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# AIR DEFENCE

# CADET



# CORPS

## GAZETTE

FOR OFFICIAL USE ONLY

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

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### EDITORIAL

Air Commodore J. A. Chamier has been recalled to the Royal Air Force, but is stationed in the London Area and will, therefore, be able to carry on the work of the Air Defence Cadet Corps, subject to the approval of the Committee. He will not, however, be available for interviews, although the remaining staff at these Headquarters at the above address will do their best to help callers or to report to Air Commodore Chamier on matters requiring his personal attention.

The work already in hand to improve the status of the Cadets will continue. Correspondence should be addressed to this office as formerly.

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# NOTICES

## Message from Air Commodore Chamier

13th September, 1939

From all sides I hear golden opinions of the work that Air Defence Cadets are doing during the present emergency—filling sandbags and machine-gun belts, etc., and working alongside the airmen at Royal Air Force Stations, in addition to A.R.P. and other duties.

I should like you to know that action has now been started to see whether this position cannot be regularised and whether the Royal Air Force cannot take over certain numbers, at least, of the Cadets on a more or less permanent basis, feeding and transporting them, and allowing them to earn a little money. I will let you know the outcome.

I am trying also to get recognition of the status of Cadet Officers of Squadrons giving service of this kind, about which I will tell you more later.

I am expecting sanction to pay the agreed Air Ministry grant to all Squadrons, whether inspected or not, in the immediate future, and I am hopeful that the case for more financial assistance for Squadrons may also receive early and sympathetic consideration.

I would ask you, therefore, to keep your hearts up and to do your best to carry on; at this time, of all times, we must see what we can do.

## Leakage of Information

It will be appreciated by all Squadrons that, now war has broken out, great care must be taken not to give away information that might be detrimental to the interests of the State.

For example, Squadrons should guard against linking the numbers of Royal Air Force Squadrons with the names of their aerodromes, and designations such as "Fighter," "Bomber," etc., should be omitted. All notepaper showing affiliations on the letter heading should not be used, and any lists of Royal Air Force Officers, etc., should be hidden or destroyed.

We are sure that Squadrons will take the utmost care to prevent any useful information of this kind leaking out.

## Air Ministry Grant

The Committees of many Squadrons will be only too acutely aware that the Air Ministry capitation grant of 3/6 per head per Cadet has been withheld, but they will also recognise that this is largely due to circumstances beyond the control of the Royal Air Force as the Reserve Command has been too busy to conduct the necessary inspections.

Under these circumstances, the Central Fund of the Air Defence Cadet Corps is prepared to advance to every Squadron the amount of the Air Ministry grant limited to one hundred Cadets per Squadron. By doing this, the Central Committee hope that this may help the Squadrons to tide over the awkward period pending further decisions by the Air Ministry as to the part which the Cadet organisation will play during the war.

For the purpose of this grant the date taken is the 31st August, 1939. Squadrons who desire to draw this money should report immediately the strength of essential Cadets on their books at that date.

All Squadrons must realise that without these returns the Central Committee cannot make the grant, because application will have to be made to the Air Ministry for the refund of the amount involved.

## Equipment for Distribution

We have now a certain number of tools and instruments that we are ready to distribute to Squadrons.

We are hoping in the future to have more to distribute from the war wastage, although it may take a little time to get such distribution into order in the early weeks of the war.

We are anxious to distribute this material at once, and we should be glad if each Squadron would let us know, by return, the address at which they are ready to receive the equipment.

## Nomination for entry into the R.A.F.

The Air Ministry have advised us that the entry of Apprentice Clerks and Boy Entrants into the Royal Air Force has been suspended. No boy entrant vacancies will therefore, as hitherto, be available as a result of the aircraft apprentices' examination. Candidates at the examinations who cannot be offered vacancies as aircraft apprentices and who, on age grounds, would be ineligible to sit for subsequent examination, may, on reaching the age of eighteen years, apply for direct enlistment into man service.

During the present emergency the conditions of entry and training of aircraft apprentices, as set out in A.M. Pamphlet No. 15, are amended in the following important particulars:

*Age Limits.*—Candidates must have attained the age of fifteen years, but must not have attained the age of seventeen years on the first day of the month of entry.

*Entries.*—There will be four entries per annum in January, April, July and October.

Would Squadrons please note that application Forms for Aircraft Apprentices (A.M.



Form No. 699) should be sent direct to this Headquarters so as to arrive not later than the last day of December, March, June and September? Such Forms will then be signed by us as the Nominating Authority and forwarded to the Air Ministry.

### **Cadet Uniforms for Sale**

Messrs. Morris Angel & Son, Ltd., of 117-119 Shaftesbury Avenue, London, W.C.2, inform us that they have in stock fifty complete Air Defence Cadet Corps uniforms, including forage caps, which they will supply at the price of £1 5s. each.

If any squadrons wish to take advantage of this offer, would they please get in touch direct with Messrs. Morris Angel & Son, Ltd., at the address given above. Their telephone number is Temple Bar 5181.

### **Cadet Corps Badge Brooches**

We have received some enquiries from squadrons for Air Defence Cadet Corps badges fitted with brooch pin fastenings or bar pins.

We have now made arrangements with Messrs. J. R. Gaunt & Son, Ltd., of Warstone Parade Works, Birmingham, 18, to supply these, and any squadrons wishing to obtain such brooches should get in touch direct with the above firm.

### **Hollington Bros. Ltd.**

Messrs. Hollington Brothers, Ltd., advise that owing to their factories being heavily engaged on the production of supplies of clothing for the fighting services there may be some delay in delivery of goods on order. They are, however, doing everything possible to minimise delays.

They also advise that in consequence of compulsory war risk insurance, and other extra costs of production under existing conditions, all offers and price lists have been cancelled, and orders will be subject to confirmation.

### **Model Aircraft**

A copy of a booklet issued by Messrs. Model Aircraft Supplies, Ltd., containing hints and tips, both for building and flying model aircraft, is being sent to the officer commanding each squadron within the course of the next few days.

We are informed by Messrs. Model Aircraft Supplies, Ltd., that, due to the war, the prices of all items listed therein have gone up 20 per cent, but they are prepared to allow a flat discount of 33½ per cent off such prices, with the exception of kits for building petrol models and petrol engines. These are chiefly of American origin, and off the kits they will allow 25 per cent; off engines 15 per cent.

Any squadrons wishing to obtain model aircraft should get in touch direct with Messrs. Model Aircraft Supplies, Ltd., at 171 New Kent Road, London, S.E.1; telephone: Hop 3482.

### **National Service**

Whilst we appreciate the enthusiasm shown by cadets in doing work in connection with Air Raid Precautions and other National Service, we should like to make it clear, at the outset, that the boys should not be allowed to work long hours. There must be a certain amount of supervision on the part of the Local Organising Committee and/or the Officers of the Squadron. Most cadets are only free in the evenings, and it will be realised that they should have sufficient sleep, more especially in time of war, to enable them to carry out their work.

# NEW ORDERS

## War Emergency Instructions

29th August, 1939

The following instructions are issued to take care of the event that a state of crisis should last for some time, which may, unfortunately, develop into war:

In the critical days of the present, and in the unforeseeable future, the watchword of the Air Defence Cadet Corps must be "Carry on."

This will not be easy. Already, Marshal of the Royal Air Force Sir John Salmond and others of the Headquarters staff have been recalled to the Royal Air Force, and my own call is only postponed until the distribution of the Civil Air Guard is complete. But the Air League and the Air Defence Cadet Corps Headquarters will continue to work with depleted and perhaps temporary staff, and the Squadrons will do the same.

The tasks of the Squadrons may be summed up as service and training, and these must be backed by a determination to keep the Corps a live body in a condition to retain its vigour and its value in the days of peace to come.

Many Committee members will be at the moment so engaged on duties which a war emergency will impose on them that they will have little time for overseeing the well-being of the Corps, but it is the responsibility of Chairman and Secretary that a meeting should be arranged at least once a quarter.

When matters settle into a routine, whether of peace or war, the claims of the units on local interest must not be allowed to be overlooked; the town must have opportunity to remain proud of its Cadets.

Cadet service is no substitute for fighting service, and all Cadet Officers and N.C.O.'s of military age and fitness will naturally wish to take an active part in the defence of their country; if called up under some Military Service Act, their work in the Air Defence Cadet Corps should qualify them for the Royal Air Force.

The place of those who join the fighting services must be filled as far as possible from the ranks of the older men, and ultimately by those who return from fighting unfit for further service. Cadets themselves will have to fill positions of greater responsibility.

Officers and N.C.O.'s of the Cadet Corps may be satisfied that if they are not of fighting

age or fitness, they can perform no higher National Service than the training of Air Defence Cadets to take their place in the defence of their country.

Where a shortage of Officers and instructors, or much "service," makes a full programme of parades impossible, it is important that at least one parade a week should be held to keep the Cadets together and to prevent them from losing discipline, smartness, and the spirit of service. Where instructors are temporarily unobtainable, Officers, N.C.O.'s and Cadets may have to study together and learn from books.

As soon as possible, technical instruction of a definite nature should be resumed. The war may not be a quick one, and every Cadet of 1939 may have the opportunity to fight for his country; the more the Cadet can learn to-day, the better prepared he will be for that emergency.

Turning from training to service, Cadet Squadrons should offer their services to the local authorities to render aid in A.R.P. work, or any other patriotic capacity. In addition, they should offer to help their parent R.A.F. unit, or the civil aerodrome from which they obtain help and assistance to-day. It is possible that in the first instance their parent R.A.F. unit may see no service which they could render; if the war is prolonged, this viewpoint may well be changed.

It will be understood that all service rendered in this way will, in the first instance, be voluntary, part-time, and unpaid. That situation may alter as the days go on, when the country may need the full-time services of trained and disciplined young men below military age.

A record should be kept of the activities of each Squadron in the form of a Squadron log book. Duties carried out, names of those who join the fighting services, difficulties met and surmounted—all these will form a record of incalculable value to the Corps.

Marshal of the Royal Air Force Sir John Salmond and the Committee of the Air Defence Cadet Corps ask me to convey to every Officer, Warrant Officer, N.C.O. and Cadet their conviction that each will, as opportunity offers, serve his country and uphold the honour of the Corps. To each and all they wish "good luck."

# NEWS FROM THE SQUADRONS

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

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

## **No. 24F (Penzance) Squadron**

The Squadron, the first to be formed in Cornwall, and in fact the first to be formed west of Exeter, was registered on the 29th November, 1938.

A parade for the enrolment of Cadets was held on the 16th December, and parades have been held regularly since that date.

The Squadron had great difficulty in obtaining suitable headquarters, but a portion of vacant school premises was eventually acquired in February of this year and the first batch of uniforms was issued in April. Practically the whole of the Squadron is now in uniform.

The Officers consist of Squadron Leader commanding, Flight-Lieutenant as Adjutant, two Flight-Lieutenants as Flight-Commanders, Honorary Chaplain, Pilot-Officer, and two Warrant Officers, together with three Sergeants, two Corporals and six Lance-Corporals, who have been promoted from the ranks of the Cadets.

Enrolments have reached No. 108, but several Cadets have already left the Squadron to join one or other of the services, so that the full strength is slightly below the 100 mark.

A series of elementary lectures has been given on Engines, Wireless, Theory of Flight, Machine Construction, etc., whilst general squadron drill has been brought up to an excellent standard. Boxing has been introduced with much success.

The Squadron has been presented with two bugles and two side-drums, the latter being responsible for a considerable improvement in the standard of marching.

The Squadron has been inspected on two occasions by Air-Commodore H. P. Smyth-Osbourne, C.M.G., the Area Organiser, and during August about seventy Cadets, together with four Officers, visited Plymouth, where they spent a couple of hours with the parent R.A.F. Squadron at Mount Batten, and afterwards were inspected by the Lord Mayor of Plymouth, on the Hoe, together with No. 77 (Camborne-Redruth) and the newly-formed No. 169 (1st Plymouth) Squadrons.

During the last week of August several of the Cadets have been carrying out excellent work at the local municipal offices, acting as messengers and giving invaluable assistance in the organising of the Government evacuation scheme, and these Cadets are still carrying out this work at the time of writing.

The whole Squadron having offered its services in connection with the actual evacuation, it has been allotted an important part of the work of the reception of evacuees. The local authorities have expressed their very great appreciation of the excellent work so far carried out.

To date, three Cadets have joined the Royal Air Force, one the Royal Navy, whilst several others are awaiting the result of their applications to join the Royal Air Force.

A special class has been instituted for those Cadets who hope to enter the Royal Air Force as Boy Entrants or Apprentices, in order to bring up their general educational standard to the required level. It should be noted that with very few exceptions the average Cadet in this Squadron is an ex-elementary schoolboy.

Attendance at parades has on the whole been excellent, many Cadets showing 100 per cent attendances, whilst the majority show upwards of 75 per cent.

This report would be incomplete without a tribute being paid to the loyalty of the Officers, who have given, over the whole period, their unstinted support, not only in time and service, but in many cases by dipping into their own pockets in order to supply essential items of equipment.

## **No. 33 (Battersea) Squadron**

This is a very brief report of No. 33 Squadron.

During the few days preceding the declaration of war, the squadron supplied several guards to the balloon barrage, and enabled the men to rest.

Since then a considerable portion of the squadron has been on duty with the A.R.P. headquarters as messengers and for various duties. They have laid an enormous number of sandbags.

### **No. 41F. (Taunton) Squadron**

Nearly 100 boys have been enrolled and four flights have been formed. Seventy-five cadets have been provided with their uniforms and it is hoped shortly to equip the remainder.

The squadron has had a good deal of help regarding training and instruction, and the cadets are making good progress.

Physical training and drill is carried out regularly under qualified instructors, and the cadets have had a number of congratulations on their smart appearance.

Aviation lectures have also been held regularly by qualified men, including an ex-fitter (R.A.F.) and ex-R.A.F. wireless mechanic, a unit leader and pilot of the C.A.G., A.R.P. officers, etc. About thirty cadets have been trained for messenger and other duties in connection with local A.R.P. services.

In addition to these lectures the squadron has had splendid help from the parent squadron, R.A.F.; the commanding officer has sent over an officer once a fortnight to give talks and lectures on various subjects; they have been most useful and interesting, and arrangements are being made to increase the value of such lectures by actual bench-work (as soon as equipment and tools are available) and also by visits to the aerodrome (provided transport difficulties can be overcome).

In addition to physical training, swimming, cricket, cycling and other activities are included in the programme, and playing field accommodation, etc., is easily obtainable.

A social committee has been formed and are arranging a series of socials, dances, etc., for the coming winter.

### **No. 44F & 72 (Bradford) Squadrons**

We are glad to report a highly successful time at the Yorkshire Gliding Club Camp at Welburn, and as we obtained sixteen "A" Certificates out of a detachment of nineteen and the two officers in charge each succeeded in obtaining "A," "B" and "C" Certificates, we have no hesitation in claiming this as a record for any detachment of similar size at any gliding camp in the country, particularly as the method used was flat field launching, which means that each cadet spent at least forty-five seconds in the air in obtaining his "A." One visiting officer also obtained an "A." We were favoured by reasonably good weather and also by the intense enthusiasm of Chief Instructor Saffery and Ground Engineer McFall of the Yorkshire Gliding Club.

The three cadets who were obviously unfitted for flying were immediately put to work in the repair shop and obtained really splendid reports.

### **Nos. 56 & 92 (Borough of Woolwich) Squadrons**

The two squadrons of Woolwich, each with their own headquarters, are forging ahead and making excellent progress. Officers and cadets of No. 56 Squadron attended the Empire Air Day Display and took part in the march past.

A selected number of cadets, under the command of C/Squadron Leader Furlong, attended a gliding instruction camp at Dunstable from July 17th to 31st, and three cadets obtained their gliding A licences and five cadets earned half wings; in addition every cadet received practical experience in gliding.

One hundred cadets, accompanied by officers from each squadron, went under canvas from August 5th to 12th at Warden Bay, Kent, for their first summer training camp.

The whole of the arrangements and organisation was carried out by the officers, and the experiment of running a camp entirely on our own proved very successful.

The utmost co-operation was received from the R.A.F. station to which we are officially affiliated. The daily routine consisted of lectures, physical training, drill and practical instruction at the R.A.F. station.

A series of football, cricket, swimming and boxing matches were arranged with the Boy Armourers School, and an excellent spirit of sportsmanship prevailed throughout the contests.

We are pleased to be able to report that technical training in our squadrons is now assuming a firm footing. Already lectures have been given in administration, the Morse Code, meteorology, engines (internal combustion and maintenance), civil aviation, theory of flight, maps and measurement of bearings and distances, and physical training. Within the next week or two we propose to hold our first examination, the object of which is to ascertain to what degree the cadets are assimilating the instruction imparted to them and to place each cadet in order of merit. This latter will give the cadets an incentive to do better, especially those whose marks in the examination are lower than others. Judging from questions the cadets are making, they are already looking forward with interest to the examination.

### **Nos. 70 & 71 (Bradford) Squadrons**

Unfortunately the detachment from these squadrons was subject to poor weather conditions, and under the circumstances they put up a remarkably good performance, eight cadets gaining "A" Certificates, and of the officers in charge one obtained "A," "B" and "C" Certificates and one an "A" Certificate.

The inclement weather did not allay the keenness of the cadets, and work in the repair shop and lectures and in the near-by sailplane factory was very much appreciated.

Among other things, the cadets at the camp played friendly matches at cricket with the local team. Although enthusiasm was paramount, the cadets' efforts were hardly good enough for victory—however, they put up a reasonably good show.

### **No. 77 (Camborne and Redruth) Squadron**

We were early in the field, for no sooner was the A.D.C.C. movement launched than we began the formation of a Squadron. This is a depressed area, and it was not until March that sufficient funds had been raised and the Squadron officially recognised. Two flights are drawn from Redruth County School, whose headmaster, a former R.A.F. pilot, is in command, and two come from Dolcoath Technical School.

Although we are sixty miles from the nearest R.A.F. station, no Squadron could be keener, and most Cadets have a 100 per cent record of attendance. In the school summer holidays a most enjoyable camp was held on the banks of the Fal and, but for the international crisis, we should have been visited by aircraft from our parent Squadron. As this visit was rendered impossible, we joined forces with No. 24 (Penzance), the only other Cornish Squadron, and spent a memorable day with the R.A.F.

Isolated though we are, we are making our contribution to the national cause. We assembled half of the 9,000 respirators required for Redruth, assist the wardens on patrol in this very scattered district, take duty at the local control centre, and have filled sandbags and acted as guides on the arrival of evacuees. Several of the evacuated boys are members of London Squadrons and will join forces with us.

Three of our number have entered the R.A.F. as air craft apprentices and, if the war is prolonged, many more will hope that their Cadet training will entitle them to join the service of their preference. The Cornish motto is "One and All," and to a man we shall plump for the R.A.F.

### **No. 87 (Collyer's School) Squadron**

The parent station of No. 87 (Collyer's School) Squadron being nearly forty miles off, we are now necessarily cut off from our R.A.F. unit, but at the end of July a party of thirty Cadets and one Officer was able to gain a lasting impression of the life and work of the R.A.F. when we spent a whole day at the aerodrome. Cadets made a complete tour of inspection under Officers of the parent

Squadron, were drilled by a Flight-Sergeant, and twenty of us were given flights in service machines. Our welcome was most cordial and everything had been done to make the visit of real value, and we hope that such visits may be resumed under peace-time conditions.

The outbreak of war found most of our Cadets scattered for school holidays, but a number of Cadets did useful work helping to keep the A.R.P. Headquarters manned with messengers day and night, and use was made in Horsham of others in connection with billeting arrangements.

Since normal routine has been resumed the Squadron intends to proceed with training as fully as conditions will allow, and to equip its members to be of service wherever it is needed.

### **No. 94 (Feltham) Squadron**

I have the honour to report the following measures taken with regard to this squadron in relation to war duties.

The day after the outbreak of hostilities the entire squadron was mobilised for duty for the R.A.F., A.R.P. and other work in the district.

The squadron undertook guard duty of General Aircraft's works, covering fifteen acres, and non-commissioned officers and cadets are on twenty-four-hour guard duty on the basis of two hours on and four hours off. These cadets are paid at the rate of 3s. 6d. per day, and receive all their meals, and sleep in the guard-room when on duty at night. The permanent guard is strengthened by a further twelve cadets between 6 and 10 p.m. each evening, and these receive 1s. per guard. In addition, seven cadets report for duty each evening at A.R.P. centres and first-aid posts in the district. Forty-two non-commissioned officers and cadets are actually working in General Aircraft's factory, at the benches, on aircraft work by day, and do volunteer guard duty at night.

The equivalent of 106 non-commissioned officers and cadets actually undertake duty daily. Officers have also been mobilised for voluntary duty, and they have undertaken voluntary night duty, inspecting the guard, etc.

As regards guard procedure, the guard is changed every two hours in the usual military fashion, and the guards patrol definite sectors, and take over duty at the gates when General Aircraft's 2,000 employees are entering and passes have to be produced by every employee. At night the cadets are armed with truncheons and carry electric torches. The actual hours of guard duty carried out by the permanent guard during the first week of the war were seventy hours per cadet. This was regarded as too strenuous, however, and arrangements were then made for the permanent guard to be relieved on Sundays by the posting of volunteer guards.



Cadets at the A.R.P. and first-aid posts in the Feltham district were all on duty during the last air raid alarm, and the various officials at the A.R.P. depots spoke very highly of their bearing and enthusiasm.

Parades are still being held twice weekly, and training continues.

### **No. 98 (St. Marylebone) Squadron**

In reference to Order No. 96 (War Emergency Instructions) this is to report that the Cadets of each Flight were invited to volunteer for A.R.P. duty outside working hours. The response was most satisfactory, with the result that over thirty Cadets parade each evening when they are detailed for duty at the Air Wardens' Posts throughout the Borough.

The Head Air Raid Officer of the Borough has said that they are already proving of great value to the organisation and that he is impressed with the discipline and training shown.

The Cadets remain under control of Squadron Officers. Since the outbreak of war two Cadet Officers have been on duty throughout the night at the Emergency Headquarters, No. 138 Marylebone Road, where sleeping accommodation has been provided.

### **No. 101 (Harrow District) Squadron**

I am very pleased to inform you that this squadron has been rendering valuable services to the Balloon Squadrons, R.A.F.

The cadets were quickly assembled last Saturday afternoon, the 26th inst., and immediately put to work on a variety of jobs, such as guarding telephone lines, patrolling the station, acting as orderlies and doing clerical work in the administrative section.

The cadets have also been instructed in anti-gas drill, and the lads were on parade with other personnel when the commanding officer's inspection took place, and, to his great surprise, he discovered what he thought to be his own men, to be cadets, and had actually congratulated them on their smartness before he was apparently aware of this.

The lads are on duty from early morning until late at night every day, and arrangements are being made to accommodate them at week-ends, and I have been confidentially told that had it not been for the assistance this squadron gave in the state of emergency last week-end, they certainly would not have been able to do other things which were accomplished.

The squadron has also been given the responsibility of arranging for the "black-out" of the whole station in cases of emergency, and this has already been done several times, by way of practice, and was carried out in a very efficient manner.

One of many jobs is for the cadets to take the place of regular airmen on the convoys taking supplies to the balloon sites.

