

42F (King's Lynn) Squadron

Air Training Corps



1939 - 2009



A Celebration of 70 years

Foreword by
Julian Marsham The Eighth Earl of Romney
Honorary President of 42F (King's Lynn) Squadron
Air Training Corps.

This book has been written to commemorate the 70th Anniversary of 42F (King's Lynn) Squadron Air Training Corps, which began life as an Air Defence Cadet Corps unit in 1939. My cousin, Charles Marsham, 6th Earl of Romney, was the first Commanding Officer and was commissioned on 30th of December 1938, and today, in 2009, I am fortunate to be involved with the squadron in the position of Honorary President.

From that early beginning, the squadron has flourished through wartime, helping to recruit many airmen for the Royal Air Force, and trained the young people of the area in skills that will be useful to them in both service and civilian life. The book charts the progress of the squadron and shows the training, skills and adventure that cadets have been taking part in over the last 70 years, and also just how involved they are in the local community.

The squadron has been very fortunate in securing a Heritage Lottery Grant to help commemorate the 70 years and this funding has ensured that the research that cadets have done over the last year, and the many photographs, have been collated and put together, with the help of the Commanding Officer, to make this remarkable book .

I hope the reader gets as much enjoyment from reading it, as the cadets have done from researching it.



Gayton Hall, Gayton, Norfolk, home of the Earl of Romney.



Index.

In the beginning.....	Page 4
From the training manual.....	Page 5
ADCC Badges.....	Page 8
1940 Squadron Photograph.....	Page 14
Posters through the years.....	Page 16
Flying in the early days	Page 17
1962.....	Page 19
1972.....	Page 20
1982.....	Page 21
Squadron information.....	Page 22
The very first photograph.....	Page 29
Timeline and photographs of 42F King's Lynn squadron.....	Page 30
The Opening of the new squadron building.....	Page 44
The Air Cadet Organisation today.....	Page 52
List of Commanding Officers.....	Page 54
Biography Wing Commander Freestone MBE.....	Page 55
Annual Camps.....	Page 58
Strength of Squadron.....	Page 65
Grants.....	Page 67
Royal Connections.....	Page 68
Parades.....	Page 70
Civic Connections.....	Page 72
Staff of 2009.....	Page 73
24 Page Heritage Lottery Project begins	Page 76

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- Air Cadet Publications, HQAC, RAF Cranwell, Sleaford, Lincs.
- www.aircadets.org
- The Story of the Air Training Corps 1946.

Information has been researched from:

- Lynn News and Advertiser, vintage newspapers
- Minutes and written documents from 42F Squadron Archives
- The Norfolk and Suffolk Wing History
- Past members and staff

Photographs have been supplied by

- Staff members
- Cadets
- Squadron archives.

With grateful thanks to the Heritage Lottery Fund, without whose assistance this project could not have been undertaken. This funding encouraged the cadets, assisted by their Commanding Officer, to research and collate their history, and it is from this material that this book has been produced. It is by no means the end of the project and our research will continue.



From Norfolk & Suffolk Wing History .

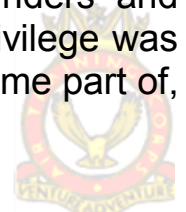
In the Beginning

The foundations of the present day Air Training Corps can probably be traced back to soon after the First World War when an ex-RAF Flying Cadet, (Charlie Longman), and an ex-Air Mechanic, (Bob Weller), felt there was a need to encourage young men to become interested in aviation. Their enthusiasm was such that they eventually formed the Bournemouth Young Airman's League during the 1920s. This organisation was entirely self-supporting and received considerable help and assistance from the Air League of the British Empire. Some surplus aviation equipment was also received from RAF sources for practical instruction.

In 1929 the two founders approached the Air League of the British Empire with a suggestion that a British Young Airman's League should be formed, the aims of which would be 'to create a national interest in aviation and to spread the gospel of air mindedness among the younger generation'. They proposed that the organisation should consist of units, formed on a national basis, to emulate and practice the general routine of a civil aerodrome and to imitate the work carried out by the Royal Air Force. It was suggested that each unit should be called a 'squadron' with its members being classified so that they would develop a feeling of importance and responsibility and badges could be granted after passing certain tests. Wherever possible gliding was also suggested as part of the activities in which members could participate.

It was not until 1933, when Air Commodore J.A. Chamier, was appointed to the post of Secretary General of the Air League of the British Empire, that the notion of a national organisation to promote the younger generation's interest in aviation began to move forward. As a senior RAF Officer, Air Commodore Chamier was well aware of the need to attract young men into aviation and he was instrumental in getting the Air League to consider ideas for the formation of an Air Cadet Corps. After a further four years these ideas eventually came to fruition when, in 1937, he was requested to put forward the Air League's proposals to the Air Ministry. The suggestions put forward were eventually accepted and a committee was formed with a brief 'to promote and organise the new venture'. Marshall of the Royal Air Force Sir John Salmon, became its Chairman and Air Commodore Chamier was elected Secretary. The organisation, which they were to form, was to be known as the Air Defence Cadet Corps.

Under the auspices of the Air League of the British Empire, the first ADCC squadron was formed in July 1938. By the end of 1940 there were over 200 squadrons in existence. The first fifty squadrons were known as 'founders' and were allowed to use the letter 'F' after their squadron number. This privilege was retained when the ADCC units eventually amalgamated with, and became part of, the Air Training Corps.



As learnt by generations of cadets from the training manual ACP31, and to give the reader the basic information ...

OUR VISION

To ensure that the Air Cadet Organisation (ACO) continues to flourish and to remain true to the ideals laid down in its charters, particularly the provision of adequate aviation and other challenging activities to enable it to attract and retain membership and thereby provide example and leadership for the country's youth.

OUR MISSION

To sustain a vibrant and effective ACO in an ever changing society supported by a trained and committed staff.

AN OVERVIEW OF THE AIR TRAINING CORPS

Air Commodore J A Chamier is regarded as the *father of the air cadet movement*. He was the son of a major-general and joined the Army himself as a regular officer. In the Army he learned to fly and was loaned to the Royal Flying Corps (the forerunner of the Royal Air Force) during World War 1.

He transferred to the Royal Air Force in 1919 and eventually retired from service in 1929, at the age of 50.

His love of aviation and his tremendous capacity for hard work was such that, following his retirement, he became the Secretary-General of the Air League.

This was an organisation made up of people who could see a bright future for aviation and who wanted to make the British public aware of its potential, against a background of rising interest in aviation and with clouds of war beginning to form over Europe,

Air Commodore Chamier thought of the idea of starting an aviation cadet corps. He knew that in the 1914-1918 war, in desperate moments, hand picked young men with only a few hours of training were sent to do combat in the air, only to fall victim to well trained enemy aviators.



He knew also that the winning of air power would need the services of many highly skilled and highly trained men using the best equipment and that the sooner such training could be started the better.

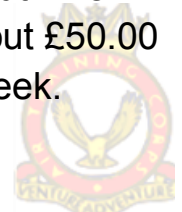
In 1938 Air Commodore Chamier came up with a plan to form an Air Defence Cadet Corps (ADCC). His idea was to attract and train young men who had an interest in aviation, from all over the country. He planned to set up squadrons of young cadets in as many towns and cities as possible, and ask local people to organise and run them.

Air Commodore Chamier's idea seemed to capture the mood of the British people at the time. In their eagerness to help the nation in preparation for war, young men rushed to join the Corps in their thousands.

In July 1938, Leicester achieved the distinction of being the first to register a squadron - No1F (Leicester) Squadron, but Watford, not to be outdone, became the first to register a Wing by forming two squadrons with a separate wing headquarters with a separate Cadet Squadron Leader in charge. By the end of 1938, that is, in a little more than 6 months from the appointment of the first area organisers, 42 squadrons had been registered and by the 26th January 1939 the 50th squadron was reached - No 50F (Lambeth) Squadron.

At the end of 1939 there were 173 squadrons and one year later there were 207 with more than 20,000 cadets - achievement of the aim long before the end of the 3 years. In fact it was discovered that such was the tremendous enthusiasm and longing to fly on the part of the youth of the country and so strong the patriotism, air-mindedness, and generosity of local citizens that many more squadrons could have been formed. London alone might well have supplied the whole 200 squadrons of the aim, but ADCC HQ decided to postpone the registering of neighbouring squadrons because there were not all that many RAF Stations or other airfields around London and it was feared that the available aviation support might be swamped, and of course there was always the problem of raising enough money and finding enough space for squadron headquarters. Nevertheless there were squadrons that could do both, not only in London, and in due course some squadrons reached strengths of 150 and 200 cadets.

The cadets were asked to pay a weekly subscription of 3d (old pennies) which today is equivalent to 1p. This seems very little by today's standards, but when you consider that the £1 in the mid 1930s would probably be worth about £50.00 at today's prices, the cadets were paying the equivalent of 63p each week.



Although the plan was that uniforms were to be issued free of charge, in many cases the cadet had to buy his own. The cost of a tunic in 1939 was 72p, the equivalent cost in 2007 would be approximately £60.

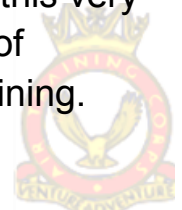
It was never easy, in the early days of the Corps, finding people to set up and run new squadrons and it was thought that a spur to greater effort was needed. So, soon after their own formation the ADCC HQ announced that the first 50 Squadrons registered would be known as *Founder Squadrons* and be entitled to put the letter *F* after their squadron number. 42F King's Lynn is one of these squadrons, formed on January 2nd 1939.



Each squadron's aim was to prepare cadets for joining the RAF or the Fleet Air Arm. They tried to give the cadet as much service and aviation background as possible as well as giving instruction in drill, discipline, how to wear the uniform and how to behave on RAF stations.

The training the cadets received also meant development of personal physical fitness, PT, games and athletics, especially cross country running, and long route marches, soon became standard squadron activities. Cadets were also encouraged to take part in activities such as shooting, camping and of course flying.

By 1939 the activities of the ADCC were severely restricted because of the approach of World War II. Many ADCC Instructors and Squadron Officers were called up into the regular Service. Buildings were commandeered by either the service or by local government for war work and cadets went to work on RAF stations. Cadets were used to carry messages, they helped with clerical duties, in providing extra muscle in handling aircraft and in the movement of stores and equipment. They filled thousands of sandbags and loaded miles of belts of ammunition. Throughout the early stages of the war, the government received many good reports as to the quality of cadet entering the RAF and the Fleet Air Arm. It was so impressed that it asked the ADCC to begin training young men who were waiting to be called into service. The ADCC willingly took on this very responsible job and in a very short space of time produced thousands of well-qualified individuals who went on to pass quickly through basic training.



Air Defence Cadet Corps Badges



Air Defence Cadet Corps Cadet Beret Badge

Air Defence Cadet Corps Buttons



Air Defence Cadet Corps Belt Buckle

Air Defence Cadet Corps Officer's Cap Badge



Air Defence Cadet Corps Lapel Badge



1938	The Air Defence Cadet Corp (ADCC) formed.
1940	Special committee set up by the War Cabinet, proposes the establishment of an Air Training Corp (ATC).
1941	The ATC established by Royal Warrant with King George VI agreeing to be Air Commodore-in-Chief.
1942	A cadet strength of 210,000 recorded.
1945	Over 400,000 cadets have joined the services since the start of the war. ATC starts to run down, strength settles at 57,000 cadets. Marshall of the Royal Air Force, Lord Portal states that "In maintaining the flow of men to the RAF, the ATC has made a decisive contribution towards victory".
1947	New Royal Warrant extends the aims of the ATC. First exchange visits organised- with Canadian Air Cadets.
1948	ATC Wings established. Corps loses 3,000 cadets to the Combined Cadet Force (CCF).
1949	American cadets join the Air Cadet exchange scheme.
1950	Flying scholarship introduced.
1953	HRH The Prince Phillip, The Duke of Edinburgh becomes Air Commodore-in-Chief, on the death of King George VI
1957	7 Squadrons of the ATC pioneer the Duke Of Edinburgh award scheme.
1958	Formation of Air Experience Flights with a fleet of 50 Chipmunk aircraft. The International Air Cadet Exchange (IACE) formed.
1962	The ATC celebrates 21 years of service. Prince Phillip presents his banner to the ATC.
1964	Annual summer and Easter camps held for the first time in Germany.
1973	First ATC camps in Malta. This continued until 1978.
1976	First ATC camps in Gibraltar.
1977	Queens Review- RAF Finningley.
1979	Presentation of new banner by HRH Prince Phillip. First ATC camps to Cyprus and Berlin.
1981	Girls allowed to join.
1982	Flight Lieutenant Janet Page WRAF VR(T) is the first female Officer to command an ATC squadron - 2500 (St.Neots) Squadron.
1985	5 Overseas ATC squadrons formed.
1990	A further change to the Royal Warrant is made.
1991	The Golden Jubilee of the ATC.
1995	Corps Strength: 39,000 Cadets, 3350 Officers, 1208 Warrant Officers, 4570 Civilian Instructors in 920 Squadrons plus 8 Overseas Squadrons and 84 Detached Flights.

MINISTRY OF AIRCRAFT PRODUCTION,
MILLBANK,
S.W.1

11th December, 1940.

Dear Squadron Leader Gordon,

The members of your Cadet Corps are the future defenders of our country's heritage.

And by their gift which you send me they show their determination to play their part without delay in the great fight for freedom.

They give the most splendid demonstration of the spirit of the youth of this country today. A spirit of willing and eager self-sacrifice deep rooted in love of their country.

I have been moved and inspired by their contribution towards the cost of a Spitfire. They have confirmed my faith in the triumph of our cause. And I send to them this expression of my deep gratitude.

Yours sincerely,

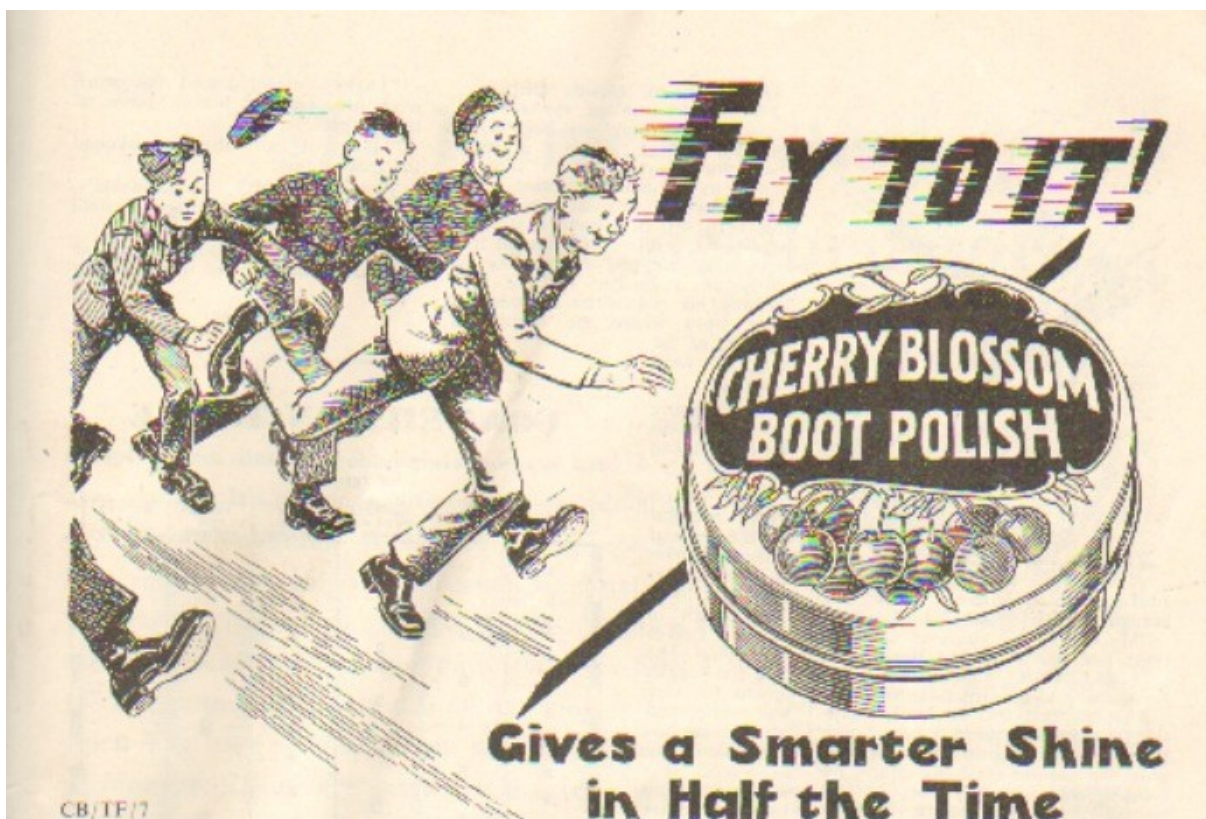
Beumer

Sqd. Leader C. F. Gordon, O.B.E., M.C., D.F.C.,
Air Defence Cadet Corps,
Kinnaid House,
1a Pall Mall East, S.W.1

AIR DEFENCE CADET CORPS

Squadrons

No.	Name	Date formed	No.	Name	Date formed
1	Leicester	26.7.38	43	Merton and Morden (2)	5.1.39
2	Watford (1)	26.7.38	44	Bradford (1)	14.1.39
3	Watford (2)	14.9.38	45	Worthing (1)	14.1.39
4	Ilford (1)	4.10.38	46	Kensington	16.1.39
5	Northampton	7.10.38	47	Grantham	20.1.39
6	Romford	7.10.38	48	Hampstead	24.1.39
7	City of Liverpool (1)	11.10.38	49	Greenock (1)	26.1.39
8	Coventry	21.10.38	50	Lambeth	26.1.39
9	Islington	22.10.38	51	Leicester (2)	23.2.39
10	South Bedfordshire	25.10.38	52	North Leeds	2.2.39
11	Brooklands	29.10.38	53	Hackney	2.2.39
	(Weybridge) (1)		54	Eastbourne	6.2.39
12	Walthamstow	29.10.38	55	Woodford, Cheshire	8.2.39
13	Exeter	2.11.38	56	Borough of Woolwich (1)	8.2.39
14	Uxbridge	11.11.38	57	Potters Bar	9.2.39
15	Latymer Upper School	12.11.38	58	Harrogate	17.2.39
16	Wood Green	15.11.38	59	Huddersfield	8.2.39
17	Enfield Grammar School	15.11.38	60	Teignmouth Grammar School	10.2.39
18	North East Surrey (Wimbledon)	16.11.38	61	Hove County School	10.2.39
19	Burston-Crawley-Horley	7.12.38	62	Glasgow (2)	11.2.39
20	Ilford (2)	18.11.38	63	Chingford (2)	14.2.39
21	Lewisham	22.11.38	64	Paddington	15.2.39
22	Leeds	1.12.38	65	Dr. Morgan's School (Bridgwater)	17.2.39
23	Bushey	25.11.38	66	Croydon (1)	16.2.39
24	Penzance	29.11.38	67	Glasgow (3)	24.2.39
25	Banbury	29.11.38	68	Mostyn	20.2.39
26	Tiffin School (Kingston)	1.12.38	69	Aske's School	23.2.39
27	Chingford (1)	7.12.38	70	Bradford (2)	1.3.39
28	Bishop Wordsworth's School (Salisbury)	7.12.38	71	Bradford (3)	1.3.39
29	Rugby	8.12.38	72	Bradford (4)	1.3.39
30	Cardiff	8.12.38	73	St. Ives and District (Hunts)	23.2.39
31	William Ellis School	13.12.38	74	Dartford	24.2.39
32	Glasgow (1)	17.12.38	75	Crewkerne School	24.2.39
33	Battersea	16.12.38	76	Greenock (2)	28.2.39
34	Wandsworth	17.12.38	77	Camborne-Redruth	1.3.39
35	Edinburgh (1)	22.12.38	78	Wembley Borough	1.3.39
36	Enfield	20.12.38	79	St. Joseph's College	2.3.39
37	Bristol (1)	21.12.38	80	Bolton	3.3.39
38	Perth	23.12.38	81	Ripon Grammar School	6.3.39
39	Barnes and Richmond	23.12.38	82	Wandsworth (2)	6.3.39
40	Maidstone	31.12.38	83	Glasgow (4)	4.3.39
41	Taunton	31.12.38	84	Bablake School (Coventry)	10.3.39
42	Kings Lynn	2.1.39	85	Southgate	10.3.39



From the Commandant *Doing Our Best*

I HOPE—indeed I believe, that the time will shortly come when I do not have to apologise so often in person and in writing to units of the A.T.C. regarding delays in commissioning officers and in the issue of uniforms and equipment.

I am glad to say that all of you, with a few negligible exceptions, have recognised that it is an immense task for the Air Ministry to pass so many officers through Selection Boards and to manufacture and issue clothing and equipment for so large a Corps, more particularly in time of war, and at a time of expansion of the Royal Air Force. You hardly need an assurance from me that every single officer and official connected with the R.A.F. and the Air Ministry is doing his very best to get over these difficulties, and I am sure that by the time you read these words at least you will have evidence that everything is coming through quite rapidly, the initial troubles having been overcome.

I used the words "doing their best," because a horrible phrase has arisen which people use when they talk about "doing their bit"; there is no

question of any of us doing our bit, because a bit can only be a part of our best. Committee men, officers, cadets and voluntary assistants of all kinds must be always on their toes to do their very best; nothing else will give us the results which we require if we are to serve the R.A.F. as we must.

My main criticism, on the whole, of the units which I have seen is that we want a little more life and snap in the work. If instruction is dull, if drill and physical training is not snappy, if cadets move slowly from class to class, we cannot expect to get the best from young men who have already had, in the majority of cases, a hard day's work before they come to us. There is no better cure for tiredness than life and action of a different kind. Do not let us have long classes in any one subject; a mixture of drill and mathematics, Morse and P.T. (or, for that matter, any other subject), makes a better two hours' work than two solid hours of a single subject, or even two separate hours on two separate subjects. Our motto must be: "Mix it."

J. A. Hamier

AIR COMMODORE
COMMANDANT, AIR TRAINING CORPS

AIR DEFENCE CADET CORPS GAZETTE



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EDITORIAL

THE month of August spells holidays, and we expect that most of you will be forgetting all about parades and lectures, and will be searching for the long-awaited sunshine.

The staff at Headquarters will be very depleted during this month, and we would ask you to try and keep down correspondence as far as possible.

Large orders have been received for the "Pocket Book," and we would remind those squadrons who have not yet ordered to do so soon before the present printing is exhausted.

Samples of the Cadet Corps tie are in process of being sent out to squadrons, and we feel sure that they will meet with your approval.

Corrections to the "List of Officers" is once again invited, and further names will be added in the next issue.

CONTENTS

	PAGE		PAGE
EDITORIAL	1	NAMES AND ADDRESSES OF	
NOTICES	2	SQUADRONS	7
MATTERS OF INTEREST	3	AREA ORGANISERS	7
NEWS FROM SQUADRONS	5	AIR DEFENCE CADET CORPS LIST	
NEW ORDERS	6	—OFFICERS	8



No. 42 FOUNDER SQUADRON AIR DEFENCE CADET CORPS.



Back row (left to right) : L. R. Jackson, J. H. A. Cornish, L.-Cpl. W. E. Rose, L.-Cpl. H. W. Webb, F. C. Brandon, A. J. Starnes, L.-Cpl. A. E. Jackson, L.-Cpl. H. C. Crome, E. T. Balding, A. E. Dye, L.-Cpl. P. Cooper, R. A. H. Breeze, W. R. Woods, G. P. Stannard, G. A. Snelling.
 Second row : F. J. Emms, R. W. Fitt, R. R. Kemp, G. H. Pringle, L.-Cpl. E. Hales, G. C. Starnes, J. G. C. Skinner, G. E. Mallett, G. A. Rudland, W. F. Tison, L.-Cpl. A. B. Williamson, C. K. Skipper, P. J. Mansell, H. G. Crisp, L.-Cpl. T. H. Gidgin.
 Third row : H. L. Greaves, R. A. Barren, W. H. Standfield, C. W. Reeve, S. M. Marsiers, L.-Cpl. G. Flowers, D. C. Carter, C. J. Green, G. Bennett, P. C. Wardale, J. R. A. Steward, C. D. Ribbes, L.-Cpl. E. T. Lee, A. J. V. Taylor, H. C. Moy, H. V. Wiek.
 Front row : B. J. Marshall, A. W. Barrett, Cpl. J. Sains, Sergt. P. O. Leech, Sergt. W. J. Panks, e/F.O. A. H. Todd, e/Fit.-Lt. H. V. Rutherford, e/Sgt.-Ldr. C. A. Freestone, e/Fit.-Lt. H. W. Lee, Fit.-Sergt. G. F. Bullen, Sergt. W. T. G. Bolton, Cpl. C. T. Hitchcock, Cpl. D. C. Back, J. A. S. Brown, M. M. Bray.

1940



Towards the end of 1940 the government realised the true value of the work done by the ADCC and agreed to take over its control. This meant a large number of changes to the corps and in fact brought about the birth of a completely new organisation, called the *Air Training Corps*.

So on the 5th of February 1941 the Air Training Corps (ATC) was officially established, with King George VI very kindly agreeing to be Air Commodore-in-Chief, and issuing a Royal Warrant setting out the Corps' aims.

The number of young men responding to this new ATC was spectacular. Within the first month the size of the old ADCC had virtually doubled to more than 400 squadrons and after 12 months it was about 8 times as big. The new ATC badge was designed, and once approved by the King, it was published in August 1941.

The motto *VENTURE ADVENTURE*, devised by Air Commodore Chamier, was adopted by the ATC and incorporated into the badge which, together with the ATC Ensign, was approved by the King.

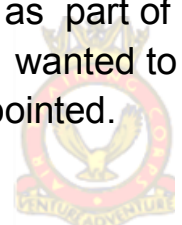
The ATC Ensign must at all times be given the same dignified and respectful treatment that members of the RAF give the Royal Air Force Ensign. The new ATC squadrons adapted their training programmes to prepare young men for entry to the RAF in specific trades. They increased the amount of academic work and concentrated more on physical fitness by introducing a compulsory PT test.

To pass the test the cadet had to be able to:

- a. Run 100 yard (91.4 metres) in 13 seconds.
- b. High jump 4 feet/1.22 m (or 2ft 9 inches/0.84 m from a standing jump).
- c. Long jump 15 feet/4.5 m (or 6 ft/1.83 m from a standing jump).
- d. Clear 4 ft 3 inches/1.3 m with any style of vault.
- e. Run 1 mile in 6 minutes.
- f. Walk 5 miles in 1 hr 10 minutes.

The Standards are not now compulsory, but something that a cadet could aim for. Squadrons often organised sporting events, swimming galas, boxing competitions, football and cricket matches both at local and national levels.

Squadrons would also arrange visits to RAF and Fleet Air Arm stations as part of the cadets' training and to let them fly as much as possible. Everybody wanted to fly but with so few flights available, in many cases, cadets were disappointed.



One solution, designed to ensure the cadets got airborne was to introduce them to gliding. This would give the cadets a chance to experience the feel of an aircraft in flight and allow them to handle the controls. The plan was to give each cadet on annual camp at least one flight in a glider. This obviously could not happen overnight - sites had to be found, gliders obtained, instructors trained and so on. It would be many years before this dream could be realised.



The Airspeed OXFORD was used as an advanced trainer

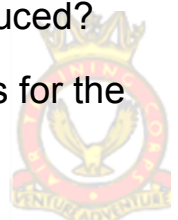
The government did improve the flying situation however, in 1943, by setting up a special ATC Flight of 10 aircraft - Oxfords and Dominies, for the sole purpose of giving cadets air experience flights. They also allowed cadets to go flying in RAF aircraft on normal Service flying activities and introduced a scheme of *Overseas Flights* to places like India and Egypt. A few years later the ATC Flight was replaced by 14 Avro Anson aircraft, located at airfields close to ATC Squadrons. But the Corps was about to change again.

By the end of 1944 the allied forces in Europe had achieved air supremacy without losing as many men as they expected - the RAF had, therefore, too many aircrew! As a consequence of this, reductions on intake had to be made and large numbers of cadets waiting to join the Service were disappointed.

With the end of the war fast approaching, thoughts had to turn to the role of the ATC in peacetime.

What was to happen to the ATC now that the need for air crew had reduced?

Would the government still support the Corps during peacetime? Fears for the future of the ATC were fortunately unfounded.



In 1945 the government announced that the ATC would be retained by becoming part of a recently formed Reserve Command. This helped the Corps enormously because instead of just being an organisation with close links with the RAF, it now actually became part of it, with serving RAF Officers at its head.

The ATC recognised the need to change its approach to training with the changing political situation and in 1947 a new Royal Warrant was issued outlining the new approach.

This defined the aims of the Corps as:

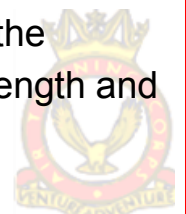
- a. To promote and encourage among young men a practical interest in aviation and to fit them to serve their country in Our Air Force, its reserves and auxiliaries, and also in the Air Branch of Our Navy or in Our Army.
- b. To provide training which will be useful both in the Air Service and in civilian life.
- c. To foster the spirit of adventure, to promote sports and pastimes in healthy rivalry and to develop the qualities of mind and body which go to the making of a leader and a good citizen.



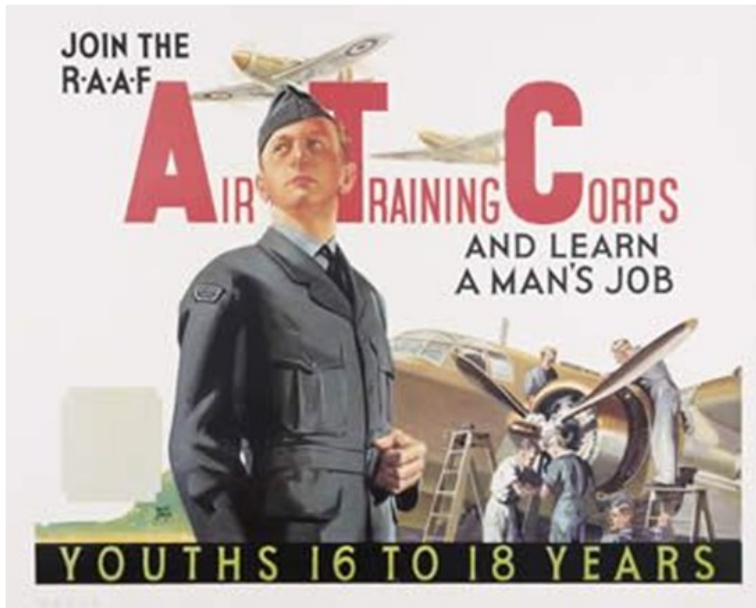
The motto VENTURE ADVENTURE, devised by Air Commodore Chamier, was adopted by the ATC and incorporated into the badge which, together with the ATC Ensign, was approved by the King.

The ATC Ensign must at all times be given the same dignified and respectful treatment that members of the RAF give the Royal Air Force Ensign.

The Falcon is a good choice for the ATC crest because it has many of the qualities a good cadet should have, remarkable vision, enormous strength and incredible courage.



Selection of posters used throughout the years



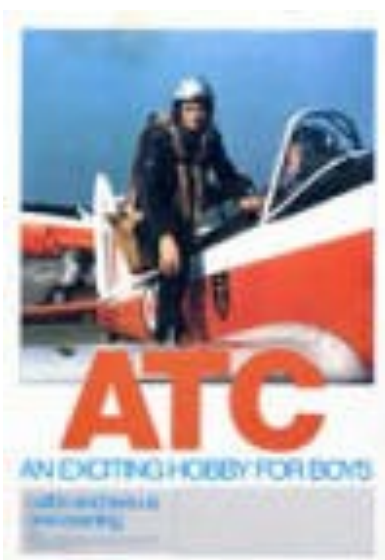
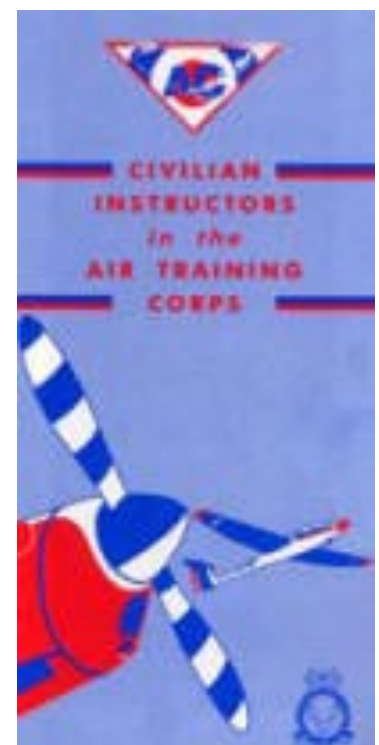
1972



1950



1990



1979



2000



1994

So the ATC got down to work in its peacetime role and the strength of the Corps settled to about 30,000. In August 1947, 2 Officers and 46 cadets went on a 3 week visit to Canada as guests of the Air League of Canada, and on the return trip they brought back some Canadian cadets for an exchange visit. This was the first in a series of exchanges that have taken place every year since then. The scheme soon became international, involving over 15 countries and in 1958 was officially called the *International Air Cadet Exchange* (IACE).

Throughout the war years gliding training continued to grow with enthusiasm. By 1946 the Corps had 350 Kirby Cadet gliders, with a further 50 waiting to be delivered and 115 on order, spread between 84 Elementary Gliding Schools located at various RAF stations around the country. It was at these Gliding Schools that the cadet would learn the basics of gliding by sitting at the controls and being winched across the airfield in a series of low or high hops, depending on the cadet's experience.



Kirby Cadet Mk I

Kirby Cadet Mk II



Kirby Cadet Mk III



In 1948 however a major change in policy was taken to improve the gliding training given to cadets. It was decided that training would take place in 2 seater aircraft - the cadet receiving instruction while actually flying. The first 2 seater used by the ATC was the Slingsby T21B called the *Sedbergh* and it was brought into service in 1950. Despite the gliding there was still a tremendous demand for cadets to fly, so in May 1949 a flying scholarship scheme was introduced, taking up to 250 cadets each year and training them to the standard of Private Pilot Licence. There was also a scheme introduced to pay local flying clubs for cadet flights. Unfortunately this was not too successful and it was abandoned after only 5 years. By 1957 it was decided that the Corps would have its own fleet of 50 Chipmunk aircraft, established in 13 Flights called *Air Experience Flights* and located at existing at University Air Squadron bases. In 1996/97 the 12 AEFs were fully integrated into the UASs, and the flying task for both units was achieved using the Bulldog aircraft. A new aircraft, the GROB 115E (Tutor), was introduced in 1999 for use at AEFs and UASs.

Bulldog



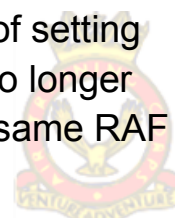
Chipmunk



Grob Tutor



In keeping with the spirit of the Royal Warrant, cadets were encouraged to participate in sports and to follow a variety of interests and pastimes. So it was that in 1956, 7 Squadrons of the ATC were asked to pioneer the recently introduced Duke of Edinburgh Scheme. Trevor Mason of No 85 (Southgate) Squadron was the first cadet to gain the Silver award and David Hood of No 1141 (6th Edinburgh) Squadron was the first to achieve Gold. The experiment was an outstanding success and welcomed by the vast majority of cadets. The scheme was opened to all squadrons in 1960 and the number of awards gained by cadets grows each year. From April 1998 to March 1999 ATC cadets achieved a total of 255 Gold awards, 813 Silver awards and 1854 Bronze awards. By 1960 many changes had taken place in the Air Cadet world. A review of training in this year saw a move away from academic study to a more general approach to aviation related subjects. The recently set up HQ Air Cadets took over the role of setting examinations from the RAF Central Examining Board, and ex-cadets no longer received any privileges on joining the RAF, they would have to do the same RAF training as any other entrant.



The 5th February 1962 was the 21st anniversary of the formation of the ATC.

To mark the occasion the Corps was presented with its own Banner by His Royal Highness the Prince Philip, Duke of Edinburgh, Air Commodore-in-Chief of the ATC, who was appointed to this position on the death of His Majesty King George VI. The Banner is only paraded on special occasions, being most frequently seen at Annual Wing Parades when the Commandant Air Training Corps is the reviewing officer. In 1979, after 17 years of regular use and 109 appearances, the Corps had to have a replacement Banner presented by HRH the Duke of Edinburgh as the old one was beginning to wear out. The old Banner is on display in the Central Church of the RAF, St Clement Danes, together with the Banner of the Royal Air Force Association. The idea being that both old and future members of the Royal Air Force can be thought of together.



Presentation of the Banner by His Royal Highness The Prince Philip, Duke of Edinburgh K.G., Air Commodore-in-Chief, Air Training Corps.

In 1967 a committee under Air Marshal Sir Douglas Morris RAF (Retired) was appointed to review the ATC and if necessary to re-organise and improve it.

The *Morris Report* recommended many changes to the administration of the Corps and its training, bringing it to much the same position that we find it in today. Amongst other things the report recommended introducing a fourth stage of advanced training called *Staff Cadet*, and continuing the move away from academic training by introducing project training and adventure training as part of the official syllabus. This

allowed cadets to pursue additional activities which would make use of their practical and technical skills.

A further change to the Royal Warrant was made, which still holds today, stating the aims of the Corps shall be:

- a. To promote and encourage among young people a practical interest in aviation and the Royal Air Force.
- b. To provide training which will be useful both in the Services and in civilian life.
- c. To foster the spirit of adventure, and to develop the qualities of leadership and good citizenship.



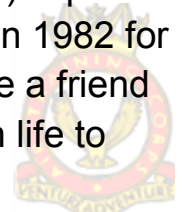
In 1970 trials were undertaken with a Self-Launching Glider (SLG), the Scheibe Falke 25B built by Slingsby. The SLG is fitted with an engine and propeller so that it can taxi and take off just like a light aeroplane, but after reaching the correct height, the engine can be switched off, the propeller prevented from turning with a brake, and the machine allowed to glide as a normal glider. The idea proved to be very popular and after some modifications finally came into service in 1977 with the name *Venture Mk2*.

On 3rd May 1974 Air Commodore Chamier died at the age of 91. He had created an organisation which had developed a life of its own, growing and changing over the years, and built around the young people of the day. He firmly believed that the future of the nation is in the hands of its youth, and the ATC continues as an embodiment of his ideals.

In 1980, the decision was made to allow girls to join the ATC in a limited number of squadrons on a trial basis over 2 years. Girls were to be fully integrated in the squadrons, wearing the same uniform and receiving the same training as the boys. They were to take part in all ATC activities and have the same opportunities for air experience flying and gliding, and where suitable facilities existed, they were allowed on camps. The girls took up the challenge of the ATC with relish.

By 1981, girl cadets were flying solo in gliders, gaining marksman badges and taking an active part in the Duke of Edinburgh Award Scheme. Cadet Fiona Brown of No 404 (Borough of Morpeth) Squadron being the first girl cadet in the Corps to gain a Gold Duke of Edinburgh Award. The first woman to command an ATC Squadron, No 2500 (St Neots), was Flight Lieutenant Janet Page WRAFVR(T) who was appointed in 1982. By the end of March 1999, there were 8682 girl cadets in the Corps.

The 40th anniversary of the Corps was marked by HRH the Duke of Edinburgh, Air Commodore-in-Chief presenting a special award in February 1981. The award called the *Guinea Pig Prize* is awarded in recognition of an outstanding individual performance. Both Flight Sergeant Simon Burrow of No 127 (Wakefield) Sqn and Cadet Daniel Norman of No 1013 (Quantock) Sqn received the award in 1982 for outstanding personal courage. Simon Burrow had to swim out to rescue a friend who had got into difficulties in a fast flowing tide. He had risked his own life to save another.



In 1982 approval was given to purchase modern gliders to replace the *Sedberghs* and *Kirby Cadets*. The aircraft chosen were the AS K21 (*Vanguard*) – a tandem 2 seater high performance glider, the AS W19 (*Valiant*) - a single seater version of the AS K21 and the Janus C - made from glass reinforced plastic (GRP).

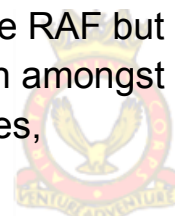
In 1984, a further 100 tandem seat gliders, the GRP Grob 103 (*Viking*) were also introduced as the major part of the total glider strength. It was not until 1989 that a new motorised Self-Launching Glider, the GRP Grob 109B, was announced as a replacement for the canvas clad *Venture*. This aircraft came into service in 1990 with the name *Vigilant*.

Over the years the ATC has grown to be perhaps the largest gliding organisation in the world and has taught many thousands of cadets to fly. In 1995, recognising the magnificent job the Corps had done in bringing flying and gliding training to cadets, HM The Queen presented the ATC with the Royal Aero Club's most prestigious award - *The Royal Aero Club Diploma*. At the beginning of 1999, the Corps had 15 winch launch and 13 self launch schools, with a total of 2801 glider training certificates awarded in the first 6 months of that year. Microlight flying training has also recently been introduced.

A significant landmark in ATC history came in 1991 with the Corps' Golden Jubilee. The initial launch of the 50th Anniversary year took place on 31 January 1991 at the Southampton Hall of Aviation when the AOC Air Cadets, Air Commodore Skelley, received the Air League Challenge Cup from Mr Michael Cobham, chairman of the Air League. The cup was awarded to the Corps in recognition of the outstanding contribution made to British aviation over the past 50 years. A Service of Thanksgiving was held on 3rd February at the Central Church of the RAF, St Clement Danes, in the presence of HRH the Duke of Edinburgh. Throughout the year the whole Corps celebrated the occasion by organising special events.

Squadrons had open evenings, held local Thanksgiving parades or undertook community related projects in an effort to show the nation the value of the work done by the cadets of the ATC

Fifty years from that germ of an idea, when Air Commodore Chamier gave the Corps 3 years to prove itself, the ATC found itself strong and active. It had changed considerably from those early days of training for entry into the RAF but it is still aimed at capturing the imagination and enthusiasm for aviation amongst our young people. The Corps would, through its range of many activities, continue to produce a setting for our youth to show its finest qualities.





The Squadron

The Squadron itself is the basic unit that goes to make up the ATC, and the point at which you will have joined the Corps.

There are two kinds of Squadron:

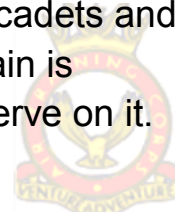
a. Open Squadrons, of which 42F King's Lynn is one. Formed within the local community its membership is open to any young person approved by the Squadron Commander. The majority of Squadrons are open Squadrons.

b. School Squadrons - formed within a school with a membership restricted to either past or present pupils. Most school squadrons nowadays have relaxed the rules and opened their membership to any young person from the local area.

A Squadron will ideally have a minimum of 30 enrolled cadets and be run by Royal Air Force Volunteer Reserve (Training) (RAFVR(T)) Officers, ATC Adult Sergeants and Warrant Officers and Civilian Instructors (CIs). In 1999 there were a total of 927 Squadrons and 76 detached flights.





Flights.

Each Squadron Commander has a civilian committee, to help organise and run the Squadron. The committee is made up of 5 or more local people who meet regularly and take responsibility for a number of things, including: Raising funds for Squadron activities, Controlling the Squadron finances and Helping with cadet welfare problems. Squadron Commanders secure the appointment of chaplains to their squadrons in consultation with their Civilian Committees and Wing Chaplains. They provide the chaplains with the opportunity of meeting cadets and of taking part in the squadron training programme. An Honorary Chaplain is eligible for membership of a civilian committee and may be invited to serve on it.



So that orders may be carried out efficiently within the Squadron and an individual cadet's achievements recognised, the ATC uses a graded series of classifications and ranks. When you first join a Squadron, you complete a short period of probation and are then enrolled as a Second Class Cadet. Further classifications are gained from examinations and are available to everyone.

Classifications are:

- Staff Cadet 
- Senior Cadet..... 
- Leading Cadet..... 
- First Class Cadet.... 
- Second Class Cadet (on enrolment)
- Cadet on Probation

First Class Training.

The training received at this stage is very important and should take 3 - 6 months to complete.

Leading Cadet Training.

Training at this level should take about nine months and should widen interest in aviation subjects Projects will also be started.

Senior Cadet Training.

This part should take about nine months to complete and allows for specialisation

Staff Cadet Training.

The technical subjects studied at Senior Cadet level are continued through the

The training for the Staff Cadet classification now includes things like organisational and managerial skills, in readiness for Instructing younger cadets.

Every cadet will work his/her way through the various stages of training, or classifications and, hopefully, all cadets will eventually reach the level of Staff Cadet.

It is not the same, however, with the rank structure on the Squadron.

Promotion through the ranks is awarded on merit and as a result of selection as the number of cadets that can be promoted is limited



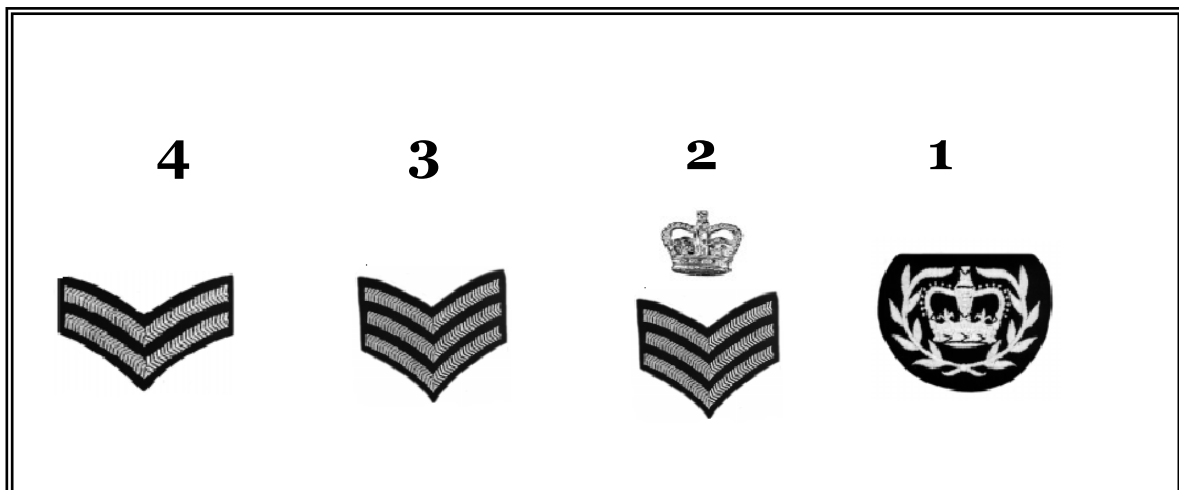
RANKS

1. Cadet Warrant Officer (CWO)
2. Cadet Flight Sergeant (Cdt FS)
3. Cadet Sergeant (Cdt Sgt)
4. Cadet Corporal (Cdt Cpl)

In 2002, 42F had 3 Cadet Warrant Officers. The photo shows them ready for the banner party at the Wing Parade in 2002.



Cadet Warrant Officers
Joby Woodhouse, Tom Metcalfe and
Andrew Lister



Every CWO and Non-Commissioned Officer (NCO) in the Corps is expected to:

- Bear an appropriate share of responsibility for the morale, discipline and control of all cadets junior to him and her.
- Show pride in the Corps and take an active interest in its good name and efficiency.
- Be smart in appearance and set a high standard of personal behaviour.



A Cadet Corporal will have specific duties and responsibilities and should be able to:

- Recognise the need for discipline and be able to apply it with fairness and common sense.
- Communicate clearly, orally and in writing.
- Plan and organise a given task.
- Command a drill squad.

A Cadet Sergeant will generally be given more responsibility on the squadron and, as well as possessing all the qualities of a Corporal, should be able to:

- Accept a greater amount of responsibility, show initiative and inspire confidence
- Display a sound understanding of the role and organisation of the Corps.
- Take an active part in the organisation of squadron activities.

A Cadet Flight Sergeant should possess all of the above qualities but to a greater depth, He or she should display a level of maturity above that of other cadets of the same age.

A Cadet Warrant Officer is a junior manager and should possess outstanding ability and personal qualities. A CWO should have a wide experience of ATC activities, and have a thorough knowledge of the organisation of the Corps. Service as a CWO gives excellent experience for possible subsequent adult uniformed service.



Wings and Wing Committee

Several Squadrons within a certain geographical area are grouped together into a Wing. A Wing is commanded by a Wing Commander (Wg Cdr) RAFVR(T) and to assist him in his duties he will have a small full time staff working from a Wing Headquarters. Each Wing also has a number of Wing Staff Officers (RAFVR(T) who are often given responsibility for special areas of training throughout the Wing - for example, Wing Training Officer, Wing Physical Education Officer and Wing Adventure Training Officer, and for a number of Squadrons.

In order to organise and run the wing efficiently the Wg Cdr will have a Wing Civilian Committee to help him. The Wing Committee has the responsibility of ensuring that the training the cadets receive is effective and beneficial, raise funds and control the non-public monies.

Regions and Regional Councils

The whole of the United Kingdom is divided into 6 regions, each region controlled by a Group Captain (Gp Capt) who is a retired RAF Officer. He is called the Regional Commandant and has a Regional HQ with a Regional Staff Officer and one full-time civilian staff to help him, plus a part-time typist, and a limited number of RAFVR(T) Officers.

Rather like the Squadrons and Wings already mentioned, the Regional Commandant has a Regional Civilian Council to assist in running the region.

Together they will determine Regional ATC policy and make sure the training programme in the region is implemented correctly.

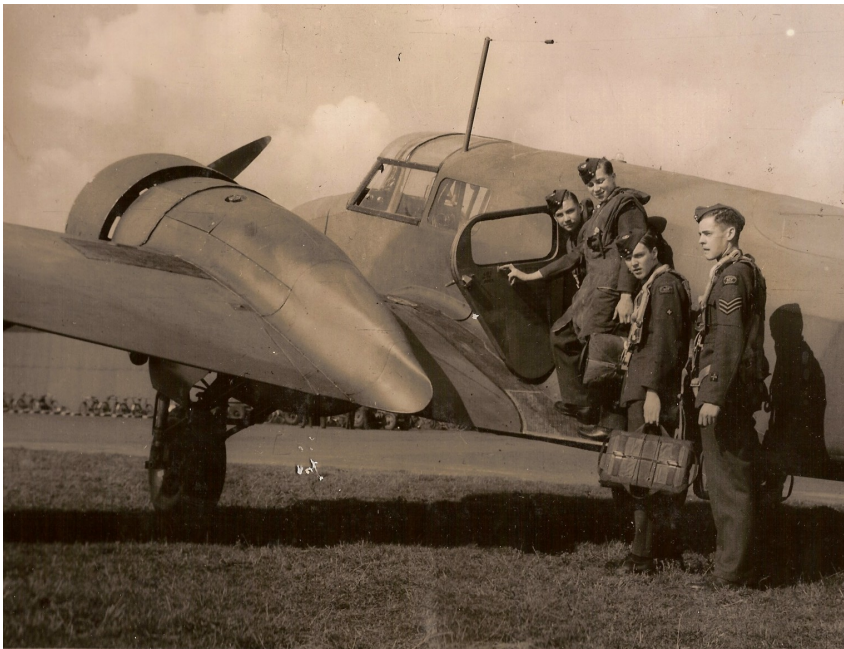
Headquarters Air Cadets (HQAC).

All 6 Regions are controlled by a regular RAF Air Commodore and his staff who are based at RAFC Cranwell in Lincolnshire. He is called *The Commandant of the ATC*, and is responsible to the AOC and Commandant of RAFC Cranwell for the command, administration, discipline and training of all ATC units in the United Kingdom. For matters connected with the well being and encouragement of the ATC, the Air Force Board is advised by the Air Cadet Council.

The organisation of the ATC is closely linked with the RAF. The chain of command goes all the way up from squadrons to the Air Force Board not only on the Service side through HQ Air Cadets, but also on the Civilian Committee side through the Air Cadet Council; and at local level, wings are affiliated to RAF stations for direct assistance in training.



Visits are made by cadets to affiliated RAF stations on pre-arranged training programmes and RAF affiliated stations send instructors to ATC squadrons whenever possible. RAF stations, not necessarily the affiliated stations, also operate a parenting scheme which is set up for the distribution of RAF equipment to squadrons. A close relationship with the Royal Air Force is further maintained by squadrons attending both Easter and Summer camps at an RAF station each year. These camps are generally considered to be the highlight of the year's training and provide an excellent opportunity for cadets to see the daily life of an RAF station and to gain first hand experience of the Royal Air Force. Almost every cadet who goes to camp is given a flight, with the more fortunate among them flying in the station's aircraft.



Cadets boarding an Airspeed Oxford for a flight in 1942

Cadets taking part in camp at RAF Sealand 2005 were fortunate to be allowed a flight in a Chinook



Who pays for the ATC?

The money that is available to the ATC comes mainly from 2 sources:

Public Money - this comes from the Ministry of Defence (MOD), who pays for such things as:

- a. Training.
- b. Flying and Gliding.
- c. Uniforms.
- d. Shooting.
- e. Accommodation.
- f. Squadron administration.

Non-public money, The cadet's weekly subscriptions are divided up and used to pay for sporting activities and adventure training within Wing and Region and also on the Squadron, controlled by the Squadron Committee and used to finance local projects such as:

- Duke of Edinburgh Award.
- Specialist training equipment.
- Sporting activities.
- General cadet welfare.

This has been an overview, some of the detail courtesy of ACP31, of the Air Cadet Organisation and of where the ADCC originated and how it has ended in the high quality youth organisation we know today. It has given a very basic idea of how the organisation works and is run .

How does Kings Lynn squadron fit into this timeline and what has happened to and within 42F over the last 70 years?

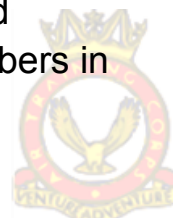




Following the call to form an Air Defence Cadet Corps Squadron, prominent members of society in King's Lynn arranged a meeting which was held at the Town Hall, King's Lynn on December 14th 1938. The overwhelming response meant that 53 young men attended with the intention of joining this new organisation. Having decided on a committee and organised the administration, application was made to the Air League of the British Empire and on January 2nd 1939 42F(King's Lynn) Squadron was registered. On 5th February 1941 when the government took over control of the ADCC, King's Lynn squadron became, what it remains to this day, 42F (King's Lynn) Squadron Air Training Corps. The majority of cadets in the early years went on to join the armed services, mainly the Royal Air Force and served in the Second World War. A number of 42F Members were decorated and honours awarded included, the George Medal to one of the Commanding Officers, Sqn Ldr C A (Pop) Freestone, and Distinguished Flying Medals to Warrant Officer Green, Warrant Officer Scott and Sgt Bill Belton. Sadly, some of its members paid the ultimate sacrifice. Those buried locally are remembered each November by today's cadets.

At the first meeting of the Management Committee of 42F(Kings Lynn) Squadron, on 14th January 1939, in Mr Mills Office, it was proposed by Mr Mills and seconded by Capt Drudge that the squadron take over Paradise Chambers in King's Lynn as its HQ from February 1st 1939.

This was unanimously agreed.



The timeline of some of the important events involving the squadron

1939. July. A Grand Fete at Gayton Hall by kind permission of the Earl of Romney to raise funds for the squadron.

1942. October. All squadron inspected by King George V1 at Sandringham. Because of security, all cadets were told they were going to RAF Marham for the day.

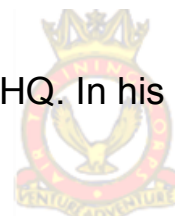
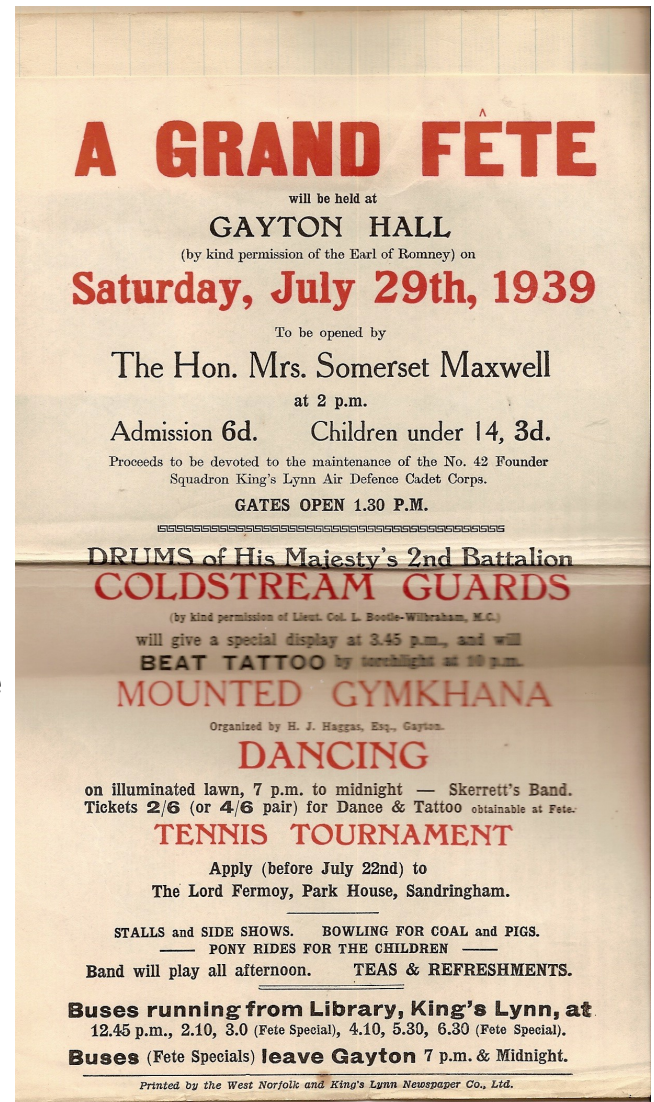
1942-3 Cadet numbers were up to 250 with flights at Hunstanton, Snettisham and Terrington St Clement.

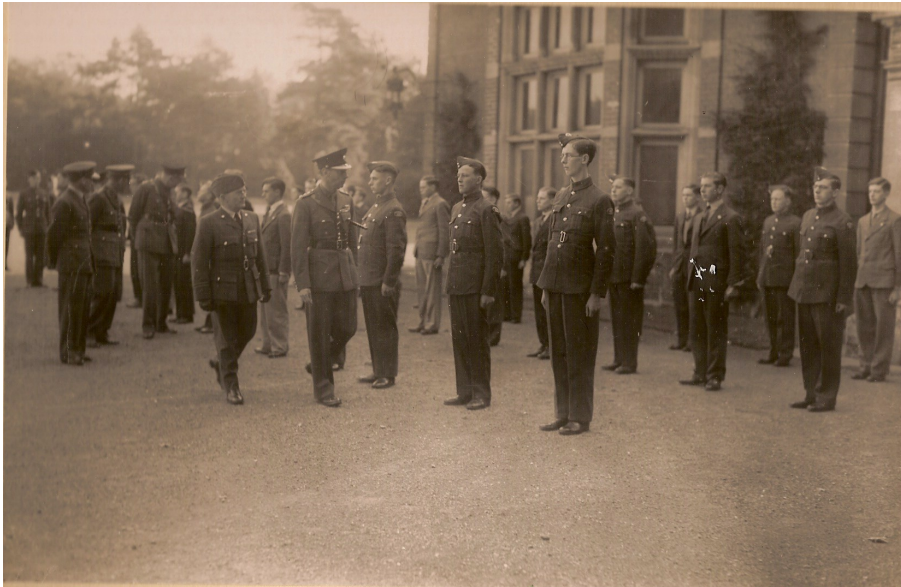
1943. September. The Pilot Cinema Kings Lynn gave a showing of the Fleet Air Arm training film to encourage young cadets from all forces into the Navy.

1944. September 19th Funeral of Pilot Officer Raymond Green. This ex-cadet was killed in a flying accident and buried at Pentney Church. Air Training Corps Cadets formed a guard of Honour at the funeral.

1948. February. Hunstanton Flight virtually disbanded.

1950. 15th September. Sqn Ldr Freestone handed over command to Flying Officer B Targett and left to take up the deputy position at Wing HQ. In his 12 years, over 700 cadets passed through the ranks at the squadron.





The cadets of the squadron were inspected by King George VI at Sandringham in 1942, having being taken to the estate in trucks under the pretext of being on a secretive exercise

1942. The engine bay at Squadron HQ in Paradise Chambers King's Lynn. Shown here are cadets receiving instruction from personnel from RAF Marham.



ENGINE BAY AT SQUADRON HEADQUARTERS, CADETS RECEIVING INSTRUCTION FROM R.A.F. 1940



"C" FLIGHT (A.D.C.G.)

Cadets who attended the gliding course in 1939. This course was not completed due to outbreak of war. The cadet centre-front row is Cadet William Belton, who joined the RAF and was later awarded the Distinguished Flying Medal



1939.
CADETS WHO ATTENDED GLIDING COURSE
(THE COURSE WAS UNFINISHED OWING TO OUTBREAK OF WAR.)



Weapons training on the squadron, believed to be 1943.

Church Parade at St Margaret's Church King's Lynn 21st March 1940



The first ATC Officers Course was held in April 1942.

The Commanding Officer of 42F, 'Pop' Freestone was one of the delegates.





Cadets training on the squadron in the 1940s.



1951. The Official opening of the of the Restored Guildhall in King's Lynn by the Queen on July 24th 1951 and the 1st King's Lynn Festival was attended by the biggest crowds seen in post war King's Lynn. Cadets from 42F were part of the Guard of Honour outside the Town Hall.

1955 1st November. Sqn Ldr Freestone promoted to Wing Commander, commanding Norfolk Wing.

1960. Annual Wing Parade held at Tuesday Market Place King's Lynn for the second year running. This also marked the retirement of Wing Commander C. A Freestone from command of the Wing. The parade also meant the end of the command for the CO of 42F – Flt Lt F Hankin.

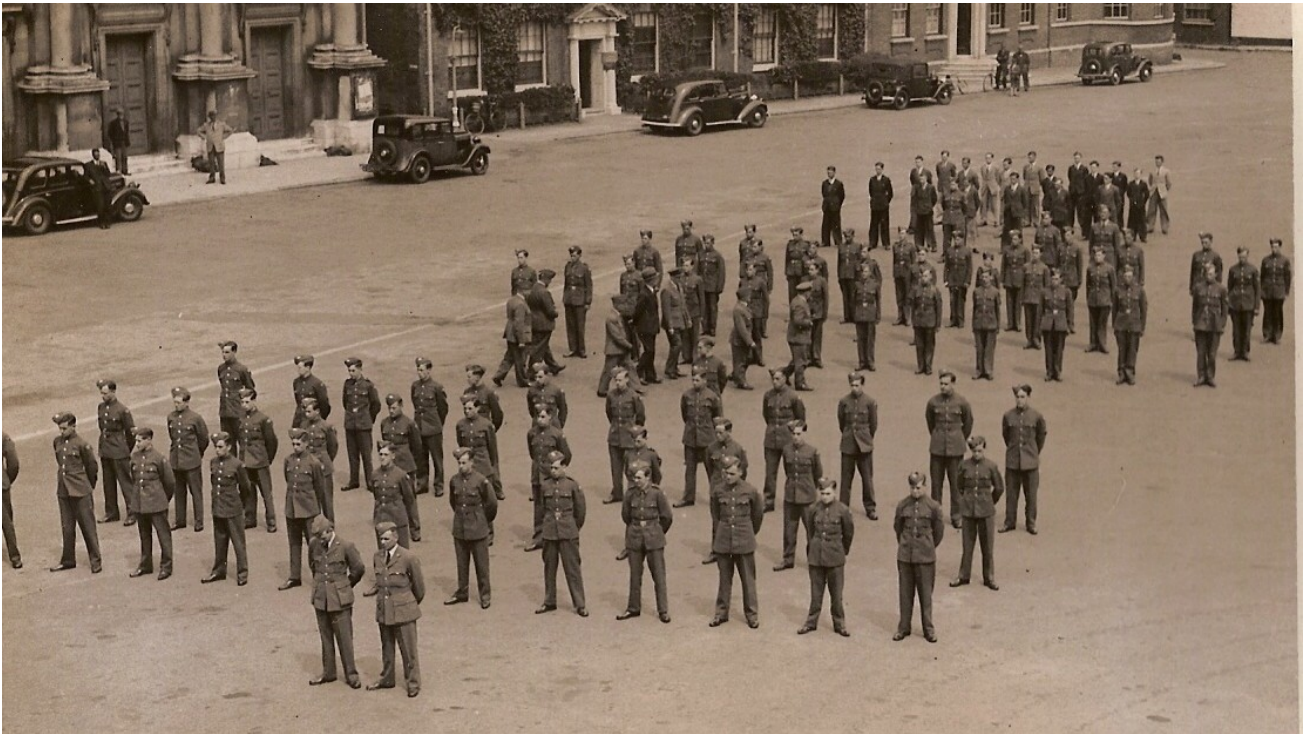
1962. Duke of Edinburgh presents the ATC with its own banner at St Clements Danes Church London on the eve of the 21st anniversary of the Corps. A Cadet from 42F (King's Lynn), Flt Sgt Dale Donovan, was chosen to make the presentation.

The Corps had at this time provided more than 100,000 recruits for the RAF, between 1941-1945. During this time the corps was 30,000 strong, with its Air Commodore-in-Chief being the Duke of Edinburgh.

1967. A cadet from King's Lynn was lucky to be awarded the Air Cadet International Exchange place and travelled to America, visiting the White House and Cape Kennedy.

1967. There is speculation of a move to alternative premises at the Drill Hall in Wellesley St or the Drill Hall in Providence St. The second alternative meaning a share with Army cadets and a Youth Club. However on closer inspection it was not found to be large enough and proposals were put in motion for a squadron building that was purpose-built.





1953

ATC Norfolk Wing, Parade held on the Tuesday Market Place



1968. Commanding Officer Flt Lt T. Gunton and the squadron were formally adopted by the RAFA and presented with a shield at a Civic reception.

1968. 42F (King's Lynn) Squadron wins the Norfolk Wing inter-squadron modelling competition.

1969. The Squadron moves from the HQ at Paradise Chambers to a new building on the site of the Old Swan Laundry, Loke Road, King's Lynn.

1970. New building opened at Loke Road Kings Lynn by Group Capt Price, RAF Marham.

1983. New rifle range built at The Headquarters, Loke Road, King's Lynn and officially opened by Group Capt Price from RAF Marham.

1997. 42F Attended the Wing Parade at RAF Barnham.

1999. 60th Anniversary of the Squadron marked by new ensign and squadron's own crest.

1999. October. 60th Anniversary Dinner at Dukes Head Hotel.

1999. December. The Squadron purchases new ensign and has it blessed at St John's Church.

1999. The Squadron designs its own crest,

Eastern Daily Press, Wednesday, November 17, 1999

Pictures: JOHN HOCKNELL



New insignia marks cadets' diamond jubilee

King's Lynn Air Cadets continued its diamond jubilee celebrations with the creation of its own insignia and a new flag. It is the first time in its

history that the 42F (Kings Lynn) Squadron ATC has had its own insignia. The design vividly displays its close links with the town and borough.

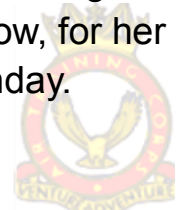
The insignia is to be officially blessed on Sunday by the Rev Simon Stokes, vicar of St John's Church, Lynn, who is the Squadron padre.

The blessing will take place during the squadron's annual church parade on Sunday at St John's Church, Blackfriars Road, Lynn.



2000. The Squadron participates at a Memorial Dedication service at Clenchwarton.

2000. July. The Squadron presents the Queen Mother with a Caithness Bowl at Sandringham Flower Show, for her 100th Birthday.





The 46th Anniversary Dinner of No 42F (Kings Lynn) Squadron was held at the end of last year.

The two gentlemen are holding an original photograph taken when the Squadron was formed as a unit of the Air Defence Cadet Corps in 1938. The person on the right holding the photograph is Squadron Leader G. Bullen who was the first enrolled cadet. The man on the left is Peter Leech who was one of the very early cadets.

Most, but not all, of those

standing were in the original Squadron.

The dinner was attended by the President, Group Captain R. P. O'Brien and his wife, the Mayor and Mayoress of the Borough of King's Lynn and West Norfolk, Councillor Brian Seaman and his wife, and also by the Wing Chairman Mr Ralph Coles and his wife.

In addition there were approximately 100 former cadets, their wives and friends who attended.

Photo courtesy of the Lynn News and Advertiser.

Annual Dinner of the squadron 1985



Lees Trophy Representatives 2003



Caithness Bowl presented to the Queen Mother on her 100th birthday



Presentation of Tree to the squadron



GROUP CAPT. J. E. SMITH, of R.A.F. Marham, stops to talk to cadet Philip Morters, aged 14, of 42 Founder (Lynn) Squadron of the Air Training Corps, during an inspection before opening their new headquarters at Loke Road on Wednesday. (KC 3384)

New HQ for Lynn ATC is officially opened

THE NEW headquarters of the Air Training Corps at Lynn was officially opened at Loke Road on Wednesday by Group Capt. J. E. Smith, of R.A.F. Marham.

At the ceremony — attended by the Deputy Mayor and Mayoress, Mr and Mrs A. E. Banks — Group Capt. Smith said that things that one learned in the ATC included a pride of service, comradeship, sincerity and a sense of duty, the most important of which was pride in service.

He told members of the ATC of 42 Founder (Lynn) Squadron that they rightly had something to be proud of and complimented them on their turnout.

He went on: "The Queen in the Government and indeed the British public expect a lot of the Royal Air Force. We in our turn expect a lot of you. You have the pride to give us that."

On arriving Group Capt. Smith was met by Wing Cmdr C. A. Freestone, former commanding officer of the squadron and now chief civilian representative chairman, and the Commanding Officer of Norfolk Wing of the ATC, Wing Cmdr R. G. Paterson.

cadets and officers of the squadron, under Flt. Lt. C. Brock, parade officer and commanding officer of the squadron before addressing the parade.

After a service of dedication by the wing chaplain, the Rev. D. Ward, the group captain was presented with the key of the new headquarters on a velvet cushion by Flt. Sgt. T. Mace and formally opened the building.

After looking round the headquarters, Group Capt. Smith took the salute at a march past of the squadron.

The ceremony was also attended by the wife of the late commanding officer of the squadron, Mrs. T. Gunton. It was he who first started the efforts to get the squadron a new headquarters, where after the opening a presentation was made to Mrs. Gunton on behalf of the squadron by Flt. Lt. Brock.

AIR CRASH

It had been the intention to present the silver received by Mrs. Gunton to her husband, but he was killed in an air crash in Germany more than a year ago.

Wing Cmdr. Freestone presented Mrs. Gunton with a pen on behalf of the civilian committee on recognition of her efforts for the squadron.

Of the headquarters Wing Cmdr. Freestone said: "It should act as an incentive to the present cadets and prove an attraction to younger boys who are air-minded."

"When they see the facilities they will learn more about the opportunities available to them. I think they will join."

The headquarters has been in use for about a month by the squadron, whose previous home was at Paradise Parade.

* * *

New building opening in September 1970

2000. Wing Parade Bury St Edmunds

2001. Wing Parade Norwich

2002.

- British Legion Parade with Duke Of Edinburgh
- March – vandals destroy range building
- Wing Parade, King's Lynn
- A more detailed timeline of the last few years is available and in addition to the annual events of:
 - Battle of Britain Parades.
 - Remembrance Parades.
 - Performing an Honour Guard for the Royals at the Sandringham Flower Show.
 - Assisting at Lions Charitable events & Multiple Sclerosis events.
 - Fundraising in numerous ways for the squadron and for others.
 - Taking part in the Great Eastern Run
 - Presentation Nights



The following events have been recorded:

2004. Trip to World War II Cemeteries France & Winners of the Wing Drill Competition.

2005. November – 25 Cadets and staff travelled to Royal Albert Hall for the Remembrance Parade.

2005. Cadets climbed up the Eco Tower to the height of Mount Everest to raise money for charity and took part in VE Parades and an event at Middleton.

2005. The newspapers took photos of the two oldest members – Ray Edwards and Harry King – Civilian Instructors now aged 73 and 80 years old .

2005. Ship HMS Cottessmore visited King's Lynn and cadets were shown round.





2002—Arsonists destroyed all adventure training equipment and part of the range building

2004.
42F King's
Lynn, Winners
of the Wing Drill
Competition.



2005. Cadets from 42F took part in a Sponsored Climb. Using The Wind Turbine at Swaffham, they climbed the height of Mt Everest between them and raised over £800



2005. Cadets were involved in the 200th Anniversary Trafalgar Day Parade with members of all the cadets forces.

2006. 42F (King's Lynn) was lucky to have the crest designed in the gardens of King's Lynn in a floral display.

2006. Flying Officer Tom Metcalfe, one of the Officers at 42F, won the Ganderton Sword for being the top graduate at the RAF VR(T) Initial Officers Course held at the Adult Training Facility at RAF Cranwell.

2006. Cadets from 42F were invited to take part in the first ever joint Drill Camp at RAF Lakenheath.

2006. Belgium Visit by cadets and staff from King's Lynn.

2006. Australia Trip.

2006. Visit to House of Commons for all cadets.

2006. End of December cadets move out of the squadron to allow for new build.

2006. Move into temporary accommodation at North Lynn Community Centre.

2007. Cadets helped out at the Lions Annual International Convention.

2007. 42F re- enacted the 1939 Garden Party at Gayton Hall, with stalls, displays and an Auction of Promises, and were rewarded with a Flypast and a glorious day.



2007. Affiliation with the Royal British Legion and Cadets and staff return to the new building.

2007. A new Honorary Chaplain, Reverend Corin Child from St John's Church officially joins the squadron.





Squadron visits HMS Cottesmore in 2005



Fg Off Tom Metcalfe with the Ganderton



First Summer Camp at RAF Lakenheath



2005



The Wing organised Australia Trip . YPX 2006, 24 cadets and 6 staff travelled to the tip of Cape York

The oldest 'teenagers' in the ATC squadron

SKILLS and knowledge are being passed on to West Norfolk young air cadets by two civilian volunteers who both have a wealth of experience through active service in the Royal Air Force.

Henry Harry King (80), of South Wootton, and Ray Edwards (73), of Magdalen, are familiar faces at the 42F (King's Lynn Squadron) Air Training Corps meetings, where they assist with various aspects of instruction.

Both men have been involved with the Air Training Corps since joining the organisation as boys, prior to serving in the RAF, and are both still keen to pass on what they know.

"If anyone can find a way to make use of their knowledge in some way, then they should do it before it's too damn late," says Harry, who originally trained as an RAF pilot. "If you are going to learn all these things then don't be

Story by JO GARNER

afraid to pass it on to someone else, who can make use of it or even increase it.

The ATC was formed on February 5, 1941, and I was 16 just three days before, so I was one of the first to join," said Harry, whose involvement with the organisation has continued from that period, apart from his active service in the RAF.

Harry joined the RAF in December 1942 and after training as a pilot, was re-classified as a navigator, completing a few operations over enemy territory.

Back in the civilian world, he renewed his links with the ATC and pursued a career in printing, eventually working on The Times.

"I have always been able to make use of experience and knowledge to teach air navigation, the principles of flight, the history of the ATC and the history of the RAF and a few other subjects, about eight or nine in total. It keeps my brain

active otherwise, like all printers, I would just stagnate. I'm a bit too old for the very active things in the ATC, but I like to be with the youngsters and I think I get on with them pretty well.

"I'd been back wards and forwards to East Anglia from my RAF days, and when I retired from industry, we would move to Norfolk, and that's what we did some 29 years ago," said Harry, who lives at South Wootton with his wife, Audrey.

Ray Edwards, a former warrant officer with King's Lynn ATC, decided to continue his connection as a civilian instructor, after reaching the mid-50 cut-off point.

Ray, who trained as a fitter during his four years in the RAF in the early 1950s, has also retained his links with the ATC since joining as soon as he was 16.

One of his most memorable experiences in the RAF was "route lining" for the Coronation procession, through London.

"There were thousands of us lining the route, and I was on duty down Oxford Street. There was a row of armoured cars, police and then the crowd, who were all very well behaved."

"We all slept in tents in Kensington Gardens and then marched up to Oxford Street from there," said Ray, who moved to West Norfolk, with



his wife, Audrey and family, when Dorney House, part of the Mars group, relocated to King's Lynn in 1963.

The following year Ray joined the local ATC, becoming a warrant officer the following year, until 1990.

"At 55 you have to hang up your uniform and that's when I decided to become a civilian instructor. We try to help everyone, both the cadets and new volunteers," says Ray.

"It's a bit daunting when I look back on the day when Audrey and I got married in 1952.

The young cadets who formed a part of honour at the church, are probably all drawing a pension now, and that's a sobering thought."

"Harry and I say we are the oldest teenagers in the squadron."

The value of the two men is something that's appreciated by the unit.

"When you think of the amount of experience they have about what went on years ago in the Cadets and the RAF, it's quite amazing," said Pauline Petch, officer commanding King's Lynn ATC.

"What they tell the cadets is all first-hand knowledge and not out of a book and that's what makes it extra special."

ABOVE: Still enjoying their association with the Air Training Corps after all these years are Raymond Edwards, left and Harry King, now civilian instructors with the 42F (King's Lynn) Squadron. The two men are looking at a 1940 picture of the Air Defence Cadet Corps. Picture by Roy Williamson, 05/06/79

Home Office
CSF
What's Your Passion?
WHO TO CONTACT LOGICALLY
Lynn & King's Lynn ATC
Dorothy May, 44, Project Manager 01553 815121
Chris England, 49, Project Manager 01553 815121



Pre 1970. Photograph of the Old Swan Laundry which was demolished to allow the building of the squadron

1970 - 2006. The wooden building erected in 1970 was HQ to the squadron until 2006.



1970 - 2006. The wooden building was demolished in 2006 and a new 'Thurston' building was erected on the site.

Post 2007. The new building was used from September 2007 and officially opened in January 2008



The tired old building, home to the squadron from Sept 1970 to Dec 2006



Demolishing almost finished!



New brick plinths put into place ready for the new building



Craning in one of the 3 sections.



Tarmac in place, building finished



.....and back to normal.



2008 began in a spectacular way. On the 14th January 2008, HRH The Duke of Edinburgh, the Air Commodore-in-Chief of the Air Training Corps, agreed to perform an Opening Ceremony. Arranged by the Commanding Officer, the Duke arrived at 3pm and stayed for around an hour. He visited each of the classrooms and watched as cadets did First Aid, Aircraft Recognition and a Radio lesson. He then unveiled a plaque, signed the visitors book and accepted a gift from the cadets, presented by Cadet Corporal Elizabeth Stenton, before going out onto the parade ground to watch a short drill exercise. Cadet Warrant Officer Ashley Ironside invited HRH to inspect the cadets before he left for the return journey to Sandringham .



Although at his request the visit was low key, other dignitaries were in attendance and included the Lord Lieutenant-Mr Richard Jewson, the Mayor of King's Lynn and West Norfolk-Councillor Kathy Mellish and her Consort Stephen Collins, The High Sheriff of Norfolk ,The Earl and Countess of Romney, Air Commodore Jon Ford, Regional Commandant of Central and East Region ATC, Wing Commander AJ Hipperson-Officer Commanding Norfolk and Suffolk Wing ATC and Squadron Leader Tim Hill, Wing Staff Officer .

The visit was also filmed by Indigo television, for a Documentary on the life of the Duke of Edinburgh.

"The Duke-A Portrait of a Prince"





Funds raised by
the team were
donated to the
Royal Air Forces
Association Fund

The beginning of 2008 brought news that the squadron had won the Central & East Region competition, 'Topflight' run by the RAFA for the most innovative fundraising ideas. The cadets had completed a Sponsored Road March as practice for the Nijmegen Marches .

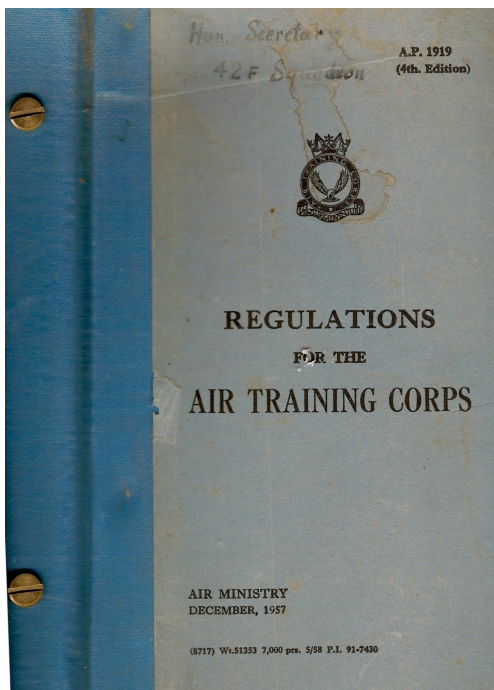
Norfolk and Suffolk Wing have for the last few years, marched a team in the Nijmegen Marches in Holland .

With the training organised by a previous OC of 42F, Flt Lt Jason Allan, cadets from 42F have always been ready to be a part of the team.



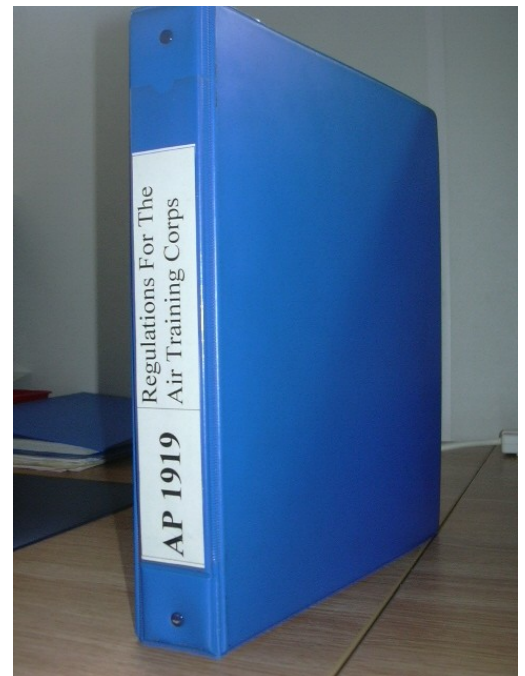
As found among the photographs and minutes of years gone by, the training syllabus was somewhat different to the training of today.

In the beginning the training was centred around the need for service entrance and the syllabus included boxing and engineering. An Air Publication, AP1919 was written at the beginning of the corps which gave the rules of how the squadron was to work and the rules the cadets and staff had to abide by. This was a small pocket book fairly easily readable. Later in the 1960s this was re-written and a larger version, including many other aspects replaced the AP1919. Then in 1992 the version that is used today was introduced to the squadrons and each and every squadron follow these rules .

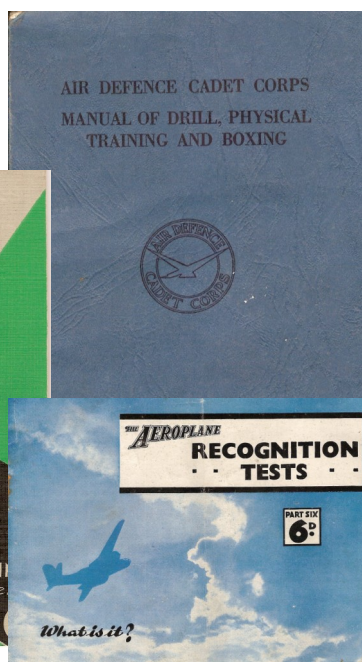


1957 version
about 6 x 4 inches

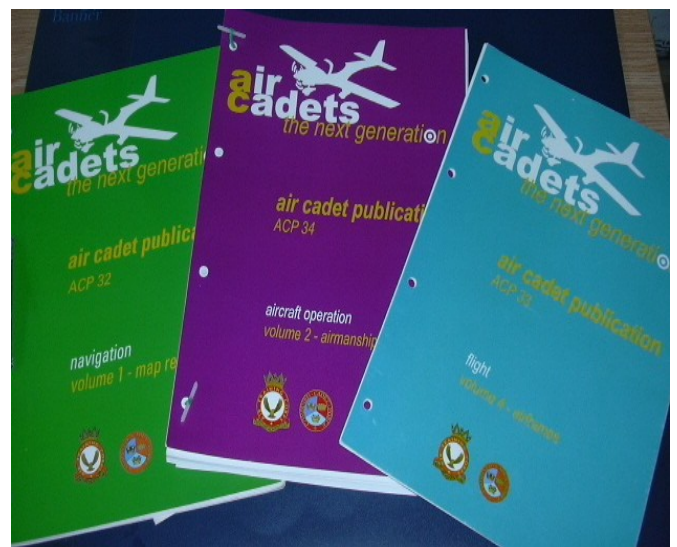
Today's version
14 x 8 inches and
almost 2 inches
thick!



1940's training



2007 training



Over the years, the training has altered to include much more. It has increased year on year, to end with the syllabus we have at the moment. This includes flying, gliding, adventure training and marksmanship. The formal lessons throughout the classifications have not altered greatly and still include the basics of Airmanship and Principles of Flight. However, over the last few years it has become possible for cadets to use their training within the corps to gain vocational qualifications, via the Cadet Vocational Qualification Office. BTEC in Public Services, BTEC in Music and BTEC in Aviation Studies are available for all cadets to take part in.



First Aid Qualifications are now available for cadets as part of their training and sport is still very much encouraged. Flying and gliding still forms a large part of the training, with all cadets having the opportunity for a flight.

The scholarships available for both gliding and flying are promoted regularly and cadets encouraged to study marksmanship, both at RAF Marham and on the squadron using the tube range. Adventure training and field-craft weeks and weekends are arranged both on the Squadron and at Wing.





North Norfolk Expedition
October 2007



Stirling Castle Scotland, August 2007



Visit to HMS Brocklesby
November 2007



Thetford 2005



Australia August 2006

Overseas trips and expeditions have become more popular, and as in the last seventy years, community work and citizenship are still very important.





Raising funds for the RAFBF



Dedication of the RAF Docking Memorial



The Gallipoli Association Service at West Newton with the Turkish Ambassador



Helping at the Fire Station Open Day



Remembrance Day
2007



Some of the diverse training available .

Flying scholarships in microlights, gliders, and Tutors



Water sports in Windermere



Marksmanship on the Range at RAF Marham



Realistic First Aid



Gliding at 611 VGS Watton



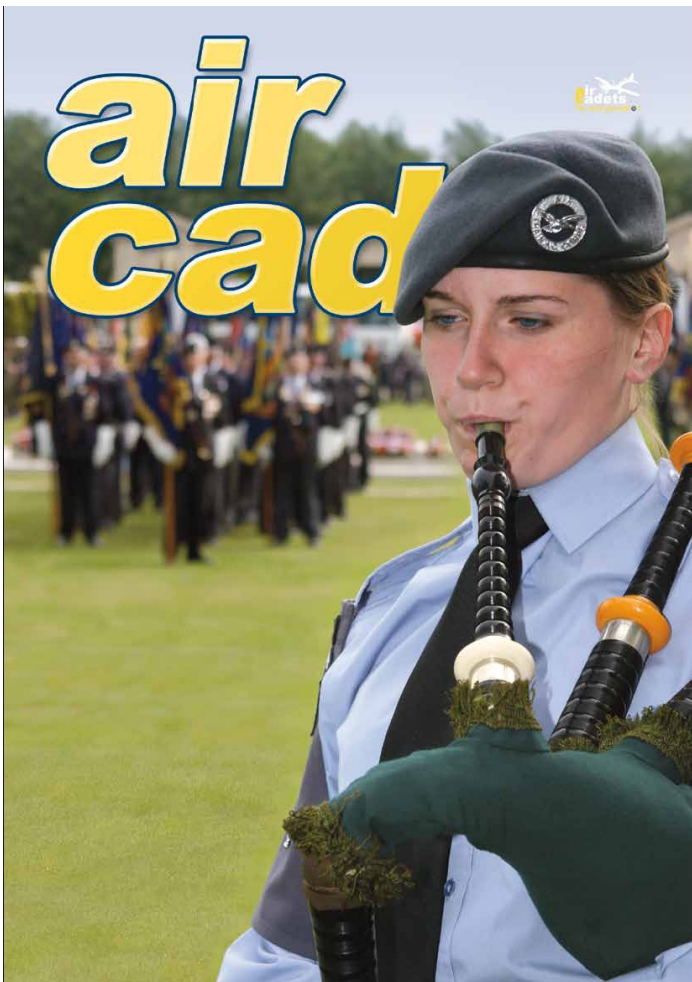
Climbing in the Lake District





So from the early days when the Air Defence Cadet Corps was calling for young men to come forward and join, to help the war effort.....

.....through the early 1940s when it became the Air Training Corps and was used as a recruiting tool for the RAF. Then on through the next 60+ years, growing into a well established youth organisation.....



.....to today, 70 years on when the Air Cadet Organisation has become one of premier youth organisations of the country.



THE AIR CADET ORGANISATION OF TODAY

The success of a modern and progressive ACO must continue to be founded on a binding ethos underpinned by the

Core Values

Of

Respect, Integrity, Service and Excellence



The ACO comprises the
Air Training Corps
and the
Combined Cadet Force RAF



The ethos of the Corps is sustained by all personnel doing their duty with an implacable will to succeed. In accepting their responsibilities all volunteers must be confident that in return the ACO will endeavour to support them in achieving the aims of the Corps. Teamwork, success and effective leadership flourish in an environment of mutual trust and respect. In this context, we all have a responsibility to our colleagues, be they subordinates or superiors, to do our best to uphold our ethos and embrace the Core Values of

Respect, Integrity, Service and Excellence

Behaviour or conduct which undermines trust, creates division, or which draws into question the good name of the ACO, damages our ability to meet our aims and objectives. ACO personnel, take pride in the traditions of our Corps and everything should be done to sustain the values which characterise ACO life which, in some respects, are more demanding than those found elsewhere. This is a reflection of our unique role in helping to prepare the young people of the country for taking and accepting their place in society and, in doing so, portrays the training and development they have received whilst serving in the ACO.

THE ETHOS OF THE AIR CADET ORGANISATION

“The Ethos of the Air Cadet Organisation (ACO) is the distinctive character, spirit and attitude of the Corps which together inspire people to pursue the spirit of adventure while providing a framework upon which to build sound moral principles and develop the desire for achievement and self-improvement and thereby provide example and leadership for the young people of the country.”

The Air Training Corps, ATC, is the RAF's cadet force, divided into six regions, 36 Wings and more than 900 Squadrons within communities around the UK

The Combined Cadet Force (RAF), The CCF (RAF) is our section of the CCF which is made up of cadets from all three services, coming together in approximately 200 independent and state schools across the country



List of Commanding Officers of 42F King's Lynn Squadron

1938. C.A.Freestone
1950. Fg Off B Targett
1958. Flt Lt F Hankin
1960. Flt Lt Molyneux
1964. Flt Lt T Gunton
1970. Colin Brock
1976. Flt Lt Philip Burman
198?. Flt Lt Dale Gagen
1984. 90 Flt Lt Winner
1993. Flt Lt Diesch
1991. Flt Lt Steve Holman
1994. WO Fisher (Acting CO)
1995. Fg Off Entwistle
1999. Flt Lt Jason Allan
2003. Fg Lt Linda Warren
2004. Flt Lt Pauline Petch

LORD ROMNEY'S APPEAL.

SIR,—I feel that your readers will be interested to know that thanks to the enthusiasm and generosity of a number of prominent persons in and around King's Lynn authority has now been received from the Air League to form No. 42 (F) King's Lynn and District Squadron, Air Defence Cadet Corps.

The people of Lynn and district will no doubt be proud that their Squadron is the first squadron of this type to be formed in Norfolk.

The headquarters in Paradise-parade are now being got ready for use and the necessary technical apparatus needed to instruct boys of 14 to 18 in the affairs of the air is being collected from the Air League and elsewhere.

An official opening of the headquarters will, it is hoped, take place at the end of February—and a general appeal for funds to maintain the Squadron efficiently will then be made.

To commence with we intend to form two flights (25 in each flight) and we have on our books over 60 boys anxious to start work.

We hope as soon as we have got running and provided sufficient funds are available to expand to four flights.

The committee have already received a number of offers of help from ex-R.A.F. officers, warrant officers and men, and others, who are prepared to assist in running the Squadron efficiently, but it is felt that there are still a number of men with flying and mechanical experience who might wish to help us in the voluntary work of instructing the boys—either now or later when the Squadron is expanded to four flights.

The instruction will probably be carried out between the hours of 7.30 p.m. and 9 p.m. twice per week and the committee would be grateful if any other volunteers who are prepared to help us in this national work would send their names and addresses to the Adjutant, C. A. Freestone, 19, King George V.-avenue, King's Lynn, with as much information as possible as to their experience.

The syllabus covered consists of Air-manship, Engineering, Maintenance, Theory of Flight, Wireless, Navigation, Meteorology, Aerial Photography, A.R.P.

Yours, etc.,

ROMNEY,

(Chairman of the Committee and
Squadron Leader)

Gayton Hall,
Jan. 14, 1939.



WING COMMANDER CLAUDE ALFRED FREESTONE M.B.E.**Service No 61659 ROYAL AIR FORCE VOLUNTEER RESERVE (TRAINING)**

Date	Event
16 Jun 1892	Born Darlings Regent Hotel, Edinburgh, Scotland
17 Dec 1914	Joined 10 th Battalion Argyll & Sutherland Highlanders
29 Mar 1915	Vickers Gun course
10 May 1915	British Expeditionary Force, France
25 Sep 1917	Gassed, probably at the Battle of Loos. Repatriated to UK for treatment. Fulham Military Hospital, Syon Park, Middlesex.
1 Mar 1917	Commissioned 2 nd Lieutenant in the Royal Fusiliers attached to the 3/3rd Queens Royal West Surrey Regiment
31 Mar 1917	Lewis Gun course
1 Jun 1917	British Expeditionary Force, France
14 Oct 1917	Wounded by shrapnel
1 Jan 1918	RAF Armament School, Ealing
1 Aug 1918	RAF School of Aeronautics, Reading
1 Sep 1918	Promoted to Lieutenant
1 Jan 1919	RAF Armament School, Ealing
4 Jan 1919	Demobilisation Officer i/c pay RAF Ealing
24 Feb 1919	Posted 52 nd Royal Fusiliers
1 Apr 1919	Posted 23 rd Royal Fusiliers (possibly overseas?)
1 Aug 1919	Army School of Education, Oxford
23 Apr 1920	Commission relinquished, retaining the rank of Lieutenant
14 Dec 1938	Attended the first meeting at King's Lynn Town Hall for the call to young people to join the Air Defence Cadet Corps.
1 Feb 1941	Commissioned Acting Pilot Officer (on probation) in the RAFVR for the duration of hostilities. Service number 61659.
28 May 1943	LG: Appointed MBE (Military division) in the Birthday Honours List. (TNA File Air 2/9609) has citation: Air Training Corps, recommended by DATC: "This officer has given several years of devoted service to the Air Defence Cadet Corps and subsequently to the Air Training Corps. He now commands No.42 King's Lynn Squadron and is an outstanding youth leader who has done excellent work. He has been invaluable in helping to form new units and in obtaining recruits for aircrew training."
15 Feb 1944	Presented with MBE by King George VI at Buckingham Palace investiture
1 Apr 1947	Promoted Flying Officer
15 Sep 1950	Sqn Ldr Freestone handed over command of 42F Sqn ATC to Fg Off B Targett and left to take up the deputy position at Wing HQ. In his 12 years over 700 cadets passed through the ranks at the squadron.
1952	Mayor of King's Lynn (during severe storms and flooding)
1 Sep 1960	Commission resigned, retaining the rank of Wing Commander
1980	Died

Medal Entitlement:

MBE (Mil), 1914/15 Star, WW1 War Medal, WW1 Victory Medal, WW2 Defence Medal, 1953 Coronation Medal, Cadet Forces Medal (GVI) with second award Bar.



WING COMMANDER CLAUDE ALFRED FREESTONE**M.B.E. Service No 61659****ROYAL AIR FORCE VOLUNTEER RESERVE (TRAINING)**

Claude Alfred Freestone was born on 16th July 1892 in Chelmsford, Essex. The 1901 Census shows that he was living at 22 New Street, Chelmsford with his father, a widower, one older sister and one younger brother. He attended King Edward VI School for boys in Chelmsford and after leaving school was a bookseller. With the declaration of war on Germany in 1914, his application for enlistment in the Army was accepted and he attested as Private 7930 in the Argyll & Sutherland Highlanders on 16th December 1914 in Alresford, Hampshire.

He duly completed his infantry training including attendance on a Vickers Gun course and embarked for France on 11th May 1915. He suffered gas poisoning, probably at the Battle of Loos, and was repatriated to the UK for treatment on 1st October 1915. After a period of treatment and convalescing, on 12th May 1916 he applied, and was accepted for, commissioning as an officer in the Army. On 1st March 1917, he was commissioned 2nd Lieutenant in the 5th Battalion Royal Fusiliers attached to the 3rd Battalion the Queens Royal West Surrey Regiment. He completed a Lewis Gun course in March 1917 prior to embarking once again for the British Expeditionary Force in France on 1st June 1917.

His service record shows that on the 4th October 1917 he was wounded by shrapnel at a location to the East of Polygon Wood during the Third Battle of Ypres and subsequently embarked at Calais on 9th October bound for Dover. Attendance at various medical boards and a long period of convalescence followed, after which he was attached to the Royal Air Force and although initially selected for pilot training, was posted to the RAF Armament School in Ealing, West London in early 1918. His final role in that post was as Demobilisation Officer in charge of pay. Promoted to Lieutenant on 1st September 1918, his final Army posting was to the 52nd then the 23rd Royal Fusiliers as part of the Army of Occupation of the Rhine. On 1st August 1919, he commenced a course at the Army School of Education in Oxford, presumably in preparation for his next career in teaching. He finally relinquished his commission on 23rd April 1920, retaining the rank of Lieutenant and for his services during World War One, he was awarded the 1914-15 Star, and the British War and Victory medals.

He commenced his teaching career on 24th April 1920, first at Palmer's School, Grays (24 April 1920 to 31 December 1921), then Alexandra Park School, Nottingham (1 January 1922 to 31 August 1925), once more back to Palmer's School (1 September 1925 to 31 August 1929) before finally moving to King's Lynn, Norfolk, from 1st September 1929, to take up the position of Physical Training Master at King Edward VII Grammar School – a post he was to hold for twenty five years. An active member of the local community, he was involved in the local branches of both the Royal British Legion and the Royal Air Force Association. Additionally, he held a number of posts in the Scout movement with which he was subsequently to earn the Scout Medal of Merit in 1946 for his thirty

six years of service which saw him rise to be District Commissioner.

In addition to his other commitments, he was largely responsible in December 1938 for the formation of the Kings Lynn Squadron of the Air Defence Cadet Corps (later to become 42F (Kings Lynn) Squadron ATC) when he attended a meeting at the Town Hall on the 14th December 1938 to assist with the call for young men to join the Corps. From his initial post as Adjutant of the Squadron, he was appointed as Commanding Officer on the outbreak of the Second World War. With the change from the ADCC to the Air Training Corps, on 5th February 1941 he was formally commissioned as an Acting Pilot Officer (service number 61659) in the Royal Air Force Volunteer Reserve for the duration of hostilities. Clearly he approached his role with the ATC as enthusiastically as he did other activities and on 28th May 1943, his appointment as a Member of the Order of the British Empire (Military division) was promulgated in the London Gazette. His recommendation stated:

"This officer has given several years of devoted service to the Air Defence Cadet Corps and subsequently to the Air Training Corps. He now commands No.42 King's Lynn Squadron and is an outstanding youth leader who has done excellent work. He has been invaluable in helping to form new units and in obtaining recruits for aircrew training."

Pilot Officer Freestone was presented with his MBE by King George VI at an investiture at Buckingham Palace on 15th February 1944. This was not the first time that he had met the King. In late 1942 he had paraded with his Squadron at Sandringham for a formal inspection by the King. Post war, Freestone entered local political life as a Kings Lynn Councillor in November 1946. With the ATC, he was promoted first to Flying Officer on 1st April 1947, and subsequently to Squadron Leader in 1950, at which point he relinquished command of 42F Sqn to take up a position at Norfolk Wing HQ. In May 1952 he became Mayor of Kings Lynn and in addition to presiding over activities to prepare for the forthcoming Coronation celebrations, he also had a more sober duty to perform in rallying Council efforts in response to the severe storms and sea flooding in early 1953 that caused widespread devastation and loss of life in the Lynn area. During that period he hosted a personal visit from the Queen who toured the worst hit areas to see the damage for herself. After his term as Mayor was over, Freestone was made an Alderman and on 31st December 1954 retired from his teaching post at King Edward VII School. On 1st September 1960, he resigned his RAFVR(T) commission and retained the rank of Wing Commander. Little is known about his retirement save that he participated in the 42F Squadron 40th anniversary celebrations in 1979. Claude Alfred Freestone passed away in Lynn Hospital January 1981 at the age of 89.

In addition to his MBE and World War One trio of medals, he additionally earned the WW2 Defence Medal, 1953 Coronation Medal (as Mayor), and the GVI Cadet Forces Medal with additional Bar.



Annual Camps

- 1945. RAF Coltishall
- 1946. RAF Swanton Morley
- 1948. RAF Syerston
- 1966. RAF Wildenrath Germany
- 1967. RAF Binbrook
- 1967. RAF Gutersloh Germany
- 1970. RAF Marham
- 1980. RAF Sealand
- 1981. RAF Coltishall
- 1990. RAF Halton
- 1992. RAF Wyton
- 1996. RAF Manston
- 1999. RAF Odiham
- 2000. Millennium Camp at RAF Cranwell
- 2000. RAF Stafford
- 2001. RAF Northolt
- 2002. RAF Lyneham
- 2003. Chickerill Dorset
- 2004. Llanbedr
- 2005. RAF Kinloss & Sealand & Llanbedr
- 2006. RAF Halton & Windemere
- 2007. RAF St Mawgan, Browdown & Windemere
- 2008. RAF Lyneham





ATC CAMP Thorney Island 1954

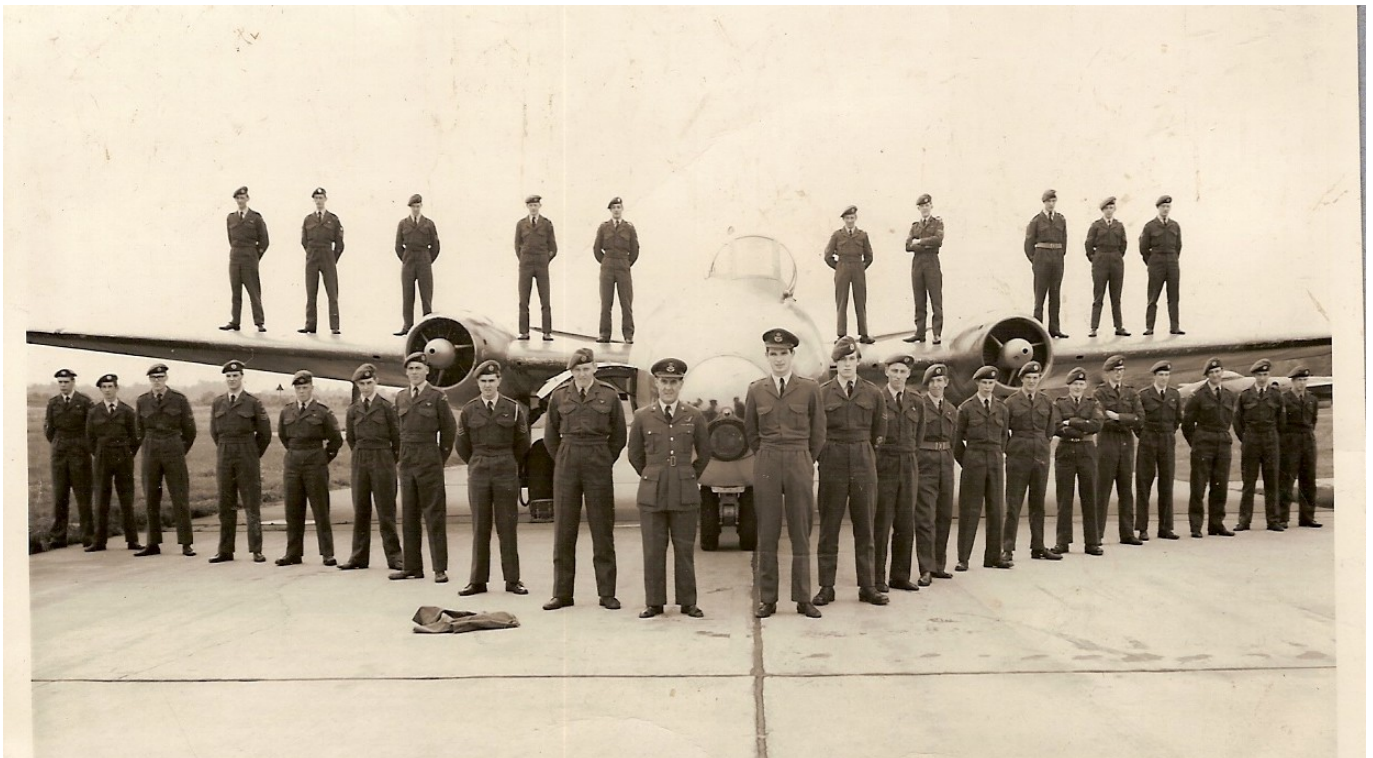


ATC CAMP Oakington 1953





ATC CAMP Helmswell 1952



RAF Wildenrath Germany 1966





RAF Wildenrath 1966





ANNUAL CAMP RAF WYTON AUGUST 1992



7 42F
RAF GUTERSLOH, GERMANY 1967

RAF Gutersloh Germany 1967





Norfolk and Suffolk Wing Adventure Training Camp
Chickerell Camp – August 2003



Participating Squadrons

2 (Overseas) Sqn, 42F (Kings Lynn) Sqn, 188 (Ipswich) Sqn, 221 (St. Yarmouth) Sqn, 222 (Broadland) Sqn, 231 (Norwich) Sqn,
301 (Bury St Edmunds) Sqn, 759 (Beccles) Sqn, 863 (Thurston) Sqn, 1018 (Downham Market) Sqn, 1109 (Thetford) Sqn, 1132 (Stalham) Sqn,
1287 (Wattisham) Sqn, 1331 (Stowmarket) Sqn, 1334 (Manningtree) Sqn, 1379 (Leiston) Sqn, 1986 (Wymondham) Sqn,
2110 (North Walsham) Sqn, 2470 (Sudbury) Sqn.

RAF Lyneham 2002





RAF Coltishall 1981



RAF Feltwell



Strength of Squadron 1941

King's Lynn 90

Hunstanton 32

Terrington 44

Snettisham 18

1944

185 cadets

1945

125

1946

82 January to 65 in April

1947

75 cadets

1949

40 Cadets

Statistics not available

2004

36 Cadets

2005

48 Cadets

2006

57 Cadets

2007

53 Cadets

2008

48 Cadets



Finances then

Donations of £146.17s.0d were received to help establish the Squadron.

Many donations of help and furniture were given in the first few years. The Finance Committee realised that an annual amount of £160 was needed to run and maintain the Squadron.

This figure was made up of donations, small subscriptions from cadets, (3d each) money from uniforms, a Dance at the Dukes Head raised 20 pounds 4 shillings ! and a War Loan

...and now Finances of 2008

Subscriptions are now £120 per year and unlike most youth organisations, uniforms are supplied free of charge.

Much fundraising is done by both the Civilian Committee and the cadets, which helps to pay for extra visits, trips and equipment.

Over the last few years the Squadron has secured many grants from the Local Network Fund and the National Lottery, and has been fortunate with donations from local groups including the Lions.

The cadets work hard within the community fundraising, from diverse events such as 'Climbing Everest ' (the Sponsored Wind Turbine climb) - to car-parking for local charity events, including the Sandringham Flower Show and Stradsett Steam Rally.

Trips and events are organised regularly and Summer Camps and adventure camps, both Squadron and Wing based, are very well received and are often over-subscribed.



Many grants have been awarded to the squadron over the last few years, and the extra equipment that has been purchased, has given the cadets a better quality of training .

£4500 towards Duke of Edinburgh Equipment



£4700 for Radio equipment



Computers and printers, £4500



£4000 for Kayaks, safety equipment and trailer



£3500 for Printer, smartboard and projectors



In addition to these grants, the squadron has been extremely fortunate to secure a Heritage Lottery Grant to ensure this history will be collated and remembered in future years.

The lottery grant has helped fund the cameras and film equipment, filming and editing training, printing of the book, manufacture of the DVD, Parades, Dinners, a 1940's Dance, a Timecapsule, Exhibition and marquee with

trailer and visits to museums, to name just some of the events involved with our 70th Anniversary.



Our Royal Connections





PARADES THROUGH THE AGES



Squadron returning from Church
Parade at St Margaret's Church
March 1940

Parade of Cadets in 2007 at
Gayton Hall pictured with
Cadet No 1, Geoff Bullen from
1939



circa 1940s

Wing Parade 1953,
Tuesday Market Place Kings

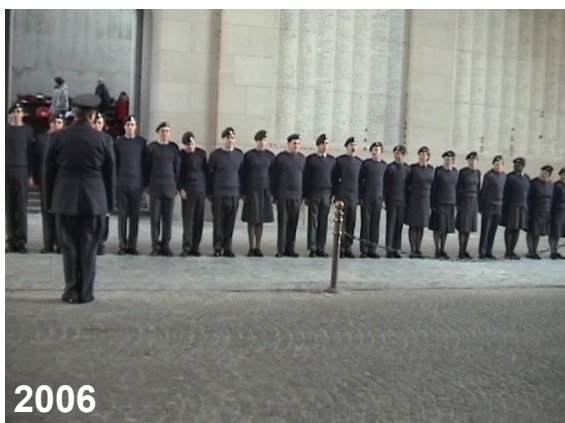




Wing Parade Norwich 2001



Remembrance Sunday 2006



Our Civic Connections



Dr Paul Richards Mayor of King's Lynn and West Norfolk visits the Squadron 1999



Mayor of King's Lynn and West Norfolk Michael Langwade, an ex-cadet of 42F, inspects the parade in 2003.



Mayor of King's Lynn and West Norfolk, Ann Clery-Fox presents the Chairman of the Civilian Committee Michael Lister with the Mayors Award 2006



Mayor of King's Lynn & West Norfolk Trevor Manley inspects the parade in 2005



Mayor of King's Lynn and West Norfolk Kathy Mellish opens the Mart February 2008, also pictured Deputy Mayor Michael Langwade, the Bishop of Lynn and Chairman of the Showman's Guild along with Mayors Cadets from all services.



Mayor of Kings Lynn inspects 42F Cadets in 1940

Staff of 2009



Officer Commanding :
Flight Lieutenant
Pauline Petch



Squadron Officer :
Flying Officer Charles Neep



Squadron NCO
Flight Sergeant
Andrew Lister

Civilian Instructors:

Aimee Petch
Chris Lowe
Adrian Bailey
Chris Barrett



Chairman Civilian Committee: Mr Michael Lister

Honorary President of the Squadron: The Earl of Romney

Vice President : Chief Supt Alan Hayes

44 Enrolled Cadets



Seventy years along the road, January 2009, the Squadron at Kings Lynn is still a very strong and successful squadron .

The Squadron takes part in all Wing events, cadets travel to all places on camps, formal training has meant many passes in BTEC, First Aid and Radio Communication. Adventure training is enjoyed by the cadets on a regular basis and many overseas trips have been taken.

Cadets and staff from 42F are extremely active within the community, working for many charities and attending many parades.

With 44 cadets on the books and a staff who enjoy teaching the next generation of recruits, the future looks bright for the next seventy years.

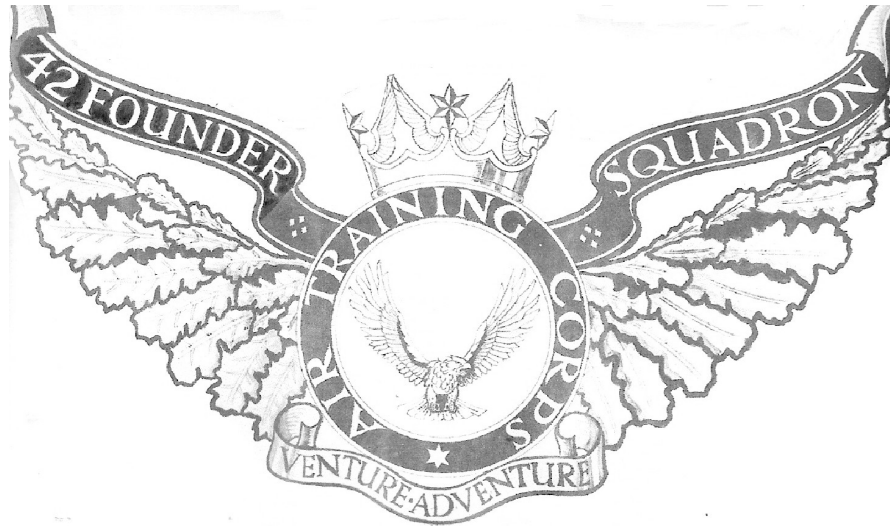
The building which was finished in 2007, gives the squadron a high quality base which will ensure that the cadets of the future have the best opportunities to grow, to learn and to enjoy.

Updated Crest for our 70th Anniversary



Venture Adventure since 1939





42F (King's Lynn) Squadron ATC 1939-2009

Venture Adventure since 1939



Supported by
The National Lottery[®]
through the Heritage Lottery Fund

