driving test or, if holding a driver's licence previous to the introduction of the test, have had at least one year's recent driving experience. (At present must hold heavy goods driving licence.) Licences should be clear of endorsements of a serious nature.

**Electrician.**—Must be a skilled electrician with three or four years' experience in the trade. If possible, should have served an apprenticeship.

**Electrician (under training).**—Men of good general education and of a bright and intelligent type. Preference given to those who have had previous experience, or instruction in electricity or allied subjects at technical institutes.

**Equipment Assistant.**—Men of good general education. Experience in wholesale warehouses or as storekeeper is an asset.

**Fitter.**—Must have had basic training in the trade of fitter. A man who has had at least four years in an engineering shop is the type required.

**Fitter, Armourer.**—Similar to that for Fitter.

**Fitter, Torpedo.**—Similar to that for Fitter

**Flight-Mechanic/Rigger.**—Should, if possible, be men with mechanical experience, and also of good general education. Not all garage hands are suitable, as it is necessary for the applicant to have the intelligence to satisfactorily follow and complete a technical course. A bright and intelligent type, even with no mechanical experience, can be accepted.



*Instrument Repairer.*—Men who have had considerable experience in civil life of such trades as watchmaker, locksmith, electrical and aircraft instrument maker, dental mechanic, silversmith, etc.

*Instrument Repairer.*—Men of good general education, and of a bright and intelligent type. Previous experience in the trade is an asset, but must have a mechanical bent and a liking for fine work.

*Link Trainer Instructor (Visual).*—Selected by Air Ministry from suitable candidates (normally members or ex-members of the Civil Air Guard).

*Machine-Gun Instructor.*—Special enlistments. All applicants have to be interviewed by a technical Armament Officer.

*Medical Orderly.*—Must be men of good general education, and of a bright and intelligent type. If possible, men should be chosen holding a St. John Ambulance Certificate or similar qualification.

*Meteorologist.*—After special selection by Meteorological Section.

*Metal Worker.*—Must have had basic training in one of the metal working trades, i.e. blacksmith, coppersmith, sheet-metal worker, etc.

*Motor-Boat Crew.*—Men with seafaring experience, able to swim.

*Musician.*—By arrangement with Officer Commanding, Central Band, Uxbridge.

*Photographer.*—Must have a good knowledge of photography, and be of an intelligent type.

*Physical Training Instructor.*—Should be experienced physical training instructors, preference being given to those holding diplomas from a recognised Physical Training School. Applicants should be mentally and physically alert and have a personality suitable to the making of an efficient R.A.F. instructor.

*Service Police.*—A good general standard of education, coupled with good physical development.

*Shoemaker.*—Should have had at least three years' experience as a boot and shoe repairer.

*Tailor.*—Should have had at least three years' experience of tailoring.

*Wireless Elect. Mechanic.*—Men with a sound knowledge of a super-heterodyne set and the general principles underlying its action.

*Wireless Operator.*—Great care is exercised in selecting men for training as wireless operator. Secondary education or continuance of study since leaving elementary school is essential. Candidates must be able to spell, and write clearly. Knowledge of wireless and morse is an asset. Unskilled applicants must have a wish for training in the trade.

The following letter from the Admiralty is published for information:—

#### CADETS AND THE FLEET AIR ARM

Sir,

With reference to your recent inquiry, I am commanded by My Lords Commissioners of the Admiralty to inform you that temporary commissions for service in the Fleet Air Arm as Pilot or Observer will in future normally be granted only to persons already enrolled in the Naval Forces as ratings (excluding permanent service ratings) and who have served at sea for at least three months.

2. Persons who desire to enrol in the Navy with a view to earning commissions by service should proceed as follows:—

Provided that they are over the age of 18 and that their age group has not yet been proclaimed as liable for service under the National Service (Armed Forces) Act, they may register their names as desiring to join the Royal Navy or Royal Marines at the nearest Combined Recruiting Centre or Ministry of Labour Employment Exchange, where they will be informed as to the branches of the Service for which recruiting is being carried on from time to time.

3. While some preference is given to volunteers, the exact stage at which entry is possible depends on the general recruiting programme, the numbers to be taken from the National Service age groups, and the number of vacancies in the particular branch into which entry is desired. In some of the small branches there may be a long waiting list. The volunteer, under this scheme, once he has registered his name, need take no further action until he receives instructions from the recruiting authorities, unless in the meantime he becomes liable to register under the National Service (Armed Forces) Act. In that event, he can no longer be accepted as a volunteer, but must register under the Act in accordance with the instructions of the Ministry of Labour, expressing his preference for Naval or Marine service, and stating that he has already had his name recorded as a volunteer for entry into such service.

4. Temporary ratings of all branches of the Royal Navy are eligible for selection for temporary Air Branch commissions. In the event of a candidate being unable to enrol as a rating in the Fleet Air Arm, either owing to the absence of vacancies or otherwise, he should accordingly apply to join another branch of the Royal Navy, e.g. as an Ordinary Seaman, when he will be equally eligible to be considered for selection in due course for training as Pilot or Observer.

I am, Sir, Your obedient servant,  
R. H. A. CARTER.



# NEW ORDERS

No. 136.

20th March, 1940

## Employment of Cadets on R.A.F. Aerodromes

We very much regret to inform squadrons that the Air Ministry do not feel that they can continue to allow cadets to be employed on aerodromes east of a line Perth-Birmingham-Southampton, in view of the danger of enemy air attack.

This ruling will doubtless come as a great disappointment to squadrons over a great part of the country.

Commanding officers of the squadrons concerned will have to use every endeavour to compensate for the loss of touch by persuading the local Royal Air Force stations to help still more with training.

The Air Ministry further state that, with regard to all squadrons, it is clearly not in the best interests of the boys that they should be doing whole-time duties with the Royal Air Force when they should be seeking or engaged in regular employment. Part-time voluntary employment or education may continue at the discretion of the commanding officers west of the line.

These regulations must not be taken as indicating a lack of interest by the Air Ministry; on the contrary, they result from an increasing interest in the boys' welfare and a desire to do the right thing by them.

It is hoped that certain further help regarding training material, etc., will follow. The Secretary of State has assured Marshal of the Royal Air Force Sir John Salmond in the most positive terms that he desires to help and encourage the cadets to the limit of his powers.

No. 137.

20th March, 1940.

## Summer Camps

Several cadet squadrons have recently been in touch with us regarding the possibility of holding summer camps this year.

Since such camps must be far from naval and military establishments, they can only be of *social* value to cadets, and we are of the opinion that the difficulties in obtaining tentage (the Air Ministry regret that they cannot help us in this connection), in camouflaging tents, in the provision of air-raid shelters, etc., make the game not worth the candle.

If camps are privately organised, the

Ministry of Home Security's regulations must be observed. These are briefly as follows:—

- (a) Camps should not be pitched within two miles of any naval, military, or Air Force establishment or munitions works. In this connection the term "establishment" may be regarded as including naval ports and dockyards, aerodromes, large barracks, standing military camps, service depôts and workshops, and large wireless stations. Where possible, sites should be selected at a further distance than two miles.
- (b) Camps to be held in the eastern half of the country should be limited to twenty tents in all, and tents should be camouflaged.
- (c) Camps should not be pitched in close proximity to each other.
- (d) Sites on the east and south-east coast which are particularly exposed should be avoided.

It will be understood that lighting restrictions must always be strictly observed. We should be very pleased to hear from any units who decide to hold a camp this year in spite of the many difficulties to be overcome. Particulars of the necessary camouflage may be obtained from these headquarters.

No. 138.

20th March, 1940.

## Ties

We have much pleasure in advising squadrons that we have now been able to obtain stocks of suitable ties for officers and cadets of the Air Defence Cadet Corps.

The prices of these ties are as follows:—

Officer's tie, 3s. 6d. each, post free;

Cadet's tie, 2s. 0d. each, post free;

and orders for either quality should be sent direct to these headquarters. We should be obliged if quantities could be ordered at a time, and not singly.

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(continued from page 4)

## Dress Regulations

The attention of officers and cadets is again drawn to the paragraph on page 2 under the heading "Dress Regulations." The Air Defence Cadet Corps has a high reputation which is lowered by those members who modify their uniforms to suit their own personal tastes.

## NEWS FROM THE SQUADRONS

Nos. 9F (Islington) and 88 (St. Pancras) Squadrons held a combined church parade at St. George's Church, Tufnell Park, on Sunday, April 21st, with the Mayor of Islington in attendance. Such combined functions foster good feeling among the squadrons, and should be encouraged.

No. 12F (Walthamstow) Squadron had its new headquarters opened by the Lord Lieutenant of Essex, Colonel F. H. D. C. Whitmore. The new headquarters are at what used to be a school, and are very well equipped with lecture room and all other facilities. An entirely new syllabus of training has now been arranged, and cadets may specialise in any subject relating to Air Force work.

No. 21F (Lewisham) Squadron. A boxing contest against Nos. 56 and 92 (Woolwich) Squadrons was held recently at the latter's headquarters. An excellent evening's sport resulted in a win for the Woolwich cadets.

The Lewisham Squadron held a very enjoyable dance at its headquarters on March 9th. His Worship the Mayor of Lewisham and the Mayoress and some two hundred guests were present. The success of this entertainment resulted in the decision to hold a series of dances in April, May and June.

Steady progress is being maintained with general training; the staff has been recently strengthened by additional instructors in mechanical engineering and radio-telegraphy.

Cadets continue to assist at local Balloon and A.R.P. centres. To date, four officers and fourteen cadets have transferred to the regular forces, and the flow is likely to continue.

No. 30 (Cardiff) Squadron has had the honour of being inspected by the King and Queen. Their Majesties displayed a lively interest in the work of the squadron. "You have a very smart turn-out here," said the King. "What are these wings they are wearing?" The squadron leader explained that they were gliding wings, and that every cadet at the camp had gained his "A" certificate for gliding. The Queen, who followed the conversation with interest, looked at the cadets and exclaimed: "Aren't they lovely!"

Nos. 37F and 179 (City of Bristol) Squadrons recently had a visit from Sir Kingsley Wood, former Secretary of State for Air. Although newly registered, No. 179 Squadron has actually been in existence for some time past as the reserve squadron of No. 37F, and its training is well advanced.

No. 48F (Hampstead) Squadron has taken up headquarters at the Fleet Road L.C.C. Institute, where it has comfortable, well-warmed

and lighted accommodation for every kind of training. Mr. Lloyd, the Head of the Institute, has provided instructors in many subjects who have given every possible help at a time when the squadron was very short of officers. The squadron has combined with Nos. 9F, 88, 98, 64 and 120 squadrons in the formation of a London (Northern) Group.

No. 99 (Folkestone) Squadron's new headquarters were opened by Major-General Sir Thomas Marden recently. Among the rooms is "The K. K. Brown Memorial Workshop," in memory of the late Captain K. K. Brown, so well known as an instructor at Lympe and Bekesbourne, and formerly of No. 25 Squadron, R.A.F.

No. 100 (Keighley) Squadron has taken over a former Sunday school for its headquarters. There are engine, lecture, and equipment rooms, an office, rooms for the medical officers and the dentist, a recreation room and library and a tuck shop.

No. 104 (Cambridge) Squadron has its headquarters in a large wooden hangar at Cambridge Aerodrome which was built for the Cambridge University Gliding Club, and is also able to make the fullest use of the lecture rooms, cinema, etc., of that aerodrome. The squadron lost its commanding officer and three other officers at the outbreak of the war, but the instructional staff at the aerodrome came to the rescue, and everything is now going well.

No. 146 (Northwich) Squadron is at full strength, and has a waiting list of thirty. Technical training is given in a large double garage kindly loaned by a local resident. The affiliated R.A.F. station entertained the squadron recently. A model aeroplane club has been formed.

No. 150 (Oxford) Squadron. The squadron's social activities are bringing in the money that was so urgently needed. Six trumpets, two side drums and a bass drum have been purchased to start the squadron band. The squadron has its headquarters now at the Oxford University Air Squadron's premises, which is a great help to training and discipline.

Croydon Wing. Nos. 66 and 97 Squadrons. Headquarters were open every night throughout the winter. A well-equipped engineering workshop was established at headquarters some months ago, and practical training in workshop technique is systematically carried out. Cadets are first given fundamental instruction at the bench, pass on to the dismantling and assembly of automobile engines, and complete the course on an actual aero engine.

A carefully planned syllabus covering aircraft design, theory of flight, ground air-manship, maintenance of aircraft, pilot's duties, navigation, meteorology, wireless, morse, etc., has been laid down, and the instruction is both progressive and intensive. Each week since October last special lectures have been delivered, many of them by outside visitors to headquarters.

Visits to local A.A. batteries, searchlight and sound-locator units, balloon barrage companies and aircraft firms have been made. The squadrons have rendered valuable assistance to three R.A.F. stations, to the local municipal authorities, hospitals and air-raid defence units. Special courses in drill and leadership have been arranged for junior officers and N.C.O.s.

On the social side the squadrons are fortunate in possessing an indefatigable ladies' committee. Several dances have been arranged, and anniversary functions have been held. As a result of the committee's efforts, sufficient funds have been raised to provide the wing with its own band. Table tennis matches have been played with visiting teams, and boxing and football have received their full measure of support during the winter months.

Inter-squadron rivalry is keen, enthusiasm is high and the standard of technical skill and smartness in drill is excellent. The wing is fortunate in having the services of a number of specialist officers with considerable practical experience of the subjects they teach. Not only can this wing claim to be fulfilling the purposes for which the Cadet Corps was formed, but it has also proved a powerful factor in the welfare of the youth of the neighbourhood.

**North Leeds Wing.** Officer Commanding Royal Air Force Training Centre has kindly promised to draw up a schedule of training and promises to send officers and N.C.O.s to assist. Wing has now its own concert party and orchestra. Enthusiasm runs high and the squadrons are conducted with true Yorkshire efficiency.

**No. 131 (Tyneside) Squadron.** Headquarters building has been provided by the Newcastle Corporation at a nominal rent of 10/- weekly. Special buses have been provided for transporting cadets to and from the airport. Vickers Armstrong have provided a machine-gun for instructional purposes. Squadron is now 144 strong.

**No. 34 (Enfield) Squadron** spent Easter at Mr. C. H. Burge's camping ground at Sunbury. The ground consists of seven acres with pavilion and bar and another large hut for accommodation and cooking. A Kronfeld ground trainer has been provided and several of the cadets have had lessons on it, and a demonstration was given by Miss

Brenda Holman-Rowdon, who was one of the first women in this country to obtain her pilot's certificate. Mr. Burge is willing to allow use of the ground to other squadrons on certain conditions. Applications should be made to C. H. Burge, Esq., No. 34 (Enfield) Squadron, Gough Park House, Baker Street, Forty Hill, Enfield, Middlesex.

**No. 132 (Loughborough College School) Squadron.** Like other school squadrons No. 132 is below the average strength, but the training is of a high standard. Special attention has been given to the training of N.C.O.s, who with senior cadets have had sound instruction from Flying Officer Choate of the R.A.F. Cadets have been instructed in the recognition of aircraft and they readily recognise all types of British aircraft, and from silhouettes, those of the Allies and of the enemy. Cadets receive ample physical training as part of the school curriculum, but a certain amount of cadet squad drill is carried out.

### Modelling Activities

The modelling activities of such squadrons as report them are recorded month by month in *The Aero Modeller*. That journal has put up a cup for competition among the squadrons, the award to be made to the squadron getting the best performances with a special model called "The Air Cadet," plans of which have appeared in *The Aero Modeller*. A further award will be made for the best constructed model. Full particulars of the competition will be found in *The Aero Modeller*.

### Sports

The R.A.F. selection committees attach great importance to a good record at games when selecting applicants for air crews, as will be seen on page 6. Squadron leaders should therefore pay great attention to this part of their cadets' training and should try to arrange for frequent fixtures with neighbouring cadet units and other organisations. A football competition has been arranged among some of the London squadrons, and No. 98 (St. Marylebone) squadron has with commendable initiative arranged the holding of track championships at Paddington in June, at which other neighbouring squadrons are invited to compete. The address of No. 98 Squadron is: 36 Cavendish Square, London, W.1.

### Instructional Books

It is not difficult to find books on aviation but to discover just what books are most suitable for a certain course of instruction is not always easy. By far the best publishers of aviation books are Messrs. Pitman of

Parker Street, Kingsway, London, W.C.2. whose list is so long that it should satisfy most of the needs of squadrons. In order to facilitate selection, Messrs. Pitman's, in co-operation with the Air League, are shortly to produce a syllabus of instruction, specifying the books (not necessarily only those published by Pitman's) which are most suitable for instructor and pupil on each course. The syllabus will be published at a very low price and should be of great help to officers.

In the meantime the firm has published two books by Mr. A. C. Kermode, B.A., F.R.Ae.S., M.I.Ae.E., which can be confidently recommended to all. They are *Flight Without Formulae* and *The Aeroplane Structure*, each costing six shillings. Mr. Kermode combines a scientific mind with high literary abilities so that in *Flight Without Formulae* we are introduced to the

elements of aeronautics in a pleasant, lucid style that anyone can understand. There are diagrams and photographs in abundance.

Having learnt what happens to the air when it meets an aeroplane and *vice versa*, we can turn to the second book, *The Aeroplane Structure*, and get a clear idea of how an aeroplane is built and designed. We are shown the problems of the designer and told how he copes with them. Such things as centre of gravity, centre of pressure, distribution of lift, factors of safety, stresses, etc., are dealt with in a delightfully simple manner which leaves the reader with a good understanding of the subject and (this is the hall mark of a good teacher) with a desire to know more.

Both books can be obtained from the bookshops or direct from Pitmans.

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## CORRESPONDENCE

The high postage rates and the shortage of paper impose upon everyone the necessity for economy, and a scheme has been arranged which will save the Cadet Corps many pounds a year. Instead of sending frequent communications to Headquarters, squadrons should write only once a week, enclosing, if necessary, two or three letters in one envelope. In order to ensure a fairly even flow, squadrons should address their letters so as to arrive on the following days:

Nos. 1 to 50 squadrons: Monday

Nos. 51 to 100 squadrons: Tuesday

Nos. 101 to 150 squadrons: Wednesday

Nos. 151 to 200 squadrons: Thursday

Headquarters will communicate with each squadron only once weekly on these days.

This scheme may cause a little inconvenience, but it will be a patriotic gesture at a time when the whole nation must economise, and will result in a definite annual saving of cash both for squadrons and for Headquarters. Really urgent matters can still be dealt with in interim letters.

