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AIR FORCE**
AIR CADETS
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Commemorating and remembering the Royal Air Force in conjunction with Norfolk Airfields, the Heritage Arts Trail forms part of the RAF100 celebrations. Each of the airfields has been researched and history boards designed. Fibreglass aircraft have been made and decorated by schools and Squadrons and these will be erected close to the airfield as a marker on the trail. There are 4 different designs of aircraft spanning the 100 years of the Royal Air Force - Spitfires, Victors, Tornados and the incoming F35B Lightning.

The Heritage Arts Trail has been a two year project, assisted by the Heritage Lottery Fund, designed to inspire young people to research and record their findings about the County's rich history in aviation and airfield construction. The trail will be in place for most of 2018 (April – October) and will also host on the 17th June a Cycle Sportive, starting and finishing at RAF Marham (see back page for further details).

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Introduction

*Introduction*There are many airfields in Norfolk most with connections to the Royal Air Force both from the first and second World Wars, which played an important part during wartime. The county and the men and women who served on them, were one of the most important front lines of defence of the United Kingdom something which continues to the present day. Forty of the wartime airfields were chosen for the focus of this project, further information and photographs about which can be found on the Heritage Arts Trail website: www.heritageartstrail.co.uk.

Airfields in West Norfolk

1. MARHAM

Air Force Marham, or more simply RAF Marham (IATA: KNF, ICAO: EGYM), is a Royal Air Force station and military airbase near the village of Marham in the English county of Norfolk, East Anglia. It is home to No. 138 Expeditionary Air Wing (138 EAW) and, as such, is one of the RAF’s “Main Operating Bases” (MOB). No. 138 EAW primarily consists of three squadrons of Panavia Tornado GR4/GR4A multi-role fast-jet ground-attack aircraft.The station crest depicts a glaring blue bull, symbolic of a deterrent and awarded in 1957 with the arrival of nuclear capability; the station motto is simply Deter.

2. NARBOROUGH

RAF Narborough was a military aerodrome in Norfolk operated in the First World War. It opened on 28 May 1915, originally as an Air Station for RNAS Great Yarmouth tasked with defending against Zeppelin raids. The airfield covered a 908-acre (3.67 km2) site, including 30 acres (120,000 m2) of buildings - making it the largest First World War airfield in Britain. These buildings included seven large hangars, seven [clarification needed] sheds, five workshops, two coal yards, two Sergeants’ Messes, three Dopesheds and a Guardroom. The airfield was transferred to the Royal Flying Corps in 1916, with the arrival of No. 35 Squadron of 7 Wing from Snarehill, operating Vickers FB5, Royal Aircraft Factory BE2c and BE2e and Armstrong Whitworth FK3 aircraft.

3. BARTON BENDISH

RAF Barton Bendish - also known as Eastmoor Landing Ground because it was located in the hamlet known as Eastmoor in the south of the parish and once a large outlying settlement with two mansions and a non-parochial chapel - was a Category A airfield and opened on 2 September 1939 as a satellite station for nearby RAF Marham, since at the outbreak of WW II it was considered important for all bomber stations to have at least one satellite airfield.

4. DOWNHAM MARKET

RAF Downham Market had three concrete runways, the main (east-west) runway being 1,900 metres long and 50 metres wide. A five-kilometres long perimeter track linked the runways and the 35 circular concrete hardstandings, where the aircraft were dispersed, with each other, and with the aerodrome’s six T2 hangars. From April 1943 until March 1944, three of the latter were used for the storage of Horsa assault gliders. In October 1943, the station was equipped with the FIDO (Fog Intensive Dispersal Operation) fog dispersal system which was eventually installed at 15 UK airfields. Downham Market was the second aerodrome to be equipped with this device.

5. METHWOLD

At the end of the 1930’s as the possibility of war with Nazi Germany grew ever stronger the Air Ministry began to look for new sites to expand the number of airfields in East Anglia. Farm-land around the village of Methwold was an obvious area on which to construct a satellite airfield for the use of RAF Feltwell as a dispersal and landing ground.The Methwold site offered camouflage cover for aircraft from a number of woods and plantations as well as room for grass runways and military buildingsWith the closure of a minor road between Methwold and Feltwell, the demolition of farm buildings and the removal of the tower of the old windmill, it wasn’t long before Methwold was operational and became home for a while at least to a variety of bomber squadrons.

6. FELTWELL

Feltwell’s connection with aviation began more than thirty-five years ago, during World War I, when No. 7 Training Depot Station was housed here. Thus Feltwell’s original function was flying training as it is today. From March, 1937, however, when the present installations were built, until 1946, squadrons of Bomber Command were stationed here. At first there was only one squadron, equipped with Harrows, but by the outbreak of World War II, an additional squadron had been formed, and each was now equipped with Wellingtons.

7. BODNEY

Bodney was a grass-covered airfield without the usual concrete runways and opened in early 1940 as a 2 Group satellite station for nearby Watton. Several Watton-based squadrons were dispersed here and included Nos 21, 82 and 105 Squadrons with Blenheim IV medium bombers, 61 Squadron with Handley Page Hampden bombers and 90 Squadron with the new Boeing B-17 Fortress Mk.1 heavy bomber.

8. RFC THETFORD (SNAREHILL)

The Royal Flying Corps established an airfield at Thetford in November 1915 asNo 4 School of (Aerial) Navigation and Bomb-Dropping. It was subsequently used by nurmerous RFC Sqns but closed shortly after the end of WWI, reopening as a decoy Station to RAF Honington in 1940. It remained unpaved throughout its time and closed for good in Aug 1942. However, a few original buildings still remain on the site, used entirely for argicultural purposes.

9. HARLING ROAD

The Royal Flying Corps came to Harling Road in 1916. The airfield covered 245 acres, and included hangars, lecture rooms, gunnery instruction areas, petrol and oil stores, photographic equipment, wireless, bombing, and picture target huts. It became the home of No. 51 Squadron at that time, to help to defend the east coast of England against pelin raiders. By 1917, the 51st had been split into 88th, 89th, and 94th Squadrons, who trained here before leaving for operations in France. In March 1918, No.10 Depot Training Station had also been formed here, and the following month the Royal Air Force was formed.

10. EAST WRETHAM

RAFEastWrethamairfieldwashurriedlybroughtintoserviceduringtheearlyyearsofWorldWarIIasasatelliteairfieldwithNo.311(Czech) Squadron dispersed there from RAF Honington on 29 July 1940. A more permanent allocation followed in September. The squadron operatedtheirbombersfromtheairfielduntilApril 1942whenittransferredtoCoastalCommand.Later,RAFBomberCommandNo.115 Squadron RAF, operating Vickers Wellington Mk IIIs and later Avro Lancasters, occupied the airfield from November 1942.

11. WATTON

Royal Air Force Station Watton or more simply RAF Watton is a former Royal Air Force station located 9 miles (14 km) southwest of East Dereham, Norfolk, England. Opened in 1937 it was used by both the Royal Air Force (RAF) and United States Army Air Forces (USAAF) during the Second World War. During the war it was used primarily as a bomber airfield, being the home of RAF Bomber Command squadrons until being used by the United States Army Air Forces Eighth Air Force as a major overhaul depot for Consolidated B-24 Liberator bombers and as a weather reconnaissance base.

12. SCULTHORPE

RAF Sculthorpe is a military training facility for the United Kingdom’s Ministry of Defence, situated about 3 mi (4.8 km) west of Fakenham in Norfolk, England. The airfield has been home to many visiting airmen and support crews of the RAF and United States Air Force. Whilst retaining the airfield in 1997 the Ministry of Defence sold the entire technical, domestic and administrative site including the married quarters site previously occupied by the USAF to The Welbeck Estate Group. RAF Sculthorpe was built as the second satellite airfield of RAF West Raynham a few miles to the south, the first being RAF Great Massingham.

13. WEST RAYNHAM

RAF West Raynham is a classic expansion-era airfield. It was built in 1938/39 and is located near the town of Fakenham in the district of North Norfolk. In the years between WW I and WW II, there was considerable opposition to many aspects of an independent air force based in part on arguments about the morals of air war such as the bombing of civilians, and also on concerns about the visual impact of many large airfields and associated buildings on the countryside.

14. GREAT MASSINGHAM

RAF Massingham starte life in September 1940 as a satellite grass airfield to RAF West Raynham just a couple of miles away. Crews slept at West Raynham and cycled over every morning. It had 3 runways on the usual ‘A’ pattern, the longest of 2,000 yards and two others of 1,400 yards. Blenheim aircraft were based here in those early days, playing an important part in the Ruhr offensive. The Blenheim had a range of 300 miles and could easily reach Germany and coastal ports.

15. BIRCHAM NEWTON

RAF Bircham Newton is a former Royal Air Force station located 2.1 miles (3.4 km) south east of Docking, Norfolk and 13.4 miles (21.6 km) north east of King’s Lynn, Norfolk, England.The site was first used during the First World War and received the largest British bomber of the time, the Handley Page V/1500. They would have carried out bombing missions against Berlin but the Armistice was arranged before any missions were actually flown.

16. SEDGEFORD

RAF Sedgeford was used as an airfield in World War I, as a satellite airfield (officially called “Night Landing Grounds” of RAF Great Yarmouth. During World War I, the airfield was used for home defence duties, and was initially attached to the Royal Navy. By 1916, the Royal Flying Corps, a precursor the current RAF, took over the facilities. After the conclusion of the war, RAF Sedgeford was abandoned around 1919 to 1920.

17. DOCKING

RAF Docking was a RAF Station of the Second World War a few miles from Bircham Newton in Norfolk. It was a satellite airfield for the RAF Coastal Command station at RAF Bircham Newton and was mostly used for overflow from there. A grass airfield, with eight blister hangars and one A1 hangar, was laid out soon after the outbreak of war and the first squadron to operate from there was No. 235 Squadron RAF using Bristol Blenheims for convoy escort and anti-shipping operations in the North Sea.

18. NORTH CREAKE

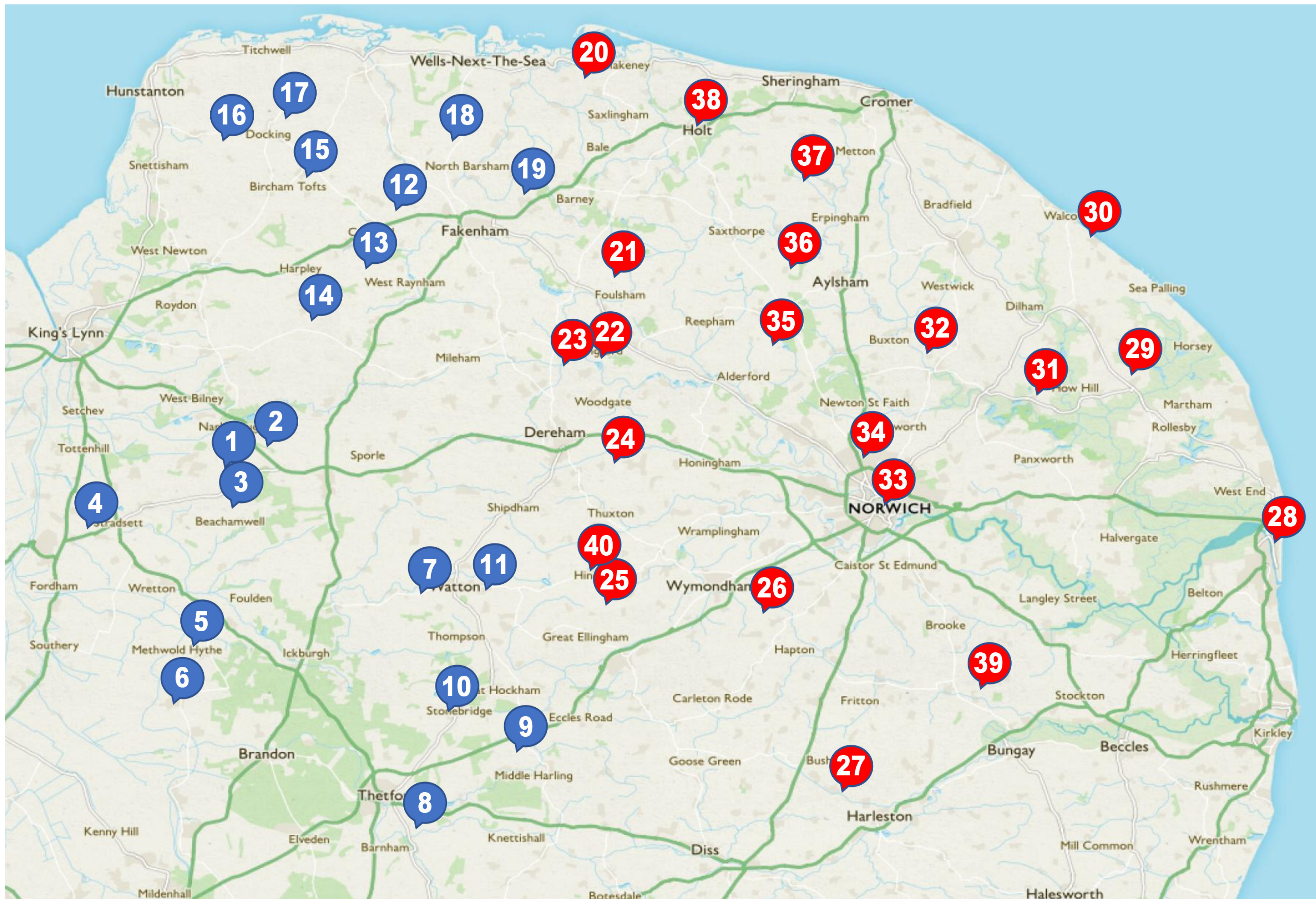
Like many other airfields, RAF North Creake was geographically misnamed: the village of North Creake is situated about four kilometres further to the west and the runways were actually constructed on the sites of two deserted medieval villages known as Quarles and Egmere. Egmere’s ruined church still stands in the fields on the southern edge of the airfield. Locals have hence always referred to it as the Egmere ‘drome’ (short for aerodrome).The construction of the concrete runways began in October 1942, with the main runway being 2,000 metres long.

19. LITTLE SNORING

The aerodrome at Little Snoring, intended as a satellite to Foulsham airfield, was built by Taylor Woodrow Ltd in 1942/43 to the standard design of a Class A heavy bomber airfield, with three concrete runways and 36 aircraft dispersal points. The main runway was 2,000 metres long. The minor road linking the villages of Thursford and Little Snoring was closed when construction began, as it crossed the flying field. It was however reinstated in the 1960s, following the eastern perimeter track.

Airfields - West Norfolk / East Norfolk			
	Name	Postcode	Grids
1	RAF Marham also RFC	PE33 9NP	TF724085
2	RAF Narborough also RFC and RNAS	PE32 1JB	TF746105
3	RAF Barton Bendish	PE33 9PZ	TF724044
4	RAF Downham Market	PE38 9LZ	TF628041
5	RAF Methold	IP26 4DU	TL729934
6	RAF Feltwell	IP26 4AY	TL712895
7	RAF Bodney	IP26 5JQ	TL839944
8	RAF Thetford also RFC	IP24 2QD	TL884826
9	RAF Harling Road	NR16 2QR	TL978879
10	RAF East Wretham	IP24 1RE	TL905896
11	RAF Watton	IP25 6JN	TF940000
12	RAF Sculthorpe	NR21 7RF	TF857315
13	RAF West Raynham	NR21 7AJ	TF849245
14	RAF Great Massingham	PE32 2LA	TF808235
15	RAF Bircham Newton	PE31 6RH	TF786344
16	RAF Sedgeford	PE32 2LA	TF731366
17	RAF Docking	PE31 8PF	TF780344
18	RAF North Creake	NR22 6AY	TF894384
19	RAF Little Snoring	NR21 0JL	TF960333
20	RAF Langham	NR25 7BP	TF988420
21	RAF Foulsham	NR10 4DR	TG043268
22	RAF Bylaugh Hall	NR20 4RL	TG035187
23	RAF Swanton Morley	NR20 4TX	TF999185
24	RAF Mattishall	NR20 3PU	TG049114
25	RAF Deopham Green	NR17 1JF	TM028990
26	RAF Hethel	NR14 8EY	TG157009
27	RAF Pulham also RNAS	IP21 4QE	TG198834
28	RAF Great Yarmouth	NR30 3EJ	TG532053
29	RAF Ludham RNAS Ludham (HMS Flycatcher)	NR29 5PR	TG239919
30	RAF Bacton also RNAS Bacton	NR12 OLP	TG343327
31	RAF Neatishead	NR12 8YB	TG345186
32	RAF Coltishall	NR10 5JS	TG264229
33	RAF Mousehold Heath	NR1 4NS	TG248101
34	RAF SHorsham St Faith	NR10 3JF	TG218136
35	RAF Swannington	NR10 4PW	TG140207
36	RAF Oulton	NR11 6AF	TG145270
37	RAF Matlaske	NR11 7JQ	TG149340
38	RAF Holt	NR25 7EA	TG067418
39	RAF Seething	NR35 2EQ	TM319954
40	RAF Hingham	NR9 4 LX	TG031025

Airfields - Alphabetical Order			
	Name	Postcode	Grids
30	RAF Bacton also RNAS Bacton	NR12 OLP	TG343327
3	RAF Barton Bendish	PE33 9PZ	TF724044
15	RAF Bircham Newton	PE31 6RH	TF786344
7	RAF Bodney	IP26 5JQ	TL839944
22	RAF Bylaugh Hall	NR20 4RL	TG035187
32	RAF Coltishall	NR10 5JS	TG264229
25	RAF Deopham Green	NR17 1JF	TM028990
17	RAF Docking	PE31 8PF	TF780344
4	RAF Downham Market	PE38 9LZ	TF628041
10	RAF East Wretham	IP24 1RE	TL905896
6	RAF Feltwell	IP26 4AY	TL712895
21	RAF Foulsham	NR10 4DR	TG043268
14	RAF Great Massingham	PE32 2LA	TF808235
28	RAF Great Yarmouth	NR30 3EJ	TG532053
9	RAF Harling Road	NR16 2QR	TL978879
26	RAF Hethel	NR14 8EY	TG157009
40	RAF Hingham	NR9 4LX	TG031025
38	Holt	NR25 7EA	TG067418
34	RAF Horsham St Faith	NR10 3JF	TG218136
20	RAF Langham	NR25 7BP	TF988420
19	RAF Little Snoring	NR21 0JL	TF960333
29	RAF Ludham RNAS Ludham (HMS Flycatcher)	NR29 5PR	TG239919
1	RAF Marham also RFC	PE33 9NP	TG149340
37	RAF Matlaske	NR11 7JQ	TG149340
24	RAF Mattishall	NR20 3PU	TG049114
5	RAF Methwold	IP26 4DU	TL729934
33	RAF Mousehold Heath	NR1 4NS	TG248101
2	RAF Narborough Also RFC and RNAS	PE32 1JB	TF746105
31	RAF Neatishead	NR12 8YB	TG345186
18	RAF North Creake	NR22 6AY	TF894384
36	RAF Oulton	NR11 6AF	TG145270
27	RAF Pulham also RNAS	IP21 4QE	TG198834
12	12RAF Sculthorpe	NR21 7RF	TF857315
16	RAF Sedgeford	PE36 5LL	TF731366
39	RAF Seething	NR35 2EQ	TM319954
35	RAF Swannington	NR1 4NS	TG140207
23	RAF Swanton Morley	NR20 4TX	TF999185
8	RAF Thetford also RFC	IP24 2QD	TL884826
11	RAF Watton	IP25 6JN	TF940000
13	RAF West Raynham	NR21 7AJ	TF849245



Airfields in East Norfolk

20. LANGHAM

Royal Air Force Langham or more simply RAF Langham is a former Royal Air Force station, located 27.2 miles (43.8 km) North-West of Norwich, Norfolk, England, from 1940 to 1961. The airfield was the most northerly of the Norfolk wartime RAF airfields and its position, being just 3.3 miles (5.3 km) from the North sea at Blakeney made it a desirable location to be used by Coastal Command which had come into prominence since the outbreak of the Second World War. Originally the base was built as a dispersal and satellite station to RAF Bircham Newton during the first few months of the war and it became operational in the summer of 1940.

21. FOULSHAM

RAF Foulsham was declared operational on 26 June 1942 and the first units to arrive were Nos. 98 and 180 Squadrons, flying North American Mitchell bombers. They were joined by No. 320 Squadron, formed from Dutch naval personnel who had escaped the occupation of Holland in 1940. In September 1943, the station was transferred to 3 Group which used Short Stirling and Avro Lancaster bomber aircraft. The USAAF's (United States Army Air Forces) 357th Servicing Squadron moved in, carrying out modification work on Mosquito aircraft for the photo-reconnaissance role.

22. BYLAUGH HALL

During WWII Bylaugh Hall was used by the RAF and after its de-requisitioning in 1948 it was sold to a new owner who unsuccessfully planned to turn it into a nursing home. Sidney Abbs, a builder believed to have been associated with RG Carter & Sons, a national construction company based in Norwich, purchased it.

23. SWANTON MORLEY

Swanton Morley was a new station planned under the RAF expansion scheme but not completed to the same standard before the start of the Second World War. It was part of No. 2 Group in Bomber Command until December 1944 when it was given over to 100 Group - the RAF unit responsible for countering German defences against the British strategic bombing - as they needed another airfield close to their HQ at Bylaugh Hall. On 4 July 1942, American and British airmen took off from this station as part of the first combined bombing raid of World War II.

24. MATTISHALL

The site of the airfield was on the field behind Tollgate Farm on the north side of the road just past the cross roads of Blind Lane and Church Lane (Welborne) on the road coming out of Mattishall heading to East Tuddenham. Mattishall Airfield 1916-1919. The airfield known as Mattishall Airfield, was situated mostly in East Tuddenham, with a smaller part in Mattishall and a much smaller part in Welborne. In 1916, Mattishall was a large village with plenty of shops, public houses and a large church situated on the Tuddenham side of the village. The church with its tower was a good landmark for pilots attempting to find the nearby airfield.

25. DEOPHAM GREEN

RAF Deopham Green is a former World War II aerodrome, built in 1942/43 and located near the hamlet of Deopham Green. Opened in 1944, the airfield was used by the United States Army Air Force (USAAF) Eighth Air Force 452nd Bombardment Group (Heavy). After the war the field was handed back to RAF Maintenance Command and public roads that had been closed during construction were re-opened. The airfield was closed in 1948 with most of the buildings torn down and the land returned to agricultural use. Many of the runways and taxiways of the old airfield remain.

26. HETHEL

Royal Air Force Station Hethel or more simply RAF Hethel is a former Royal Air Force station (ICAO: EGSK) which was used by both the United States Army Air Forces (USAAF) and the Royal Air Force (RAF) during the Second World War. The airfield is located 7 miles (11 km) south west of Norwich, Norfolk, England and is now owned by Lotus Cars. RAF Hethel was built during 1942 for use by the Americans and was transferred to the USAAF and given designation Station 114.

27. PULHAMRNAS

Pulham (later RAF Pulham) was a Royal Navy Air Service (RNAS) airship station, near Pulham St Mary 18 mi (29 km) south of Norwich, UK. Though land was purchased by the Royal Navy in 1912 the site was not operational until 1915. From 1918 to 1958, the unit was a Royal Air Force establishment. Pulham was one of the main British airship stations, with more than 3,000 men on the base at the end of the First World War. Initially it was used for airships that operated patrols over the North Sea (such as the Coastal and SS types) until their areas were taken over by seaplanes.

28. GREAT YARMOUTH

Opened in 1913 the sea plane station was built to protect this part of the east coast from attacks by Zeppelins and for spotting German surface raiders, the first Zeppelin to be destroyed by a machine from Yarmouth was on 27th November 1916 this being the L21 which was set on fire and fell into the sea off Lowestoft. At one time the station had over 30 machines based there and played an important role in submarine detection and airship destruction.

29. LUDHAM

The land which was to become the flying field of RAF Ludham once belonged to Fritton Farm. In the 1920s, the farm had been purchased by the government with the intention of splitting up the land and to make it available for soldiers returning from WWI. There were seven smallholdings, each with a wooden house, to the north, and four larger holdings to the south of what then was called Slipper's Loke (named after the then owner of Fritton Farm) and today is known as Fritton Road. With the construction of the airfield the seven smallholdings were cleared. Ludham aerodrome was built by Richard Costain Ltd in November 1941 as a satellite to RAF Coltishall, to be used as a forward base for Fighter Command; the first Spitfires of 152 Squadron landed in November of the same year.

30. BACTON

RAF Bacton is a former Royal Air Force landing field, built to accommodate aircraft intercepting Zeppelin bombers during the First World War. The only unit to use Bacton was a detachment of No. 219 Squadron RAF between 22 July 1918 and March 1919 with various aircraft.

31. NEATISHEAD

Remote Radio Head [RRH] Neatishead is a small remote RAF unit situated to the north east of Norwich, Norfolk . Once a large station acting as a Control and Reporting Centre (CRC) for the South of the United Kingdom, it has been reduced substantially and now maintains a RRH status. The primary role of RRH Neatishead is the provision of Radar, ground to air communications and data links coverage as part of the United Kingdom Air Surveillance and Control System (UKASACS).

32. COLTISHALL

RAF Coltishall was built to 1930s permanent airfield standards and originally designed as a bomber station with five C-type hangars, adjoined by a grass flying field. In May 1940, however, it was redesignated a fighter station and became operational as part of Fighter Command's No. 12 Group. During its time as a day fighter and later a night fighter station, Coltishall was associated with some of the RAF's best-known wartime fighter aircraft such as the Spitfire, Hurricane, Beaufighter, Mosquito and Typhoon.

33. MOUSEHOLD HEATH

The area of Norwich between the Salhouse and Plumstead roads (outside of the outer ring road) was originally the Cavalry Training Ground and then became the Royal Flying Corps Mousehold Heath aerodrome where Boulton Paul, among other manufacturers, passed over the aircraft they made for service. It was sometimes known as Norwich aerodrome by the Royal Flying Corps before it became Royal Air Force Station Mousehold Heath in April 1918. After the First World War, Boulton and Paul continued to use the site.

34. HORSHAM ST FAITH

Horsham St Faith is a former Royal Air Force station near Norwich, Norfolk, England which was operational from 1939 to 1963. It was then developed as Norwich International Airport. The airfield was first developed in 1939 and officially opened on 1 June 1940 as a bomber station. It had been built pre-war and had five C-type hangars, permanent brick and tiled buildings with central-heating and a high standard of domestic accommodation.

35. SWANNINGTON

RAF Swannington was built in 1942/1943 and became operational in April 1944 as part of the newly formed 100 Group, the headquarters of which was based at Bylaugh Hall. Swannington was the last wartime aerodrome to be opened in Norfolk and was always known locally as Haveringland aerodrome. The first units to be based at the station were No. 85 and No. 157 Squadrons, flying de Havilland DH 98 Mosquito fighter aircraft. The two squadrons were also temporarily detached to RAF West Malling (Kent) to counter the V1 Flying Bomb (the "Doodlebugs") threat. Nos. 229 and 451 Squadrons RAAF (Royal Australian Air Force), who escorted bomber aircraft during day-time missions against Nazi Germany, were also based at the aerodrome for some time, and briefly during the winter of 1944/45, three squadrons of Spitfires used the airfield for training and anti-V2-rocket launcher patrols in the Netherlands.

36. OULTON

The Oulton airfield opened in 1940, originally as a satellite field to Horsham St Faith (now Norwich International Airport). It hosted a variety of light bomber squadrons flying mainly Blenheims. By September 1942 the airfield had become a satellite to RAF Swanton Morley with the 88th squadron being based there. This unit participated in low-level daylight raids and was also engaged with dropping propaganda leaflets over Germany. The all-grass field was upgraded to be able to accept heavy bombers and after the runways had been lengthened and concreted, the airfield was transferred to the 100 Group and became a satellite to RAF Foulsham in September 1943.

37. MATLASKE

An already existing airfield located to the south of the village of Matlaske was approved for requisition by the Air Ministry in August 1939 and RAF Matlask became operational in October 1940, serving as a satellite station to RAF Coltishall. The airfield had two grass runways of 1,450 metres (1,600 yards) and 1,190 metres (1,300 yards) length respectively. RAF Matlask formed part of No.12 Group RAF Fighter Command. The group was responsible for the aerial defence of the Midlands, Norfolk, Lincolnshire and North Wales, and after No.11 Group, was the second most important group of Fighter Command during WWII.

38. RAF HOLT (Bayfield)

Opened in November 1915 originally as Royal Naval Air Station Holt, the airfield was only open until 1920 although the site was used again during WWII as an anti-aircraft artillery camp. The hangars were against the wood on the far west and the barracks, with a well, by the pit to the north. The 'ring ditch' on RAF/OS air photographs formerly numbered NHER 11887 was a chalk circle marker for aircraft.

39. RAF SEETHING

Seething airfield was built in 1942-43 by John Laing & Son Ltd., to the standard Class A requirement for heavy bombers, primarily for use by the USAF and opened on 1st December 1943. The airfield had a main runway 6,000 ft. long aligned SW-NE and two secondary runways of 4,200 ft in length, together with a considerable number of hard standings. The airfield was closed for military use in 1945 but has remained in active civil use to this day.

40. HINGHAM

It is sadly one of those sites that has long since gone, and its history is now so blurred that its true location is not accurately known. It is known however, that it housed only three squadrons in its very short life: 51 (HD), 100 and 102, but only 51 Sqn remained for any period of time, thus making it the sole unit to have flown actively from this airfield. A grass site, it was believed to be located near to the village of Hingham in Norfolk, some 12 miles south-west of Norwich, however, some sources cite it as Scoulton (latterly Watton airfield) located a few miles to the West.



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- www.abct.org.uk
- www.discovernorfolk.co.uk
- www.heritage.norfolk.gov.uk
- www.abct.org.uk
- www.geograph.org.uk
- Norfolk Airfields in the Second World War by Graham Smith
- Norfolk Military Airfields by Peter Walker
- Military Airfields of Britain - East Anglia by Ken Delve
- Action Stations by Michael J F Bower
- Ghost fields of Norfolk by Roderick McKenzie

Cycle Sportive

On the 17th June 2018 there will be a day long Cycle Sportive, organised in conjunction with WheelsinWheels. The route will take riders around the airfields where Information Boards will be on display together with fibreglass handmade aircraft, hand decorated by ATC Squadrons and local Schools and erected by courtesy of BT Openreach close to each airfield site.

Registration for the Sportive is now opens and allows cyclists a choice of three routes of varying distances.

The Sportive will start and finish at the Black Top Car Park, Royal Air Force Marham, where Event Administration will be located together with refreshments, toilets and car parking. Further feed stations will also be located on each of the three routes.

The organised cycle trail will take in many of the airfields on the trail on routes designed to use minor roads wherever possible.

All competitors will receive a medal on completion.

www.wheelsinwheels.com/RAF_Cadet_Heritage_Sportive_UK.php

Maps of the 3 routes will be available on the website, together with the chance to purchase a special Commemorative Cycle jersey.

www.heritageartstrail.co.uk

