

Join Your Neighbours
in an **ROC** post



ROYAL OBSERVER CORPS

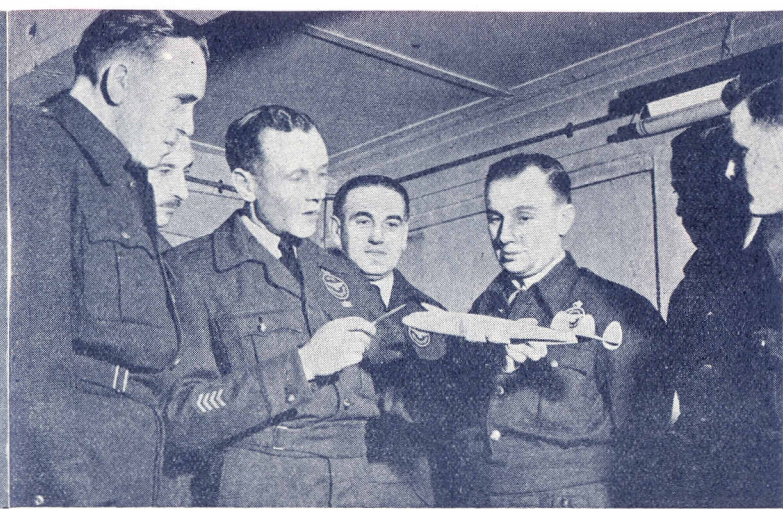
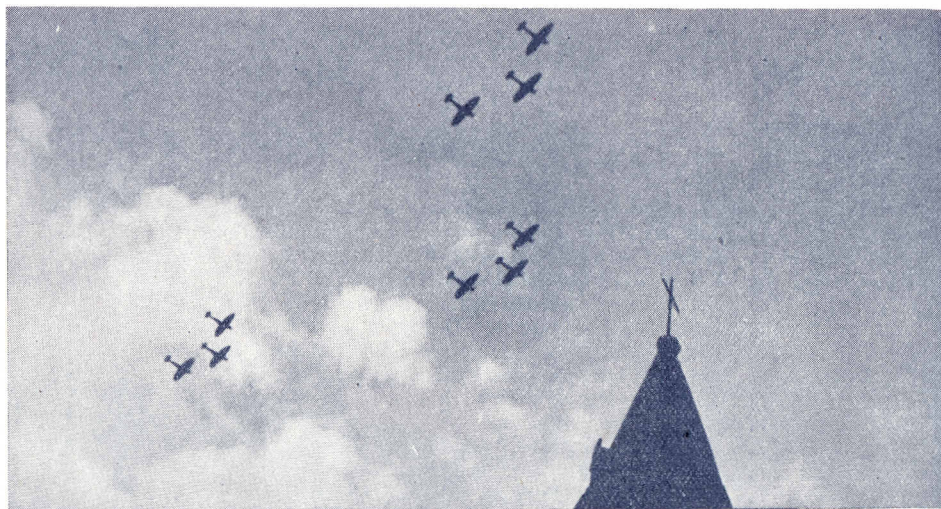


WHY YOU ARE NEEDED IN THE R.O.C.

If there was an R.O.C. post in your locality during the war, you will already know how important was its task of spotting and reporting aircraft movements. And also, perhaps, how interesting. For, let us make no mistake, there was a keen satisfaction in assessing quickly and accurately the height, direction and type of every flying machine that passed, whether it was just another of 'them yellow-bellied Annies' or perchance something quite new and unheard of to be gazed at 'with a wild surmise.' And the satisfaction was still keener when, as often happened, the sharp eyes of the R.O.C. beat radar and all the resources of science. (It was, after all, an R.O.C. observer who saw and identified the first V.I. for what it was, a bomb rather than a bomber). There was a good deal of fun to be had too: in the rivalry of spotting tests (wherein reputations in other fields of endeavour were often reversed), in the evenings down at the post or 'local' (often under the same roof), and not least, though more quietly, in the job itself, as with eyes peeled and ears pricked the observers stood their watch. Or as one South-countryman put it, 'settin' and bein' paid for un.'

All this is history now. But the R.O.C., which is as much a link in the defences of this country as the reserve fighting formations, still remains in training; and in an emergency it would still have a vitally important function. Despite the greatly increased speeds of aircraft, and the development of technical aids, visual methods remain the surest and even the quickest means of identification. The critics who had said that the Corps would be unable to handle aircraft flying at high speed got their answer when British jet aircraft, used operationally for the first time, were controlled entirely from R.O.C. information. This was when R.A.F. Sector Controllers took radio equipment to Horsham and Maidstone R.O.C. Ops. Rooms and vectored their fighters on to the flying bombs direct from the R.O.C. plotting tables. Additional help, impossible from any other source, was given by the Posts themselves, who fired rockets to help fighters pick up the flying bombs as well as to save them from flying into the balloon barrage.

It is safe to say, then, that while aircraft continue to be used for purposes of war, there is a need for the Royal Observer Corps. And that means a continued need for men and women as keen as those who served in the last war to fill its posts and centres.



SPARE-TIME SERVICE AT AN R.O.C. POST

YOUR QUESTIONS ANSWERED

Who is eligible?

Post-crews are usually men, but women are also eligible to join.

What are the age limits?

You must be over 16 and under 55 (and free of liability to rejoin the Armed Forces in emergency). If you were serving as an Observer at the time of 'stand down', you may rejoin up to the age of 58, or 63 in special cases.

How fit must I be?

Normal fitness is sufficient, and wearing spectacles is no bar to joining. You may, however, have to produce a medical certificate of fitness to undergo training and duty as a member of the R.O.C.

For how long do I join?

You must be prepared to join for at least three years. If you want your release from the Corps during this time your application will be sympathetically considered.

Shall I have to take a test?

Not at first. When you have been in the Corps for about 6 months you will be required to take a primary test of efficiency in Post procedure. The Intermediate and Master tests which follow on are voluntary. Those who pass the Master test wear the coveted "Spitfire" badge.

What spare time must I give up?

You will be expected to do at least an average of three hours' training a month, and to attend exercises and courses as necessary.

What rank can I attain?

You will join in the basic rank of Observer. Promotions to Leading or Chief Observer and to officer appointments will be made under arrangements to be prescribed by the Commandant, R.O.C.

What grants and Allowances will I get?

Provided that you have fulfilled your training obligations you will qualify for an annual grant at the following rates:

*Chief Observer £2-10-0 Leading Observer £2-0-0
Observer £1-5-0*

Travelling allowances, which cover all journeys in connection with training arranged on a post or 'cluster' basis, are made at the following annual rates:—

*Chief Observer £1-15-0 Leading Observer £1-10-0
Observer £1-5-0*

For attendance at exercises you will be eligible for an allowance of 2/- for each complete period of 4 hours attendance, excluding travelling time, up to a maximum of 12 hours at any one exercise.

In addition you will receive 10/- for passing the 'Intermediate' Test and £1 for passing the 'Master' Test. These grants and allowances will be paid in half-yearly instalments. Coupons are allowed for petrol consumed on duty journeys.

What about uniform?

All uniform is supplied free and includes a shirt, collars, tie and boots or shoes.

What would be my position in a National Emergency?

You must be prepared to become a part-time member and to devote not less than 12 hours a week to R.O.C. duty in event of a National Emergency.

How can I join?

By applying to the Commandant of your Group (see list of addresses on back cover) OR to the Chief Observer in charge of the R.O.C. Post in your locality.



1914.—First system of detection and report of aircraft started (by the Police)

1916.—Air Defence of Great Britain taken over by War Office and cordons of military observers organised 30 miles outside vulnerable areas.

1918.—The system extended and Reporting Posts manned by Special Constables.

1924-5.—A Raid Reporting System made the responsibility of a committee representing the Air Ministry, Home Office and G.P.O. Two groups of centres and posts formed and manned by Special Constables. This was the real beginning of the Observer Corps.

1929.—The Organisation taken over by Air Ministry, but observers remained as Special Constables until 1939.

August 24, 1939.—The Corps 'stood-to.'

1940.—First big trial came with the Battle of Britain. In recognition of the part played by the Corps, the King in 1941.—granted the title of 'Royal.'

September, 1941.—First introduction of women into the Corps.

June, 1942.—Air Commodore Ambler, the new Commandant, introduced the Group H.Q. system, officer ranks, Post Training and the Basic Test. Operations Rooms were altered to a standard design and a new operational procedure started, including the Long Range Plotting Board, which made possible the decentralisation of Civil Air Raid warnings.

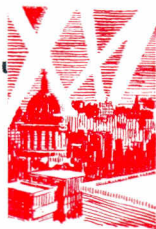
1944.—The R.O.C.'s 'Seaborne' scheme materially helped the Invasion Operations by supplying on-the-spot observers.

1944.—First V.I. identified and reported by the Corps.

Many V.I.'s shot down by fighters directed by controllers working from the Corp's plotting tables.

June 30th, 1945.—The Corps stood down.

January, 1947.—Under the command of Air Commodore the Earl of Bandon re-enrolment and recruiting for post-war organisation started.



ROYAL OBSERVER CORPS GROUPS

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|-----|-------|----|--|
| No. | 1 | .. | 57, London Road, Maidstone, Kent. |
| | 2 | .. | The Drill Hall, Denne Road, Horsham, Sussex |
| | 3 | .. | Abbotts Road, Winchester, Hampshire |
| | 4 | .. | The Drill Hall, North Way, Oxford |
| | 5 | .. | Broadwater, Earlsden Avenue, Coventry |
| | 6 | .. | "Highfields", Broadway, Derby |
| | 7 | .. | "Danebury", Grange Avenue, Levenshulme, Manchester, 19 |
| | 8 | .. | Grove House, Grosvenor Road, Hyde Park, Leeds, 6 |
| | 9 | .. | Tadcaster Road, York |
| | 10 | .. | Knivesmire, Yorkshire |
| | 11 | .. | c/o Royal Air Force, Waddington, Lincoln |
| | 12 | .. | Day's Lane, Biddenham, Bedford |
| | 14 | .. | The Guildhall, Bury St. Edmunds, Suffolk |
| | 15 | .. | "Meadowlands", Newmarket Road, Cambridge |
| | 16 | .. | c/o R.A.F., Old Catton, Norwich, Norfolk |
| | 17 | .. | Cassibury Drive, Watford, Hertfordshire |
| | 18 | .. | "Errington Lodge", Lexden Road, Colchester, Essex |
| | 19 | .. | Dura Dene, Beckenham Park Place, Beckenham, Kent |
| | 20 | .. | Masonic Hall, Truro, Cornwall |
| | 21 | .. | Poltimore Park, near Exeter, Devonshire |
| | 22 | .. | Braggchurch, Hendford Hill, Yeovil, Somersetshire |
| | 23 | .. | c/o Royal Air Force, Filton, Bristol |
| | 24 | .. | Northgate Mansions, Gloucester |
| | 25 | .. | c/o Royal Air Force, Caerau Lane, Ely, Cardiff |
| | 26 | .. | Parciau Pavilion, 86, Bradley Road, Wrexham |
| | 27 | .. | London Road, Shrewsbury, Shropshire |
| | 28(1) | .. | 36, King Street, Carmarthen |
| | 28(2) | .. | The Castle, Caernarvon |
| | 29 | .. | 66, Church Street, Lancaster |
| | 30 | .. | Providence Row, Durham City |
| | 31 | .. | 14, Carlton Terrace, Edinburgh |
| | 32 | .. | 10, Norfolk Road, Carlisle |
| | 33 | .. | Nile Court, Ayr |
| | 34 | .. | 62, West Nile Street, Glasgow, C.1 |
| | 35 | .. | Albany Street, Oban |
| | 36 | .. | c/o R.A.F., Pitreavie Castle, Dunfermline, Fifeshire |
| | 37 | .. | St. Cuthbert's Hall, Constitution Road, Dundee |
| | 38 | .. | Old Royal Infirmary, Woolmanhill, Aberdeen |
| | 39 | .. | Raigmore, Inverness |

**Write for full details to the Commandant of your Group,
or to the Chief Observer of the R.O.C. Post in your locality.**