

17/6/40

AIR DEFENCE

CADET



CORPS

GAZETTE

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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

No. 9 Vol. I

July, 1940

Price 3d.

1A PALL MALL EAST,
LONDON, S.W.1.
17th June, 1940.

SIR,

I write on behalf of the 193 Squadrons of the Air Defence Cadet Corps, representing about 20,000 officers and cadets, to say that we stand firm behind you and that the struggle must be continued until victory has been won.

Every one of our cadets eagerly watches the calendar for the day they can play their part in the defence of the country.

I have the honour to be, Sir,

Your obedient Servant,

C. F. GORDON,
Squadron Leader.
Secretary.
Air Defence Cadet Corps.

The Prime Minister,
10 Downing Street,
Whitehall, London, S.W.1.

10 DOWNING STREET,
WHITEHALL.
20th June, 1940.

DEAR SIR,

I am desired by the Prime Minister to acknowledge the receipt of your letter of the 17th June written on behalf of the 193 Squadrons of the Air Defence Cadet Corps.

Mr. Churchill is glad to receive this evidence of the determination of the Cadet Corps to prepare to play their part in the war. He has no doubt that the training given in the Corps will fit its members when the time comes for them to serve to give service worthy of the high traditions and standards of the Royal Air Force.

The Secretary,
Air Defence Cadet Corps.

Yours very truly,
ANTHONY BEVIN.

AN AIRMAN TO HIS MOTHER

The following is reproduced with acknowledgments to "The Times"

Among the personal belongings of a young R.A.F. pilot in a Bomber Squadron who was recently reported "Missing, believed killed," was a letter to his mother—to be sent to her if he were killed.

"This letter was perhaps the most amazing one I have ever read; simple and direct in its wording, but splendid and uplifting in its outlook," says the young officer's station commander. "It was inevitable that I should read it—in fact he must have intended this, for it was left open in order that I might be certain that no prohibited information was disclosed.

"I sent the letter to the bereaved mother, and asked her whether I might publish it anonymously, as I feel its contents may bring comfort to other mothers, and that everyone in our country may feel proud to read of the sentiments which support 'an average airman' in the execution of his present arduous duties. I have received the mother's permission, and I hope this letter may be read by the greatest possible number of our countrymen at home and abroad."

TEXT OF THE LETTER

Dearest Mother,—Though I feel no premonition at all, events are moving rapidly, and I have instructed that this letter be forwarded to you should I fail to return from one of the raids which we shall shortly be called upon to undertake. You must hope on for a month, but at the end of that time you must accept the fact that I have handed my task over to the extremely capable hands of my comrades of the Royal Air Force, as so many splendid fellows have already done.

First, it will comfort you to know that my role in this war has been of the greatest importance. Our patrols far out over the North Sea have helped to keep the trade routes clear for our convoys and supply ships, and on one occasion our information was instrumental in saving the lives of the men in a crippled lighthouse relief ship. Though it will be difficult for you, you will disappoint me if you do not at least try to accept the facts dispassionately, for I shall have done my duty to the utmost of my ability. No man can do more, and no one calling himself a man could do less.

I have always admired your amazing courage in the face of continual setbacks; in the way you have given me as good an education and background as anyone in the country; and always kept up appearances without ever losing faith in the future. My death would not mean

that your struggle has been in vain. Far from it. It means that your sacrifice is as great as mine. Those who serve England must expect nothing from her; we debase ourselves if we regard our country as merely a place in which to eat and sleep.

History resounds with illustrious names who have given all, yet their sacrifice has resulted in the British Empire, where there is a measure of peace, justice, and freedom for all, and where a higher standard of civilization has evolved, and is still evolving, than anywhere else. But this is not only concerning our own land. Today we are faced with the greatest organised challenge to Christianity and civilisation that the world has ever seen, and I count myself lucky and honoured to be the right age and fully trained to throw my full weight into the scale. For this I have to thank you. Yet there is more work for you to do. The home front will still have to stand united for years after the war is won. For all that can be said against it, I still maintain that this war is a very good thing; every individual is having the chance to give and dare all for his principle like the martyrs of old. However long the time may be, one thing can never be altered—I shall have lived and died an Englishman. Nothing else matters one jot, nor can anything ever change it.

You must not grieve for me, for if you really believe in religion and all that it entails that would be hypocrisy. I have no fear of death; only a queer elation. . . . I would have it no other way. The universe is so vast and so ageless that the life of one man can only be justified by the measure of his sacrifice. We are sent to this world to acquire a personality and a character to take with us that can never be taken from us. Those who just eat and sleep, prosper and procreate, are no better than animals if all their lives they are at peace.

I firmly and absolutely believe that evil things are sent into the world to try us; they are sent deliberately by our Creator to test our metal because He knows what is good for us. The Bible is full of cases where the easy way out has been discarded for moral principles.

I count myself fortunate in that I have seen the whole country and known men of every calling. But with the final test of war I consider my character fully developed. Thus at my early age my earthly mission is already fulfilled, and I am prepared to die with just one regret, and one only—that I could not devote myself to making your declining years more happy by being with you; but you will live in peace and freedom and I shall have directly contributed to that, so here again my life will not have been in vain.

Your loving Son,



NOTICES

Officers and Cadets Joining Services

A return should be rendered to headquarters by all squadrons on September 4th next showing how many cadet officers and cadets have joined the Army, Navy, and Royal Air Force since the beginning of the war. Nil returns should also be rendered.

Wireless Operators

The following letter from the Air Ministry is published for information:

Sir,—I am commanded by the Air Council to inform you that it has been brought to their attention that only a small proportion of the recruits who are entered in the Royal Air Force for training in the trade of wireless operator have any knowledge of Morse, and that this deficiency in the basic knowledge of the trainees leads to a large proportion of failures on the intensive courses of instruction which are held for training men in this trade.

It has been pointed out that Morse is one of the subjects in which training may be provided in Air Defence Squadrons, and it has been observed that some of the recruits who have a knowledge of the subject have gained it in this way. The knowledge possessed by these trainees has proved most useful, and the Council would be glad if the Air League would cause stress to be laid on the importance of this subject and arrange that Cadets who desire to become Wireless Operators should be encouraged to attain a good standard of proficiency with a view to facilitating their training in the event of their subsequent entry in the Royal Air Force in that capacity.

Owing to the pressure of the training organisation of the Royal Air Force it is not possible to make available service instructors for this purpose, but it is suggested that it may be possible to obtain the services of retired Post Office Telegraphists to assist in such work.

I am, Sir,

Your obedient Servant,

CHARLES EVANS.

Local Education Authorities

Squadrons short of technical instructors should get in touch with their local education authorities. The Board of Education have instructed their authorities to assist us where possible. In the L.C.C. area evening institutes have, in several cases, been of the very greatest assistance.

Munitions Production

Technical colleges all over the country are now engaged on munitions production, and as they depend on voluntary labour, many institutions are finding it difficult to obtain the necessary man power. Squadrons may be able to be of considerable assistance in this respect.

A report from the Principal of the Croydon Polytechnic, where cadets are employed in this way, ends up with these words: "In my capacity as Principal of this college, I cannot speak too highly of the help received from the cadets, and it has placed us in the first rank as regards production."

Publications

The following are being sent out to squadrons with this Gazette:

1 copy of R.A.F. Drill, Part II (Drill with Arms).

10 copies of a certificate of service (see May, 1940, Gazette, page 5), to be filled in and taken by cadets when applying for enlistment. Further copies are obtainable from Headquarters.

A new edition of Rules and Regulations and a Syllabus of Training Manual will be sent to all squadrons shortly.

Drill Manual

The new edition of the A.D.C.C. Manual of Drill, Physical Training and Boxing, incorporating drill formation in threes, is now ready and may be bought from Headquarters. Price 1s. 6d. each.

Local Defence Volunteers

On the formation of the Local Defence Volunteers, A.D.C.C. Headquarters offered to assist them in any way possible, and squadrons were circularised to that effect. In a large number of cases squadrons were able to render valuable assistance.

As was only to be expected, difficulties of various sorts have arisen. The War Office have informed us that they are proposing to put the A.D.C.C. on the same footing as the O.T.C.s with regard to their work with the L.D.V. We have informed the War Office that we are very anxious that members of the A.D.C.C. shall not be absorbed into the L.D.V. If this happened, we should lose many of our senior cadets. They are endeavouring to arrange, therefore, that cadets of 17 and over may join the L.D.V., but that they will work together under their officers.

With the agreement of the local L.D.V. authorities, it should be possible to arrange that L.D.V. duties do not clash unduly with A.D.C.C. duties. Cadets who join the L.D.V. will be covered as regards war risks in the same way as members of the L.D.V.

Arrangements will have to be made locally, and these Headquarters cannot interfere in any way with the arrangements which may be made in different localities. All problems must be settled by squadron commanders and committees with their L.D.V. authorities.

Administrative Officers required by the Royal Air Force

The R.A.F. requires a number of officers for employment on administrative ground duties. Immediate commissions in the R.A.F.V.R. will be granted for the duration of hostilities to suitable applicants between the ages of 32 and 50 years. Applications are invited from persons with previous commissioned service in the Forces or with administrative and managerial experience in civil life, preferably with some knowledge of Service procedure. Previous flying experience will also be an advantage. A high standard of education, character and personality is required in addition to the experience indicated.

Selected applicants will be required to attend in due course before Selection and Medical Boards in London, and successful candidates will be posted for duty with the R.A.F. at home or abroad as vacancies occur, possibly at short notice. Appointments will be in the rank of Pilot Officer on probation carrying a rate of pay of £215 per annum plus allowances.

Candidates should apply at once, in writing, to the Air Ministry, S.7 (e)/5 Adastral House, Kingsway. Personal calls and telephone enquiries should be avoided.

Wearing of Uniform

A number of cases have been reported of officers wearing cadet uniform when not on duty. The order in the Rules and Regulations, which applies to both officers and cadets, is quite clear. It states: "Uniform or equipment will be worn when attending a duly authorised meeting or parade, or when ordered by the Commanding Officer." Will committees and Commanding Officers please see that this order is strictly adhered to?

Wearing of Uniform on Enlistment

Cadets presenting themselves at a recruiting office for enlistment into the R.A.F. should wear Cadet uniform and take with them a discharge certificate completed by their Commanding Officer.

Officers' Commissions

Will local committees kindly notify these Headquarters as soon as an officer ceases duty? The reason for cessation of duty should be stated. It should also be stated if he is away temporarily and if it is desired that he should retain his cadet commission pending his return.

Officers' Identity Certificates

Committees should supply each officer with a certificate, signed by the Chairman, stating that he is entitled to wear his Cadet uniform when employed on Cadet duty. A passport photograph should, in each case, be attached to the certificate.

Rifles and Small Arms

A large number of squadrons have made arrangements with local rifle clubs for their cadets to use their ranges, and in most cases rifles are also loaned. It is hoped that squadrons who have not already made such arrangements will do their best to get the use of a range.

.22 ammunition can be obtained from the Society of Miniature Rifle Clubs, 23 Water Lane, Ludgate Hill, London, E.C.4.

No small arms are available for issue to the A.D.C.C., and squadrons must make such arrangements as they can for instruction by local troops.

R.A.F. Material

If any squadrons have been given any material that they cannot use, would they kindly inform these headquarters so that it may be re-allotted to another unit?

Engine Tools

There is a temporary shortage of engine tools. Squadrons should do what they can to obtain suitable tools locally—they will, of course, be notified as soon as supplies become available. Sets of box and flat spanners can be bought through these Headquarters at 6s. 11d. and 7s. 9d. respectively, postage extra.

Technical Instructors

In the event of any of the Technical Instructors who are giving their services in any capacity to the A.D.C.C. being called upon by the Ministry of Labour for munition work to take up full-time factory employment, they should write to the Directorate of Aircraft Production, Ministry of Labour, Millbank, S.W.1, and state that they are Instructors in the A.D.C.C. Arrangements will be made by this Department so far as possible for them to be employed at such times and places as will interfere as little as possible with their work with the A.D.C.C.

Local Recruiting Office

Squadron commanders should *keep in close touch* with their nearest R.A.F. Recruiting Office, where they can obtain all the necessary information on how to join the service and in what trades, etc.

Bands

The Premier Drum Co., Ltd., Premier House, Golden Square, London, W.1, offer free of charge to any squadron that wants one, a 64-page guide on the formation of drum and bugle or trumpet, and drum and flute bands. This guide gives the fullest instructions to enable a band to be on parade in six weeks from the day they start. Squadrons interested should write to the Premier Drum Co. direct.

Bands formed by Squadrons will be composed of cadets only.

(continued on page 11)

NEW ORDERS

No. 140.

29th May, 1940.

Waiting Lists

It is left to squadrons to take on to their strength their waiting list if they wish to do so, but this must be governed entirely by whether the extra cadets can be given the necessary *technical instruction* as laid down by the Air Defence Cadet Corps. It is no good taking on one extra boy if this cannot be given.

Committees should not apply to register another squadron.

Where—due to expense—the extra cadets cannot be put into uniform, an armet of the same colour as the uniform should be worn on the left arm, to which will be sewn the Corps' cloth arm badge. The greatest care must be taken that any extra expense incurred is covered by local funds.

This is no time to turn away the right type of keen boy.

No. 141.

29th May, 1940.

Employment of Cadets at Aerodromes

The following is the text of a letter sent by the Air Ministry to every R.A.F. Command and Group in the country:

S.58109/S.7/(f). 18th May, 1940.

"I am commanded by the Air Council to refer to their letter of the 7th March, 1940, in regard to the employment of Air Defence Cadets at Royal Air Force stations. As it is understood that uncertainty exists whether the total prohibition of employment at stations "East of the Line" precludes instructional visits by Cadets to their affiliated Air Force units under the arrangements approved in A.M.O. 157/39, the Council wish to make it plain that there is no reason why instructional visits and other activities outlined in paragraph 4 of that order should not continue in all areas so far as Service needs will allow.

"The Air Council have also had before them representations in regard to the difficulties which arise when Royal Air Force units move from their pre-war stations and the Cadet Squadrons affiliated to them are therefore deprived of their previous facilities for co-operation. The Air Council do not consider that in such cases the affiliation should be cancelled, as in the interests of *esprit de corps* it is desirable that an affiliation between a Cadet unit and a R.A.F. unit, once established, should be permanent; but when, through war conditions, its operation has to be temporarily suspended, it is suggested that the Commander of the Air Force station nearest to a Cadet unit thereby affected should continue the policy of co-operation and assistance provided for in paragraph 4 of A.M.O. A.157/39 so far as opportunities permit.

"The Air Council appreciate that under war conditions the occasions for contact between Cadet units and Royal Air Force units will in many cases be neither frequent nor extensive. Commanding Officers have full discretion in these matters, and are empowered to suspend at short notice any arrangements for co-operation with Cadet Squadrons."

It is stressed that only by close personal contact between cadet squadrons and R.A.F. units can the full benefit of this concession be obtained. It is generally advisable to write and ask for an interview with the Station Commander. If a cadet officer goes, he should go in uniform. Whether the approach is made by a member of the committee or by the O.C. Squadron must be left to the local committee to decide. All things being equal, it is recommended that the O.C. Squadron should be left to make the arrangements.

AIRFRAMES, TOOLS, ETC.

Engines, airframes, tools, etc., are naturally in great demand. Considerable difficulty has been experienced in getting sufficient supplies, especially of the two latter items, from the R.A.F.

In some cases squadrons have been able to get parts of crashed or unserviceable aircraft for instructional purposes from a nearby R.A.F. station. A.M.O. A.157 dated 27.4.39 covers such issues. In other cases, some squadrons have either made, borrowed, or begged material of considerable instructional value from local aircraft firms and garages.

Squadrons must fend for themselves as much as possible. Personal contact by the Squadron Commander with local Air Force stations, aircraft firms, etc., has proved very successful in some cases. Squadrons wishing to buy sets of box or flat spanners, suitable for Jaguar engines, can do so through these Headquarters.

The Royal Air Force is, of course, extremely busy, and consideration and tact must be exercised in the method of approach.

These Headquarters should be informed of any material obtained from R.A.F. sources, as the Air Ministry have instructed that a record of everything given to the A.D.C.C. shall be kept.

No. 142.

29th May, 1940.

Air Crew Volunteers

The Air Ministry have recently been calling for air crew volunteers.

Some squadrons have already started specialised training for air crew duties. It is urged that all cadets of 17 or over who would like to join air crews and who have the necessary qualifications (these are laid down in the May

Gazette, pages 5 and 6) should carry out intensive specialist training for these duties.

The A.D.C.C. can prove of great assistance to the Royal Air Force in this way.

No. 143.

20th June, 1940.

Local Defence Volunteers

I give below the text of a letter received to-day from the War Office on the subject of co-operation with the Local Defence Volunteers:

"I am directed to reply to your letter of the 7th instant, addressed to the Ministry of Home Security, and to thank you for your offer of assistance in the present emergency.

"I am to say that the approval of the Military Area Commander in whose areas your Squadrons are, should first be obtained, and that where forthcoming, an Air Cadet Squadron may enrol as a unit under its own leaders in the local company of the Local Defence Volunteers, but the ultimate decision as to whether an Air Defence Cadet unit can be so incorporated rests with the Local Defence Volunteers' Commander concerned.

"Every boy to be enrolled in the Local Defence Volunteers must be a British subject and be at least 17 years of age and, if a minor, the consent of parent or guardian is necessary."

Reference: 9/Cadets/580 (T.A.1.), 19.6.40.

Would all squadrons please take the necessary action in connection with the above?

Air Cadet Commissions

Outstanding air cadets of 17½ or over may be recommended for commissions as acting cadet pilot officers. Recommendations will be sent in in the usual way. Only cadets of outstanding character and capabilities should be recommended. The number of such commissions will be limited to one per two flights.

Leading Aircraftsman

A Leading Aircraftsman badge has been instituted. This badge will only be worn by a cadet after he has passed the L.A.C. Trade Test as laid down in the new Syllabus of Training.

No. 144.

25th June, 1940.

Wireless Operators

The Royal Air Force is in urgent need of wireless operators. They will accept for immediate enlistment boys of 17½ and upwards who can send and receive 20 words a minute on the buzzer. They will be enlisted as A.C.2 Wireless Operator for ground duties, and not as air crews, but opportunities to volunteer for air crew work will be favourably considered.

The chances of advancement in the Service are rapid. No educational standard is laid down, but boys must be moderately well educated; the medical category is not important.

The Air Ministry require the following information at once:

- (1) How many Cadets of 17½ and upwards are available for immediate enlistment.
- (2) What the output per month of future candidates will be.

Kindly forward this information to these Headquarters at the earliest possible moment.

This is a real opportunity for the Cadet Corps to help the Royal Air Force, and it is hoped that as many volunteers as possible will be forthcoming.

Wireless Instructors

The Air Ministry is also in urgent need of trained wireless instructors. 55 is the maximum age limit. Applicants should apply direct to the Air Ministry, London, W.C.2, stating their qualifications.

Training by A.D.C.C. Squadrons for men attested in the Royal Air Force before actual calling up.

The Air Ministry have asked us to give technical training and training in drill and discipline to men who have been attested and are waiting to be called up.

Will any squadrons who can do this kindly communicate with these Headquarters without delay and state what facilities exist?

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).

NEWS FROM THE SQUADRONS

Nos. 1F. and 51 (City of Leicester) Squadrons. The social side of the squadrons is now in full swing. This includes boxing, with an old professional as instructor, cricket, tennis, swimming, cycling, football, and all field sports. We leave the arrangements in the hands of the N.C.O.s, who then report to the commanding officer for his approval.

We have been very fortunate in obtaining the services of a young cadet whose knowledge of wireless is somewhat unusual. He has now installed in our headquarters all the material for a transmitting and receiving station, which happen to be his own materials and which he had registered as a transmitting and receiving station.

No. 9F (Islington) Squadron. Forty-two cadets with their officers went to camp on the Earl of Strafford's estate at Hadley for the Whitsun holiday. This proved highly successful, and included ordinary routine work, church parade at Hadley Parish Church and field manoeuvres.

No. 21F (Lewisham) Squadron. Through the courtesy of the Lewisham Rifle Club, cadets under their squadron officers attend at the club every Tuesday evening for rifle practice. The club's instructors are rendering valuable aid, and excellent progress in the training of our youths has already been achieved.

The competitive examination for entry of aircraft apprentices into the Royal Air Force took place by kind permission of Clark's College at their premises, Bromley Road, Catford, on June 4th. Four cadets were nominated from this squadron.

The final dance of the season was held at headquarters on June 1st. There was a good attendance, and the financial result of this and the two previous dances is very satisfactory.

Transfers to the fighting services continue at a steady pace. Our record to date is two committee members, five officers, and nineteen cadets. The resulting vacancies have been filled, and the waiting list of some two hundred applicants for cadetships could be extended appreciably; no opportunity is lost of advising the steady stream of applicants, of the right age, how best they can serve their country pending absorption into the squadron.

No. 33F (Battersea) Squadron paraded at Chatham Hall on Empire Day and marched to Clapham Common, where they were inspected by the hon. Wing Commander, H. W. J. Miles, and the Mayor of Battersea, accompanied by the M.P.s for North and South Battersea, and others. The cadets were congratulated on their good marching.

No. 38F Perth (3rd Scottish) Squadron. Our squadron continues to flourish despite the loss of most of our officers who are now on active

service. C/Squadron Leader Carr, D.F.C. left us last month for duty in another land, and his place has been taken by Flying Officer Eric Bradley, R.A.F. W.O. Geddes has been promoted C/Flight Lieutenant and Adjutant, and several gentlemen are being commissioned to take over flights. The squadron has been issued with an air engine, but due to lack of accommodation this is, meantime, stored in a garage. We are holding a "Cadet Air Day" during the latter part of June, when we hope to be inspected by a senior officer of the R.A.F. or a high official of the Cadet Corps. Every effort to make "our day" a success will be made, and the programme will carry, in addition to the inspection, such items as gymnastic display, sports, cricket match, display of air models, showing of engine, etc., and parents and others will be asked to help.

Through the willing co-operation of the Boys' Brigade, we are holding a camp near one of Perthshire's lovely towns. The Brigade are lending us tents, equipment, etc., and we are looking forward to our first time under canvas. This takes place during the second week in July.

No. 43F King's Lynn Squadron. The annual statement of accounts shows a balance of £230, which roughly represents the proceeds of a fete, whist drives, dances, etc. The squadron's expenditure during the year amounted to £320.

Lord Romney, the original squadron leader, is now on active service, but the squadron, under the command of Mr. C. A. Freestone, one of the original officers, is proceeding with its training. The cadets are given opportunities of specialising in three trades—engine fitters, wireless operators and practical electricians. The ladies' committee has been indefatigable in organising money-raising events for the squadron.

Nos. 52 and 168 Squadrons (North Leeds Wing). Progress of the above wing continues. A course of action consequent on the mapping-out of a workable syllabus is going ahead strongly. Cadets are now feeling assured of a great interest and education in air-lore. Each is graded into an elementary or advanced class as a component of a complete series of lectures in airmanship, engineering, navigation, wireless and physical training. Model-making takes its part in a planned system of educational recreation.

This curriculum has been made possible by the use of the new Headquarters, which is large enough to house all these amenities of work and sport. But these Headquarters have not been easily acquired. The conversion of a derelict building to a habitable and comfortable rendezvous complete with billiard-room, messes and splendid library, has only been

made possible by tremendous effort on the part of officers and cadets, ably led by Wing Commander Barr, and the kind-heartedness of the many parents and friends of the wing. As an example of this, one parent, in business as a very high-class decorator, has tastefully decorated nearly half the rooms entirely free, and has given invaluable help in an advisory capacity. The wing is justifiably proud of its effort.

On the social side we have again been industrious and fortunate. We have had two splendid concerts and suppers, where the entertainment was ably provided by the wing's own concert party. Surely they would not be misnamed "Kealey's Komets"? Then there was the evening when R. Hinchcliffe, the assistant Secretary of the Yorkshire Gliding Club, ably assisted by Councillor Hodgson and Mr. Tindall at the lantern, gave us such a splendid talk on "Gliding."

All this has been made possible by the acquisition of our new Headquarters which, complete in its new coat of bright blue paint outside and brand new decorations inside, is the attraction and talk of the city.

No. 55 (Woodford, Cheshire) Squadron headed the civic procession when the Chairman of the Hazel Grove and Bramhall Urban District Council (Councillor T. Prescott, J.P.) attended service at the Wesley Street Methodist Church, Hazel Grove. The cadets paraded their full strength under the command of C/Squadron Leader Ashworth, and others present were C/Flight Lieut. C. Price (Adjutant), C/Flight Lieut. J. F. Andrew, C/Flight Lieut. C. N. Glidewell, and C/P.O. A. Dean.

At a meeting of the Organising Committee, it was reported that the local Council's representatives were Councillors J. Gosling (Mount Pleasant), J. H. Hallworth, and B. Robinson, and the Chairman (Dr. Merrin) extended a welcome to the new members.

C/Flight Lieut. C. Price has been granted a commission in the Royal Air Force.

Nos. 56 and 92 (Borough of Woolwich) Squadrons. In spite of the fact that C/Squadron Leader O. H. Furlong, together with five other officers, are serving with the R.A.F., continued progress is being made by the Woolwich squadrons.

Cadets have every facility to receive from their own officers instruction in rigging, fitting, signalling, model-making, etc. In addition, arrangements have recently been made for instruction to be given in first-aid and anti-gas by fully qualified Red Cross officials. Examinations in all subjects are held from time to time and show a very high standard of efficiency. At headquarters the cadets are fortunate in having a well-equipped canteen, billiards-room, table tennis and other amenities. A mess has been provided for N.C.O.s.

On Sunday, June 9th, the squadrons' standards—generously presented by the Rotary Clubs of Woolwich and Eltham—were dedicated at the Cadets' Church (the Parish Church of St. Mary, Woolwich) by the Lord Bishop of Woolwich. The service was conducted by the Hon. Chaplain of the Corps (the Rev. C. K. N. Bardsley, Rector of Woolwich), assisted by Capt. the Rev. Victor Pike, Garrison Chaplain, and in the course of the service the Bishop himself gave the cadets a most stirring address.

Earlier in the afternoon Squadron Leader C. F. Gordon visited headquarters and expressed his entire satisfaction with the manner in which the squadrons were being conducted.

The squadrons' standards are being lodged in the cadets' church, and will be used on all ceremonial occasions.

In conclusion, the composite squadron is pleased to report that new recruits are still being enrolled, and they look forward to maintaining their progress under Acting C/Squadron Leader C. R. Gooding, their new commanding officer.

No. 57 (Potters Bar and Northaw) Squadron. This squadron was registered on February 9th, 1939, and in spite of difficulties and set-backs, has continued to grow. Mr. Dixon, the first C.O., went abroad in the early spring, and was succeeded by Mr. Bennett, with Mr. Hamilton as adjutant. The outbreak of war robbed it of all executive officers except Mr. Battersby, who has been carrying on with very little assistance until now.

Until the end of July parades were held at Parkfield School, where use was made of the well-equipped gymnasium for P.T., and instruction was given in signalling, first-aid, and various aspects of flying by experts in all these subjects. The squadron was affiliated to a regular R.A.F. squadron, with whom contact was made, and who promised to interest themselves and send lecturers, etc. Visits to the aerodrome were prevented by bad weather and the war. The headquarters originally considered proved unsuitable, so a large garage with rooms and flat above was rented in July. This is gradually being furnished and equipped. Mr. Battersby has kindly presented a 4½ in. lathe, and the Air Ministry has given an aero engine and other equipment, and an aeroplane has been promised.

Squadron Leader Pike has interested himself in the boys' work to equip the squadron. He visited it, and has arranged for lectures by experts. Parties of cadets have tried to make themselves useful at a local aerodrome since the war. The black-out, severe weather, cadets working overtime, and Parkfield School not being available until December have all added to the difficulties of carrying on, as well as the lack of officers, which it is hoped is now being overcome as two gentlemen who are prevented from offering themselves for military service

are interesting themselves in the squadron and have accepted commissions and are now devoting the whole of their spare time to the interests of the boys.

No. 80 (Bolton) Squadron. It is with regret that we beg to report that Cadet Johnson, of the above squadron, was drowned whilst swimming a few days ago. A wreath and letter of condolence was sent by the officers, and a guard of honour was formed at the funeral. The guard of honour, in full uniform, accompanied the hearse to the graveside, where the Last Post was sounded. Tribute was paid, by the relatives, to the very reverent way the cadets did their duty.

System at headquarters has been very disorganised of late. Guards, orderlies, and messengers have been on duty every day in the week, and their services have been highly commended.

We hope later to give you good news of an art competition we have arranged. We expect big things from this, and hope to find some marvellous fighter designs and designers.

No. 87 (Collyer's School) Squadron. The squadron has been fortunate enough to obtain the services of old boys of the school and of a parent as instructors in engineering and model aeroplane making. This has greatly helped to atone for the loss of the services of one of our officers who is now in the R.A.F. The numbers of the squadron are higher than ever before owing to the establishment of an additional flight for cadets to enter as they leave school.

Instruction is being given in first-aid, radio, engineering, signalling and air navigation; the model-making section has recently exhibited its models, both on the ground and in the air, to parents assembled for the annual Founders' Day.

Warrant Officer and Flight Sergeants are now fully capable of training recruits in drill, and senior cadets are instructing others in first-aid.

No. 88 (St. Pancras) Squadron. At the request of the Commanding Officer of No. 54 (Eastbourne Squadron) A.D.C.C., one of their Flight Sergeants, C/Sergeant Attwood, attended all parades with No. 88 (St. Pancras) Squadron in London during his two weeks' holiday. This was a very excellent form of liaison between Squadrons, and it is our intention to foster this idea as much as possible in the future. In return, a Flight Lieutenant of No. 88 (St. Pancras) Squadron, C/Flight Lieut. S. C. Elgar, will be in Eastbourne shortly, and has been given a letter addressed to the Commanding Officer of the Eastbourne Squadron asking if he may visit the squadron at work.

No. 99 (Folkestone) 1st Cinque Ports Squadron. The expected blow has fallen, and about half our cadets are now in South Wales (in a castle,

I believe'), and fortunately in charge of C/Flight Lieut Howard (P.T. Instructor of the Harvey Grammar School), who will endeavour to keep alive the spirit of No. 99 and to carry on training to the best of his ability in difficult conditions.

While Mr. Howard remains as acting O.C. to No. 99 Squadron, my Committee has appointed C/Flight Lieut. H. Morton as acting O.C. of the H.Q. Section, and we will carry on as well as increasingly difficult conditions permit.

Though the evacuated cadets will be expected to maintain their uniform payments, it is doubtful if we can expect them to continue their subscriptions, so our income may be reduced thereby. We have, however, sufficient cash in hand to carry us through this year without, we hope, drawing on our banked reserve of £150.

No. 119 (Scunthorpe) Squadron. The squadron standard was dedicated and presented on April 28th last at one of the largest parades ever held in the town. The squadron, headed by an R.A.F. band, was accompanied by visiting flights of cadets from the 103rd (Doncaster) and 141st (Boston) Squadrons, and detachments of Royal Artillery and R.A.S.C.

The Dedication Service was taken by the Bishop of Lincoln at a special service held in Frodingham Church. After the church parade the squadron, with accompanying detachments, marched to the Appleby-Frodingham Works sports ground, where the cadets were inspected by Air Vice-Marshal B. E. Sutton, C.B., D.S.O., O.B.E., accompanied by the Mayor of Scunthorpe. Air Vice-Marshal Sutton then presented the standard to Squadron Leader H. Hercock, the ceremony being concluded by Trooping the Colour and March Past.

At a luncheon held after the parade, which was attended by the Bishop of Lincoln and Air Vice-Marshal Sutton, a cheque for £58 was presented by Mr. W. J. Brooke, J.P., Joint Managing Director of Messrs. John Lysaght, Ltd., on behalf of the Lincolnshire Ironmasters' Association, of which he is chairman; this cheque was to cover the cost of the recently acquired band instruments.

The squadron now has its own headquarters, and the cadets have had courses of lectures on Air Navigation, Rigging, Engine-Fitting, First-Aid and Air Raid Precautions.

C/Squadron Leader J. B. R. Brooke was called up on the outbreak of war, and since then three other officers and fourteen cadets have joined the Royal Air Force.

No. 150 (1st Oxford) Squadron. Since the squadron moved into the premises of the Oxford University Air Squadron and has been able to make full use of the equipment there, training has been extended and progress has been rapid. And the quarters are so ample that our new band can practise without making

life unbearable for the rest of us. The Territorial Association has kindly allowed us the use of an adjoining miniature rifle range.

Our first step after the winter was to revise the rolls and weed out the irregulars and absentees. Recruits have been selected with considerable care, and particular attention has been paid to relations with other organisations. If an applicant has recently left a similar organisation he is required to bring a note of goodwill from its commanding officer. All recruits have also passed a medical examination; Dr. Nicholls has kindly given his services to the squadron for this purpose.

After a winter spent mainly on theoretical lectures on engineering, wireless, etc. (including a most valuable and interesting course on air navigation by Mr. G. Goodhew, manager of General Aircraft at Kidlington), we have concentrated on the practical side. Mr. Langdale, our chief engines instructor, has assigned squads to work on five engines for stripping and reassembling, and his scheme of work has been inspected and approved by the Station Engineer Officer, R.A.F., Abingdon. The Abingdon Station Commander has provided a sergeant instructor once a week for armament instruction, and another for a course in R.A.F. navigation (plotting courses, etc.). The squadron is extremely grateful for the help and interest of the Abingdon Station; Group Captains Cochrane and Massey have visited the squadron and conducted an informal inspection, and have given valuable advice on many points. Group Captain Cochrane also gave a lecture to the squadron on the history and work of the R.A.F.; it was a fascinating and inspiring talk. In addition, all cadets have been put through an elementary course in signals (morse and semaphore), and an advanced signals class has been formed. Recruits, as they join, are put through an anti-gas course, and an aero-modelling class has started operations under the expert supervision of Professor H. H. Price, the vice-chairman of the committee. Weekly drill parades are held on Sunday mornings.

No. 156 (Kidderminster) Squadron paid a visit to an Air Force Station. The squadron marched to the railway station, headed by the Kidderminster Military Band.

Arriving at their destination, the cadets were inspected by a senior R.A.F. officer, who expressed warm commendation of their smartness and general bearing.

After the march past the cadets were shown various items of interest in connection with their training, and were entertained to refreshments before returning to the railway station.

Officers of the squadron and guests were entertained in the officers' mess after the inspection. They included Alderman E. G. Eddy (president) and Mrs. Eddy, Mr. C. B. Kempson (chairman of the committee) and

Mrs. Kempson, Mr. R. L. Brinton (honorary secretary) and Mrs. Brinton, Mrs. D. A. Campbell, Mrs. Martin and Miss Martin.

As the cadets marched through the streets of the town on the return journey they attracted considerable attention. The squadron was at full strength, and with officers and N.C.O.s the number on parade was over a hundred.

Before the parade dismissed at George Street the President gave a short address expressing his pleasure at the good turn-out.

Nos. 166, 177 and 182 (Manchester) Squadrons. The first camp of the Manchester Wing was held at Abergele, North Wales, from May 11th to 18th. Owing to the war and the consequent difficulties with camp equipment, it was decided to take over an existing hutment camp. Our strength was 20 officers and 206 other ranks. Army cadets of the R.A., R.E., L.F., and Cheshires, forming the East Lancs Cadet Brigade, attended camp with us;

On Sunday a Drum Head Service was held in camp, followed by a route march of the two units. The day began with Rouse Parade at 6.30, and after a strenuous morning's work the cadets, except those on special duties, were free at 2 p.m. The programme consisted of wing and squadron exercises, route marches, arms drill, etc., and on Thursday morning the wing was inspected by Group Captain Cresswell Turner, A.F.C., R.A.F., whose address to the cadets was very much appreciated.

During the week concerts were held, one given by the cadets themselves, when real talent was discovered, and another kindly provided by Mr. J. Settle of Rhyl.

The wing mounted the camp guard on Tuesday and Thursday. On Thursday combined sports were held, at which the wing secured 74 points to the Army's 5. In football also the wing proved their merit, winning their two matches 6-0, 5-0, thus securing the medals.

A most pleasant feature of this combined camp was the friendliness existing between the Army and Air Force cadets; parties out of camp were invariably a combination of khaki and blue.

No. 169 (Plymouth) Squadron. The squadron is a very live one, and works alongside the R.A.F. Every weekend flights visit an R.A.F. station and receive instruction from officers and N.C.O.s in gunnery and signalling. Every cadet has a job of some kind or another with the R.A.F. every weekend. They delight in the work and, from reports that come back to me, it is obvious that the R.A.F. are as pleased with our cadets as we are to have the opportunity of rendering some real service.

Croydon Wing. N.C.O.s and cadets who have completed the workshop training are now assisting in the production of munitions. They are receiving an intensive course of training in machine operating at the local technical

college, and those who are proficient are now on full production during certain shifts throughout the week. The local authorities speak well of the value of the previous technical training which the cadets have received. This has laid the foundation for the intensive training which they are now undergoing.

Nottingham and District Squadrons. "Never in the history of the country has the need of enterprises such as this been so great," said Air Commodore W. F. MacNeece Foster when he opened the new hangar and workshop of Nottingham Air Defence Cadet Corps in Trent Lane, Nottingham.

The ceremony took place in the presence of a numerous and distinguished company.

Sir Albert Ball presided, and among those who attended were the Lord Mayor of Nottingham (Councillor Wallis Binch), Major-General Grove-White, Air Vice-Marshal T. L. Leigh-Mallory, Wing Commander Hughes Chamberlain, C/Wing Commander A. C. Ball and officers of Nos. 138 and 139 Squadrons, Air Defence Cadet Corps.

Officers of the Polish Air Force were also present.

The proceedings began with an inspection and march past, and in his most encouraging speech Air Commodore MacNeece Foster declared, amid applause: "I have been quite amazed by the turn-out that I have seen. It was far better than I believed to be possible. . . . You have all been imbued with the memory and deeds of one of the very greatest fighters in the last war, Captain Albert Ball, V.C. To-day the best cadet will receive for a year the sword of the gallant officer. In all my life I have never known a boy receive such a trophy."

Sir Albert Ball mentioned that the whole of the cost of the work at headquarters had been paid for by private subscriptions. "We have spent over £3,000 here, and we want another £2,000 to do the work effectively," he added.

The Captain Ball Sword was awarded to C/Corporal T. W. Walters, No. 39 of the 3rd Flight.

NOTICES (continued from page 4)

Signals Instructors

The Secretary-Editor of the Radio Society of Great Britain, Mr. John Clarricoats, of "Ciel," 16 Ashridge Gardens, Palmers Green, London, N.13, has offered to put Squadrons in need of signals instructors in touch with members of his Society. Will Squadrons that require such instructors please get in touch with Mr. Clarricoats direct.

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 except when authorised by the Commanding Officer. The "C" badges *must* always be worn by 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.

London Area

In the London Area the following groups have been formed:

ESSEX GROUP

- | | | |
|------------|-----------|----------------------|
| Nos. | 4 and 20. | Ilford Squadron |
| | 6. | Romford Squadron |
| | 12. | Walthamstow Squadron |
| 27 and 63. | | Chingford Squadron |
| 53. | | Hackney Squadron |

- | | |
|--------------------------------|-----------------------------|
| LONDON (NORTHERN) GROUP | |
| Nos. | 9. Islington Squadron |
| | 48. Hampstead Squadron |
| | 64. Paddington Squadron |
| | 88. St. Pancras Squadron |
| | 98. St. Marylebone Squadron |
| | 126. Hendon Squadron |

- | | |
|--------------------------------|---|
| LONDON (SOUTHERN) GROUP | |
| Nos. | 18 and 43. Wimbledon and Merton and Morden Squadron |
| | 33. Battersea Squadron |
| | 34 and 82. Wandsworth Squadron |
| | 39 and 144. Barnes and Richmond Squadron |
| | 50. Lambeth Squadron |

- | | |
|------------------------------|-----------------------|
| NORTH MIDDLESEX GROUP | |
| Nos. | 16. Woodford Squadron |
| | 36. Enfield Squadron |
| | 189. Barnet Squadron |

Dartboards

Mr. B. A. Storer, an ex-service man, of White Lion Hotel, Wangford, Beccles, Suffolk, wishes us to announce that he supplies British-made dartboards (double-sided) at 6s. 6d. and 2s. 10d. each.

London Area Knockout Football Competition

The London Area Committee regrets the calling-off of the above competition, which received little support and so was not worth going on with.

NAMES AND ADDRESSES OF SQUADRONS

Will squadrons please check their addresses in this list and notify us of any error.

- C/S-L T. Jones,
No. 1 F. (City of Leicester)
Squadron,
51-53 Oxford Street, Leicester.
- C/S-L B. A. Leak,
Nos. 2 F. and 3 F. (Watford)
Squadrons,
Sedgwick House, High Street,
Watford, Herts.
- C/S-L H. C. Cooksey,
No. 4 F. (Ilford) Squadron,
110 Cranbrook Road, Ilford,
Essex.
- C/S-L H. Brown,
No. 5 F. (Northampton) Squadron,
32-43 Portland St., Northampton.
- C/S-L G. E. C. Quartermaine,
No. 6 F. (Romford) Squadron,
56-58 High Street, Romford, Essex.
- C/S-L G. F. Burns,
No. 7 F. (City of Liverpool) Sqdn.,
Heath Rd. Schools, Liverpool, 19.
- C/S-L P. Haselock,
No. 8 F. (Frederick Bird School
Coventry) Squadron,
The Frederick Bird School,
Coventry, Warwicks.
- C/S-L J. H. Cooke,
No. 9 F. (Islington) Squadron,
Cloudesley Evening Institute,
Cloudesley Square, N.1.
- C/S-L F. Facer,
No. 10 F. (S. Bedfordshire) Sqdn.,
Peel Street, Luton, Beds.
- C/S-L G. Maunde-Thompson,
No. 11 F. (Brooklands) Sqdn.,
Brooklands Aerodrome, Weybridge,
Surrey.
- C/S-L P. H. Wellum,
No. 12 F. (Walthamstow) Sqdn.,
Raglan Road, Whipps Cross,
Walthamstow, E.17.
- C/S-L C. Chesterfield, M.A.,
No. 13 F. (Exeter) Squadron,
Hele's School, Exeter, Devon.
- H. A. Leno, Esq.,
No. 14 F. (Uxbridge) Squadron,
192-3 High Street, Uxbridge,
Middlesex.
- C/S-L F. Wilkinson, M.A.,
No. 15 F. (Latymer Upper School)
Squadron,
at/ The County School,
William Street, Slough, Bucks.
- C/S-L A. J. Blue,
No. 16 F. (Wood Green) Squadron.
A.R.P. Centre,
White Hart Lane, Wood Green,
N.22.
- C/S-L D. C. Ellis,
No. 17 F. (Enfield Grammar
School) Squadron,
The Grammar School, Enfield,
Middlesex.
- C/A Wing Comdr. A. Crowe,
O.B.E., J.P.,
No. 18 F. (Wimbledon) Squadron,
No. 43 F. (Merton & Morden)
Squadron,
Air Cadet Headquarters, "Toc H"
Hut, Effra Road, S.W.19.
- C/S-L D. B. M. Hume, M.A.,
No. 19 F. (Burstow-Crawley-
Horley) Squadron,
Burstow School, Horley, Surrey.
- C/S-L W. E. James,
No. 20 F. (Ilford) Squadron,
110 Cranbrook Rd., Ilford, Essex.
- C/S-L C. B. Smith,
No. 21 F. (Lewisham) Squadron,
Sportsbank Hall, Catford, London,
S.E.6.
- C/S-L W. Adams,
No. 22 F. (City of Leeds) Sqdn.,
Adams Motor Service, Stoney
Rock Lane, Leeds, 8.
- The Officer Commanding,
No. 23 F. (Bushey) Squadron,
Ivy House, High Street, Bushey,
Herts.
- C/S-L A. C. Robinson,
No. 24 F. (Penzance) Squadron,
Tolvean, Lariggan, Penzance,
Cornwall.
- C/S-L H. N. Peake,
No. 25 F. (Banbury) Squadron,
Ruscote Estate, Banbury, Oxon.
- C/S-L C. J. Rhodes,
No. 26 F. (Tiffin School) Sqdn.,
The Tiffin Boys' School, Kingston-
upon-Thames.
- C/S-L C. V. Sharman,
Nos. 27 F. and 63 (Chingford)
Squadrons,
Pretoria Road, Chingford, E.4.
- C/S-L F. C. Happold, D.S.O.,
M.A., LL.D.,
No. 28 F. (Bishop Wordsworth's
School) Squadron,
Bishop Wordsworth's School,
Salisbury, Wilts.
- C/S-L C. A. Brook,
No. 29 F. (Town of Rugby) Sqdn.,
Castle Street, Rugby, Warwicks.
- C/S-L W. Tregelles Edwards,
No. 30 F. (Cardiff) Squadron,
Cecil Street, Roath, Cardiff, Glam.
- C/S-L T. Crockett, M.A., D.Litt.,
No. 31 F. (William Ellis School)
Squadron,
William Ellis School, L.C.C. H
103, Leighton Buzzard, Beds.
- C/S-L H. Tulloch,
No. 32 F. (Glasgow) Squadron,
16 Renfrew Court, Glasgow, C.1.
- C/S-L L. Inkster, M.C.,
No. 33 F. (Battersea) Squadron,
Chatham Hall, Chatham Road,
London, S.W.11.
- C/A/S-L G. F. Farley,
No. 34 F. (Borough of Wands-
worth) Squadron,
Municipal Buildings, London,
S.W.18.
- C/S-L G. E. Cree,
No. 35 F. (Edinburgh) Squadron,
25 Learmonth Terrace, Edinburgh.
- C/S-L L. F. P. Walters, M.I.M.T.,
No. 36 F. (Enfield) Squadron,
Gough Park House, Baker Street,
Forty Hill, Enfield.
- C/A Wing. Com. A. H. Jenkins,
No. 37 F. (City of Bristol) Sqdn.,
2 Little John Street, Bristol, Glos.
- C/S-L E. Bradley,
No. 38 F. (Perth) Squadron,
5 Rose Terrace, Perth.
- C/S-L A. J. Flack,
No. 39 F. (Barnes and Richmond)
Squadron,
Mortlake Central School, Lower
Richmond Rd., London, S.W.14.
- C/S-L H. K. Paffard,
No. 40 F. (Maidstone) Squadron,
Astley House, Hastings Road,
Maidstone, Kent.
- C/S-L G. E. Winn,
No. 41 F. (Taunton) Squadron,
Municipal Buildings, Taunton,
Somerset.
- C/S-L The Earl of Romney,
No. 42 E. (King's Lynn) Sqdn.,
Paradise Chambers, Paradise
Parade, King's Lynn, Norfolk.

C/S-L H. N. Lee,
No. 44 F. (City of Bradford) Sqdn.,
Houghton House, Drewton Street,
Bradford, Yorks.

C/S-L W. N. Price,
No. 45 F. (Worthing) Sqdn.,
The Town Hall, Worthing, Sussex.

C/A/S-L G. Grais,
No. 46 F. (Kensington) Sqdn.,
54 Kensington Park Rd., London,
W.11.

C/S-L P. P. L. Stevenson,
No. 47 F. (Grantham) Squadron,
St. Peter's Hill, Grantham, Lincs.

C/S-L G. J. A. Beytagh,
No. 48 F. (Hampstead) Sqdn.,
Fleet Rd. L.C.C. School, London,
N.W.3.

C/A Wing. Commander H. Russell,
No. 49 F. (Greenock) Squadron,
Seafield Hall, Greenock, Renfrew.

C/S-L R. J. A. Bethan,
No. 50 F. (Lambeth) Squadron,
Room No. 7, Lambeth Town Hall,
Brixton Hill, London, S.W.2.

C/S-L A. Hughes,
No. 51 (City of Leicester) Sqdn.,
51-53 Oxford Street, Leicester.

C/S-L J. W. S. Gibbs,
No. 52 (North Leeds) Squadron,
2 and 2A Portland Crescent, Wood-
house Lane, Leeds.

C/F-Lt. E. Wilson,
No. 53 (Hackney) Squadron,
The Manor House, Riseholme St.,
Hackney, London, E.9.

C/S-L P. W. Pearkes,
No. 54 (Eastbourne) Squadron,
Victoria Court Hotel, 25 Grand
Parade, Eastbourne, Sussex.

C/S-L C. G. Ashworth,
No. 55 (Woodford Cheshire) Sqdn.,
"Kothi," Ladythorn Crescent,
Bramhall, Cheshire.

C/S-L A. E. Thomas,
Nos. 56 and 92 (Borough of
Woolwich) Squadrons,
St. John's School, Wellington St.,
London, S.E.18.

C/S-L W. G. Battersby,
No. 57 (Potters Bar and Northaw)
Squadron,
1A Frampton Road, Little Heath,
Potters Bar, Middlesex.

C/A/S-L H. R. C. Carr,
No. 58 (Harrogate) Squadron,
The Grammar School, Harrogate,
Yorks.

C/S-L H. F. Longbottom, D.F.C.,
No. 59 (Huddersfield) Squadron,
7 Upperhead Row, Huddersfield,
Yorks.

C/S-L S. Silverton, B.Sc.,
No. 60 (Teignmouth Grammar
School) Squadron,
The Grammar School, Exeter Rd.,
Teignmouth, Devon.

C/S-L L. Tabrett, B.Sc.,
No. 61 (Hove County School)
Squadron,
The County School for Boys,
Holmes Avenue, Hove, 4.

C/S-L D. H. Rudd,
No. 62 (Glasgow) Squadron,
16 Renfrew Court, Glasgow, C.2.

C/S-L F. Townsend-Pamment,
No. 64 (Paddington) Squadron,
North Paddington Central School,
Kilburn Lane, London, W.10.

C/F-Lt. P. C. S. Gillard,
No. 65 (Dr. Morgan's School,
Bridgwater) Squadron,
Dr. Morgan's School, Bridgwater.

C/S-L J. D. Browning,
No. 66 (Croydon) Squadron,
8 Wellesley Road, Croydon, Sur-
rey.

C/S-L C. E. Parrott,
No. 67 (Glasgow) Squadron,
Ariel House, 62 Queen Mary Ave.,
Glasgow, S.2.

C/S-L J. H. Storey, D.F.C.,
No. 68 (Mostyn) Squadron,
The Darwen & Mostyn Iron Co.
Ltd., Mostyn, Flintshire.

C/S-L H. J. Davis,
No. 69 (Aske's School) Squadron,
The Haberdashers' Aske's Hatcham
Boys' School, Gresham House,
Station Rd. East, Oxted, Surrey.

C/S-L L. S. Dawson,
No. 70 (City of Bradford) Sqdn.,
Houghton House, Drewton Street,
Bradford, Yorks.

C/S-L C. H. Stocks,
No. 71 (City of Bradford) Sqdn.,
Houghton House, Drewton Street,
Bradford, Yorks.

The Officer Commanding,
No. 72 (City of Bradford) Sqdn.,
Houghton House, Drewton Street,
Bradford, Yorks.

C/S-L H. Leycester,
No. 73 (St. Ives & District, Hunts.)
Squadron,
A.D.C.C. Drill Hall, St. Ives,
Hunts.

C/S-L R. F. Browne, D.F.C.,
No. 74 (Dartford Division) Sqdn.,
The Boys' School, Iron Mill Lane,
Crayford, Kent.

C/S-L J. C. Opie, B.Sc.,
No. 75 (Crewkerne School) Sqdn.,
Crewkerne School, Somerset.

C/S-L J. Hart,
No. 76 (Greenock) Squadron,
Seafield Hall, Greenock, Renfrew.

C/S-L F. W. Weatherill, M.A.,
No. 77 (Camborne-Redruth) Sqdn.,
The County School, Redruth,
Cornwall.

C/S-L W. H. Greaves,
No. 78 (Wembley Borough) Sqdn.,
Barham Mansion, Barham Park,
Harrow Rd., Wembley, Middx.

C/S-L E. Hedges,
No. 79 (St. Joseph's College) Sqdn.,
St. Joseph's College, Beulah Hill,
S.E.19.

C/S-L H. Hirst,
No. 80 (Bolton) Squadron,
42-48 Deane Road, Bolton, Lancs.

C/S-L J. H. Brown,
No. 81 (Ripon Grammar School)
Squadron,
The Grammar School, Ripon,
Yorks.

C/S-L W. O. Turner,
No. 82 (Borough of Wandsworth)
Squadron,
Municipal Buildings, London,
S.W.18.

C/A/S-L L. Cowan,
No. 83 (Glasgow) Squadron,
Halley Motor Works, Hawick St.,
Yorker, Glasgow.

C/S-L A. W. Browning,
No. 84 (Bablake School) Sqdn.,
Bablake School, Coventry, War-
wicks.

C/S-L W. Quilter,
No. 85 (Southgate) Squadron,
"Ashridge House," Chase Road,
London, N.14.

C/S-L T. H. Bisgood, M.M., J.P.,
No. 86 (Hounslow) Squadron,
The Cadet Hall, Hounslow, Middx.

C/S-L A. N. Willson,
No. 87 (Collyer's School) Sqdn.,
Collyer's School, Horsham, Sussex.

C/S-L M. L. Williams,
No. 88 (St. Pancras) Squadron,
Holmes Road L.C.C. Institute,
Kentish Town, London, N.W.5.

C/S-L S. Norman, M.A.,
No. 89 (Knaresborough Grammar
School) Squadron,
King James's Grammar School,
Knaresborough, Yorks.

C/S-L L. H. T. Jones,
No. 90 (City of Liverpool) Sqdn.,
Florence Melly Schools, Abingdon
Road, Liverpool.

C/S-L J. Mattocks,
No. 91 (King Henry VIII School,
Coventry) Squadron,
King Henry VIII School, Coventry,
Warwicks.

C/S-L R. B. Pitt, C.B.E., M.C.,
T.D.,
No. 93 (Bath) Squadron,
The Malt House, Walcot Street,
Bath.

C/S-L S. J. Noel-Brown,
No. 94 (Feltham) Squadron,
The London Air Park, Feltham,
Middlesex.

C/S-L A. E. Wooldridge,
No. 95 (Crewe) Squadron,
The Armoury, Wistaston Road,
Crewe.

C/S-L W. R. Balden,
No. 96 (Dewsbury) Squadron,
Wesley Street, Wellington Road,
Dewsbury.

C/S-L H. S. Marten-Smith,
No. 97 (Croydon) Squadron,
8 Wellesley Road, Croydon,
Surrey.

C/S-L A. H. Waite,
No. 98 (St. Marylebone) Sqdn.,
Rossmore Court, Park Road,
London, N.W.1.

C/A/S-L A. J. Howard,
No. 99 (Folkestone) Squadron,
49B Tontine Street, Folkestone.

C/S-L J. Davy,
No. 100 (Keighley) Squadron,
Cavendish Street, Keighley.

C/S-L A. Morgan,
No. 101 (Harrow District) Sqdn.,
67 Byron Road, Wealdstone,
Middlesex.

C/S-L E. L. Gandar Dower,
No. 102 (Aberdeen Airport) Sqdn.,
41 Loch Street, Aberdeen.

C/S-L A. M. Corbett,
No. 103 (Doncaster) Squadron,
Belle Vue House, Bennetthorpe,
Doncaster, Yorks.

C/S-L A. H. Chapman,
No. 104 (Cambridge) Squadron,
The Aerodrome, Newmarket Road,
Cambridge.

C/S-L D. R. Barraclough,
No. 105 (Magdalen College School)
Squadron,
Magdalen College School, Brack-
ley, Northants.

C/S-L W. Algie, D.S.O., A.F.C.,
No. 106 (Orsett Hundred) Sqdn.,
Askew Farm, London Rd., Grays,
Essex.

C/S-L E. G. Mackintosh,
No. 107 (Aberdeen) Squadron,
Fairfield, Whinhill Rd., Aberdeen.

C/S-L M. Marples, M.A., F.R.G.S.,
No. 108 (Wolstanton Grammar
School) Squadron,
Wolstanton County Grammar
School, Newcastle-under-Lyme,
Staffs.

The Officer Commanding,
No. 109 (Greenock) Squadron,
Seafield Hall, Greenock, Renfrew.

C/S-L A. Severs,
No. 110 (City of York) Sqdn.,
64 Walmgate, York.

C/S-L C. D. Hartness,
No. 111 (Sunderland) Sqdn.,
The T.A. Drill Hall, Livingstone
Road, Sunderland, Durham.

C/S-L G. G. Davies,
No. 112 (King's & City Grammar
Schools, Chester) Squadron,
The King's School, Chester, Ches.

C/S-L W. C. Johnson,
No. 113 (Dunton) Squadron,
38 Elvetham Road, Edgbaston,
Birmingham.

C/S-L H. E. Francis-Stead,
No. 114 (Ruislip-Northwood)
Squadron,
30 Elm Avenue, Eastcote, Ruislip,
Middlesex.

C/S-L A. Schofield,
No. 115 (Peterborough) Squadron,
9A Westgate, Peterborough,
Northants.

C/S-L A. C. L. Phillips,
No. 116 (Archbishop Holgate's
Grammar School) Squadron,
Archbishop Holgate's Grammar
School, York.

C/S-L R. B. Chambers,
No. 117 (Belmont Abbey School)
Squadron,
Belmont Abbey School, Hereford.

C/S-L G. Ducker, M.C.,
No. 118 (Belper Strutt) Squadron,
The Herbert Strutt School, Belper,
Derbyshire.

C/S-L H. Hercock,
No. 119 (Scunthorpe) Squadron,
Normanby Park Steel Works,
Scunthorpe, Lincs.

C/S-L B. Gurney-Randall,
No. 120 (Hendon) Squadron,
The Drill Hall, Brent St., London,
N.W.4.

C/S-L S. L. Dodwell,
No. 121 (Nuneaton King Edward
VI School) Squadron,
King Edward VI School, Nun-
eaton, Warwicks.

C/S-L M. Cohen,
No. 122 (Glasgow) Squadron,
Greendyke Street, Bridgeton,
Glasgow, S.E.

The Officer Commanding,
No. 123 (Glasgow) Squadron,
16 Renfrew Court, Glasgow, C.2.

C/S-L J. Buckley,
No. 124 (Hereford City) Sqdn.,
"Hawks Nest," Bewardine, Here-
fords.

C/S-L G. P. Daniels,
No. 125 (Cheltenham) Squadron,
Carrick House, Lypiatt Terrace,
Montpellier, Cheltenham.

C/S-L L. H. Starkey,
No. 126 (Derby) Squadron,
"Highfield," Broadway, Derby.

No. 127 Squadron, A.D.C.C.
Not yet allotted.

C/S-L A. S. Dodd,
No. 128 (Furness) Squadron,
Exchange Building, Hindpool Rd.,
Barrow-in-Furness, Furness.

C/S-L D. M. S. Glashbrook,
No. 129 (Tunbridge Wells) Sqdn.,
64 High Street, Tunbridge Wells,
Kent.

Lieut. Colonel N. W. Douglas-
Matheson, D.S.O., M.C.,
No. 130 (Bournemouth) Sqdn.,
No. 149 (Poole) Squadron,
No. 171 (Christchurch) Squadron,
7 Commercial Road, Parkstone,
Dorset.

C/S-L A. E. George,
No. 131 (Tyneside) Squadron,
Lovaine Place, Newcastle-on-
Tyne, 2.

C/S-L F. Modral, M.A.,
No. 132 (Loughborough College
School) Squadron,
Loughborough College, Lough-
borough, Leics.

C/S-L C. T. F. Gibb, M.A.,
LL.B., F.R.G.S.,
No. 133 (Minehead County School)
Squadron,
The County School, Minehead,
Somerset.

C/S-L E. H. Peet,
No. 134 (Bedford) Squadron,
The Bedford School, Bedford.

C/S-L G. E. Morris,
No. 135 (Reigate & Redhill) Sqdn.,
The Grammar School, Reigate,
Surrey.

C/S-L A. W. Steward, B.A.,
No. 136 (Chipping Norton County
School) Squadron,
The County School, Chipping
Norton, Oxon.

C/F-Lt. A. T. Scott, C.A.,
No. 137 (Ayrshire) Squadron,
No. 9 Wellington Square, Ayr,
Scotland.

C/S-L A. E. Elliott,
No. 138 (Nottingham & District)
Squadron,
St. Vincent Lane, Colwick Rd., Notting-
ham.

The Officer Commanding,
No. 139 (Nottingham & District)
Squadron,
St. Vincent Lane, Colwick Rd., Notting-
ham.

C/F-Lt. C. R. Lyne,
No. 140 (Matlock) Squadron,
The Drill Hall, A.A. Corps,
Matlock, Derby.

The Officer Commanding,
No. 141 (Boston) Squadron,
The Garden House, West Skirbeck,
Boston, Lincs.

C/S-L J. I. Chalmers,
No. 142 (Edinburgh) Squadron,
25 Learmonth Terrace, Edinburgh.

C/S-L T. Watson,
No. 143 (Redditch High School)
Squadron,
The County High School,
Redditch, Worcs.

C/S-L E. S. Hartley,
No. 144 (Barnes & Richmond)
Squadron,
Mortlake Central School, Lower
Richmond Road, Mortlake,
S.W.14.

C/S-L A. I. Gregory,
No. 145 (Altrincham Grammar
School) Squadron,
The Grammar School, Altrincham,
Cheshire.

C/S-L F. F. Dutton,
No. 146 (Northwich) Squadron,
"Sarana," Beach Road, Hartford,
Cheshire.

C/S-L E. Bradley,
No. 147 (Worthing) Squadron,
The Town Hall, Worthing, Sussex.

C/S-L E. H. Umbers,
No. 148 (Barnsley & District)
Squadron,
Adjoining Junior Instruction
Centre, Racecommon Road,
Barnsley, Yorks.

C/S-L I. Deane Jones,
No. 150 (1st Oxford) Squadron,
Oxford University Air Squadron,
Marlow Road, Oxford.

C/S-L H. R. Spence,
No. 151 (Aberdeen) Squadron,
Fairfield, Whinhill Rd., Aberdeen.

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No. 152 (City of Hull) Squadron,
Park Lane, Beverley Road, Hull.

The Officer Commanding,
No. 153 (Slough) Squadron,
39 Lansdowne Avenue, Slough,
Bucks.

C/S-L N. Armstrong,
No. 154 (Huntingdon) Squadron,
The Grammar School, Huntingdon.

C/S-L R. Michaelis,
No. 155 (Maidenhead) Squadron,
The Old Drill Hall, Marlow Road,
Maidenhead.

C/S-L D. A. Campbell,
No. 156 (Kidderminster) Sqdn.,
Little Glebe, Holy Cross Lane,
Belbroughton, Worcs.

C/S-L T. H. Wood,
No. 157 (C.R.A.F.A.) Squadron,
St. Mary's School, Bath Street,
Birmingham, 4.

C/S-L L. H. Joscelyne,
No. 158 (Braintree & District)
Squadron,
Woolpack Lane, Bocking, Brain-
tree, Essex.

C/S-L T. E. Lindfield, M.A.,
No. 159 (County School, Weston-
super-Mare) Squadron,
The County School, Weston-super-
Mare, Somerset.

C/S-L D. G. Warren,
No. 160 (The Standard Motors)
Squadron,
The Standard Motor Co. Ltd.,
Coventry, Warwicks.

C/S-L J. Cameron,
No. 161 (1st Highland) Squadron,
Town Clerk's Office, Town House,
Inverness.

C/S-L F. S. Caves,
No. 162 (1st Stockport) Sqdn.,
23 Howard Street, Portwood,
Stockport, Cheshire.

C/S-L J. W. Ellson,
No. 163 (Alfred Herbert Limited,
Coventry) Squadron,
Messrs. Alfred Herbert Ltd.,
Coventry, Warwicks.

No. 164 Squadron, A.D.C.C.
Reserved for Halifax.

C/S-L F. Monk, M.C.,
No. 165 (Fort Dunlop) Sqdn.,
Employment Department, The
Dunlop Rubber Co. Ltd., Fort
Dunlop, Erdington, B'ham, 24.

C/S-L W. Simpson,
No. 166 (Manchester) Sqdn.,
125 Grosvenor Street, All Saints,
Manchester, 1.

- C/S-L W. E. Warcup,
No. 167 (Blyth & Seaton Delaval)
Squadron,
A.D.C.C. Headquarters, Seaton
Delaval, Northumberland.
- C/S-L J. C. Jeager,
No. 168 (North Leeds) Squadron,
2 and 2A Portland Crescent, Wood-
house Lane, Leeds.
- C/S-L H. G. Taylor,
No. 169 (1st Plymouth) Squadron,
Cadover, Culme Road, Plymouth.
- C/S-L S. Smith,
No. 170 (Brighton & Hove) Sqdn.,
14 Eaton Road, Hove, Sussex.
- C/S-L R. St. G. Atchley, M.C.,
No. 172 (Mid-Sussex) Squadron,
4th Sussex Drill Hall, Haywards
Heath, Sussex.
- C/S-L K. M. Kirkhope, C.I.E.,
No. 173 (Orpington) Squadron,
Galway Lodge, Park Avenue,
Farnborough, Kent.
- C/S-L A. Sharman,
No. 174 (Manchester) Squadron,
125 Grosvenor Street, All Saints,
Manchester, 1.
- C/S-L C. G. Diamond,
No. 175 (Cardiff High School)
Squadron,
The Cardiff High School for Boys,
Newport Road, Cardiff, Glam.
- C/S-L J. V. Tree,
No. 176 (Brighton & Hove) Sqdn.,
14 Eaton Road, Hove, Sussex.
- C/S-L J. B. Elton,
No. 177 (Blackpool) Squadron,
The Town Hall, Blackpool, Lancs.
- C/S-L F. W. Coope,
No. 178 (Blackpool) Squadron,
The Town Hall, Blackpool, Lancs.
- C/S-L C. H. Clarke,
No. 179 (City of Bristol) Sqdn.,
2 Little John Street, Bristol, 1.
- The Officer Commanding,
No. 180 (Lytham St. Annes) Sqdn.,
The Drill Hall, Henry St., Lytham
St. Annes, Lancs.
- C/S-L W. J. Veale, M.A.,
No. 181 (Sir Thomas Rich's
School) Squadron,
Sir Thomas Rich's, Gloucester.
- The Officer Commanding,
No. 182 (Manchester) Sqdn.,
125 Grosvenor Street, All Saints,
Manchester, 1.
- No. 183 Squadron, A.D.C.C.
Reserved for Manchester.
- No. 184 Squadron, A.D.C.C.
Reserved for Manchester.
- C/S-L H. S. Burrows,
No. 185 (Batley) Squadron,
Hick Lane, Batley, Yorks.
- C/F-Lt. C. P. Read,
No. 186 (Crypt School) Squadron,
The Crypt School, Gloucester.
- C/S-L M. F. S. Jewell,
No. 187 (Worcestershire) Sqdn.,
Mission Hall, The Moors, Severn
Terrace, Worcester.
- C/F-Lt. C. M. Gould,
No. 188 (Ipswich) Squadron,
Civil Flying School Buildings,
Ipswich Aerodrome, Ipswich,
Suffolk.
- C/S-L D. Plank,
No. 189 (Barnet) Squadron,
67 Bedford Avenue, Barnet.
- No. 190 Squadron, A.D.C.C.
Reserved for Blackpool.
- No. 191 Squadron, A.D.C.C.
Reserved for Blackpool.
- The Officer Commanding,
No. 192 (City of Hull) Squadron,
Park Road, Beverley Lane, Hull.

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. Kermodé, 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. Kermodé 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 book shops or direct from Pitmans.

PRINTED IN GREAT BRITAIN BY THE STANHOPE PRESS LTD., ROCHESTER, KENT,